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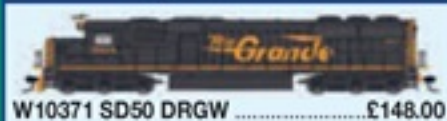
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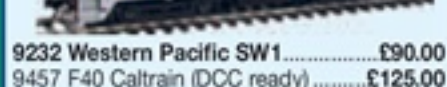
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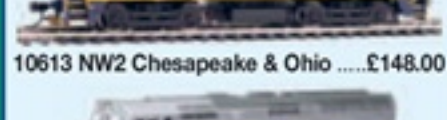
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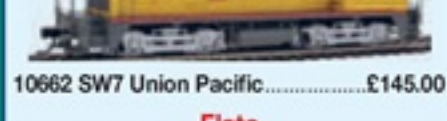
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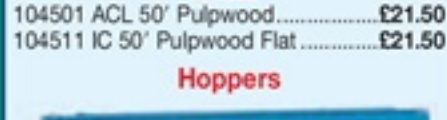
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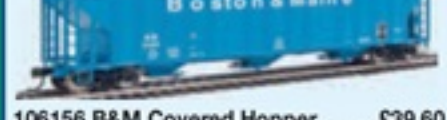
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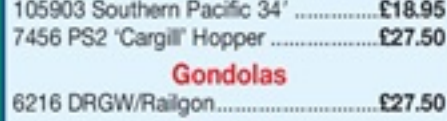
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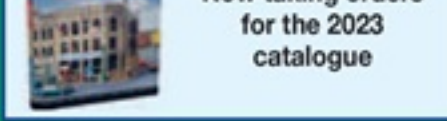
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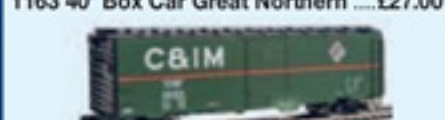
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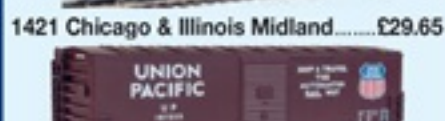
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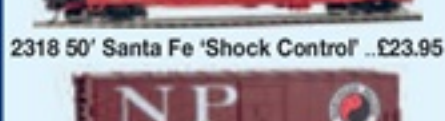
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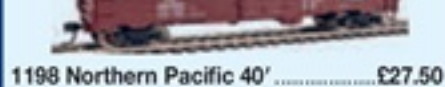
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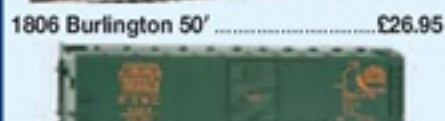
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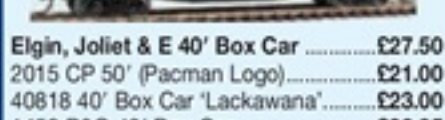
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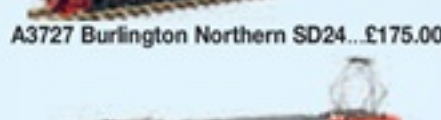
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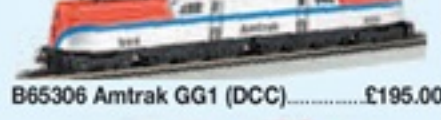
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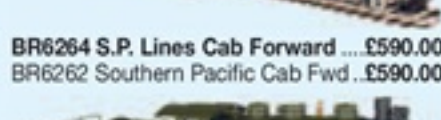
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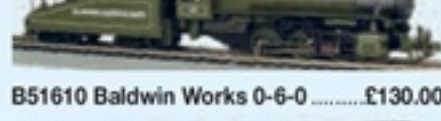
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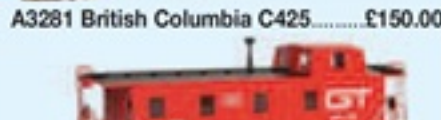
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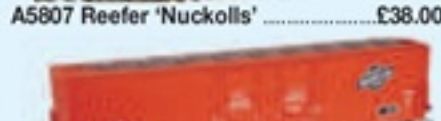
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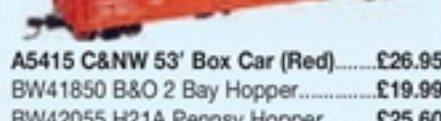
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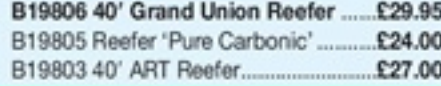
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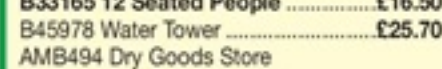
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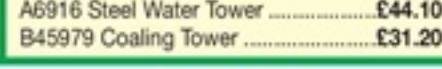
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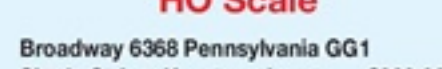
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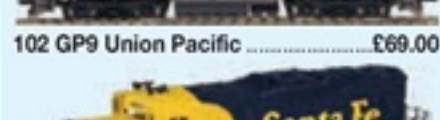
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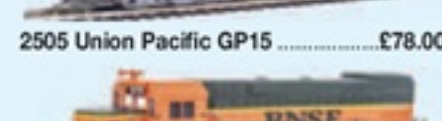
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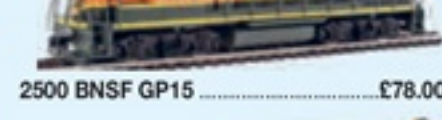
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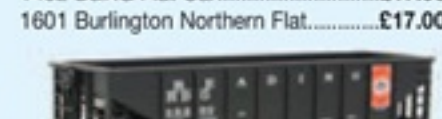
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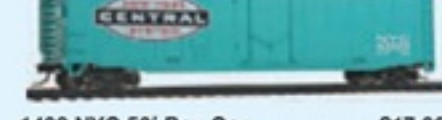
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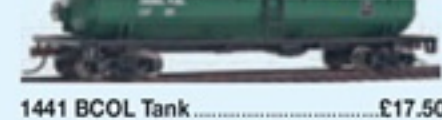
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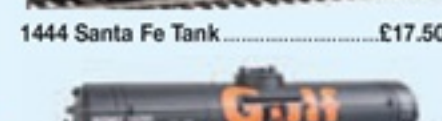
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CONTINENTAL MODELLER

August 2022

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Editor ANDREW BURNHAM

Associate Editor & Photographer CRAIG TILEY

Associate Editor & Photographer STEVE FLINT

Editorial Assistants CALLUM WILLCOX, CHRIS FORD

Art Director ADRIAN STICKLAND

Graphic Illustration

DAVE CLEMENTS, GARY BICKLEY, STEVE CROUCHER

Review Photographer JOLYON SARGENT

General & Advertisement Manager JOHN KING
john.king@peco.co

Advertisement Assistant NICOLE CHARLTON

Direct Subscriptions ALICIA FLINT
subscriptions@peco.co

Chairman C.M.PRITCHARD

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RAILWAY MODELLER

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



Cover
Sandy River & Rangeley Lakes
Forney 2-4-4RT #9 on the
turntable at Franklin,
an American On2 layout
built by Bob Harper.
Photo: editor.

A wider perspective

We were interested to read the *Perspective* column in a recent issue of the *American Model Railroad Craftsman* magazine which pointed out that various types of rare locomotive types were now being made – or at least proposed – as ready-to-run models when export types which had been built in American factories and sold in much greater numbers for use all over the world had been ignored when they would offer the model company many interesting variants and versions, appealing not only to collectors but also modellers looking for a different theme) and hopefully also in time enthusiasts in the territories concerned, expanding the hobby overall.

We see a similar situation in Britain with unusual and experimental types being offered (mostly in OO) while the many machines exported from British builders to the colonies and elsewhere have been overlooked. (But which scale would you use ... ?)

As Warren Miller demonstrates in this issue, there are some proprietary items that could quite easily be adapted even though the manufacturers of the original model never adopted what would have been an easy option. Perhaps we should not object – it makes for an interesting article, and may inspire others.

“Full steam ahead” for Warley 2022

That was the message proclaimed by the organisers of this year's Warley National Model Railway Exhibition during a sponsors meeting on 22nd June. Set to return after a three-year absence (the exhibition was last staged as a 'live' event in 2019), the two-day show will take place once again at the National Exhibition Centre in Birmingham on Saturday 26th and Sunday 27th November 2022. Save the dates now!

Although supported by the sponsorship of Peco, Bachmann Europe, Hornby, Crécy Publications, and Squires Tools, the event is organised entirely by volunteer members of the Warley Model Railway Club. It is the biggest function of its kind in the United Kingdom and is, as has been noted by Warley MRC Chairman Paul Jones, "... run by enthusiasts for the benefit of fellow enthusiasts in true club tradition". We hasten to add that, in our opinion, it is also done in an efficient and professional manner.

Over seventy layouts are booked to attend, from Z through to Gauge 1 (and larger!), covering a wide variety of British and overseas prototypes.

Amongst them will be a special section dedicated to modelling Swiss railways in various scales – the Swiss Railways Society was due to celebrate its fortieth anniversary in 2020 with this display and we are delighted to learn that all those booked are able to be present this time instead.

It is regrettable that some of the layouts invited from mainland Europe will not now be able to attend, largely due to post-Brexit regulations and associated paperwork. Significant participation by modellers from Europe had long been a major feature of the show. We understand efforts are being made to address this for the future.

There will be more than 150 trade stands, together with modelling demonstrations, specialist society displays, and once again a full-size locomotive centrepiece.

Advance tickets and show guides will be available from The Ticket Factory (link via the website www.thewarleyshow.co.uk). Tickets will also be on sale at the show, but note that payment at the ticket office can only be made by card, due to NEC requirements.

As in recent years, accompanied children aged 6-15 will be admitted for just £1.00. This 'kids for a quid' initiative offers much better value than the previous family ticket option.

Further details about this year's event, along with associated articles, will appear in CONTINENTAL MODELLER and RAILWAY MODELLER in the coming months.

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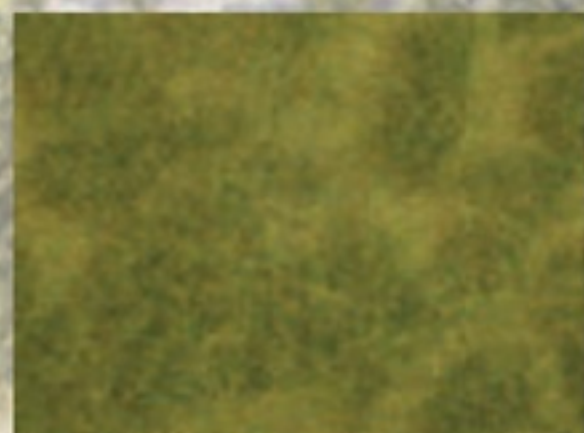
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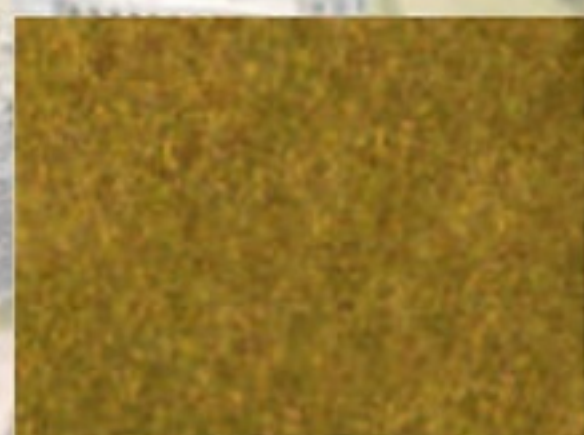
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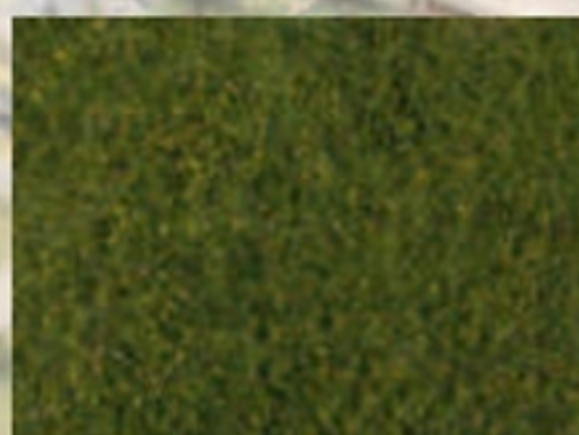
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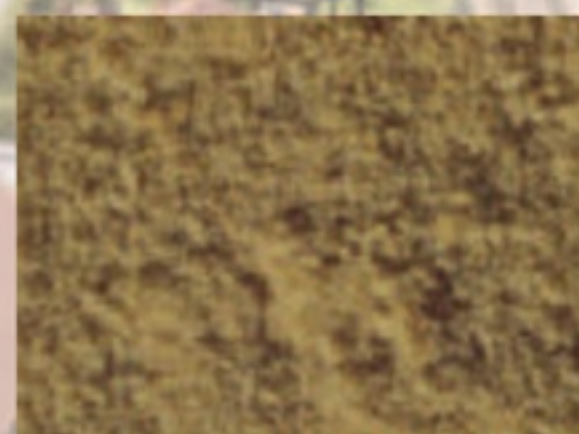
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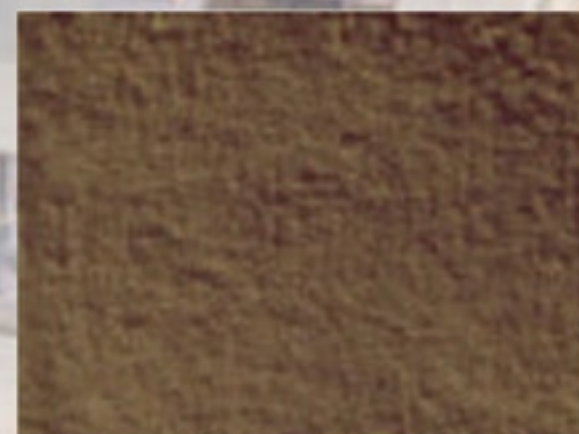
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N07331 - Multi Scale - 3mm - **£5.25**
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#10-1762

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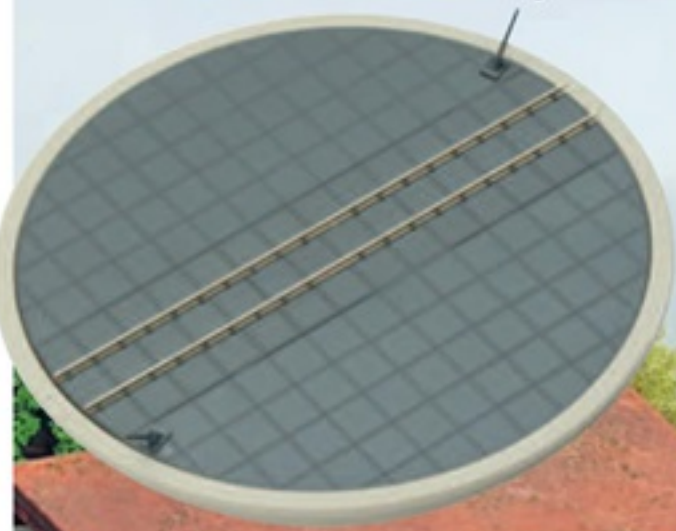


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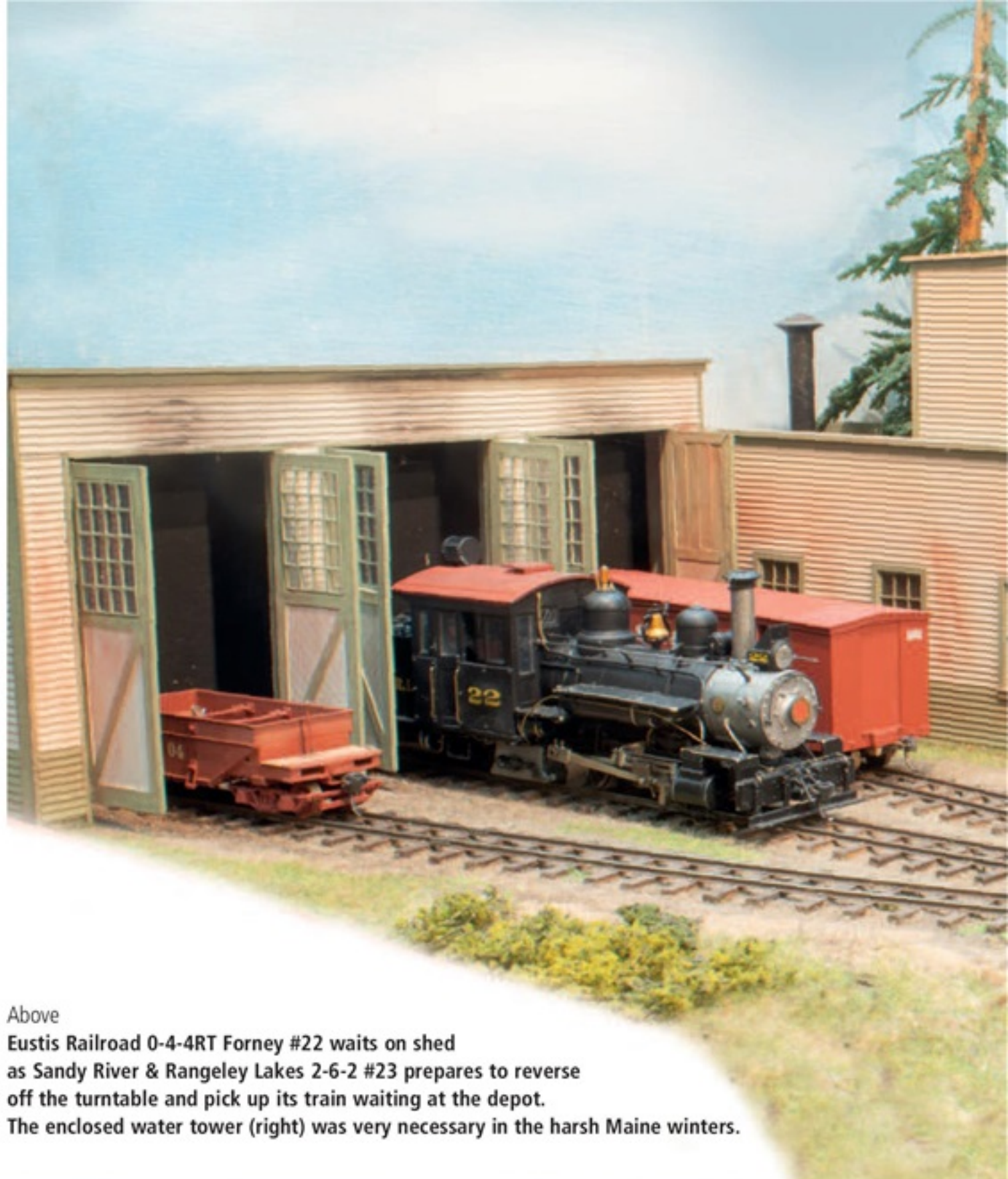
Soazza modelled by Anthony Bilton using PECO STREAMLINE H0m track. Photo: Derek Shore

Bob Harper explains how he came to model a typical Maine two-footer location.

Franklin

A small branch terminus in 1:48

This is my first excursion into the world of the Maine "Two Footers", a group of five narrow gauge lines built in rural areas of the most north-easterly state of the USA. Much like light railways in the UK, they were built to open up sparsely populated areas that could not justify extensions to the already existing standard gauge network; the dramatically reduced cost of building narrow gauge enabled a variety of industries to be exploited which otherwise would have had to wait until the coming of reliable road transport in the 1920s.



Above

Eustis Railroad 0-4-4RT Forney #22 waits on shed as Sandy River & Rangeley Lakes 2-6-2 #23 prepares to reverse off the turntable and pick up its train waiting at the depot. The enclosed water tower (right) was very necessary in the harsh Maine winters.





Left
Sandy River & Rangeley Lakes 2-6-2 #24, the last – and largest – of the Prairies built by Baldwin for the two foot gauge system. The tender was reportedly built 8'4" wide instead of the 84" (7') specified! When fully loaded, this caused some stability issues and exceeded the weight limit on some of the wooden trestles.

Right
2-4-4RT Forney #9 with cut lumber on flats with side stakes.

The successful introduction of steam power on the Festiniog Railway in the 1860s was eagerly followed in the USA, and the 1870s saw the opening of steam powered 2' lines in New England. The first attempt, in Massachusetts, was a business failure, lasting only six months, but the entire railway was packed up and moved lock, stock, and barrel to Franklin County, Maine, where it became the kernel of the Sandy River Railroad. Over the years, this expanded and absorbed 'independent' extensions to become the Sandy River and Rangeley Lakes RR; with 120 route miles, it was the largest and most successful of the Two Footers, and interchanged with the standard gauge Maine Central RR at Farmington. These rural areas always had a ready supply of cheap labour for transshipping all the out-of-area freight: a contemporary poster offers \$2 a day for the work.





Above
2-6-2 #23 arrives with pulpwood racks.
The wooden framework was intended to carry smaller pieces of wood destined for paper production.

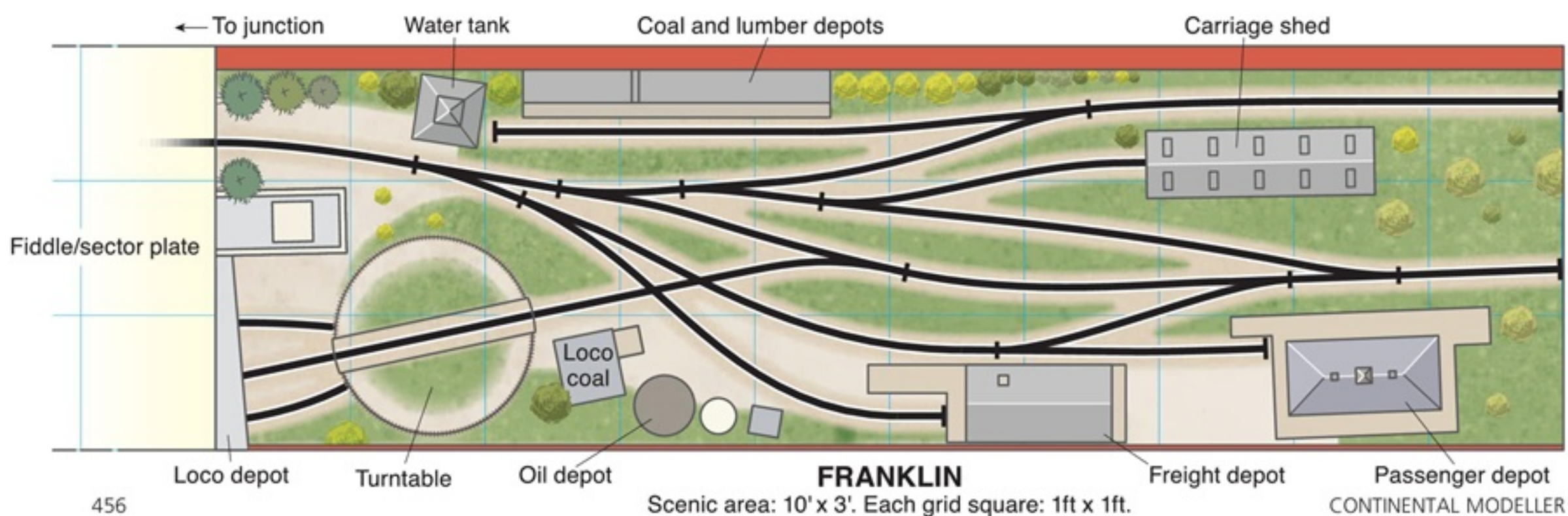
Below
The freight loading dock. The shorter grey box car was insulated and used for perishables and dairy products.



The four other lines were much shorter, and they all served different functions, so between them, there is a fascinating variety of stations and scenes that cry out to be modelled.

The core business of the Sandy River was lumber, but a number of the towns along the way, such as Strong, Phillips, Kingfield, and Rangeley, expanded and generated their own traffic patterns, including up-market summer tourists, and the railway took in and out everything that a modern (in 1900) community could need.

Basically, *Franklin* is a re-badged version of a classic British branch line! Although set somewhere on the Sandy River system, the actual station design is mostly based on Bridgton, the terminus of another of the Two Footers, the Bridgton and Saco River RR, which was the classic junction to market town scenario much loved by modellers. Very compact in size, it had sidings heading off all over the place to serve lots of local industries, together with a later track





Left
The carriage shed is based on an original at Bridgton.

Below
The 1/2" gauge track was all hand laid, with flat bottom rail spiked to wooden ties.

extension to a lakeside tourist town at Harrison. The strange track design needed for this extension required a diamond crossing, the only 2' over 2' crossing ever built in America, so this has been put into *Franklin*, together with another unique feature, the oil depot. Again, this required the only 2' gauge tank cars to run in Maine. Add in the full suite of loco facilities and there are obviously enough sources of traffic to keep the operator busy switching for hours!

The problem is that even with such a beautifully compact layout, the real thing would come out at about 30' by 12' if built to scale, and I only had 10' by under 2' to fit it all into! Even the freight house would be about 6' long if built to scale.

Although built primarily as an exhibition layout, *Franklin* is also an integral part of my permanent home system, which spreads all over the basement of my Victorian house, with a mixed gauge system of both 2' and 3' gauge lines (1/2" and 3/4" in 1:48 US O scale). The 2' was a later addition, and space was by then extremely limited, hence the restricted size available.

I have since continued the 2' theme with *Megantic*, which used up every last square inch of space, and is also very difficult to get in and out when going to exhibitions!

So the third layout of the series, *New Sharon*, had no chance of fitting in, and was built as exhibition only; it is stored in my garage when at home.

Articles on these layouts will follow in the future.

Baseboards

The two scenic baseboards are built out of 9mm ply, with integral backscene and legs that fold up underneath for transport. The main line exits the end wall at a pre-determined position – I already had a five road turntable fiddle yard for my previous On3 layout, and realised that simply adding rails to make dual gauge track would save me a lot of construction time. The joint use generally works well, but putting out the stock can lead to initial mis-railings between the two pairs of rails – the narrow On2 cars are really difficult to get on the track properly!





Track gauge

The common gauge for 7mm scale narrow gauge in the UK is 16.5mm (OO/HO), generously representing a variety of prototype gauges between 2' and 3' and beyond. As my initial rolling stock was all adapted Bachmann On30 models, and Bachmann had just brought out a generic Forney style tank loco, 16.5mm would have been the easy choice. However, I rarely follow the easy route, and in this case the correct 1/2" gauge (American O scale is 1:48, or 1/4" to the foot) would be over 30% smaller – an appreciable difference. From the start I was looking to the future when I would have built a considerable quantity of rolling stock to the correct proportions, so why spoil the effort by making one of the major dimensions so badly out?

From the earliest days, the rolling stock used on the Sandy River and other lines was very long, low, and narrow, in contrast to the Bachmann vehicles which were short, fat, and high. They were only a scale 6' wide, in proportion with the 2' track, whereas 30" or 36" gauge vehicles were 7' or 8' wide. Unlike the Colorado 3' lines, the 2' rolling stock were virtually perfect replicas of full-size standard gauge vehicles, just half the size! Without any humans to give the scale, it would be difficult to tell the two apart from a prototype photo. So 1/2" it had to be, but one final test was the clincher – I came across a website where the owner had had the same dilemma, and he had rigged up a simulation of a Bachmann Forney sitting on a length of track. Looking head on, a click of the mouse swapped the track gauge from 1/2" to 16.5mm and back; the direct comparison put my decision beyond doubt.

The major departure from tradition is the material used as the trackbed: many articles in American magazines start by saying "I laid my track on Homasote", so I thought I would give this a go. It turns out that it was a British invention but has been manufactured in New Jersey since 1902 by the Homasote Corporation; made from old newsprint, it is a superior form of pin board, nice and inert and perfect for pushing pins into. As all my track is pinned down, this is a great advantage. Surprisingly, it is stocked in the UK by some of the big building supply companies, though only available in 8' by 4' sheets. I shared one big sheet with a friend and have used it on several layouts, though my stock is finished now, alas.

Track is laid on Mount Albert On2 sugar pine sleepers, glued down to the Homasote; the code 80 rail is then spiked down through the sleepers and sub-bed, which holds the spikes very firmly. The rail is by Karlgarin, specifically drawn to suit 7mm scale narrow gauge track, representing 40lb rail; it has a wider base and head than the OO rail usually used.

I began with my remaining stock of prized Roy Link spikes – really well designed with a proper splayed out flat head, as if they had been whacked with a sledgehammer. Newer replacements have all been poor in comparison, with the head merely a bent over bit of the main spike, and always needing trimming to length. However, whichever type you use, do splash out and buy a proper spike-pushing tool – you will wonder how you ever did without afterwards.

Pointwork was all built in situ, including the famous diamond crossings, and is operated by Tortoise point motors.

Operation is from the front of the layout, and uses the Lenz DCC system with sound and lights in the locos.

I have just moved up a technical notch and can control the trains wirelessly using an app on my i-Pad.

Above
2-6-2 #23 prepares to leave.
The long sheds beyond are
the coal and lumber stores.

Above right
Sandy River & Rangeley Lakes
#10 is an outside framed
Forney 2-4-4RT. Reefer #65
was operated by the Turner
Centre Dairying Association.

Right
Livestock car #491 stands
ready at the loading ramp.

Right
#10 draws coach #5 and
Railway Post Office/baggage
#6 out of the carriage shed.



Stock

As mentioned, I made do with adapted Bachmann On30 stock to begin with, though 'hunkered down' as much as possible, but over the past ten years I have been beavering away scratch- or kit-building authentic Sandy River (and Bridgton and Wiscasset) rolling stock, so that now the Bachmann stock has all been retired from front-line duty.





Below
Combine #6 exemplifies the challenge
of modelling the complex roof curves.



Below
Coach #5 and
RPO/baggage #6.



I use a combination of styrene and basswood for my scratchbuilding, and most of the vehicles are relatively easy to make, as the prototypes are mostly slab-sided, so no difficult curves on the body. Coach roofs are a different matter!

For a very small group of relatively minor railroads, there is an amazing amount of interest, not just in the USA but also in Europe and Australia. By amazing good fortune I discovered that several of the modellers I knew were closet Maine 2 footer fans and had libraries packed with fascinating reference books, which I devoured.

A lot of brass locos and rolling stock was produced in the 1980s and 1990s but actually is of little use for operations as the brass cars are just too heavy for the smaller locos to pull. Laser-cut wood kits became the norm in the 21st century – once you have done the initial programming, then small production runs are quite feasible, though coach roofs are still a problem. 3D-printing is the latest technique perfectly matching the small production runs and very curvy shapes, so I am about to start on a new printed coach kit that has just arrived from the USA.

Some of the locos are re-gauged Bachmann, whilst the rest are brass imports from the Far East.

Structures

As construction advanced, the railway became more Sandy River and less Bridgton, and the name reflected this. Although much of the Sandy River system was in Franklin County, there is no actual town called Franklin, so the name sounds convincing but is actually imaginary.



This change of emphasis was helped by being able to use a laser-cut wood kit for the main depot building, the Banta Modelworks kit for Strong station. A friend subsequently unearthed a long-hoarded laser-cut kit for the Bridgton carriage shed, but all the other buildings were scratchbuilt and severely pruned to fit in, so are merely representations rather than scale models of Bridgton. Apart from the carriage shed and station building, I also built a machine shop with water tank on the roof, a low relief three road loco shed, loco coal and water facilities, a combined public lumber and coal shed (based on the building at Kingfield), a drastically reduced freight shed, an oil tank depot, and an enclosed free-standing water tank. The winters in Maine are really severe, and the slightly sloping walled buildings enclosing a tank and heating stove were common on most of the Two Footers. All these were built out of Mount Albert milled clap-board siding, with Grandt Line doors, windows, and detail parts, and the whole scene is held together by the paint scheme. The Maine Central took over the Sandy River in 1911 and introduced its famous 'pond-bottom' colour scheme – a

Above
#24 coasts up to the depot. As befits a railroad located in timber country, most of the structures are of wood.

Below left
#23 removes caboose #3 from a recently arrived train prior to switching the cars.

Below
The depot building was made from a Banta Modelworks kit for Strong station.

Photographs by the editor.



sort of sludgy green for the lower works with lighter greyish upper works. I searched through the sampler pots in a decorating centre to source two convincing shades.

The final structure, the turntable, is definitely Sandy River and not Bridgton. The Bridgton line only ran tank engines, so their turntables were short minimalistic affairs, but the Sandy River had much heavier traffic flows which more than justified progressively larger tender engines for the trunk hauls. Early designs were timber gallows style structures, but I have based mine on the turntable at Farmington, which had a long steel under-girder similar to British designs. However, the neat turntable well of the UK types were not replicated; mostly they pivoted in the open air, with an earth bank leading up at one end for access. The other end had nothing to stop over-runs, which were common, and lead to a long drop and very difficult recovery! I sourced the side girders from bits of a Walthers HO plastic kit and scratchbuilt everything else. It sits on a large circular platter under the well, which is driven at its edge by a low revving motor acting through a pair of small rubber wheels that grip the edge of the platter. These give a nice smooth, slow motion, and slip gently when the table reaches the end of its turn. I wanted to be able to stop at all three separate loco bays but this proved unreliable in practice so I make do with a simple 180° backwards and forwards turn, which usually works well.

Conclusion

Franklin was actually built in 2008-9 so is now fully in its prime, and has just passed the fifty exhibition mark, with high spots being Expo Narrow Gauge at Swanley in 2016, where it won the David Lloyd memorial award for best layout. However, its most adventurous journey was also in 2016, when I took it over the Atlantic to Maine and exhibited it at the US National Narrow Gauge Convention in Augusta. Certainly a major piece of logistics, but well worth the effort. Subsequently I took it over again, this time for the Minneapolis Convention, but also showing it at the big general exhibition at Springfield, Mass., plus a small narrow gauge show at Schomberg, near Toronto in Canada. (See CM June 2018.) The logistics of it all were formidable, and certainly will not be repeated, especially as I am not getting any younger and international travel has got so much more difficult.

So for now there is rolling stock to build to complete the rosters needed for *New Sharon*, together with exhibiting all three of my On2 layouts – once the circuit finally gets back to normal.

Davide Raseni and **Alessandro Rusin** created this compact tramway layout as memorial to a popular route which finally closed in March 1970.

Model photographs by Davide Raseni and Paolo Visintini.

Barcola

Western terminus of the Trieste tramways line No.6





Barcola is a residential district of Trieste, on the north-east coast of the Adriatic Sea. Some years ago we decided to make our very first tramway layout for the Trieste Railway Museum. The indoor exhibition there had a large room dedicated to public transport in our city and we thought to create something original to remember the very interesting standard gauge ACEGAT (Azienda Comunale Elettricità, Gas, Acqua e Tranvie) network which has now completely disappeared.

A short history

From Roman times Barcola (Vallicula in Latin) was a residential district, where some of the richest citizens built villas. Across the centuries a population of Slovenian language, mainly fishermen and farmers, started to colonise this part of the coast. Around 1855 the Archduke Ferdinand Maximilian of Habsburg (brother of Emperor Franz Joseph) and Admiral of the Austrian Navy decided to build, with his wife Charlotte of Belgium, a beautiful castle surrounded by a huge park full of rare and exotic tree species a few kilometers to the west in the Miramare area. By 1860, when Trieste became the main port for the Austro-Hungarian empire, the first public connection to the centre was made by stagecoaches. Barcola developed faster and became a place to have fun and relax, enjoying the bathing establishments, the rowing clubs, the fish restaurant, and taverns. Several new villas were built, mixed with the small houses of farmers and fishermen

Left

A sunny June morning and the Borino (a milder version of the more famous Bora, the strong wind from the north Adriatic) is rippling the waves and moving fast wisps of cloud. Tram N°.404 heading for the city centre passes the old villa.
Photo: Paolo Visintini.

which were mainly on the back hills. There were even a few industries, most connected with a small shipyard and fishing.

After 1879 a horse-drawn tramway linked Barcola with Trieste but it was not until 2nd October 1900 that an electric tram (N°.129, built by Union of Graz) of the Società Triestina arrived, hauling some trailers. After the end of the First World War, Trieste was annexed to the Kingdom of Italy and in 1921 the tramway service was reorganised with the creation of the Tranvie Municipali; Barcola was at the end of line N°.6. With larger and more comfortable trams built by Stanga, delivered in different batches, the service survived the Second World War and continued successfully during the

Above
Stanga trams N°.439 and N°.441 at the terminus in the summer of 1968.
Photo: Cesare Quaiat.

Below
An early 1950s postcard with the impressive new Albergo Americano. Stanga tram N°.440 stops at the terminus of line N°.6, at that time a little different from the last years of service.
Davide Raseni collection.



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Left
The private villa known as Palazzetto Cesare, near the point where the loop is completed around the public garden. The Savigliano works tram N°.194 and two ACEGAT workers are checking and cleaning the turnouts while an old bogie Stanga tram arrives from the city centre. Photo: Paolo Visintini.

economic boom until 1969. At that time the growing private car traffic and an incredible and obtuse choice of the local politicians responsible for public transport, who preferred buses as a "faster and more economic solution", decreed the end of the local tramway network. So, at 9.24pm on the dark and cold evening of 30th December 1970 the old

ACEGAT Stanga tram N°.409 left the terminus for the last time after 69 years of glorious service, well remembered by the older citizens, especially during summer seasons.

The layout

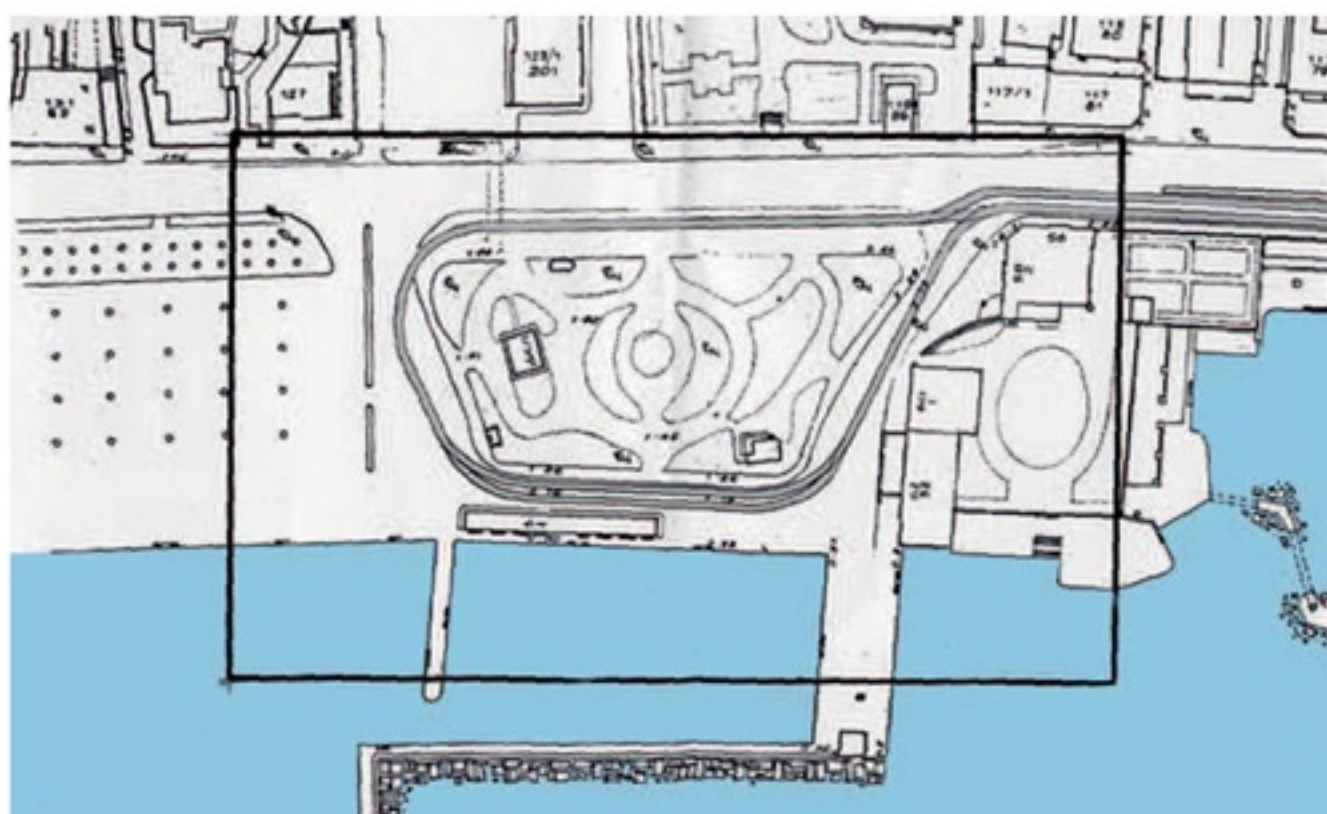
This layout started as a complex reconstruction of an original one having the same subject which was never completed. It was abandoned and covered by dust for many years and so, after various discussions and some pencil sketches, we started a complete overhaul.

First of all it was enlarged to give more space to the marina and the sea. The dimensions became 305cm across and 150cm deep. The base is 8mm plywood. A elegant structure in polished wood and plexiglas, made by our friend Renzo

Left
A tram heading for the city rattles along the road passing the old villa. Photo: Paolo Visintini.

Below
Tram N°.427, from the second batch of Stanga 400 series, leaves the loop on its way to the city. Photo: Davide Raseni.





Lancer, supported and covered the layout, which was placed in the centre of the room like an island, to allow visitors to walk around it and observe all the details.

On this completely flat surface the flexible track snakes in an irregular oval; 70% of the route represents the terminus with a short passing loop and the return loop around the public garden. The rest of the track – about 30% of the total – runs inside a hidden part of the structure where we placed the transformer, the electronics, tools, models, and spare parts for the trams.

The layout is, with only minor adjustments, an exact reproduction of the prototype at that time. We consulted a lot of old pictures, postcards, and some books to have an idea of how exactly the place looked and the main details. In addition we walked around the former terminus armed with cameras and notebooks to observe what was impossible to see from old photos, taking measurements too. Comparing today's situation with the end of the 1960s we found some differences but the overall appearance of the area has changed very little except, obviously, for the closure of the tramway.

Above
The modelled area is marked by the bold line.

Below right
A view from the Rittmeyer Institute with its substantial wall and the monumental gates to its park on the boulevard Miramare.
Photo: Davide Raseni.

Below
From the pedestrian's point of view, it is evident how the rails snake down the middle of the street. Tram N°.404 (from the first batch of Stanga 400 series) has just started from Barcola terminus toward the district of San Giovanni on the opposite side of the city.
Photo: Davide Raseni.



Track and catenary

The tramway loop was made with Roco code 100 flexible track, while the turnouts are Peco code 100 – two for the short passing loop parallel to the marina and two for the crossover connection at the junction of the loop near the Palazzetto Cesare.

All track is set into the road surface using cardboard – a lot of work but inevitable given the lack of any proprietary flexible tram track from a major manufacturer.

The tramway catenary was made using Viessmann street lamp posts that are incredibly similar to the ACEGAT ones. The contact wire was simulated with elastic, very simple and quick to position with cyanoacrylate glue.

Electronics

We used classic analogue control, adopting a Fleischmann transformer and an automatic block system, divided into five sections, which permits the simultaneous circulation of four trams, each automatically stopping at the terminus for an adjustable time. It was made for us by the specialist supplier Magotren, who provided an efficient electronic device which was quite easy to install and has been very reliable.

Trams, road vehicles, and boats

Our aim was to have two classic ACEGAT Stanga trams, using as a basis the frame, bogies, and motors from two very economical Bachmann models. We carefully observed two original ACEGAT trams in the railway museum, taking measurements from the prototypes.

With balsa wood and card we made the bodies of a first batch 400 series Stanga tram (N°.404) and a second batch (N°.427) which has a more aerodynamic front. The result is not particularly refined but good enough to give a realistic impression.

Using the frames of two old Herpa buses we also made





Left
Stanga N°.402 is arriving from Trieste, running under a green tunnel of pine trees in July 1969, the very last summer for tramway line N°.6. Photo: Lamberto Tomaselli.



Above

The scene replicated on the layout. The track and the trees on the left no longer exist due to the widening of the road to accommodate the growing private car traffic.

Photo: Davide Raseni.

Left

In the park people are walking, cycling, or just relaxing on park benches while two gardeners work in the flower bed.

Photo: Davide Raseni.

Right

At the terminus of Line N°.6 are two ACEGAT bogie trams and a lorry that has just delivered a brand new sailing boat.

Photo: Paolo Visintini.

Below

A tram approaching the terminus of the line, with the zebra crossing busy with pedestrians.

Photo: Davide Raseni.

two ASTAR/SAITA buses. These were a constant presence at the terminus which became an important point of connection for travellers on the way to Miramare castle (ASTAR) and Grignano bay (SAITA line G).

The growing private car traffic of that period is well reproduced with more than fifty cars, delivery vans, lorries, and scooters parked and placed everywhere. We carefully chose from the wonderful selections from Brekina, Herpa, Wiking, and Roco to find the right versions of Alfa Romeo, FIAT, Citroën, Opel, Renault and so on ... road vehicles are the element that most characterises the era and the look of the layout, with their colours and style of the 1950s and 1960s.

The presence of the little harbour obliged us to search for some good fishing and sailing boats. We found some excellent items from Artitec, Preiser, and Noch, and we also used different hulls, lifeboats from military kits, modified as needed. We made the rowing boats of the Nettuno club from halves of 1:72 WWII aircraft auxiliary fuel tanks!







Below

Stanga tram N°.436 just leaving the terminus bound for Trieste in the late spring of 1958.

Photo: Marco Sartori, Andrea di Matteo collection.



Above

Barcola terminus at a moment of peak traffic in the summer of 1969.

A third batch aerodynamic Stanga tram prepares to depart toward Trieste, while an older Stanga has just arrived. Two buses and a lot of cars and scooters recreate the lively atmosphere of those cheerful days. In the background is the impressive Albergo Americano (American Hotel) built during 1951 for the members the Allied Forces and their families who resided in Trieste during the short period of the Free Territory of Trieste.

Photo: Paolo Visintini.

Below

The little bar/ice cream shop is situated in the public garden at the terminus. Here travellers arriving by tram could make a connection with buses to Grignano, the castle of Miramare, and Barcola's long riviera. Photo: Davide Raseni.





Buildings

All the buildings on the layout were made with thin sheets of plywood and cardboard. The main structure is the Palazzetto Cesare, a very elegant villa similar to a little castle built around 1890 which has the peculiarity of a garden facing the sea.

Another important building is the old Nettuno rowing club founded in 1904 and based in a former old salt warehouse close to another little villa of Venetian design.

Along the marina we find a long tall building used by fishermen while on the pier is a concrete bunker built by Todt Organisation for the Wehrmacht during the Second World War.

There are two other small buildings in the park, the bar/ice cream shop and a peculiar alpine style chalet used as store by the gardeners.

The presence of the large Rittmeyer Institute along the Miramare boulevard is only suggested with its long wall and the main entrance to the park.

Vegetation

The central feature of the layout is the little public garden, completed with the opening of the tramway line. Now more than a century old, it is rich in different kinds of trees and bushes. We carefully observed every flower bed and area of the garden and replicated the exact position of every plant. It was a long job that needed about a hundred trees, most of them made with on a base of real twigs or using stranded copper wire covered with plaster and commercial foliage by Heki, Faller, and MiniNatur. Other small and medium sized trees are commercial products from Heki and Noch. The final result is quite good, with the impression of a very green area

Above

A lot of Preiser figures and cars from various suppliers animate this colourful scene. The impressive large maritime pine tree, even then more than a century old, still exists today. It is clear that the stones used to build the quays of the little harbour are very old and date back to the origins of the Austro-Hungarian era in the 19th century.

Photo: Paolo Visintini.

Below

Perhaps the most peculiar part of the terminus is the short siding near the marina. The little fishing boats are parked everywhere, especially during winter. Stanga tram N°.442 (now preserved at the Trieste Campo Marzio railway museum) is just starting the trip to Trieste in winter 1968.

Photo: Lamberto Tomaselli.



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with different kinds of trees and variation of colour tones, as in reality.

The large car park (only partially reproduced) near the terminus has some rows of trees and we realised that they would have been much smaller in 1969.

Other details

In a urban setting like this you need a lot of street lamps. We made them with Evergreen plastic tubes of different sections. We placed a lot of road signs too, exactly as they appear in the old pictures. Post boxes, rubbish bins, garden seats,

Above

The internal section of the marina, at that time full of fishing boats (now only one remains!) and the building used as a fish warehouse and until the 1970s as a fish shop too.

Photo: Paolo Visintini.

Below left

N°.194, an old four-wheel Savigliano tram, was one of two used for maintenance service; the other was N°.191. The wooden shed beyond is an exact copy of the real garden store.

Photo: Paolo Visintini.

Below right

An old GMC truck with a crane (former WW2 US Army) was used until the 1970s for the maintenance of boats.

Photo: Davide Raseni.





drinking fountains, and public toilets are carefully distributed all over the layout. A remarkable number of Preiser figures represent different situations on a classic summer day when the area swarmed with life – travellers waiting for the tram or the bus at the terminus, clients seated at the bars and cafés enjoying a cool drink or ice cream. In particular we placed a lot of bathers on the piers of the marina, and reproduced a particular feature of the summer in Barcola – the famous sight of local ladies walking near the road in bikinis – a cause of great distraction to male car drivers!

Above

A bogie tram has just passed the old Stanga four-wheeler on the passing loop.

In such an urban layout the presence of the right road vehicles is important for the realism.

Photo: Paolo Visintini.

Below left

An old 1927 four-wheel Savigliano tram, now used as a works vehicle, is parked on the loop.

Two old fishermen are sanding the wooden hull of an old fishing boat.

Photo: Davide Raseni.

Below right

The rowing machine used by the Nettuno rowing club in winter, when the sea often does not permit the use of boats, or during summer for a good warm-up exercise before setting out.

Photo: Davide Raseni.





Left

In the background is the slope to the karst plateau. From there is possible to enjoy of a beautiful view of the Gulf of Trieste and the city all the way to the coast of the Istrian peninsula, at that time part of Yugoslavia.

In the right foreground is an old German bunker.

Photo: Paolo Visintini.

Right

The threatening Wehrmacht bunker never faced an Allied landing in the Gulf of Trieste and is now home to a club of sport fishermen called *The Friends of the Bunker*, famous for fish barbecues. The bunker stands on the beginning of the long pier, crowded with people.

The road is busy with 1960s cars and Vespa scooters.

An old Stanga tram has just started from the terminus on the way to Trieste.

Photo: Davide Raseni.



The backdrop

As it was impossible to move the layout outside for photography, as we usually do, we needed a good backdrop for our work. We were able to achieve it thanks to our friend Luigi Marrocchi. He painted four panels with oil paints to reproduce the landscape around the terminus toward the karst plateau and toward the sea. One essential element was the American Hotel, an impressive building built by the during the 1950s which appears in almost every picture of the tramway terminus. The church bell tower and other buildings appear too, giving the feel of major depth to the scene. Towards the sea a very nice cloudy sky and the water of the gulf of Trieste appears, helping the success of the photos.

Conclusion

With the temporary closure of the museum for important restoration work, this layout was partially dismantled and store in a freight wagon. It is not yet clear if some space will be still dedicated to the Trieste tramway network when the rooms are re-arranged, so the future of the layout is in doubt. This is why we wanted to display this original work, which remembers an important part of Trieste's public transport history that has now disappeared, to a wider audience.

YouTube has a short video of this layout in action. Search "Plastico di Barcola. Tram n°6 in H0" or go to:
www.youtube.com/watch?v=oSEzcH1PDZ8&t=52s

Right

The balcony of the rowing club looks out on the boats (each made from half a 1:72 scale aircraft fuel tank!) at sea with the trainer shouting the last advice to the oarsmen before a race. Beyond, a beautiful Riva motor boat is moored in front of the private garden of the Palazzetto Cesare.

Photo: Paolo Visintini.



Jim Trotman shows how he created simple signals for his 45mm gauge garden line, featured in the June 2022 edition.

Photographs by the author.

Signals for Waldheim

Economical additions to a garden railway



Early in 2021 I built a signal box for my garden railway and after running trains throughout the summer I finally realised that there were no signals for the staff to operate; they just had to change a couple of points occasionally. This situation had to be rectified.

I had not seen many signal boxes on German narrow-gauge railways but had been to the one at Bertsdorf on the Zittau system in Saxony. Another signal box existed at Kurort Kipsdorf, but normally signal and point levers were located inside station buildings or in the open – if they existed at all.

I had built some H (halt) signs for the ends of the platforms from styrene and brass, and had also made some *Trapeztafel* (station entry) signs (now sitting on the maintenance wagon) but still had no level crossing warning signs or signals. Once I had decided that some were needed, I looked into buying them ready-made, but even manual signals cost around £20 each and electric versions about £120 from LGB. As I needed seven, including a distant signal, I decided to build my own.

Those lines with any mechanical semaphore signals used the *Hauptsignal* (home signal) but I could find no evidence of

Above
A Deutsche Reichsbahn train
hauled by IVK Meyer 99 516
has just got a clear route
to depart from Waldheim.

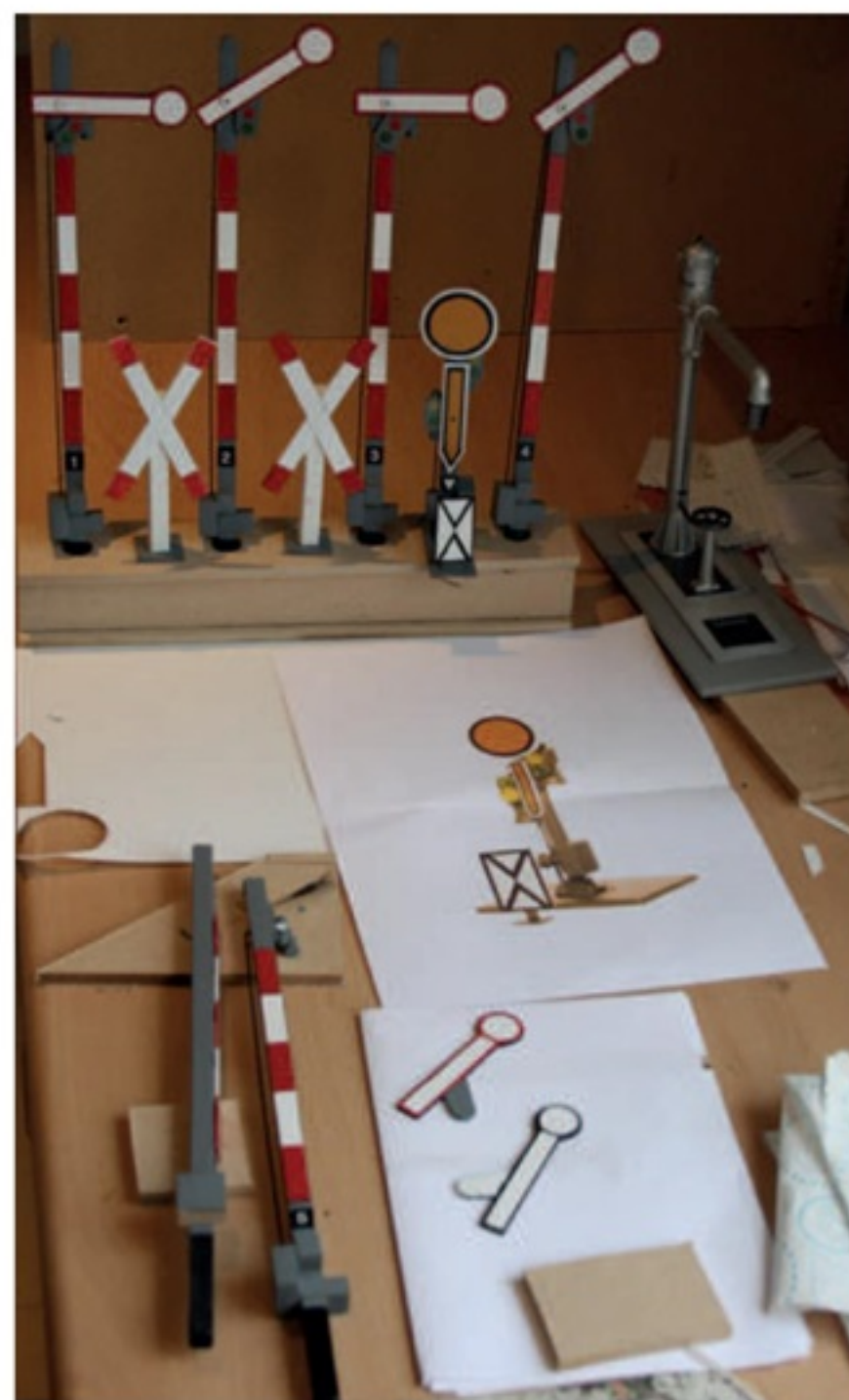


any *Vorsignale* (distant signals) on narrow gauge lines. However, I like the design of these signals on standard gauge lines in Germany so decided my garden railway needed one at the eastern entrance to Waldheim station.

A very good guide to signalling on the German narrow gauge is given in *Schmalspur zwischen Ostsee und Erzgebirge* by Klaus Kieper and Reiner Preuss (Alba Verlag, pp1-9).

The only signals I have seen and the ones that appear in the books I have show lattice signal posts but I decided that would be too difficult and time-consuming to build and guessed that perhaps simpler signal posts may have been used in the early years of the narrow gauge. That is my excuse!

Above
The first signals taking shape on the workbench. The brass tube is to be cut into 50mm sections, set into the ground, and covered with slate topping when the signals are not in place.



Left
Signals drying on a rack while others are being made. A picture of a Viessmann HO *Vorsignal* was used as a pattern for the simplified garden railway version.

Above right
The east end of the station, with signals placed facing the same way to act as starters, as per prototype.



I did not copy exact designs and measurements but bought 9mm square section styrene tube, 40thou styrene sheet, and brass tube large enough to accommodate the square section plastic. I had decided not to leave the signals in place so wanted them to slot into the brass tube when there were running sessions and be easily removable afterwards.

The brass tube was cut into 60mm sections and set into cement at the desired locations but trying to keep it vertical in wet cement proved to be a bit tricky in at least one location.

In order to keep rain, grit, and any bugs out of the tubes when not in use, I cut 50mm off each of the square section signal posts and fitted pieces of slate to them as capping stones that would help blend with the rest of the rockery.

My signals are shorter representations of the tall real ones I have seen at stations like Zittau and Nordhausen. My signals stand 300mm above ground level and this approximates to about 15' tall which I regarded as reasonable for the narrow gauge.

The red/white markings on the signal posts are accurate as are the colours on the signal arms; I used pictures of HO signals from manufacturers including Fleischmann and Viessmann as guides.

In addition to the styrene, I used offcuts of MDF for the 'mechanisms' at the base of the signals and thin flower arranging wire to represent links to the signal arms: these do not work but are just there for appearance.



Above

One of the 0-4-0Ts departs from the other track at Waldheim station with the signals positioned for alternate line running.

Left

Brass tube set in cement beside the line on the approach to the station.

Right

An unfinished signal is tested in the brass tube at the western entrance to the station.



The signal arms on all but the distant move and are hand operated, but I decided that making the distant operational would be both difficult and unnecessary.

Each signal proved quite easy to make after the first one but careful painting was needed on the signal arms – I had to be in the right mood and with a steady hand. At least with acrylic paints a number of coats are needed and that gives a better chance of correcting errors and wobbly lines.

The completed signals and signs were sprayed with acrylic matt varnish as an extra layer of protection even though they do not stay outdoors.

Having counted up the cost of the brass and styrene, plus a couple of pots of paint, I reckoned that my simplified signals cost only about £4 each – much better for my budget, and my time building them was both free and productive.

I had some spare 40thou styrene sheet left over and decided to make a couple of X-shaped level crossing warning signs, as used on many German narrow gauge lines, for the crossing at the western end of Waldheim station

The arms were made double to 80thou thick for extra strength and the posts are probably a bit thicker than they should be but I wanted them to be robust. Once again I applied the principle that it looked fine to me rather than making accurate 1:20 replicas of these signs.

The same was true for the shunt limit (*Halt für Rangierfahrten*) sign, with wording from a picture copied from the internet and reduced in size. I added some graffiti by a couple of local residents plus some 'rust' to age the sign. It also fits into a 6mm plastic tube, set into the ground with expanding glue, allowing for the sign to be removed and taken indoors at the end of each running session.

Although my signals and signs are not accurate replicas of the real thing, they saved me money, filled many happy hours in construction, and now look the part to me and friends who see trains running through Waldheim station in my garden.



Above right
The maintenance train passes the two signals and small signal box on the eastern approach to Waldheim station. Beside the locomotive is the back of a sign showing the shunt limit, set into a plastic tube.

Right
The signals at the east end of Waldheim station placed for up/down line running.

Below
The level crossing signs at the west end of Waldheim.



Nick Dibben describes his compact American layout with plenty of operational interest.
Photographs by the author.

7th Street Terminal

An interurban station in the 1950s

Introduction

For the space starved modeller, American interurban railroads provide an ideal prototype as they combine short trains and frequent service. Whilst many American branch line railroads would have had just one or perhaps two trains per day, an interurban would have had regular passenger trains, possibly hourly, plus some freight traffic.

My imaginary Sandy River Traction Company (SRTC) first appeared in CM in October 2006 with Sandy River Junction and featured the railway's interchange with the Great Northern Railway. During the construction and exhibiting of that layout, my knowledge of interurban railroads continued to develop thanks to various books that detailed histories of various interurban routes and how they operated. Thoughts turned to a new layout and *7th Street Terminal* is the result.

Design considerations

A photo of the Piedmont Northern station at Spartanburg, South Carolina, provided the inspiration for the layout. The photo showed a wooden high level island platform with a canopy leading to a depot building at the buffer stops. There were a couple of freight sidings, and the site was surrounded by brick city buildings. It all looked a bit run down. Perfect as a basis for a model, and with no obvious geographical references it could easily become 'Anytown USA' in the 1950s.

I was therefore able to move the location away from South Carolina further north to become the imaginary city of Manning, Minnesota, so I could use the various Great Northern freight cars that I had.





Above
SRTC Car 6 leaves Manning with a local train to Sidney. This is a repainted Kato Japanese electric railcar. The overhead masts are also from Kato.

Left
SRTC Car 7 departs with a limited stop service complete with parlour car at the back of the train.

To increase the operational potential of the layout, I assumed that the line had considerable mail traffic, and that the railroad operated some limited stop services that would have a parlour car added for business users.

All this had to fit on a 1200mm by 450mm scenic section baseboard so it would fit into the back of the car to allow it to be taken to exhibitions.

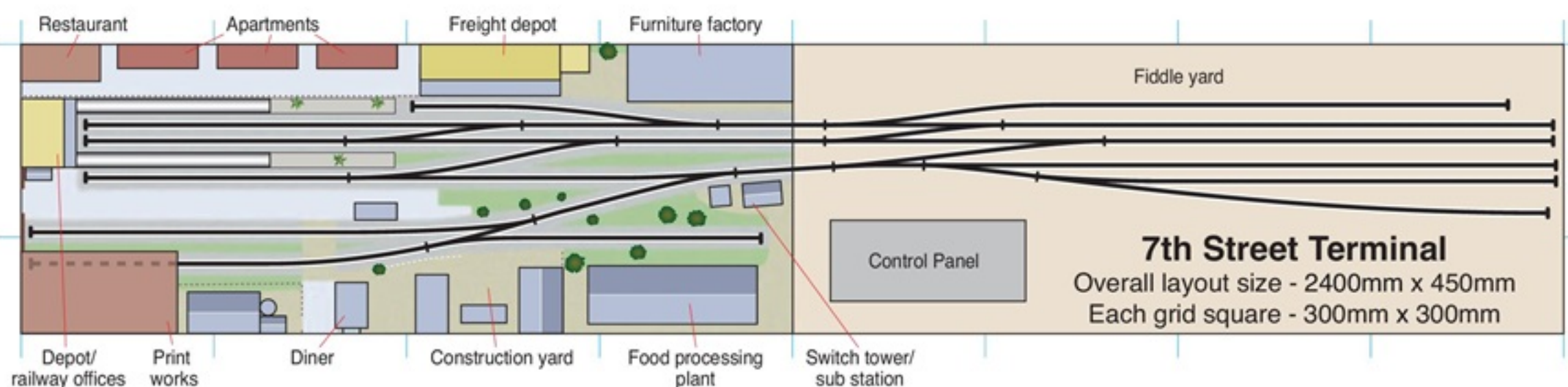
The resulting layout consists of a three track station with the passenger entrance part of the company headquarters. The SRTC freight depot and a couple of rail-served industries including a printing works and a food canning plant complete the scene.

The model assumes that the main freight yard, railroad workshops, and connection to the Great Northern are located nearby, just off scene.

The fiddle yard is the same length as the scenic section and has as much track as the main layout as it also acts as part of the run-round tracks and as a switching headhunt. The middle tracks in the fiddle yard have enough space for a loco and two cars to use the crossovers whilst switching the yard while still leaving enough space to store a three car passenger train.

Construction

Baseboard kits from White Rose Modelworks were used and went together in a few hours. Peco Code 55 track and points were laid on cork sheet. The points are switched using Cobalt point motors. Control is standard 12V DC with the control panel built into the fiddle yard board. Sockets for the plug-in controller allow the layout to be operated either from







Left
Mail train awaits departure. Freight Motor #70 was made from two Bachmann old-time passenger/baggage cars and uses a Life-Like Alco chassis. The RPO car behind has been transferred from the Great Northern.

Left
A passenger train ready to leave the depot whilst an electric box cab waits in the yard.

Above
SRTC #12 switching freight cars in the yard. The yard is surrounded by tall buildings including a number of apartment blocks.

the front or the back. The scenic section has a MDF proscenium arch with a LED light tube designed for an aquarium and therefore robust enough to take to exhibitions but easy to remove so it can be used on other layouts.

Structures

The largest part of the construction period was taken up with the buildings. There are sixteen main structures, a mixture of scratchbuilt from plastic sheet and kits from the main American suppliers. Most of the kits were modified in some way to suit the location. Some of the buildings were salvaged from previous layouts.

A city scene has little space for greenery, but the run down state of the railroad has allowed some bushes and small trees to grow between and around the tracks.

The overhead line masts and gantries are based on Kato products that have had various bits removed to create simplified masts suitable for an interurban railroad. I have not attempted to create the contact wires and they generally look over scale, especially in N, and would get in the way of track cleaning.

Operation

The SRTC is assumed to have two routes out of Manning. The main route, the northern division, heads towards Greendale whilst the southern division serves Burrows.

A passenger timetable was developed for the two lines by assuming running times between the main towns where trains could pass. The timetable includes eight passenger departures a day on the northern division, four services in each direction over the entire route and four short workings. There are three return trips on the southern section.

Some services have parlour cars added, whilst some trains run as mixed with a freight car or two added.

In addition there are dedicated mail/parcels trains and local freight trains to the main yard and the Great Northern interchange.

That is the theory anyway. What happens at exhibitions is that the sequence gets forgotten but the aim to keep a steady stream of trains entering and leaving the station is maintained.

A fiddle yard with the capacity to store seven trains helps make this possible.

SRTC Northern Division Passenger Timetable 1951																		
Train #	1	11	3	13	5	15	7	17			2	4	20	6	22	8	24	26
	P						P				P					P		
Facilities	PM	AM	AM	PM	PM	PM	PM	PM	Read Down	Read Up	AM	AM	AM	PM	PM	PM	PM	PM
	04.30	--	09.20	--	12.30	--	5.40	--	Greendale		08.30	11.45	--	4.35	--	8.00	--	--
	05.10	--	10.00	--	1.10	--	6.20	--	Taylor Springs		07.50	11.05	--	3.55	--	7.20	--	--
	05.40	--	10.30	--	1.40	--	6.50	--	Belton		07.20	10.30	--	3.25	--	6.50	--	--
	06.15	07.30	11.05	12.15	2.15	--	7.25	--	Sidney		06.45	09.55	11.35	2.50	--	6.15	7.55	--
	06.30	07.45	11.20	12.30	2.30	--	7.40	--	Anderson		06.30	09.40	11.20	2.30	--	6.30	7.40	--
	07.00	08.15	11.50	1.00	3.05	5.00	8.10	10.15	Edmonds		06.00	09.10	10.50	2.00	3.55	5.50	7.10	10.10
	07.25	08.40	12.15	1.25	3.30	5.25	8.35	10.40	Hodges		05.35	08.40	10.25	1.25	3.25	5.25	6.45	9.45
	07.50	09.10	12.40	1.50	3.55	5.55	9.00	11.05	Manning 7th ST		05.10	08.15	10.00	1.00	3.00	5.00	6.20	9.20
P: Parlour car service of drinks and meals available																		
Operating notes																		
Rolling Stock	Set 1	Set 3	Set 2	Set 3	Set 1	Set 3	Set 2	Set 2			Set 2	Set 1	Set 3	Set 2	Set 3	Set 1	Set 3	Set 2
Times in red denote train crossing points																		



Top
SRTC Parlour Car #34
 is removed from the arriving
 passenger train.
 The car will be cleaned
 then turned on the wye
 outside the station
 ready for its next duty.

Above
 Switching freight cars
 at the food canning factory.

Above right
 A mixed train arrives.

Left
 The SRTC freight house.
 The box cars will be switched
 to the adjacent passenger
 tracks to be added onto
 the next passenger trains.



Rolling stock

Although 3D-printed models of interurban cars are now available, I have used Japanese electric railcars for the main passenger trains. These cars have been repainted and had Micro-Trains knuckle couplers added to enable freight cars to be hauled.

The parlour cars and sleepers have been converted from Bachmann old-time passenger cars. A matching passenger car has been motorised using a Tomix 17m chassis to provide the power.

Freight services also use Japanese prototype models, including Kato E16 and Micro-Ace E17 locomotives.

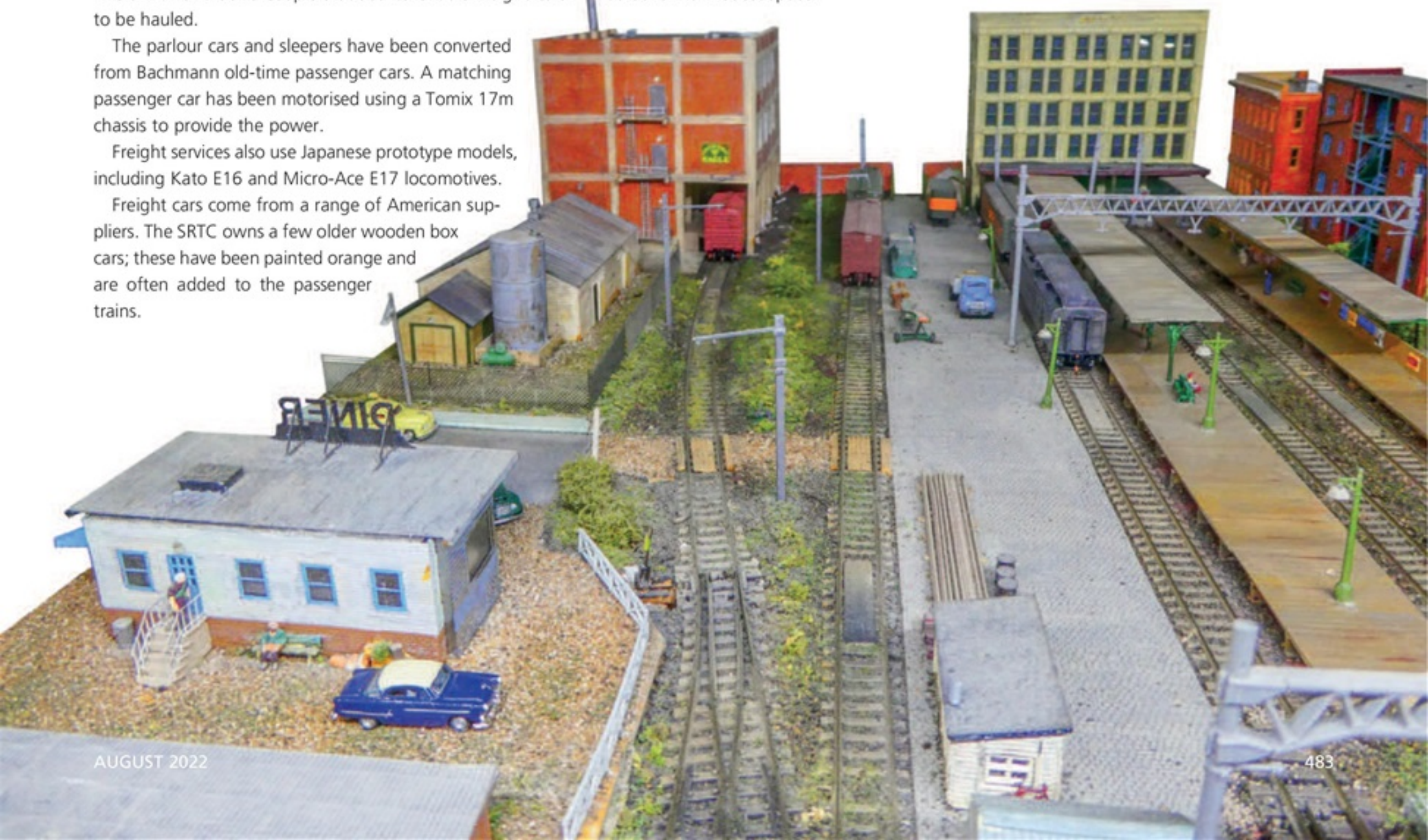
Freight cars come from a range of American suppliers. The SRTC owns a few older wooden box cars; these have been painted orange and are often added to the passenger trains.

Conclusion

The interurban was once a key part of the American railroad scene. Although rarely modelled, it does allow an unusual layout that provides plenty of realistic operational interest to be built in a modest space.

Below

The depot area, with the SRTC headquarters building behind the platforms and the print works on the left.



Neil Rushby built a compact layout as a riposte to the 2016 referendum result. *Photographs and plan by the author.*

Vischkaai

À la recherche des voyages perdues?

It is said that travel broadens the mind. I have always enjoyed a good journey, but for many years, with a young family to care for and a mortgage to pay, travel was only within these isles. However, with the nippers fully grown and



independent, mortgage repayments but a memory, and the freedom to take holidays when we wanted rather than at the dictat of work, things changed. Holidays no longer involved rainwear and warm woollies but passports, Euros, and a Eurostar to Paris or Brussels. Onward travel might take us to Italy, Germany, France, The Netherlands, Spain, and Portugal, but Belgium became a springtime favourite, in particular the city of Ghent. No longer limited by the boundaries of the UK, for a few years I revelled in this European ability – and then the referendum happened. On top of that, we then had quite understandable travel restrictions due to the pandemic. *Vischkaai*, my first proper overseas layout, is both a riposte to all that and a comfort to my sense of loss.





Above left
A small O&K shunter
belonging to the port
leaves the street section.
At the far side of the bridge
over the feeder canal is
the start of the dock complex.

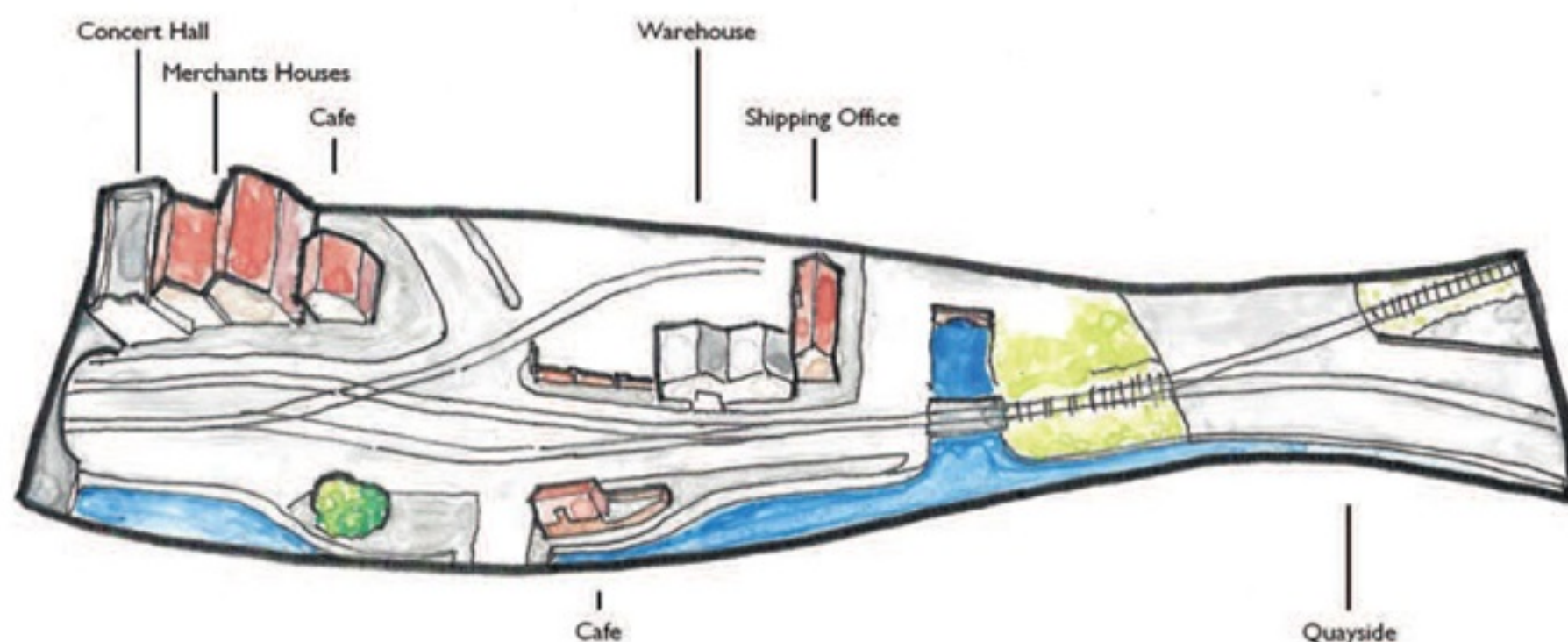
Above
Eponymous traffic
heading for the docks.
In my imagination
a spur from near
the town's main station
leads through the streets
to the quayside
and a sprinkling of industries
based round the waterfront.
The class 81 0-8-0
is a former Prussian G8.

Vischkaai (an old Flemish spelling of fish quay) was inspired by the cities of Bruges and Ghent but owes very little to the railways I have witnessed at either place. The rail infrastructure at both is far too complex to be distilled down into the space I had. Even if I could have modelled it, I probably would not, as it is rather divorced from the city centres and I wanted to be transported back to the places I roamed around, the cafés I visited, and the shops I browsed. Fortunately Belgium showed the way to integrate rail into the heart of the city. Ghent still has its trams and in the city centre they still mix it with cars, vans, lorries, and bikes. While I like trams, I felt I wanted something more. In Antwerp there are still traces of the railway lines which served the docks and transit sheds on the banks of the Scheldt. A bit of poking about there revealed some inset tracks and an old tank wagon, no doubt left as an indication of past industry. Taking inspiration from both, my model would feature street running on the way to the docks.

Baseboards

It is one thing to conjure up a vision in the mind or an idea on paper but quite something else to render it real. There is donkey work to be done building the baseboards, those (hopefully) stable platforms on which we create our own small slice of the world. I had a bit of an advantage here as at the time I was volunteering at the Corris Railway engineering hub at Maespoeth. I took sheets of ply in one morning and during the lunch break shaped them with the table saw and jig saw. With the help of a mate they were glued and pinned together. By tea time the glue had set and they were ready to come home with me.

The boards are in three sections, a 2' fiddle yard, a 4' centre section, and a 2' extension on the end. None of the boards have a regular shape: in plan view when they are assembled together they are sinuous with an outline not unlike that of a fish; a complete coincidence, there was no thought of this at the outset.



Left
A six-wheel Henschel diesel
in charge of some ferry vans.
These are to a smaller
loading gauge than the
standard European vehicles.
Vischkaai has no train ferry
terminal so these will have
come from the UK via the
Harwich – Ostend ferry.



All the board ends are straight with a 7.5" plywood upstand so that they are at a better height when on the sorts of tables that exhibition organisers usually provide. This came back to haunt me later on. The upstands were tied together with a pair of parallel 3" deep plywood spines set in

somewhat from the curved front and rear edges of the boards.

Before any track was laid, the top, bottom, sides, and underneath of the boards were given a couple of coats of grey primer undercoat to give a neat appearance and to protect the timber.

Above

As the line nears the station and the connection to the Belgian rail network, the nature of the town becomes less backstreet and more prosperous, a change reflected by the surrounding buildings. A *Moyse locotracteur* shunts a single van over the road towards the warehouse yard.



Left

The town centre, shamelessly showing the parts which remain unfinished. The raw cardboard bridge to the left marks the transition from layout to hidden sidings and is modelled on the Sint-Michielsbrug in Ghent. The grey building is also a work in progress. The Piko van being hauled by the *Moyse* has had little done to it beyond fading and weathering and yet now seems much more realistic than the factory fresh look.

Trackwork

With a set of completed baseboards in my workshop/playroom, I could make a start on laying the track. The fiddle yard board had a slightly lowered deck on which a three road sector plate is pivoted. As the sector plate doubled up as the toe end of the run-round loop, track laying started here and progressed down the layout. Actually that is not quite right: it makes it sound as though there was an orderly progression whereas in reality some parts of the build took place concurrently.

While baseboards were being built and painted, I had already started cutting and fitting the Peco code 100 track, on a full-sized plan drawn out on lining paper. This meant that as soon as the boards were ready I could hit the ground running and the track laying progressed rapidly from sector plate to the far end of the layout mainly because of the preparation work but also because there was not that much to do.

With a relatively short 6' scenic section I wanted to give the sense that the trains travelled from one place to another, not easy when in real life the end-to-end distance would be that of a short to moderate siding. By keeping things simple and letting the scenery dominate, I gained some semblance of space, and by not letting sidings sprawl across the whole available width I managed to emphasise what little length there is. Just two tracks leave the hidden sidings, the sector plate closing the loop off scene and a point half way along the main board closing it at the other end. A single siding heads off from the near side of the loop over a crossing to

end up behind a nondescript warehouse. The now single line to the docks continues along the street in front of the warehouse, crosses a low bridge, and splits in two. One leg heads along the quayside, the other heads off into industrial premises separated by a sectional concrete wall.

The only real item of note in the trackwork is the diamond crossing. As Vischkaai is a shunting plank, reliable slow running is a must. One item missing from the otherwise extensive Peco range is a short live frog crossing. I constructed mine from the Peco Setrack example because the rails are longer than on the Streamline version so that when the dead frogs were carved away the rails forming the vee could be pulled out, filed to fit, pushed fully home through the sleepers, and soldered together to form a live frog.

Scenics

With the track laid and wired, it was time to make the functional bare bones look like a plausible Belgian city. The raw track was toned down by spraying rails and sleepers with matt black and red oxide primer from rattle cans. Fortunately there was not much ballasting to do; I hate ballasting. Unfortunately there were many, many setts to form to give the look of a Belgian city centre. I took a two part approach to this. First DAS air drying clay was thumbed into both the four foot and six foot, but only to the top of the sleepers. When this had set, I protected the flangeways with 1mm square section plastic rod loosely pinned into place. The second stage was to thumb in a further layer of clay to rail height and then when it was 'leather hard' emboss setts into the surface to create the look of Belgian pavé. I used an old paintbrush with what was left of the bristles plucked out of the ferrule which was then squashed into an oblong shape and used to stamp a pattern into the clay. It is only possible to do short sections as attention starts to wander, but this does mean that the strip used to protect the flangeways can be used time and time again, progressing down the layout.

Below

Something of the bulk of rail compared to road is apparent in this view of the class 81 and a Volkswagen 'Beetle' sharing the square on the waterfront. While an eight-coupled loco might seem incongruous in a setting where one might expect a lighter industrial specimen, I have a photo of a muscular eight-coupled SNCB/NMBS class 72 diesel shunter trundling down the street in Turnhout.





Left

The nature of the line sneaking through the back streets is apparent here. I am not sure why I set the layout at the very end of Belgium steam – perhaps because I never knew the country then there is an extra layer of intrigue.

Further tedium came in the form of block paved areas of footpaths. On top of a card backing piece cut to the profile of the paved zone, a further strip of card one block wide was laid onto PVA, notched with a craft knife, and cut to length before repeating with further strips until the whole area was covered. These paved sections were built at the workbench and then stuck down onto the layout when complete.

The other major feature of the layout is the waterfront. The walling is plastic, either Slater's blockwork or plain sheet textured and painted to look like concrete. After all the repetitive pavé and pavements, it was a relief to make swift progress.

The water itself took many goes to get right. In the end I got an acceptable finish with Humbrol gloss varnish over artists acrylics, but there were a couple of unsatisfactory attempts using acrylic varnish with and without tints.



Above

The shipping agent's office. I wanted to suggest that as well as a place to land catches the port around Vischkaai also handled other cargoes from further afield.



Left

A tank wagon being hauled to the waterfront industrial complex. The locomotive is a pleasantly beefy Henschel DHG 500, a Trix model – a beautifully smooth runner, it is only driven on one axle but the gearing is massive, precise, and near silent.

Right
81 407 propels a standard
van towards the quay area.
This is also a German model
with Belgian markings, and
has been lightly weathered.



Structures

The nondescript warehouse was scratchbuilt from plasticard, based on a prototype from Ghent. All the other buildings use façades from Artitec or Alsa Cast picked up when we went to Utrecht for the OntraXS! exhibition. Happily the architecture of northern Belgium shares many Dutch characteristics, the country having split from The Netherlands in 1830. The façades give a good start but the rest of the building still has

to be constructed. I am happiest working in plastic so the rest of the structure is built from plain plasticard overlaid with brick. However, the front is left blank with no overlay apart from cut-outs a touch larger than the windows in the façade. I have found Evo-Stik contact adhesive best at fixing the resin façades to the plain plasticard front. Some buildings use ready made façades for both front and back, here both are left blank to accommodate the resin mouldings.



Right
Crossing the feeder canal
to reach the quayside
passing the only significant
patch of vegetation
on the whole layout.
The rail bridge was scratchbuilt
while the low arch carrying
the road to the rear was cut
from a Tri-ang brick bridge.



Left
Industry has sprung up around the quayside. Here chemical traffic is handled by a fireless shunter. While not typically Belgian, I have seen photos of a yellow fireless loco at an open day at Antwerp Dam loco shed. A good enough excuse, I thought, for *Vischkaal* to have one too. The factory behind the loco is a quick mock-up using a print-out of an industrial building and some card – a clear demonstration of why a backscene would be desirable to give depth to the model.

Roofs are mainly from Auhagen tile sheets and windows from a bumper pack by the same manufacturer. Once painted, the combination of resin and plastic used in construction becomes one.

Finishing touches include curtains, nets, and signage as appropriate.

Stock

While still busy with construction, I started acquiring suitable motive power and rolling stock for the layout. At the beginning I had very little but over time my collection of appropriate items has far outgrown what the layout can handle – what a surprise!

Below

Along the waterfront. Having to be able to remove the buildings means that I have been unable to bed the structures properly into the layout, but when I develop it further I will remedy this.





Left
A pair of fish vans on the quai. I weathered both but to different degrees to suggest different lengths of time in traffic. The van on the right had its lettering faded before applying a heavier weathering treatment than its partner.

There is good news for Belgophiles in that being a less popular region to model, many items can be picked up second-hand at lower prices than for, say, German or Swiss prototypes.

While much is available ready-to-run, beautifully finished, there is still scope for handcrafted projects. For example, my SNCB/NMBS class 81 started out as a Prussian G8 finished as a Swedish example. To get it closer to Belgian specifications, I worked on the cab, boiler, smokebox door, and chimney.

The Gaston Moyse shunter takes things a stage further, having a scratchbuilt body on a beautifully slow running Kato mechanism.

The other locos sport milder modifications, repaints, or weathering.

When I was young, the common perception of continental layouts was that they were full of very shiny stuff, particularly the locos and stock. Nowadays many of the masters of the weathered look hail from the continent and the expectation is that foreign layouts will be every bit as believable as those depicting home turf. I have made a good start at getting the stock for *Vischkaai* to display the effects of age, dirt, and rust, but I am still less than half way through. It is not because it takes an inordinate amount of time or that I do not find it enjoyable, but I do have to be in the right frame of mind and that does not always coincide with free time.

Conclusion

Confession time: *Vischkaai* is unfinished. If you look carefully at the accompanying photos you might be able to pick out some raw card where bits of buildings are blocked in. I am at a bit of a crossroads where layout development could take one of several directions and work has been temporarily paused while I work out which route to take.

The extra height in the baseboards, while a good idea for exhibiting, causes problems at home. My workroom is brilliant but it is upstairs in a bungalow with dormer windows and the benchwork on which the layout sits is under the eaves. Unfortunately there is insufficient headroom for the buildings to be fixed and bedded in; they have to be stored separately.

The layout would also benefit from a backscene, the photos borrow 'sky' from my (incomplete) OO empire. I am in a bit of a quandary: do I cut the depth of the boards down and squeeze the layout back under the eaves? Do I take the main board and build it into a boxed diorama which I could better house elsewhere (also combating dust)? Or do I have a wholesale upheaval of my playroom and build *Vischkaai* into a much bigger permanent layout which would accommodate more of my Belgian stock? I have to admit that it is not an unpleasant set of choices. Whatever happens I will have a constant reminder of happy holidays, an embodiment of those attractive differences seen on the continent, and an outlet for the sheer joy of making things.

Below
The Henschel returns from the quays with more tank wagons, holding up the traffic as it passes. The building on the right is a café, occupying a sliver of land between water, road, and rail.

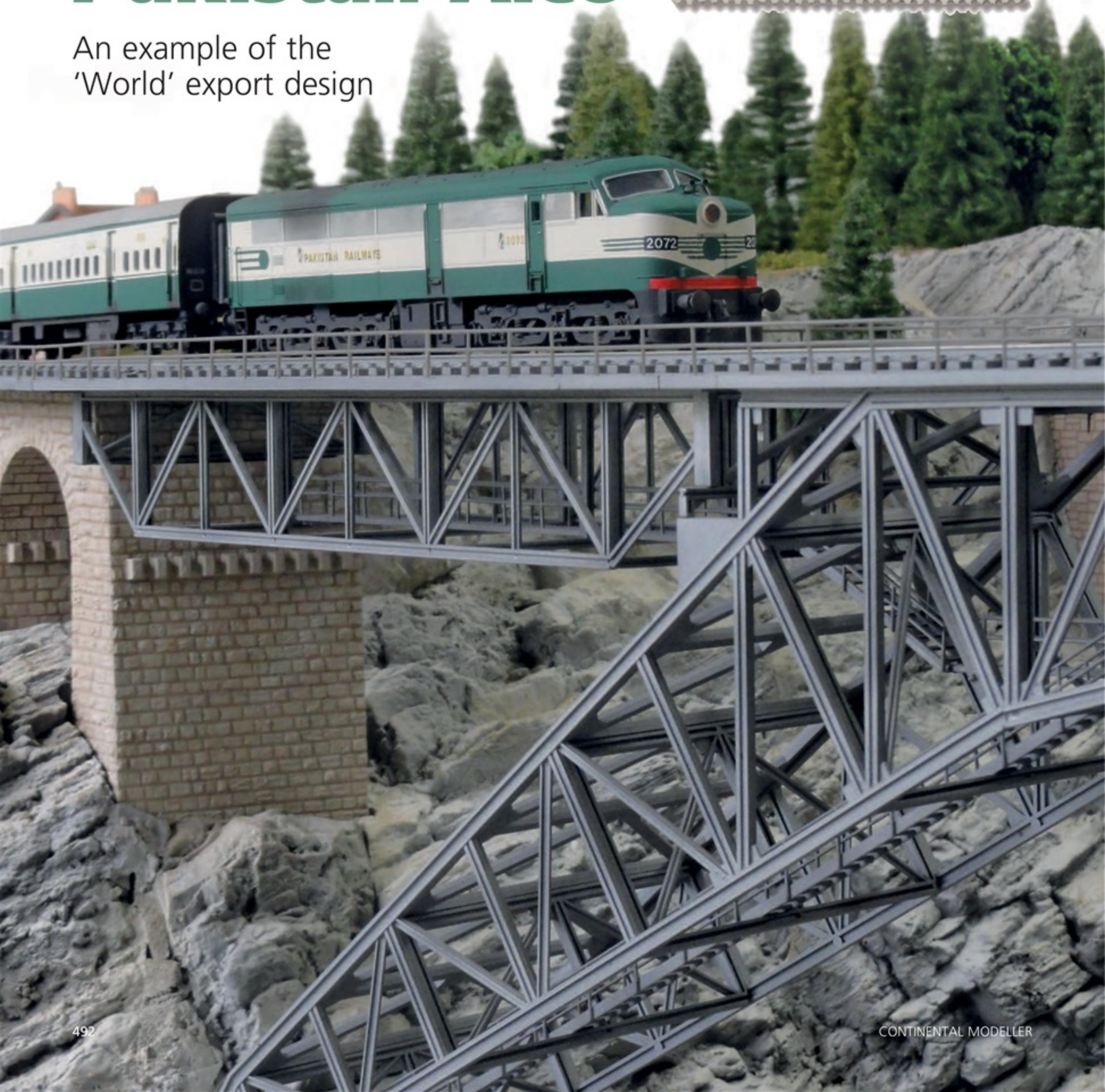


Warren Miller shows how he adapted a Lima model, prompted by Peter Dale's photos of the north-west frontier in the February issue.

Photographs by the author.

Pakistan Alco

An example of the
'World' export design



While looking at an old *Railways of the World* book a while ago, I came across an interesting picture of the Pakistan Railways' *Bolan Mail*, headed by an Alco 'World' Co-Co diesel. The attractive livery and exotic setting made me think this would be an interesting and straightforward modelling project to fill a few hours of 'Covid downtime'. This was particularly appealing to me since this type of locomotive was also extensively used in Australia, and the veteran Lima model of a New South Wales 44 class diesel would be an obvious basis for conversion.

The American Locomotive Company was pro-active in entering the emerging global market for railway motive power in the 1950s, and developed the DL500 'World' series to be suitable for a range of gauges within a loading gauge that could be accommodated in many countries beyond the USA. Additionally, Alco was comfortable with authorising established companies to build locomotives under license in other countries. This was significant in terms of technology transfer, and in some cases, development assistance. The World series diesels were sold or licensed, with relatively little variation, in Argentina, Australia, Greece, India, Pakistan, Peru, and Spain.

Above left

The Pakistan stamp celebrating 100 years of railways (which had been part of India for 86 of those 100 years). The representation of the livery is quite good.

Left

The model on my layout, with some Pakistan Railways coaches that I made subsequently. It is not exactly the Bolan Pass, but rugged country nonetheless.



Lima was rapidly extending its range of models in the 1970s with a view to international markets, and this included significant interest in Australian prototypes, so it is not surprising that it selected the NSW 44 class, thus creating the first commercial model of an Alco World. The Australian machines were built locally, and included a cab at the rear end. (See CM May 1994). Lima went on to release the model as a Spanish loco, in several RENFE liveries.

Pakistan had three batches of this design:

DL500C, Nos.2024 – 2025 (2), 1,600hp, 1956.

DL500CI, Nos.2026 – 2074 (48), 1,800hp, 1958.

DL212, Nos.2075 – 2097 (23), 2,000hp, 1977.

Above

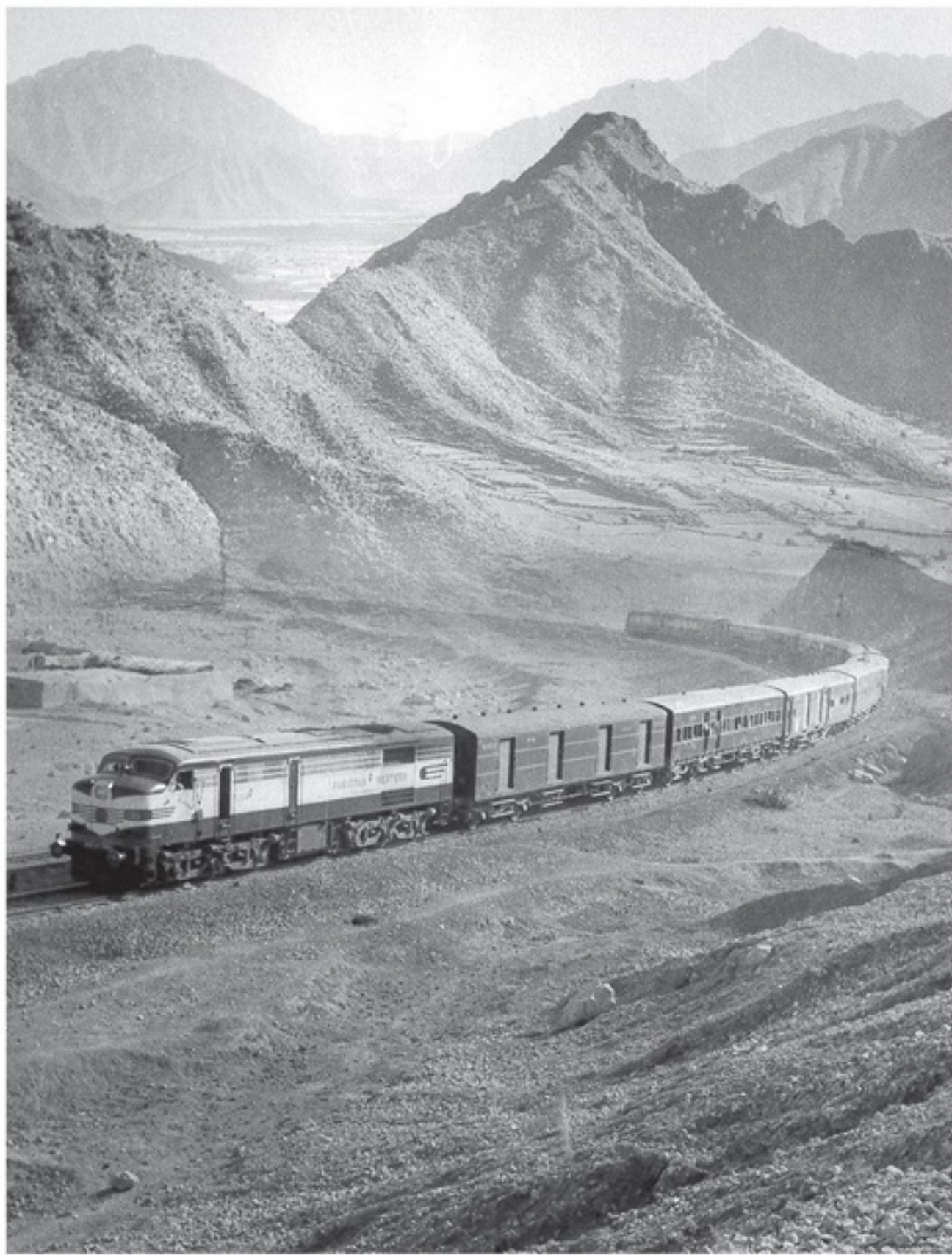
The book illustration which inspired the modelling project, with the result.

Below

Pakistan Railways Alco DL212 diesel No.2088 (built locally under license) at Nawabshah, 14th February 1989.

Photo: Peter Dale.





They entered service on what was then named the North Western Railway of Pakistan (reflecting its origins as the North Western Railway of colonial India). Such was their impact the one was shown on a postage stamp celebrating 100 years of railways in what had become Pakistan, in 1961. They were single ended units, so the model would need to be a little more than simply a re-paint.

The conversion was similar to my earlier project for an Indian Railways WDM1 (CM August 2012). Work on the loco body was confined to blanking off the windows of the rear cab with styrene sheet, and filling the number boxes, front and rear multiple unit plugs, and staff exchangers. The front skirt was built up to match the body shape, and a smaller flat skirt/buffer beam added at the rear. Heavy loco buffers were added front and rear. A set of steps was added at the rear on both sides, with handrails on the body sides. Presumably these were primarily for shunters, rather than accessing the rear door. Some care was needed to avoid the steps fouling the rear bogie frame on curves. Horns, couplings, and brake pipes were added.

A modification which made a big difference was removing the deeply recessed moulded cab windows (one of the main shortcomings of the Lima model) and replacing them with new ones carefully cut out of clear styrene to fit at the outer edge of the window frame. The edge of the body at the bottom of the window frame was thinned down, so as not to be visible behind the window. All this was fiddly, but the improvement in appearance is substantial.

I took some care painting the model, Humbrol 88 matt deck green and Humbrol 41 ivory providing a fair representation of the colours, as far as can be judged from photos.

The green paint was sprayed first, then a good deal of masking tape was applied (possibly the biggest part of the whole project) and then the ivory/cream was applied to the unmasked areas.

The roundels and stripes at the front and rear required a lot of care. The masks for the roundels were made by applying masking tape to a thin sheet of plastic, then punching them out with a paper punch of the correct size, and removing the circle of masking tape for application to the loco. Incidentally, the front roundel below the headlight can be seen in early photos of the locos to be carrying the crest of the Pakistan Northern Railway which appears to be the same as that of the former Indian North Western Railway – such was the strength of that railway's corporate identity. Later this was dropped and the roundel was plain green.

The Pakistan Railways lettering was yellow shaded with black, simply achieved on the model by applying black decals (Microscale 'railroad gothic') and then applying the same size yellow decals slightly offset.

Above left

PR Alco 'World' hauling a passenger train down the Bolan Pass, 16th September 1966. The number is not legible but the loco is lettered 'Pakistan Western'.

Photo: CM collection, courtesy Gordon Wiseman.

Left

PR Alco 'World' No.2062 with a passenger train, 30th March 1962. The nose roundel is blank. Note the new colour light signal.

Photo: CM collection, courtesy Gordon Wiseman.



Top

The finished loco, showing the shaded 'Pakistan Railways' lettering, done with two layers of decals.

Above left

The rear end with the new skirt and buffers, rear steps, and handrails. The rear cab windows have been blanked off.

Left, right, and above right
The lining and roundel on the front was done by masking the nose design. The result is a little rough but acceptable at normal viewing distances. A little subtle weathering on the skirt and buffers adds to the look of a working loco.



Light weathering with powders followed, and the job was done.

More recently Chinese-made models of the Alco DL-500 'World' have been marketed in Spanish versions (by Electrotren) and Australian (by both Trainorama and Auscision), but it would seem unlikely that these companies would ever produce models for other national examples, so it was nice to be able to create something that probably will not be available commercially.

Now for a few coaches ...

Right

The coaches that go with the diesel were made using the techniques described in the October 2012 CM. While the loco is lettered in English only, in Pakistan coaches are lettered in both English and Perso-Arabic script, and this had to be done by hand (not visible in this picture, perhaps fortunately ...).



Steve Grantham built a compact layout in lockdown when another project stalled.

Photographs by the author.

Umleitung

A small diversion

Genesis

This layout came about, like, I suspect, many others, during the first lockdown in 2020. My British layout had stalled, so I started a new project – a diversion to restore my modelling mojo.

To be different, a modern(ish) German industrial park was chosen as the location and set around 2000, Era V. This meant I could run the existing stock that was used on a previous DB layout, *Starker Verkehr*. (See CM May 2016.)



I had previously built a series of five interconnected boxfiles as a British layout. However, these were all individual units that could be arranged in different formations. This time I decided to use the boxfile principle again but make them into one fixed unit. Three boxes were selected from the stash and work began ...

Boxification

The first step was to cut out the sections of the ends to allow for the permanent way. After this, I strengthened all the corners and base to side areas with runs of PVA. The red and blue boxes were screwed and glued together using the remaining sections of each end wall. All three box bases were treated to a couple of coats of matt medium from a rattle can. I have found this gives a good basis to work on and combat warping.

All of the boxes were screwed and glued to an MDF base that was kindly donated to me by a fellow Bubwith Railway Modellers Group member, Ian Dolland. To combat its potentially porous nature, the MDF got two coats of primer followed by two coats of black paint.

Above

DBAG 0-6-0D 364 796-3 and Mittel Weser Bahn B-B V 1354 (ex DB 213 341-1, ex V100 2341) at work in the yard.

Left

364 796-3 passes under the pipe bridge. The siding on the right is not connected.

Tracklaying

Black foam sheet was used as the track base. This was cut to shape and glued with PVA in the required areas. After it was dry, Peco code 75 flexible track was cut to length and laid out with the short Y point. After a bit of tweaking, it was all glued down, again with PVA.

I should point out an error I made here. I only laid the track in the red and blue boxes at first, as none of them were fixed down at the time. It was only after all the boxes were attached to the base that I laid the foam and track in the fiddle yard box. What I should have done was to get all the boxes fixed down and then laid the track. That way, the long siding and the line leading to the point would have been continuous, rather than in sections. Lesson learned! Always use the longest possible length of track for any given location.

The somewhat tedious job of ballasting was done in sections. I used various materials from Woodland Scenics and others mixed to add variety.

Scenics and structures

The concrete areas are either printed Scalescenes sheets on card or painted plasticard. Non-concrete areas are, like the ballast, mixed ground cover materials. There are some grass tufts here and there for variety.

The structures, for want of a better term, are mainly flats made from textured plastic sheet, some of which is mounted on foamboard, or printed paper sheets on card. Doors are mainly printed items, although the green sliding door is a Scale Model Scenery (SMS) laser-cut kit. The ATG warehouse

Right

Hafen- und Güterverkehr Köln MaK DE1002 DE83 retrieves a track maintenance wagon as 364 796-3 deals with older stock.

Below

A long wheelbase four-wheel sliding side van placed to deliver to the car spares supplier..

Below right

DBAG 364 796-3 by the oil facilities.





Above
Hafen- und Güterverkehr Köln
MaK DE1002 DE83 seems
rather large for a small yard.

Above right
The diesel shunter in
H.F. Wiebe yellow livery and
the wagon with the crane
are from a Liliput set.



Below
Short four-wheel wagons
work best in confined spaces.
Note the open yard gate
and backscene beyond.

is scratchbuilt from plasticard, covered in a concrete texture paint from a rattle can. In a couple places I inserted images cropped from newspapers of urban backgrounds, in an attempt to provide depth.

Detailing parts like extractor fans, air conditioning units, track gate, and suchlike are also by SMS. The palisade security fencing is Wills. Other items came from the gallimaufry of odds'n'ends acquired over years of modelling. The red tank is Walthers and the unloading pipework is Knightwing. At the end of the long siding is a TrainTech lamp that lights up when the line is in use. The figures are a mixed bunch – the female driver of the Kibri forklift comes from the Noch range, others are from Preiser, plus civilianised NATO ground crew.

The two bridges are there to add height and disguise joins. Both are removable to allow the lids to close. The pipe bridge is made from Knightwing girders, with lengths of Plastruct

and Evergreen tube, mounted on plasticard. Defending the fiddle yard entrance is a bridge made of Wills Vari-girder panels, card, and printed sheets.

Electrics

Control is basic analogue DC using Gaugemaster controllers. The two tracks are independently powered from the fiddle yard. This allows movement on one line, whilst setting up a train on the other.

Stock

Locos are provided by Roco, Piko, Liliput, and Lenz, and include a BR364 and a MaK DE1002. (Incidentally, the wheels of the MaK are fitted with 12mm etched disc brake inserts.) Rolling stock is from the same sources, plus Fleischmann, Rivarossi, and Electrotren examples. A Liliput permanent way set puts in an occasional appearance.





All items are fitted with Kadee couplings for ease of shunting. Magnets may be installed one day. One day ...

Conclusion and credits

This has been an enjoyable build, including new (to me) techniques learned along the way. The layout also sustains operational interest – so far I have completed three days of exhibiting without nodding off!

As the setting is relatively anonymous, it could easily be run with French, Dutch, Belgian, or even (dare I say it here?) British stock. It does not really work successfully with American equipment due to size constraints, but lengthen the whole edifice by another box and that might be different.

Credit to my wife Jean for moral support and Ian Dolland for the MDF. Electrical advice came courtesy of fellow East Riding Finescale group member, John Wass. The plain track was provided by another ERFG member, Jeff Taylor.

Above
MWB V 1354 propels an old 'Thunderbox' four-wheeler now used by track crews.

Right
The track plan is simple – just one point for two lines plus an unconnected siding.

Right
The fork lift is kept busy within the tight confines of the yard.

Below
A fireless 0-6-0 arrives with scrap aluminium and steel.



Above
The fiddle yard and controls.

James Hilton created this self-contained micro layout to accommodate a loco which had fascinated him since childhood.

Photographs by the author.

Bear Creek

Forest railroading
– in just 100cm x 22cm

As a child I remember being absolutely enthralled by a peculiar looking model steam locomotive my father called a 'Shay'. No matter what it was, the whirling motion from the three vertical cylinders and drive shaft captivated my young impressionable mind. That early memory is what drives more than a casual interest in logging railroads but these days my interest lies in their twilight years, that melancholy period where, despite modernisation, their remaining time was to be short, victims of their own success as much of the available lumber within easy reach of the railroad had been cut. Those that remained beyond the 1950s became nothing more than 'log hauls' from truck to train reloads, or wood pulp and other forest products transported on former logging rails from mill to main line.

Bear Creek is the product of a Christmas project, a desire to provide a home for my father's Shay, now in my own collection, as well as stage simple operation or just stationary display of examples of that 1950s period onwards.



Left

Fairbanks Morse #288 has been restored and rebuilt from a damaged and tired Walthers model (made by Roco) from the 1990s. After cleaning off the old paint and fixing the bodywork, new handrails were fabricated in brass and details added to lift the model nicely, whilst the original tool making holds its own.

Right
Shay #3 was kept as mill
switcher in the 1950s and
restored for the company's
centenary in 1985. Seen here
on a photo charter, the old
growth is gone, but timber
still runs by rail.

Below
The old Shay is still used
occasionally on service trains
as the diesels are too heavy
for the lightly laid spur.





Limited by an IKEA wall-mounted shelf, the layout, if it can be called that, is barely 100cm long and just 22cm deep with a viewing window around 18cm high. The simple track plan consists of a Peco Code 75 turnouts, Code 70 rail for the 'main line', and Atlas Code 55 (N gauge) rail threaded into Peco Code 70 sleeper web for the lightly-laid passing track and forest spur.

The premise is that the logging spur is decaying, nearly out of use, and the Shay's days are numbered as trucks take over its role of bringing the lumber down from the hills. Now diesels run by on an upgraded 'race track' main line taking their uniform rakes of modernised logging skeleton cars with bunks that take a single truck load each to the mill in the cheapest and most efficient manner.

Construction is nothing revolutionary: a plywood box forms the basis of the layout and track is laid on some cork

to allow a variation in roadbed height, with the spur climbing a little at the back of the layout. The removable lid includes a LED lighting strip, so the layout is basically self-contained.

Basic ground forms are off-cuts of MDF covered in filler and painted dark brown, covered in sieved soil as a base for static grass and further ground cover.

Ground cover follows the techniques outlined in Gordon Gravett's books, and I will not repeat them here but if I could recommend just one of his three books on scenery, it would definitely be the grassland title, packed full of well-written instructions on the art of static grass application and layering of materials to add real depth and texture to bushes and undergrowth.

I have had the trees in my collection for many years and this felt a good place to put them to use; I forget the source but they are nicely made and did not break the bank at the time.

Above

Hilton-Mears modernised the railroad in the late 1950s and acquired secondhand Fairbanks Morse H12-44 diesels which they rebuilt in house and turned out in their smart yellow livery. Note the skeleton cars now carry tall log bunks and the old growth has been replaced by more 'poles' and 'pulp wood' from the second growth.



Left

Old wood burning #3 still sports Hilton Logging Co. markings despite the recent merger with Mears Logging to create the new 'Hilton Mears Forest Products'. Usually found down at the mill as switcher, it is now the only loco light enough to get up to Camp 4 on the old spur.

Right

Track contrasts: Peco Code 70 used on the main, freshly ballasted, with Atlas Code 55 (N gauge) rail threaded into Peco Code 70 sleeper bases, arranged and painted to look like old worn ties, barely ballasted and just about holding gauge. The contrast in rail height was important, as many of these older logging lines snaked through the woods on lightweight track much worse than this.



Things I was keen to practice on this small layout were improved ground cover and ballast techniques, and hand-painting a backscene.

The contrast between the 'main', which is Woodland Scenics fine grey ballast with a black wash, and the loop and spur was important. To create the look of a very lightly laid track, I started with Woodland Scenics fine cinders. Once dry I added non-sanded tile grout in an earthy tone and secured

this with dilute PVA. Unfortunately, this went a little gloopy and glossy, rather than filling in the spaces between the grains as I had hoped – subsequent tests have shown a mist with water is enough to set the grout, avoiding the mess I made. Luckily it could be salvaged with washes of dark brown and black paint, filling in some areas with 'fresh' ballast and adding copious amounts of grass between the rails as the line headed into the woods.

Above
Leaving the loop for the logging spur, the Shay pulls empty skeleton log cars for loading. Despite the grades, the loco always pulled its train, so if the cars derailed the loco usually stayed on the rails.





Above

The whole layout. There are no 'exits' from the scene – it is a self-contained micro layout.

Left

Each skeleton car takes the load from one logging truck at the new re-load. #288 takes the loop waiting for a train of empties to pass on the main.

Below

Later in the day #288 passes the loop with empties. Crews often kept the caboose on this end of the train to save time switching at the re-load.



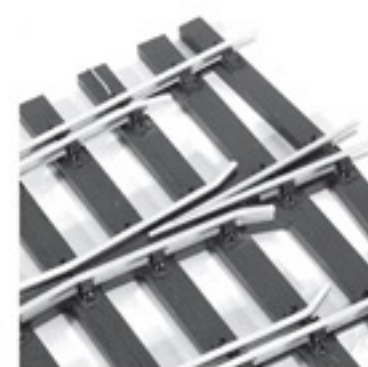


The backscene has proved to be a real success. Taking inspiration from childhood holiday photos of the Rocky Mountains in Canada, I sketched out a mountain range on mounting board that I had pre-cut to fit within the layout. I then used water colours to paint this mountain vista. The muted colours and soft detail seem to lend so much to the apparent depth of the layout.

The project took a little over two weeks from start to finish, and gave me a great deal of pleasure during both construction and since, enjoying the cameo scene in my study. I hope it shows that a layout is within the reach of all, and a small scene like this can be part of your home.

Below
Changing of the guard:
 the old 3 spot waits
 with one of the last trains
 down from Camp 4
 on the logging spur
 whilst the FM #288
 thunders past on the main.





N

SNCF BB26000 Sybic electric new from Fleischmann



Between 1988 and 1998, 234 dual-system electric locomotives of the BB26000 series were delivered to the SNCF. They can operate under AC or DC supplies, hence the nickname 'Sybic'. These multi-purpose machines are used throughout France on all types of trains. They have a rated power of 5,600kW and a top speed of 200km/h.

Fleischmann have recently released a brand new model in standard SNCF two-tone grey and orange livery, as 26008.

The main colours are dense and well defined, and the markings are all very clearly printed.

The plastic body shell is accurate according to published dimensions and has some features moulded in place - e.g. door louvres, door handrails - with the authentic roof equipment (insulators, cabling, and switchgear) as separate components. The etch metal vents are different each side of the roof pod, and the pantographs are of different types (AL2 for DC and AM90 for AC) with different contact strips.

Windscreens and cab side windows are flush glazed, and there are basic cab interiors.

Tiny dummy scale couplings are supplied for the modeller to fit.

The underframe has a representation of the transformer casing.

The bogie side frames are moulded in deep relief with a high degree of detail.

The metal chassis carries an open frame five-pole motor with flywheels; all four axles are driven via worms and reduction gearing in the bogies. There are two traction tyres, on one inner wheel of each bogie, which with a weight of 84g should ensure good pulling power.

Current is collected by wipers on the back of all wheels.

The model runs smoothly and quietly, and responds well to the controller across a realistic speed range.

The directional lighting - three white headlights, two red tail lights - is achieved with maintenance-free LEDs. The headlights can be completely or partly turned off by means of small switches on the internal printed circuit board, and separately controlled in digital mode.

A Next18 (NEM 662) socket is provided for a digital decoder.

A factory-fitted digital sound model is also available.

The model is equipped with NEM 335 pockets on close-coupling mounts on the main frame; it comes fitted with standard couplings.

The model measures 111mm over buffers. The minimum radius is specified as 192mm.

The analogue DC model is noted as already sold out at the factory.



Manufactured by

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

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

PRICE ref.732240 £200.00.



The first Co-Co electric locomotives were built for the Deutsche Reichsbahn from 1933. The characteristic design principle was two bogies supporting a frame carrying the transformer in between. These machines, classified E93, underwent extensive development in the late 1930s. The result was the powerful



A standard packet of brake hoses, scale coupling hooks, and electric cables is provided for the modeller to fit to the buffer beams if required.

The chassis features accurate representations of the long plate frame bogies. Numerous details and the faithful representation of the suspension components complete the picture.

Thanks to a guide mechanism between the powered bogies and the bridge frame, the model sits firmly on the track yet is suitably flexible. A central motor with two flywheels ensures smooth running, and pulling power is assured by two diagonally arranged traction tyres - not to mention a weight of 521gr thanks to the metal frame. (As a consequence, the packaging includes a reinforced base.)



E94, of which 146 were built between 1940 and 1945. After the Second World War, some more were assembled from existing parts, and from 1954 further slightly modified locomotives were built. These extraordinarily robust machines formed the backbone of electric freight transport for more than four decades, especially in southern Germany. The green livery, low noses, and articulated structure earned them the nickname 'German Crocodile'.

Piko have recently released a brand new Expert series model of this class, the first version specifically representing Deutsche Bundesbahn 194 576-5 based at Nürnberg Rangierbahnhof, with an

overhaul date of 4.8.80 - well into Epoch IV. All markings are very clearly printed.

The designers seem to have succeeded in transferring the 194 perfectly into 1:87.

The roof area is particularly notable for the moulded detail, finely etched running boards, and the separate cabling and switchgear. The pantographs are very fine, and sprung, but not wired for collection from the overhead.

The three-part superstructure is enhanced with three-dimensional louvres and grilles, plus separately fitted handrails and cabling, and flush glazed windows.

Current is collected from all wheels to ensure a secure supply.

Directionally controlled lights are achieved with LEDs, the DB variant having the third upper headlight.

A special highlight are the start-up lights below the driver's cab window and the single red tail lights on each end. In conjunction with a digital decoder, many prototypical light functions can be switched. The model is equipped with a NEM 658 Plux22 socket for easy fitting of a digital decoder and sound. This option is also available factory fitted.

The length over buffers is 214mm, and the minimum recommended radius 358mm.

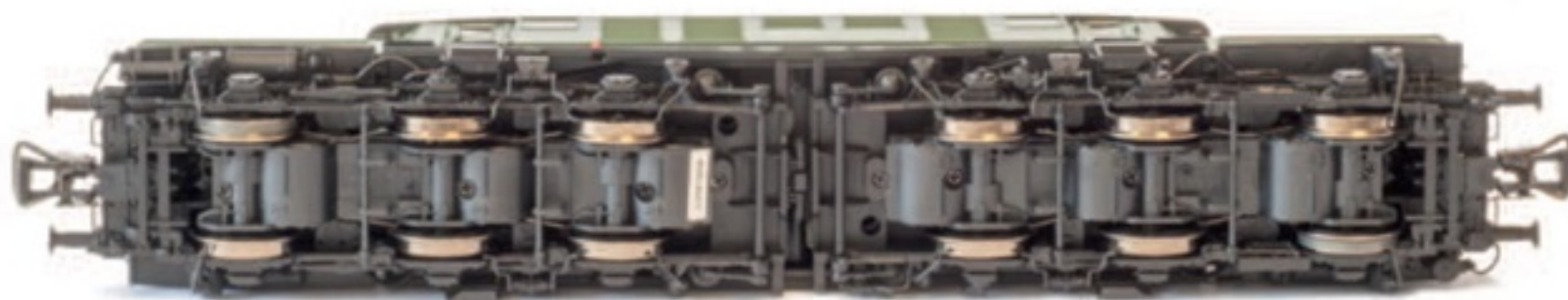
Standard couplers are fitted in NEM pockets on close-coupling mounts.

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.gaugemasterretail.com

PRICE ref.51470 £315.00.





As reported in our June issue, 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.

Manufactured by

Märklin,
Stuttgarter Straße 55-57,
D-73033 Göppingen, Germany.
www.maerklin.de / www.trix.de

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

PRICE €629.00.
Trix ref.25491, Märklin ref. 39491.





Between October 2021 and June 2022 the DB Museum in Nürnberg hosted a special exhibition under the title of "Design & Bahn", the first exhibition in Germany devoted to the history of design in relation to railways, with the development described in twenty sections starting around 1900.

To draw attention to the exhibition, the DB Museum and Märklin worked with noted industrial designer Gudrun Geiblinger, a special livery was created and applied at the DB Regio plant in Dortmund to 101 003-02. Dynamically curved brush strokes in red, blue, and

green pick up on the colours of the exhibition in the Museum. The two sides of the locomotive are different. 101 003-2 was to be in service in this livery for one year; after that, it will be restored to its original condition.

This special limited edition has a central motor and drive to all four axles (a first for a Märklin 101), cab lighting, and the mfx+ digital sound decoder.

The couplers are in NEM pockets on close-coupling mounts.

The model has also been produced for Märklin AC (ref.39379) and Minitrix N (ref.16807, €349.00).

Manufactured by

Märklin,
Stuttgarter Straße 55-57,
D-73033 Göppingen, Germany.
www.maerklin.de / www.trix.de

PRICE Trix ref.25379 €379.00.

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

ballast hopper new from Albert-Modell



Hungarian specialist Albert-Modell has recently released a new limited edition of their Chinese-made model of the Czech type Fads bogie ballast hopper as used by the ONCF in Morocco, with Epoch VI markings (ref.696005).

The main colour is dense and even, and all markings are sharply printed. Brake controls, etc., are neatly picked out in red and white.

The moulded plastic body is detailed with ribs and panels, a full interior, and

discharge doors underneath. Under the slope sheets either end all the brake gear is represented.

The cast three-piece bogie side frames are formed in deep relief, with good depictions of the springs and roller bearing axleboxes.

The model is nicely weighted for smooth running even when empty and rolls freely on blackened metal disc wheels on pinpoint metal axles, insulated one side by plastic centre bushes.



It is equipped with NEM coupler pockets on close-coupling mounts; standard couplings are supplied.

Length over buffers is 129mm.

Several Czech and Slovak versions are also available.

Manufactured for

Albert-Modell Kft.
2900 Komárom, Felvidéki u.8,
Hungary.
www.albertmodell.com

SAMPLE SUPPLIED BY
Naumann Modelleisenbahnen
Chemnitzer Straße 108,
D-51067 Köln,
Germany.
www.naumann-online.de

PRICE €46.95.

Uerdingen lightweight four-wheel tanks new by Hobbytrain



From 1941 the Uerdingen Waggonfabrik, together with several other companies, such as MAN, built over 3,700 lightweight four-wheel tank wagons with a capacity of 30m³. In the course of the Second World War, the wagons were used all over Europe, and after the conflict passed to almost all railway administrations. Some were still in use until the early 2000s.

The brand new model from Hobbytrain was designed in Denmark by Dekas and manufactured in China for Lemke. It is offered in a range of different variants and finishes. We illustrate two representative examples: 'Eva' (ref. H24801) and 'Aral' (ref. H24802), both registered with the Deutsche Bundesbahn with Epoch III markings, all of which are clearly printed.

All features were taken into consideration in the design so the differences are accurately represented - note, for example, there are wagons with and without a brake cab.

The end access ladders along with the top platforms and railings are separately

attached etched metal parts - fine and yet robust.

The steps are formed as part of underframe, with the brake gear added. The brake shoes are in line with the wheel treads, with fine rodding. Discharge pipes (where fitted) are added parts.

The models roll freely on blackened metal disc wheels on pinpoint metal axles, insulated one side by small plastic centre bushes.

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

Very fine brake hoses and dummy coupling hooks moulded in black plastic are supplied for the modeller to fit if required.

The models are delivered as pairs of the same type and finish but with different running numbers, in a strong clear plastic box.



Manufactured for

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

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

PRICE twin packs £74.00.

German type Gs vans new from Arnold



Arnold have recently released a new model of a German type Gs four-wheel van.

The model is available and proposed with several different identities.

They are supplied as a set of two, packed in one standard plastic box.

Our samples are in Deutsche Reichsbahn brown livery, with Epoch IV markings as type Gmms.

The models have a good matt finish, with all markings well reproduced, even on the recessed solebars. The lashing hooks are neatly picked out in yellow.

The moulded plastic body is detailed with the planks, strapping, ventilators, and door catches. Separately-applied components include metal handrails. The delicate steps are formed as part of underframe, as is most of the brake

gear. The brake shoes are in line with the wheel treads, linked with fine rodding.

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

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

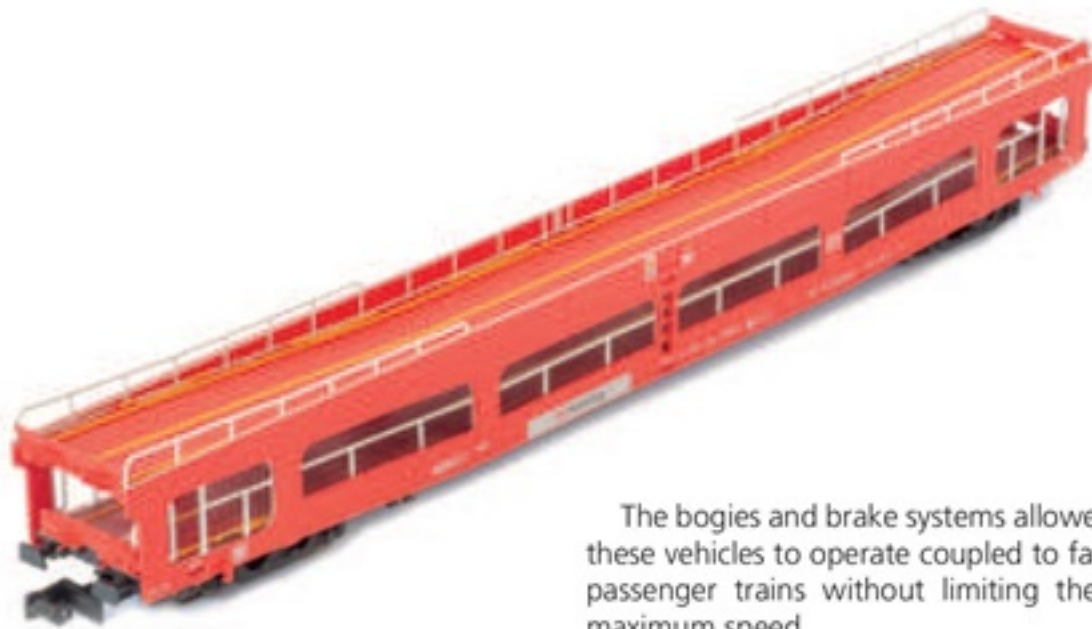
The minimum radius is quoted as 192mm.

Manufactured for

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

PRICE ref. HN6521 £61.99.

type DDm double-deck car carriers new from Arnold



Transporting private cars on wagons attached to passenger trains started to be increasingly popular throughout Europe in the 1960s. Car transporters were added to night trains and fast daytime services. The type DDm double-deck car transporters were built from the early 1980s for various European administrations; they could carry six vehicles on each deck.

For loading and unloading these wagons, it was necessary to have two-level facilities at the railway terminals.

The bogies and brake systems allowed these vehicles to operate coupled to fast passenger trains without limiting their maximum speed.

The increasing spread of high speed lines and the elimination of night trains throughout Europe meant the decline and eventually the end of the services provided with this type of wagon.

The new model by Arnold will allow modellers to complete a wide variety of authentic compositions with this essential wagon. It has been produced for various European railway administrations in many different liveries; we illustrate DBAG Epoch VI examples with 'DB Autozug' branding. All markings are very clearly printed.



The model has a plastic body and a metal frame, for strength and stable running. The upper deck has a nice chequer plate finish, and the handrails are commendably fine. The handbrake wheel is an added part at one end. The end plates are separate parts, fixed in place. (Placing cars on the lower deck could be a challenge!)

The bogie side frames are detailed with suspension components and shock absorbers.

The models roll freely on blackened metal disc wheels on metal pinpoint axles insulated one side by plastic centre bushes.

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

The minimum recommended radius is 192mm.

The models come as twin packs, in individual clear plastic boxes within a card outer wrapper.

Manufactured for

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

PRICE
ref.HN4354 £78.49 pack of two.

75 years of TT jubilee set from Tillig



Tillig have issued a special set to celebrate "75 years of TT", consisting of a Deutsche Reichsbahn BR107 Bo-Bo diesel (Czech T435) and three type EK-4 refrigerated bogie vans, decorated for three different breweries - Pilsner Urquell, Landskron Brau Görlitz, and Berliner Biere.

They are delivered in a foam lined box with period artwork on the lid.

The pack also contains a Tillig TT full catalogue and a ticket for the Tillig Museum in Sebnitz.

This was a limited edition for 2021 and is already sold out at the manufacturer but dealers may still have stock.

The loco has directionally controlled lights and is equipped with a NEM 658 PluX12 twelve-pin socket for a digital decoder. Current is collected from all wheels.

A flywheel-fitted motor drives all four axles. Two traction tyres optimise pulling power.

The couplings are in coupler pockets on close-coupling mounts.

Standard sprues of brake hoses and scale couplers are supplied to detail the vans and the loco, along with rail clearers and handrails for the latter.

The overall length of the train over buffers is 519mm.

Manufactured by

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

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

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

PRICE ref.01049 £256.00.

Modellbahn-Kurier Special 39 Faszination Spur 1 Ausgabe 19, 1 Quartal 2022

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German text ref.1952
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This nineteenth special devoted to Gauge 1 begins with *Glanzstück – Ästhetik aus Glanzblech* by Ralph Zinngrebe (five pages), a detailed look at the new KM1 model of the Württemberg type C Pacific (later BR18¹).

– with an advertisement for the EK book on the class cunningly included!

The above is followed by twelve pages of *Neuheiten 2022*, all the latest with regard to new items available in Gauge 1, including the SBB 'Giruno' express passenger electric unit from Kiss Modellbahnen Schweiz, a Deutsche Reichsbahn G90 type goods van from Dingler, the KM1 type T2 (BR74) tank engine, Mo-Miniatur's motorised Klv12 draisine, and the new MX33 handheld digital controller by Zimo.

In *Bayerische Güterwagen – Zweite Serie von Fine Models* (two pages) Ralph Zinngrebe takes a close look at the new Bavarian goods wagons from Fine Models.

Ausrangiert by Ralph Zinngrebe and Frank Zarges (five pages) describes the building of a single track diorama featuring a narrow gauge line in just 100 x 50cm.

A single page lists model railway meetings, club sessions, and exhibitions for the period 16th February to 17th July 2022.

Vielfältige Baureihe – Die neue 52er von MBW (seven pages) by Ralph Zinngrebe features the new model of a BR52 2-10-0 from MBW.

Mobile Werkstatt by Sebastian Heimbeck and Hans Wunder describes the conversion of a Märklin type G-10 four-wheeled van into a mobile workshop (five pages).

In *Rangieren in der Stadt* on (seven pages) Frank Mäule describes and illustrates the recreation of a rail-served logistics factory, with colour photographs and a scale plan.

Schleuderaum by Oliver Strüben (six pages) takes a detailed look at the new model from Fine Models of a Henschel steam-powered snow clearer. Six versions of this model will be offered covering Epochs II to IV, for the pre-war Deutsche Reichsbahn Gesellschaft, Deutsche Bundesbahn, and Deutsche Reichsbahn.

Moderne Zeiten is the first part of an article by Thomas Junghaus (seven pages) describing his compact modern layout serving a refinery, scrapyard, and harbour, with a track plan.

Four pages are devoted *Farbenspiel – Teil 2* by Manfred Kohnz looking at all the different kinds of paints and washes that are available to the modeller for all types of surfaces.

The penultimate feature, *Emsiges Arbeitstier*, by Ralph Zinngrebe (five pages) looks at the Prussian T9³ 2-6-0T (BR91³⁻¹⁸) tank engine from KM1.

The final article (four pages) by Gerhard Bauer and tells the story of his experiences of using Gauge 1 in the garden with LGB track.

This is another recommended reference work packed full of advice and inspiration for all Gauge 1 modellers; however, a good knowledge of the German language will be required to get the best from it.



Numerous advertisements from model manufacturers are included, from the likes of Märklin, KM1, Kiss, MBW, Stangel, and ASOA. There are also advertisements for a few model shops in Germany and for other books, magazines and DVDs from Eisenbahn Kurier Verlag.

Le Train – spécial 108 1/2022 Au fil du Rhin Tome 2: de Mannheim à Cologne par la vallée romantique

by Jean Tricoire
Editions Publitrain eurl,
CS80010, F-67660 Betschdorf, France.
www.letrain.com
297mm x 210mm 100pp
Softback €18.00
ISSN 1267-5008 French text

This new special from Le Train is the second of three planned volumes tracing the course of the Rhine, some 1,233km from its two sources in the canton of Graubünden, Switzerland, to the North Sea. This instalment is concerned with the middle section, from Mannheim to Köln, with the most 'romantic' scenery through the gorges between Rudesheim and Koblenz. The third volume is expected in 2023.

The river passes through (or in some cases forms the border between) six countries (Switzerland, Liechtenstein, Austria, Germany, France, and The Netherlands) and as well as being a major freight transport artery in its own right for much of its length, it is paralleled and surrounded by a large network of significant rail routes which form important connections throughout western Europe, from the scenic splendour of the Alps through the industrial centres of the Ruhr and on to the port of Rotterdam.

This volume provides plenty of variety in rail traffic – long intermodal freights, ICE services, expresses, and regionals. Steam, diesel, and electric traction are all represented across the years. Settings range from rolling hills in the south through the drama of the rocky gorges where river, rail, and road run close together to broader plains in the north.

There is a brief introduction to set the scene for this part of journey, then the material is presented in six sections:

- the Main-Neckar Bahn and the Rhein-Main Bahn, from Mannheim-Friedrichsfeld to Mainz/Wiesbaden via Darmstadt (arguably some way from the river itself but still an important link in the overall chain);
- the Ludwigsbahn, from Mannheim to Mainz via Ludwigshafen and Worms;
- the Riedbahn, from Mannheim to Gross-Gerau (and on to Frankfurt);
- from Mainz to Köln along the left (west) bank;
- from Mainz to Köln along the right (east) bank;
- Köln: a major rail hub.

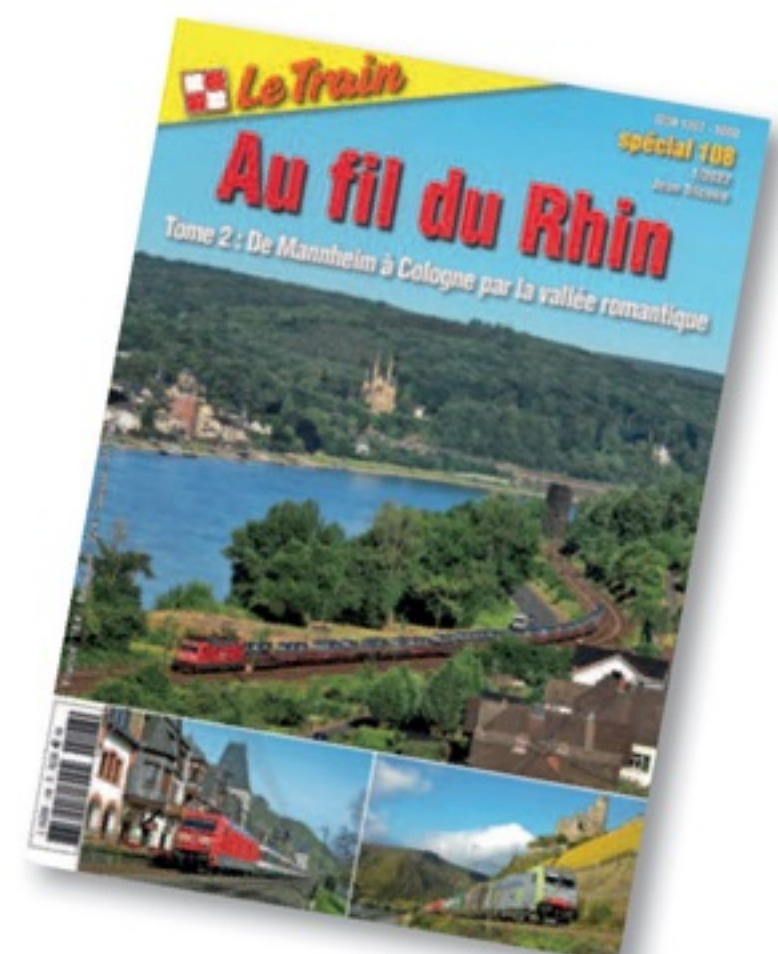
The 'romantic' section naturally gets most coverage – almost half the book – while the stretch from Koblenz via Bonn to Köln seems somewhat overlooked.

As usual for these compilations from *Le Train*, the work is built around an excellent collection of 172 illustrations; there are some archive black & white images, but most of the photographs are in colour, and all are very well reproduced. They range in date; as well as the historic pictures, there are views from the 1980s and 1990s but most are from the last fifteen years or so, with examples as recent as December 2021. The collection includes some impressive panoramic views presented as double page spreads. Anyone who knows the area may recognise some favourite photo locations, sometimes seen from a new perspective, but they may also note many others worth investigation.

The captions are informative, and mostly placed adjacent to the relevant image. They are numbered in sequence and also prefaced with a direction (above, below, etc.).

There is an overall map in the introduction, and larger scale extracts to show the lines around Mainz/Wiesbaden, Koblenz, and Köln more clearly as well as the planned Mannheim – Darmstadt high speed line.

The page design is straightforward, in the usual style, with just a subtle drop shadow in the few cases



where images overlap, and graphic devices restricted to coloured chapter and section headings. (along with frames and tinted backgrounds for tables and information panels to aid clarity - none in this one).

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

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

Some knowledge of French will help to get the full benefit of the text, but the captions should be clear enough and the core of the publication is in the illustrations.

Dampfbetrieb der DR Band 2: Schmalspurbahnen

by Hans Müller

Eisenbahn Kurier Verlag,
Lörracher Straße 16, D-79115 Freiburg, Germany.
www.eisenbahn-kurier.de

260mm x 280mm 180pp

Hardback €45.00

German text ref.6240

ISBN 978-3-8446-6240-5

Following the re-working of the classic railway photographic album *Schiene, Dampf & Kamera* by this author originally published in East Germany in 1975, this is the second collection of photos of the steam era to be published as large format book by Eisenbahn Kurier, and is exclusively devoted to narrow gauge. In familiar style, it wanders from north to south, more or less, from the Baltic coast down to Thuringia and Saxony, with sub-sections for the various lines there, before doubling back to the Waldeisenbahn Muskau and the Spreewald system. Most are the result of more than one visit. Within each section the pictures are not, however, arranged in either chronological or geographical order. A map alongside the contents list helpfully highlights the locations.

The pictures span the period from 1963 to 1978, with one (of the Harz) from 1990. The earliest thus include locos, stock, and installations largely unchanged from earlier times, with some unusual survivors observed before reconstruction and rationalisation swept away so much.

Impressive views of trains in action in the landscape (often from viewpoints which must have taken both some careful consideration and some effort to reach)

are complemented by atmospheric shots around sheds and stations. Classic loco portraits (often posed 'rods down' with the collaboration of the crew) are augmented by carefully observed details.

The pictures are mostly presented as one large image per page, occasionally two, accompanied by lengthy and informative captions, often going into detail about the locomotives as well as identifying the location, the working, and (in most cases) the date (more or less precisely). One small quirk of style – loco numbers are always in bold type.

Hans Müller was a professional railwayman with the DR, based in Dessau, so had privileged access, and does not seem to have been challenged as he went about with his camera as ordinary citizens or visiting enthusiasts might have been. His competence with the camera (and it must have been a good one) and his eye for an image cannot be faulted.

A few of the 221 photos have appeared previously in other publications, but never reproduced as large or as well – the results are stunning. Any images that were retouched as a result of censorship in the DDR have been restored to their original content. All but the covers are in black & white. (You have to wonder whether the author has a store of colour photos still to come!)

This collection of outstanding railway photographs from the last years of the steam era captures the atmosphere of the DR at the time. Modellers in search of both inspiration and authentic period detail will find plenty here! Highly recommended.



Narrow Gauge in the tropics The railways of the Dutch East Indies 1864 – 1942

by Augustus J. Veenendaal, JR.

Indiana University Press
Herman B. Wells Library 350,
1320 E 10th St.,
Bloomington, Indiana 47405-3907, U.S.A.

www.iupress.org

260mm x 180mm 310pp

Hardback US\$45.00

ISBN 978-0-253-06029-7

In our January 2021 edition we reviewed *De spoorwegen in Nederlands-Indië*: now, as promised then, from Indiana University press comes the English language version. The format is very slightly smaller (though most photos are actually presented larger) and a different image has been chosen for the cover, but in all other respects, as far as we can tell, the contents are identical.

While much has been written about the railways in The Netherlands, there is no similar coverage of the railways and tramways in the former Dutch East Indies. There have been some serious studies describing and documenting certain parts, such as the stations or the steam locomotives, but a general overview of the origin and methods of operation of those railways related to the political and economic circumstances was lacking.

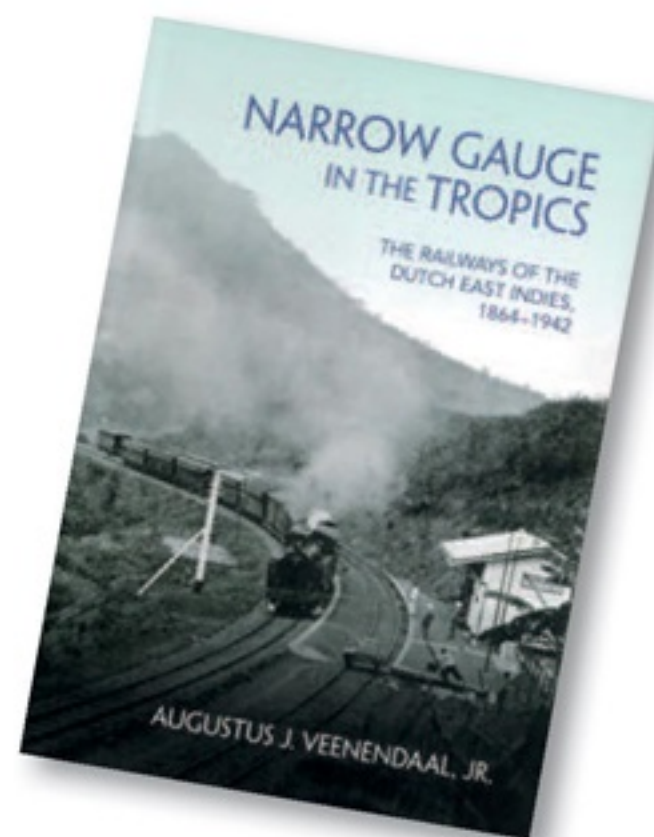
Why did the railways get there so late? Why one line and not other? Why construction and operation by the State and not by private entrepreneurs? This book tries to answer these questions. The impressive rail networks on Java and Sumatra built by Dutch engineers and Indonesian workers in the 'colonial' era deserve this attention.

It should be no surprise that the first comprehensive work on these railways comes from a Dutch and author. He could not be better qualified: our long-standing contributor Guus Veenendaal is not only a railway enthusiast and modeller (his *Old Dutch* HO layout was in the first ever CM back in 1979!) but is by profession an academic historian, greatly respected in The Netherlands, and ultimately official historian to the NS. Here he combines his railway interests with his professional skill, to great effect. However detailed the archive sources, a 'normal' historian might not appreciate the significance of the railway technicalities; by the same token, many enthusiasts would be diverted by the locomotives, rolling stock, or indeed, in the case of many of these lines, the awesome civil engineering and fail to place them in a wider economical or political context. Mr Veenendaal is able to steer the middle course and bring evidence not only from the essential Dutch sources but much wider – his introduction cites writers such as C.S. Small, P. Ransome Wallis, P.B. Whitehouse, and W.J.K. Davies.

In fact, CM readers were treated to a preview of this mammoth project with articles in June and July 2006 – which gives some idea of how long the whole work has taken.

The story is told in fifteen chapters, plus an epilogue: the background and some essential history, the first railway on Java, the choice of gauge, state or private?, early state railways, slowing down and re-organisation, railways of Sumatra, other railways on Sumatra, the coming of the steam tram, toward a new prosperity, the private companies up to 1914, the First World War and its golden aftermath, electrification, non-public railways, and worldwide depression and recovery. The surrender to the Japanese in 1942 forms a logical conclusion to this part of the story.

The text is illustrated with around 120 black & white photos, a large number of them previously unpublished, and all reproduced very well. The page layout is simple and uncluttered, as befits such a work of history.



This time the presentation does not include the use of a few of the photos, or rather selected parts of them, enlarged, as chapter headings or section spacers.

Captions are now in a margin alongside the main text rather than under each image.

Scholarly footnotes and references are placed at the end of each chapter, and the whole book is rounded off with a long list of literature consulted, references to the sources of the illustrations, and a comprehensive general index.

Appendices provide seventeen excellent clear maps specially drawn by Dick van de Spek, a glossary of place names to identify old and new usage, and a list of abbreviations used.

If you hesitated over the Dutch edition, now there is now excuse!

Faszination Fliegende Züge Die Schnelltriebwagen-Ära der Deutschen Reichsbahn

by Udo Kandler

Eisenbahn Kurier Verlag,
Lörracher Straße 16, D-79115 Freiburg, Germany.
www.eisenbahn-kurier.de
210mm x 300mm 120pp
Hardback €35.00
German text ref.6236
ISBN 978-3-8446-6236-8

On 15th May 1933 the *Fliegender Hamburger* diesel-electric express passenger unit began operating scheduled services between Berlin and Hamburg. With an average speed of 125.6km/h it was for its time the fastest scheduled train service in the world. In the following years the *Schnelltriebwagen* (express railcar) network was massively extended and almost all of the most important cities in Germany were connected. Offering comfortable accommodation, they brought passengers to their destination at lightning speed. With the start of the summer timetable in 1939, a total of thirty-two services were operated with units of Bauart (build types) Hamburg, Leipzig, Köln, and Berlin. Further expansion of this network was planned but was interrupted by the outbreak of the Second World War in September 1939. After the war, surviving units found a new use on the Deutsche Bundesbahn working the new F-Zug express passenger services but eventually they were replaced by more modern types. Others found further use with the Deutsche Reichsbahn in East Germany.

Their story is told in nine chapters. The first, *Kruckenbergs Propellerwagen* (fifteen pages), takes a look at the so-called 'Schienen-Zeppelin' (rail Zeppelin) railcar designed by Franz Kruckenberg. Archive black & white photographs include one of the control desk.

Der 'Fliegender Hamburger' kommt (nine pages) includes 19 black & white photos of SVT 877a/b in ser-

vice during 1933-34, including four which were produced as souvenir postcards.

Steiler Aufstieg, jähes Ende (steep climb, abrupt end) presents almost forty black & white photos of the Hamburg, Köln, Leipzig, and Berlin types, including views of the passenger accommodation on these trains and one showing the control desk in a Köln unit.

Die Realität der deutschen Teilung looks at the use of the *Fliegende Züge* in a divided Germany from 1949 onwards (four pages). Black & white photos show these trains at Büchen, an East/West German border station, and at Hamburg Hbf. on cross-border services between Berlin and Hamburg.

Schnelltriebwagen bei der United States Army (eight pages) takes a look at the *Schnelltriebwagen* that were used by the United States Army's Medical Service as ambulances in the western occupied zone of the Federal Republic of Germany after the Second World War. There is a list of those which were converted and in use from 1945 to 1963.

Einsätze bei Bundesbahn und DDR-Reichsbahn (thirteen pages) looks at the deployment of *Fliegende Züge* with both the DB and the DR. A list of the SVT 137 Hamburg and Köln units which were in service until 1963 with the DB is included plus a similar one for those which were used by the DR until 1975.

FDt-Verbindungen mit Schnelltriebwagen (two pages) lists the services worked with these units between 1933 and 1939 on the Deutsche Reichsbahn, along with a map showing the lines served as at the summer of 1939.

The penultimate chapter (two pages), *Der SVT-Verkehr im Schnellüberblick* provides a short summary of the development and use of *Schnelltriebwagen* from 1930 to 1939.

The final chapter is *Der SVT als Medienstar und Aushängeschild* (twenty-four pages) takes a detailed



look at the variety of publicity material that was issued to promote these trains, not only from Deutsche Reichsbahn but also from equipment manufacturers such as Maybach, M.A.N., Brown, Boveri & Cie A.G., Knorr-Bremse A.G., and Siemens-Schuckert. Some of these illustrations are in colour.

In all there are 166 illustrations, the majority in black & white, all very well reproduced and with detailed captions.

This is an interesting and well produced publication showing the history of these iconic trains. A reasonable knowledge of the German language will be required to get the best from the text.

Recently released by EK-Verlag to accompany the book is a DVD *Fliegende Züge – Die Schnelltriebwagen der Deutschen Reichsbahn* (ref.8604).



OOK's Braunlage-Andreasberger Eisenbahn

Edition Jaffa DVD c.60mins €14.85

This programme provides a look at the Braunlage-Andreasberger Eisenbahn, a remarkable Om layout created by Otto O.Kurbjuweit depicting a 'might-have-been' metre gauge line in the Harz mountains.

Om is unusual enough, with very little commercial support, but the concept and scope of the layout are even more notable. This is not the conventional continuous run or single station to storage sidings but a succession of stations and intervening line in the landscape.

Some parts, in scenic terms, are still work in progress (though it has clearly come on considerably since your reviewer was privileged to visit) but it is fully operational.

Five years ago a substantial book about the project was published (see review in CM December 2017) and now comes the 'film of the book' on DVD. A video may not be able to explain in as much detail as a book but it can show some things which are not possible in print – moving trains and aspects of operation.

The layout was designed and built around an operating concept – train movements serve a purpose, moving goods and passengers from one place to another according to a timetable. It requires several operators, either as drivers or station staff, plus a despatcher in overall control. The layout is built in (and fills) a basement and the despatcher is actually in the house above!

The presentation starts in black & white, as if historic film; it becomes colour after a few minutes. It follows a train around the layout, incidentally demonstrating some aspects of construction, but much more interested in the operation.

OOK and his circle of layout friends worked with the noted cameraman Martin Laubner for hours of filming in the course of five days spread over eighteen months due the Corona virus restrictions. They recorded long sequences of the timetabled operation which were then skilfully edited to create a concise and coherent programme. It makes an impressive hour which passes all too quickly as you are drawn in to OOK's world.

Picture quality is excellent, and inevitable limitations of depth of field are not so noticeable with moving pictures.

A further strength of the video is the informative commentary, so that the viewer always knows what is being transported from where to where and why the shunter is doing this or that. Background information is also imparted, with much about the train management. OOK delivers some sections to camera, though it is slightly odd to have the creator of the layout 'interviewing' members of the crew about its operation! Naturally it is all in German. While clearly delivered, it includes some technical details and the interviews can be quite colloquial. Rewind, listen again, and improve your language skill!

The DVD comes with an illustrated booklet which includes background information and a plan of the layout.

If you have the book, the DVD is the logical and ideal companion. However, the DVD can be viewed in its own right – though be warned that it makes a seductive introduction to the book!

The DVD is available from Edition Jaffa, Jürgen Hans, Kirchwehrener Straße 7, D-30989 Gehreden, Germany. www.jaffas-moba-shop.de



Fliegende Züge

EK-Videothek DVD c.58mins ref.8604 €19.80

Die Schnelltriebwagen der Deutschen Reichsbahn

In 1933 express passenger services between Berlin and Hamburg commenced using a two-car diesel unit with a top speed of 160km/h, leading to the nickname 'Fliegender Hamburger' (Flying Hamburger). Further express services followed with the similar railcars of types Hamburg, Leipzig, Köln, and Berlin. The history of these *Fliegende Züge* (Flying Trains) is told with film from the early years along with more recent footage showing those which have survived into

preservation.

The programme begins with the arrival at Leipzig Hbf. of preserved Hamburg unit VT137 225 in purple & cream Deutsche Reichsbahn livery, followed by scenes of the interior of this vehicle before it is seen departing, with film from inside the cab and from the lineside. VT137 851, a Leipzig type, is then shown, and VT137 155 is seen en route to restoration being hauled by Rail Adventure's ex-DB Regio electric 111 110.

Archive black & white film then shows *Fliegende Züge* services in the 1930s, including some footage of these trains on test. A brief colour scene shows a Hamburg power car at the DB Museum in Nürnberg before further black & white film shows *Fliegende Züge* from the lineside and on board the trains. In Berlin one is seen on a service to Prague, another heading for Vienna.

Next we get colour film of the celebrations to mark the 150th anniversary of RAW Chemnitz where we see DR diesel-hydraulic 228 805 hauling 183 252, an electric version *Fliegender Zug*, in purple & cream livery following restoration. Further scenes show this working from lineside.

At Bw.Dresden-Neustadt and in Freiburg VT137 234, a two-car Hamburg unit, is seen towed behind NeSA's ex-Deutsche Bundesbahn diesel-hydraulic 218 105 in TEE crimson & ivory livery en route to Viechtach in Bavaria for restoration. Further scenes of this movement were filmed from the lineside and from the rear cab of the 218. At Viechtach the unit is seen parked in front of the workshops and then inside on jacks with the bogies removed. Herr Siegfried Fuchs from the Förderverein Schnelltriebwagen is interviewed and describes the work being undertaken, with aerial views of the works at Viechtach.

At Berlin-Schöneweide 182 010 (another electric unit) is seen in a poor state, awaiting restoration.

Then we observe VT137 856, a Köln type, being hauled by Rail Adventure's 111 110, filmed from the lineside and on arrival at Kronach. After a brief pause the train continues to Delitzsch where the railcar to be fully restored.

We catch up with Hamburg type VT137 225 in Bad Schandau, with further scenes from the lineside and from both driver's and rear cabs. In Kahla (Oberlausitz) the unit is seen arriving and departing the station, followed by lineside scenes and passing through Eilenburg. At a festival in Nürnberg VT137 225 is seen again passing a DB Fernverkehr ICE3 train and at Leipzig Hbf-West the unit is seen passing the depot. Later it is seen arriving at Leipzig Hbf. with further film shot from inside the cab. Following close-up internal and external views of the vehicle from the platform, it is then seen departing the terminus with a special, with further footage from the lineside on the station approaches. The programme ends with scenes of VT137 225 stabled at Leipzig Hbf., along with electric E94 056.

The commentary, which is only in German, is both clear and informative. There is very little background music, mainly on the archive black & white sequences.

Around five minutes of trailers for other EK DVDs follow the programme.

The Eisenbahn Kurier railway video library is published by EK-Verlag, Lörracher Straße 16, D-79115 Freiburg, Germany. www.eisenbahn-kurier.de



Die Baureihe 182

EK-Videothek: Baureihen DVD c.58mins ref.8618 €19.80

The story of the 'EuroSprinter' began in 1992 with the prototype 127 001. This modern three-phase AC electric locomotive was the forerunner of all subsequent Siemens-built electrics. The 'Taurus' family was developed for the ÖBB in Austrian three varieties. The DBAG BR182 is identical to the dual voltage ÖBB Rh1116; twenty-five were delivered to DB Cargo in 2001. This programme looks at the development and use of the type with ÖBB, DB Cargo, and private operators. There are views of locos under construction in München, inside the cab, and scenes shot

at loco depots.

The presentation begins with scenes of ÖBB 1116s filmed from the lineside at the head of both passenger and freight services, then later in Germany we see privately owned examples at work on freight and a few passenger trains. A 1116 in ÖBB Railjet livery is seen in Austria while at Hengelsberg in Germany we see 182 004 on a DB Regio service formed of double-deck stock. This is followed by scenes of 182 012 running light onto a depot turntable in Nürnberg. The loco is observed being turned and then others are seen on freight workings, including along the *Rollbahn* between Hamburg and the Ruhr, the Rhine Valley, and over the Brenner in Austria. Passenger workings are then shown, and we see 182 003 arriving and departing with a rake of refurbished DB Regio *Silberlinge* (Silverfish) coaches at Finsterwalde. Further footage of this train is filmed from the lineside.

Next the prototype 'EuroSprinter' 127 001 is seen on a passenger train entering Lugano and then working a train formed of Polish coaches.

We then see film shot inside the Siemens factory in München where locos can be seen under construction.

An ÖBB 1116 is then seen on a mixed goods and another is shown at the head of a container train. A CAT-liveried example is also spotted before 1116 035 is seen at the head of an express. Further footage shows ÖBB 1016 and 1116 locos on passenger services, including at Bregenz. 1116 271 is then seen at the head of a heavy train of bogie tank wagons, with others on a variety of different freights, including 1116 055 on a train of containers. Views are also shown in the cab of a Siemens Dispolok

running along the Rhine Valley and a BoxExpress example on a container train. Other Dispoloks are also seen, on a train of refurbished *Silberlinge* and at Mannheim on a rake of ÖBB passenger stock. MRCE black 'Taurus' locos are seen at Koblenz Hbf. on Inter-City trains and at Halle (Saale) on DB Regio services. Further Dispoloks are seen on passenger services and then along the Rhine Valley at the head of freights.

182 017 is seen on shed and we watch the driver climbing aboard and carrying out all the required checks at the control desk before moving off light engine. This is followed by more 182s on DB Regio double-deck stock, including 182 016. 182 005 is seen being shunted onto the depot turntable at Cottbus and then later departing with a train of DB Regio double-deck stock. 182 013 is also seen on a similar working at Berlin-Wannsee, so too 182 002. A driver is interviewed and describes the class, with scenes of 182 017 running light.

At München Hbf. ÖBB 1216 021 is seen departing the terminus with a Euro-City express for Bologna in Italy formed of Austrian stock. Further scenes of this train are shown, filmed from the lineside, followed by further examples of 'Taurus' locomotives at work with private operators in Austria and Hungary, then at Wien Hbf. an ÖBB Railjet example is seen arriving and departing. Further 'Taurus' locos are shown, featuring both 1116 and 1216 classes. Railjet 1116 243 is seen arriving at München Hbf. and then the Arriva 'Taurus' 183 005 is seen leaving the station on an ALEX service.

Moving to Berlin Hbf., we then see a Polish 'Taurus' leaving at the head of a Berlin to Warsaw express. Further PKP examples are shown at work on passenger services, including 5370 004. At Berlin-Ostbahnhof, a Flixbus operated loco is seen departing the station with a Flixbus passenger service, with further coverage of this working filmed from the lineside. At Ludwigsfelde, near Berlin, another Flixbus service is seen and then 182 002 is seen on a rake of DB Regio double-deck stock.

The programme closes with scenes of 182s on DB Regio trains along the Elbe Valley, including at Kurort Rathen and at Königstein, and then at Berlin Zoologischer Garten where 182 007 is observed departing.

Very little background music is used, and what is used is not intrusive. The commentary (only in German) is clearly delivered, and informative.

Around five minutes of trailers promote other DVDs from Eisenbahn Kurier Verlag.

The Eisenbahn Kurier railway video library is published by EK-Verlag, Lörracher Straße 16, D-79115 Freiburg, Germany. www.eisenbahn-kurier.de



NMRA honour Bob Phelps



A celebration of the life of Bob Phelps, the former Peco Senior Product Designer who passed away earlier this year, was held at Pecorama on 29th May for family, close friends, and colleagues from across the hobby.

One of those who attended was the Atlantic Director of the National Model Railroad Association, Mike Arnold, who presented an award on behalf of the NMRA to acknowledge Bob's huge contribution to the model railroading hobby, which included design work on the Peco HO scale American Code 70 and Code 83 track ranges.

Only a handful of people have been honoured by the NMRA with the title 'Pioneer' – the likes of Athearn, Lionel, and Walther – so Bob is in exalted company.

Mike is pictured here with Liz Phelps, who was touched to receive the award on behalf of her late husband.



Mauch Chunk seeks good home



Due to moving to a smaller house, Steve Hales has to find a new home for his impressive American HO exhibition layout *Mauch Chunk* (see CM January 2018 and www.homauchchunk.co.uk).

All reasonable offers from individual buyers will be considered.

Alternatively the layout could be donated to any club who intend to work on it and exhibit it.

This is a remarkable opportunity to acquire one of the most authentic American layouts in Britain.

The offer does not include the stock, although some of it could be sold with the layout, but not the brass models, including the distinctive Camelbacks and Mikados.

For more information, contact: steve@homauchchunk.co.uk

Redgate Mill wins award



Congratulations to Bill Longley-Cook, whose Redgate Mill (see CM June 2022) won not one but two awards at the

recent 7mm Narrow Gauge Association's annual general meeting and exhibition in Burton-upon-Trent.

Steam starter set in Z



The first steam starter set in Z from Rokuhan (ref.G007-1) features C11 type 2-6-4T No.207 as used on the *Taiki* tourist trains by the Tobu Railway.

The set comes with the RC02 controller, an oval of track, and a re-railer. The layout size is 796mm x 356mm, with a track radius of 170mm.

C11 207 has been in commercial operation on these trains since 2017 running between Shimoimaichi and Kinugawa Onsen on the Tobu Railway Kinugawa Line.

The C11 is also available separately as No.325 (ref.T019-9). This machine

was manufactured in 1946 and worked from Chigasaki and Yonezawa sheds. In 2020, it was transferred to the Tobu Railway and is now active with 207 on the *Taiki* services.

The minimum radius is 95mm. <http://ztrackdistribution.com>



East African research project

Will Law is a research student undertaking a Collaborative Doctoral Partnership between the University of Southampton and the National Railway Museum, supervised by Dr Charlotte Riley and Dr Oli Betts. His research project, entitled *Decolonising the Master's Gift: Britain's Railways, Decolonisation, and the International Market 1945-1975*, examines the role of British railway companies in Africa, specifically East Africa.

He is already aware of the British Overseas Railways Historical Trust and their archives but would like to contact anyone with material on the East African Railways and Harbours, particularly drawings of the 'tribal' class 59 locomotives.

wjbl1g21@soton.ac.uk

Alishan diesel in HOe



DMG Electech has been awarded sole distributor status in the UK for the Ane Model range of narrow gauge diesels, which we first reported in CM in November 2018.

The company never intended to enter the loco market as their core business is electronics but the smooth running of these models and their close association with Ane Model made the decision easy.

The original locos work on the 2'6" gauge Alishan Forest Railway in Taiwan. The 28-ton 520hp diesels were built especially for the line by Mitsubishi between 1972 and 1996.

The AFR is twinned with the Welshpool & Llanfair Light Railway and negotiations are currently in progress to bring one of these hefty machines to Wales later in 2022 for a three year loan. (We understand agreement has been reached in principle and it is now a matter of the transport – not easy in the present international situation.)

The models are fully assembled and ready-to-run, with accurate paint schemes. The moulded plastic body is

enhanced with fine Celcon handrails for scale appearance, windscreen wipers, and a full cab interior.

The fuel tank is detailed with fillers, gauges, breather pipes, and retention tanks, plus sand lines on the bogies, which have distinctive outside cranks and coupling rods. Almost a steam loco!

There is a heavy die-cast frame for greater traction, powered by a five-pole skew-wound motor with precision machined flywheels driving to all wheels. All-wheel electrical pickup provides reliable operation, with directionally controlled constant lighting.

Recommended minimum radius is 12" / 305mm.

Standard HOe couplers are fitted.

The price of £189.99 makes them comparable with Roco and Bemo items.

If/when a loco does come to the W&L, DMG Electech plan to issue an exclusive limited edition with the appropriate number (most likely the recently overhauled No.34).

www.dmgelectech.co.uk

More Austrian railcars in HOe



Until the early 1980s the ÖBB narrow gauge lines had been worked exclusively by loco-hauled passenger trains with older coaches, and there was a need for competitive passenger transport with contemporary vehicles, so railcars based on those supplied to the Steiermärkische Landesbahn were procured.

The Rh5090 bogie diesel railcars quickly became established on all of the narrow gauge railways in Austria and still form the backbone of passenger transport today.

Based on the initial models from Stängl Modellbahnen, Halling soon developed his own, and like the prototype eventually available in numerous variants. Its only disadvantage was that sound conversion was not necessary – you could hear it coming!

Halling have now developed a new single motor power unit which is not

only much quieter but also offers a specialised weight block that not only accommodates the (sound) decoder but also a 10x15 loudspeaker (ref.LS10x15).

All models from 2022 onwards will be equipped with this new drive. But if you prefer old school, you can still order a model with the old – loud – two motor drive.

Various liveries are now in stock, and others are in preparation, including from the good old ÖBB times! The tradition of the colourful Rh5090 continues, albeit a bit more modern and clearly quieter!

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

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• Bregenbach

Les Richardson describes his new German N layout, set in the Black Forest, ingeniously designed to get maximum running length in a limited space.

• Underpass

The challenge of representing an unusual location under a freeway as a classic 'Inglenook' switching scene brought Rob Strachan back to US HO modelling.

• Orbe

Andrew Cullum describes his souvenir N gauge layout, set in the French-speaking western part of Switzerland, inspired by holiday visits and articles in CM.

• Halte Nerau

A run-down terminus with a simple train service – with portability in mind, Myles Munsey constructed a diminutive HO scene from rural Romania.

• V/Line PH power van

Iain Hunter adapted a kit using his own 3D-printed parts for use on his Broadford Australian HO layout.

... and much more!

Exhibition Diary

Dates, events, and information

Please send details for possible inclusion to:

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

Telephone: 01297 20580

Note new e-mail: clubs@railwaymodeller.co.uk

Saturday 23 July

LARKRAIL

BATH, Somerset

Organisers:

Simon Castens and Jerry Clifford.

Venue: New Oriel Hall, Larkhall, Bath, BA1 6RA.

Open: 1030-1630

Admission: £7.00, accompanied children free.

Amenities: light refreshments.

Features: layouts include *Ovjusko Stari* (Croatian O). Demonstrations, trade.

Contact: 01225 462332.

Saturday 23 July

EASTLEIGH, Hampshire

Organiser:

Southampton MRS.

Venue: Barton Peveril College, Chestnut Avenue, Eastleigh, Hampshire, SO50 5ZA.

(For satnav use SO50 5BX.)

Around 30 minutes' walk from Eastleigh and Southampton Airport Parkway stations. Bus – use Bluestar Route 2 and alight at Tennyson Road.

Open: 1000-1700

Admission: adults £5.00, accompanied children free.

Amenities: free parking; disabled access to all areas; hot and cold refreshments.

Features: at least 15 layouts including *Kaninchenbau* (alpine HOe, see CM February 2022). Demonstrations, trade.

Contact: David Barker 01489 799809 most evenings.

Website:

www.southamptonmodelrailwaysociety.wordpress.com

Saturday 23 July

HYTHE, Hampshire

Organiser: Romsey & District Railway Modellers Society.

Venue: Hythe & Dibden Community Centre, Brinton Lane, Hythe, Southampton, SO45 6DU.

Venue is 250 yards from pier if arriving by ferry from Southampton.

Part of centenary celebrations of Hythe Pier railway, organised by Hythe Pier Heritage Association.

Open: 1030-1630

Admission: free, but donations welcome.

Amenities: paid parking, refreshments.

Features: layouts include *Hirson Bellevue* (Belgian HO9).

Contact: Alan Titheridge or Allan Fairhead of Hythe Pier Heritage Association (alan.titheridge@hythepierha.org.uk or allanf_8@msn.com) or Howard Coulson of Romsey Modellers (eandhcoulson@googlemail.com)

Website: www.hythepierha.org.uk

Saturday 23 & Sunday 24 July

CUPAR, Fife

Organiser: Cupar & District MRC.

Venue: The Corn Exchange, St.Catherine Street, Cupar, KY15 4BT.

Open: 1000-1630 both days

Admission: adults £5.00, accompanied children (5-15) £1.00, under 5s free.

Amenities: wheelchair accessible; light refreshments.

Features: *St.Adrian* (Swiss Z, CM February 2003). Demonstrations, societies, trade.

Website: www.cuparmrc.co.uk

Saturday 6 & Sunday 7 August

LEYLAND, Lancashire

Organiser: Leyland MRC.

Venue: Leyland Civic Centre, West Paddock, Leyland, Lancashire, PR25 1DH.

Open: Saturday 1000-1700

Sunday 1000-1600

Admission: adults £6.00, children £3.50, family £13.50.

Amenities: free parking; disabled access; refreshments.

Features: layouts include *Hakuho* (Japanese Z, CM January 2021), *California Dreamland* (1:87), *Burnaby* (HO), and *Arcadia, Pennsylvania* (O). Demonstrations, trade.

Contact: David White 07796 130295

Saturday 13 & Sunday 14 August

WELLS, Somerset

Organiser: Wells Railway Fraternity.

Venue: The Town Hall, Market Place, Wells, Somerset, BA5 2RB.

Open: Saturday 1030-1730

Sunday 1000-1630

Admission: adults £8.00, accompanied under-14s free, wheelchair users and children up to 17 £4.00.

Amenities: parking £4.00 all day. (Follow 'Railwells Parking' signs.)

Features: layouts include *South Walton* (New South Wales N, CM November 2017). Demonstrations, displays, trade.

Contact: Chris Challis 01749 938362

Website: www.railwells.com

Saturday 20 August

BEER, Devon

Organiser: Pecorama.

Venue: Station Gallery / Lecture Theatre, Pecorama, Underleys, Beer, Devon, EX12 3NA.

Open: 1000-1600

Admission: included in Pecorama entry price (adults £12.95, children 4-13 £10.95, under 4s and adults over 80 free).

Amenities: parking; disabled access (hilly site, unsuitable for three-wheel mobility scooters); refreshments.

Features: visitors are invited to operate Swiss HOm layout *The Andeer Line* – full instructions will be given!

Website: www.pecorama.co.uk

Saturday 20 & Sunday 21 August

CARDIFF

Organiser: Cardiff Model Engineering Society, Cardiff 4mm Group, and North Gwent Railway Modellers.

Venue: Ice Arena Wales (Cardiff Ice Rink), Olympian Drive, Cardiff, CF11 0JS.

Open: Saturday 1000-1700

Sunday 1000-1600

Admission: £8.00, under 12s free.

Amenities: free vintage bus to and from Cardiff Central station (Saturday only); free parking; hot and cold refreshments.

Features: layouts include *Kleine Albula* (Swiss HOm) and a Canadian HO. Demonstrations, trade.

Contact: 029 2025 5000 opt 3 (0900 to 1700 Monday to Friday)

E-mail:

enquiries@cardiffmodelrailwayshow.co.uk

Website:

www.cardiffmodelrailwayshow.co.uk

Saturday 20 & Sunday 21 August

CRICH, Derbyshire

Organiser: John Huddleston.

Venue: National Tramway Museum, Crich Tramway Village, Crich, Derbyshire, DE4 5DP.

Open: 1000-1730

(Last admissions 1600)

Admission: included in museum entry – adults £20.00, seniors (over 60) £17.50, children (4-15) £12.00, family (2+3 or 1+4) £44.00.

For disabled/less-abled visitors – adults/seniors £13.50, children £9.00.

Amenities: free parking; disabled access; refreshments.

Features: layouts include *Whiteleaf Tramway* (G) and *Cronenberg* (Brawal/Eheim trolleybuses), plus trade.

Contact: 01773 854321

Website: www.tramway.co.uk

Saturday 20 & Sunday 21 August

LOUGHBOROUGH, Leicestershire

Organiser: Soar Valley MRC.

Venue: Loughborough Grammar School, Burton Walks, off Leicester Road, Loughborough, LE11 2AQ.

Open: Saturday 1000-1700

Sunday 1000-1600

Admission: adults £8.00,

children £4.00, family £20.00.

Amenities: 17 minutes walk from Loughborough station; buses from Derby, Nottingham, Leicester, etc. Parking; disabled access; refreshments.

Features: layouts include *Neuburg* (German HO, CM March 2018) and *Purgatory Peak* (US On30, CM November 2011), and LGB. Demonstrations, trade.

Contact: Exhibition Manager

Rob Howker 07761 973725.

E-mail: moggythetrucker@live.co.uk

Website: www.svmrc.co.uk

Saturday 20 & Sunday 21 August

PICKERING, North Yorkshire

Organiser: Scarborough & District Railway Modellers.

Venue: Memorial Hall, 34, Potter Hill, Pickering, YO18 8AA.

Open: Saturday 1000-1700

Sunday 1000-1530

Admission: adults £6.00, accompanied children free.

Amenities: Arriva bus X128 from Scarborough, Coastliner 840 from Malton, and North Yorkshire Moors Railway from Whitby. Lift to all floors; hot and cold food.

Features: layouts include *Sparkel* (Bavaria HO, CM September 2007) and *Habbaniya, Iraq, 1941* (forced perspective, CM March 2019). Demonstrations, trade.

Contact: 07897 595344

E-mail: Roland@sdrmweb.co.uk

Website: http://sdrmweb.co.uk/Pickering_Show.php

Sunday 21 August

LENHAM, Kent

Organiser:

The French Railways Society.

Venue: Lenham Community Centre, Groom Way, Lenham, Kent, ME17 2QT. (Just off the old A20; nearest station is Lenham).

Open: 1000-1630

Admission: adults £5.00, under 16s free.

Amenities: parking; disabled access (except to stage); refreshments.

Features: at least ten layouts, most French outline, in O, HO, N, and Z. Other European societies; presentations.

E-mail: roger.allen1@btinternet.com

Website:

www.frenchrailwaysociety.org

Saturday 27 August

LONGBRIDGE, Birmingham

Organiser: Bournville MRC.

Venue: The Austin Sports and Social Club, 30, Tessall Lane, Longbridge, Birmingham, B31 2SF.

Open: 1000-1630

Admission: adults £5.00, concessions (65+) £4.00, accompanied children free, family £9.00.

Features: layouts include *Layout 7* (Märklin Z), *San Fayre Rhianne* (French HOm, CM September 2021), *Tipton Sub Division, PA.* (US N), and *Hawaiki* (On30). Demonstrations, trade.

Website: www.bournvillemrc.co.uk

Saturday 27 & Sunday 28 August

HIGHBRIDGE, Somerset

Organiser: Burnham & District MRC.

Venue: King Alfred School, Burnham Way, Highbridge, Somerset, TA9 3EE.

Open: 1000-1600

Admission: adults £5.00, children free.

Amenities: free parking; step-free access; light catering.

Features: layouts include *Enoshima* (Japanese N), *Kleine Albula* (Swiss HOm), and *Venterol-Rousset* (French HO). Demonstrations, trade.

Website: www.bdmrc.co.uk

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

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WANTED - COLLECTIONS OF TRAINS FROM THESE AREAS:- North Wales, Cheshire, Merseyside, Manchester, and Lancashire. Also Diecast. If you really want the best price then send me or email me your list. Tel 07511 899314 Email gambiacat@tiscali.co.uk

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Wanted Clubs and Societies

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

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Saturday 17th September 2022



Open to the public: 10.30am to 5.00pm

The H Suite, 100 Icknield Road,
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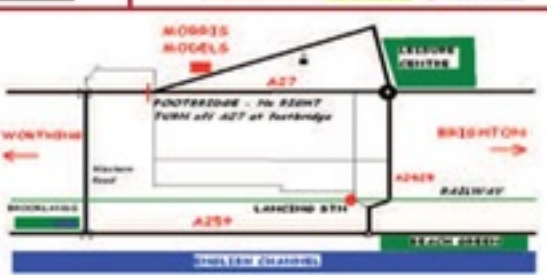
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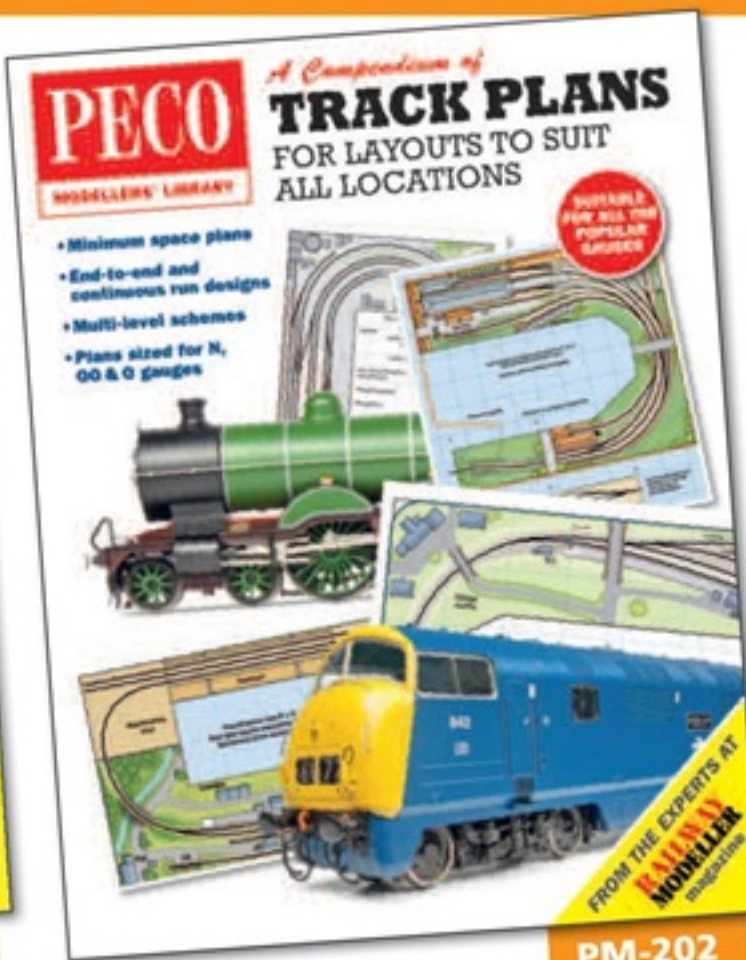
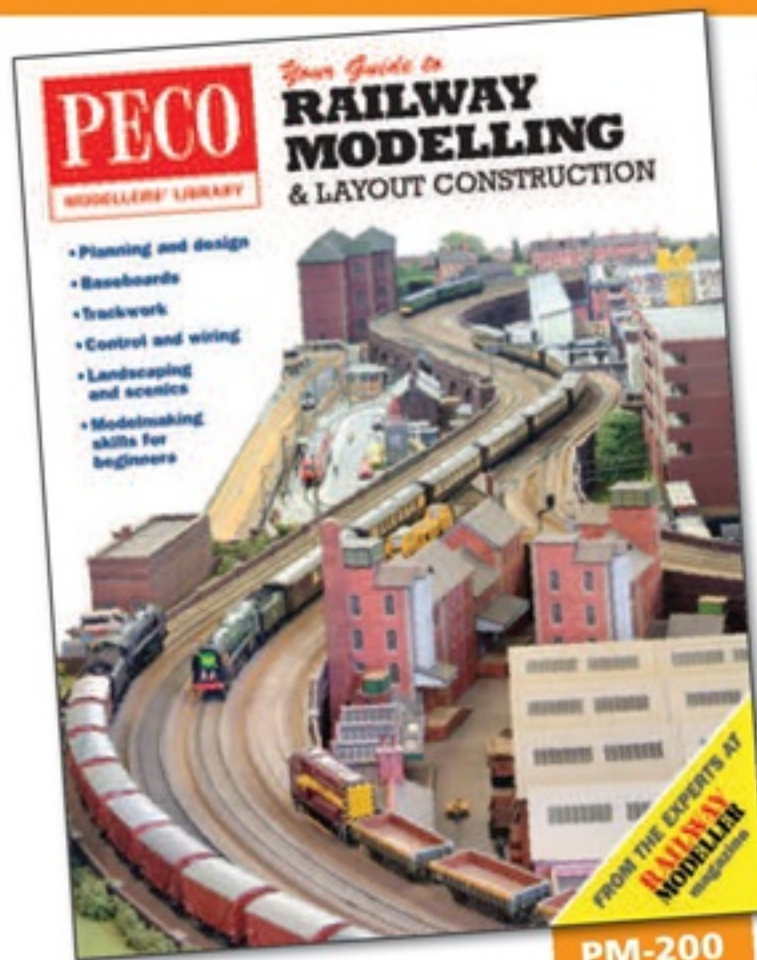
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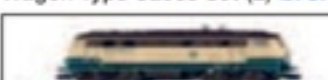
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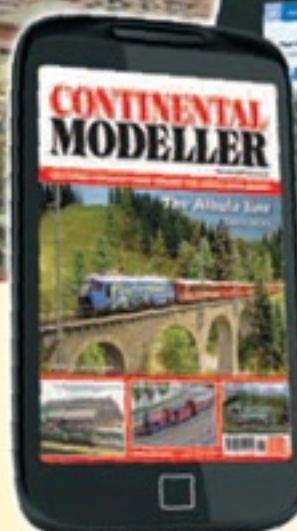
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