

CONTINENTAL MODELLER

SEPTEMBER 2022 £5.99 (UK)

www.pecopublications.co.uk

FEATURING RAILWAYS FROM AROUND THE WORLD EACH MONTH

VOLUME 44

Bregenbach

German N

Also in this issue...

Underpass



US HO

Orbe



Swiss N

Halta Nerau

Romanian HO



Latest Reviews ... and much more



PUBLISHED BY
PECO



**KITTLE
HOBBY**



★ ACCESS : VISA : SWITCH CUSTOMERS ORDER BY 'PHONE.

RHONGYR UCHAF HOUSE, off Penwyllt Rd, Penycae, Swansea SA9 1GD

(Callers welcome by appointment please)

All correspondence to Kittle Hobby/Banks of Kittle

P.O. Box 05, Ystalyfera, Swansea SA9 1YE

★ NON E.E.C. CUSTOMERS OVER £50 VAT FREE.

Tel. 01639 731005

or 01639 731003

E-mail: kittlehobby@gmail.com

Walthers HO USA

post and packing £4.20

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



W10371 SD50 DRGW£145.00



W19951 F7 CSX DCC/SND£195.00



9464 Amtrak F40PH£135.00



10475 GP9 SPSF£138.00



9947 F7A Amtrak£148.00



10364 SD50 Chesapeake & Ohio£148.00



10613 NW2 Chesapeake & Ohio£148.00



9467 Amtrak F40ph Ep5£135.00



9874 EMD SD70 Ace£163.00



WP42401 GP7 Belt Railway of Chicago DCC & Sound£290.00



10662 SW7 Union Pacific£145.00



104501 ACL 50' Pulpwood£21.50

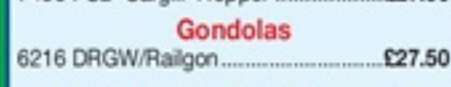
104511 IC 50' Pulpwood Flat£21.50



106156 B&M Covered Hopper£39.60

105903 Southern Pacific 34'£18.95

7456 PS2 'Cargill' Hopper£27.50



6216 DRGW/Railgon£27.50

Walthers HO & N Catalogue



Now taking orders
for the 2023
catalogue

Box Cars



1163 40' Box Car Great Northern£27.00



1421 Chicago & Illinois Midland£29.65



1173 40' Union Pacific£27.50



2318 50' Santa Fe 'Shock Control'£23.95



1198 Northern Pacific 40'£27.50

1185 C&NW 40'£27.70



1436 Vermont RR 40' Box£29.50



1200 AAR Rock Island Box Car£27.50

2015 CP 50' (Pacman Logo)£21.00

40818 40' Box Car 'Lackawana'£23.00

1453 B&O 40' Box Car£22.85



40816 40' Box Car GTW£25.00

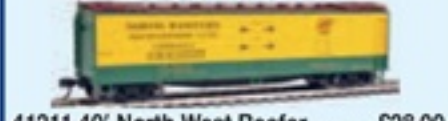
40804 C&NW Box Car 40'£27.00

Tanks



1124 Union '76 3 Dome£22.50

Reefers



41211 40' North West Reefer£28.00



41218 SF 40' Wood Reefer£27.70

American HO Scale Locomotives/Freight all brands



B61719 GP38-2 GATX Leasing£125.00



A3028 Pennsy RS3 DCC Ready£150.00



B63516 GP40 Conrail£112.95

Opening Hours

Mon & Tues 10 a.m. to 5 p.m.

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

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

Tel 01639 731005

ALL items IN STOCK at time of going to press!



A3727 Burlington Northern SD24£175.00



B65306 Amtrak GG1 (DCC)£195.00



BR4828 CB&Q F3a£285.00



BR6264 S.P. Lines Cab Forward£590.00

BR6262 Southern Pacific Cab Fwd£590.00



B51610 Baldwin Works 0-6-0£130.00



A3281 British Columbia C425£150.00



B14004 GT Caboose£34.75



B16149 Boom Crane & Tender (unlettered)£58.95



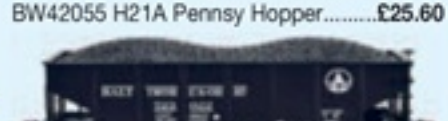
BW42727 NKP 40' Box Car£28.50



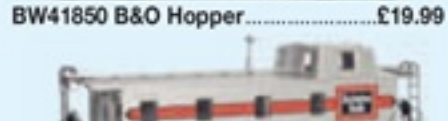
A5415 C&NW 53' Box Car (Red)£26.95

BW41850 B&O 2 Bay Hopper£19.99

BW42055 H21A Pennsy Hopper£25.60



BW41850 B&O Hopper£19.99



B14001 Burlington Caboose£39.99

B17947 50' Tropicana Reefer£25.95



B19806 40' Grand Union Reefer£29.95

B19805 Reefer 'Pure Carbonic'£24.00

B19803 40' ART Reefer£27.00

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



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

A6902 Island Platform x2£35.95

MTH9097 Gate Tower BU£29.70

L612888 Railroad Crossing Kit£49.95



DPM951 Heier Kite Co.£58.40



Lattice Footbridge£27.95



B33165 12 Seated People£16.50

B45978 Water Tower£25.70

AMB494 Dry Goods Store (laser cut wood)£46.20

A6916 Steel Water Tower£44.10

B45979 Coaling Tower£31.20

HO Scale

Broadway 6368 Pennsylvania GG1

Single Stripe, Keystone Logo£399.00

Walthers Trainline post & packing £4.20



2500 GP15 BNSF£78.00



102 GP9 Union Pacific£69.00



103 GP9 Santa Fe£69.00



113 GP9 AT&SF£69.00



2503 GP15 CSX£78.00



451 GP9 Boston & Maine£69.00



1501 Burlington Northern£24.00



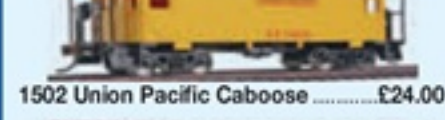
1503 Santa Fe£24.00



1505 CSX£24.00



1502 Union Pacific Caboose£24.00



1756 Union Pacific Track Cleaner£28.75

1482 D&RG Track Cleaner£28.75

1753 B.N. Track Cleaner£28.75

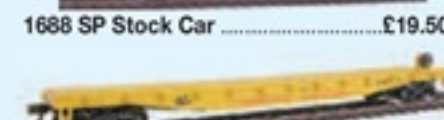
1100 Spare Pads for Track Cleaner£5.95



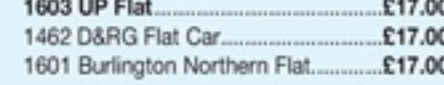
2505 Union Pacific GP15£78.00



1688 SP Stock Car£19.50



1603 UP Flat£17.00



1462 D&RG Flat Car£17.00

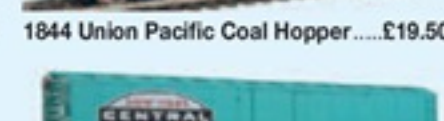
1601 Burlington Northern Flat£17.00



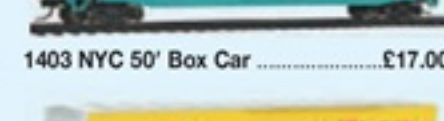
1842 Reading Coal Hopper£19.50



1426 Illinois Central Hopper£17.50



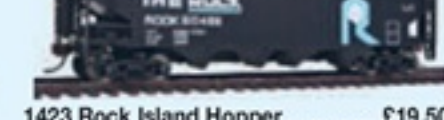
1655 Offset Hopper N&W£17.50



1844 Union Pacific Coal Hopper£19.50



1403 NYC 50' Box Car£17.00



1805 50' Union Pacific£19.50



1423 Rock Island Hopper£19.50

1842 Reading Coal Hopper£20.50



1441 BCOL Tank£17.50

1612 Gulf Tank£17.50

CONTINENTAL MODELLER

September 2022

Volume 44

Number 9

From the Editor

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

**Published on the third Thursday
of the preceding month by**

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

Telephone: 01297 21542

E-mail: cm-editor@btconnect.com

Website: www.pecopublications.co.uk

*Distribution to the model trade, & direct subscriptions:
(Home & Overseas): Pritchard Patent Product Co.Ltd.
(address and telephone as above)*

*Distribution to the newsagency trade:
Marketforce (UK),
Second Floor, 5, Churchill Place, Canary Wharf, London, E14 5HU.*

*Printed by
William Gibbons & Sons Ltd., P.O.Box 103,
26, Planetary Road, Willenhall, West Midlands, WV13 3XT.*

© Peco Publications & Publicity Ltd. 2022

All rights reserved. No part of this magazine may be reproduced or transmitted in any form or by any means, electronic or mechanical, including photocopying, recording, or by any information storage and retrieval system, without prior permission in writing from the copyright owners. Multiple copying of the contents of this magazine without prior written approval is not permitted.

The magazine shall not without the written consent of the publishers be lent, resold, hired out, or otherwise disposed of by way of trade at a price in excess of the recommended maximum price, or in mutilated condition, or in any unauthorised cover, or affixed to or as part of any publication or advertising matter whatsoever.

Views expressed by contributors are not necessarily those of the publishers.

While every care is taken to ensure that the contents of the magazine are correct, the publishers cannot be held responsible for any errors that may occur in the editorial or advertisements nor for the actions of the advertisers.

ISSN 0955 – 1298

*Annual subscription (12 issues):
United Kingdom £49.00 (paid by Direct Debit), post free.
Overseas (including Eire) £79.00.
Back numbers – for information, see
the classified advertisement under 'Trade Sales Books'.*

RAILWAY MODELLER

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



Cover
Peak time passenger services
on the steep lines around
Bregenz im Schwarzwald.
Photo: editor.

Back to 'normal'? Almost

Following the encouraging news last month that all is 'on track' for the major show organised by the Warley club and due to take place at the National Exhibition Centre on Saturday 26th and Sunday 27th November, we have heard worrying reports of some clubs having difficulty finding venues for their shows, even those they have used before, some due to continuing concerns about Covid-19 (it is not clearly over yet and so it is indeed sensible to remain cautious), and some on grounds of cost – hall hire charges have increased significantly, in common with almost everything else.

Nevertheless, the exhibition situation does seem to be gradually improving even if it is not yet quite what it was. We have enjoyed attending a number of events in recent weeks and it is good to be able to meet in person again.

There were plenty of entries with relevant content for the exhibition diary this month.

Principal amongst them for those interested in modelling overseas railways is the exhibition organised by the European Railways Association on Saturday 17th September at The H Suite, 100, Icknield Port Road, Edgbaston, Birmingham, B16 0AA. The show will be open to the public from 10.30am to 5.00pm. There is ample free parking on site, and the venue is all on one level, for good disabled access.

There will be a range of layouts in a variety of scales and gauges, including:

Schweizer Kleinstadt	Swiss Z	CM April 2020
Oberroda	German TT	
Ulvaryd Strand	Swedish HOe	CM November 2019
St.Fayre Rhianne	French HOm	CM September 2021
Obervaz	Swiss HOm	
Vals	Swiss HOm	CM April 2020
Kunze Brücke	German HO	CM May 2001
Köln Draußen Süd	German HO	CM October 2018
Bad Kissen	Austrian HO	

Most of the European special interest societies should be represented, along with CONTINENTAL MODELLER, plus a number of specialist traders and the ERA stand selling continental books and locomotive plates.

Further details in the Exhibition Diary entry on page 580.

"Fog in channel ...

... continent cut off", so ran the old joke, a parody of a period newspaper headline, a revealing comment on British isolation and insularity, sadly brought back to relevance by Brexit and its continuing 'unforeseen' after-effects. Despite the despite recent (some would say predictable) chaos at the Channel ports and airports, some people are managing to get away to Europe – and even back again! If you are travelling, we hope it goes smoothly.

The excellent *OntraXS!* exhibition in the Dutch National Railway Museum in Utrecht, postponed from its traditional March date, will now take place in September. See Exhibition Diary on page 580 for more details. The list of layouts had not been revealed by our press date, but the quality will not be in doubt, so the show can be heartily recommended. Unfortunately the change of date clashes with a prior commitment so for the first time in several years CM will not be able to attend, much to our regret.

In contrast, Märklin decided late in July to cancel their planned 'open door' days and exhibition on 16th and 17th September due to continuing concerns about the Covid situation in Germany. However, they were still due to be at *modell-hobby-spiel* in Leipzig (30th September to 2nd October) and *Faszination Modellbau* in Friedrichshafen (4th to 6th November).

September 2022

Volume 44

Number 9

Contents



518

518 BREGENBACH – RAILWAY OF THE MONTH

A hilltop station on the Bregtalbahn: Les Richardson presents his new German N exhibition layout, set on an imaginary but plausible line through the Black Forest.

528 SOUTH AUSTRALIAN 85' TURNTABLE

Gavin Thrum adapted a popular Peco product to represent South Australian Railways examples in HO.

536 UNDERPASS – PLAN OF THE MONTH

An unusual restricted setting: Rob Strachan introduces his new compact American HO switching layout.

542 HALTA NERAU

Myles Munsey created a diminutive Romanian HO scene, a run-down branch terminus with a simple train service.

548 MAPLE HILL MINE

Glyn Thomas describes his new Pennsylvania diorama, built in HO for a competition and a calendar.

552 150 YEARS OF RAILWAYS IN JAPAN

Peter Dibben and Mason Buskirk offer a brief outline to mark this significant anniversary.

548



528



562





536

562 V/LINE PH POWER VAN

Substitute head-end power for loco-hauled trains:
Iain Hunter designed and made 3D-printed parts
to adapt a proprietary kit for his Australian HO layout.

566 ORBE

Andrew Cullum describes his 'souvenir' N gauge layout
set in the French speaking western part of Switzerland.

572 PRODUCT REVIEWS

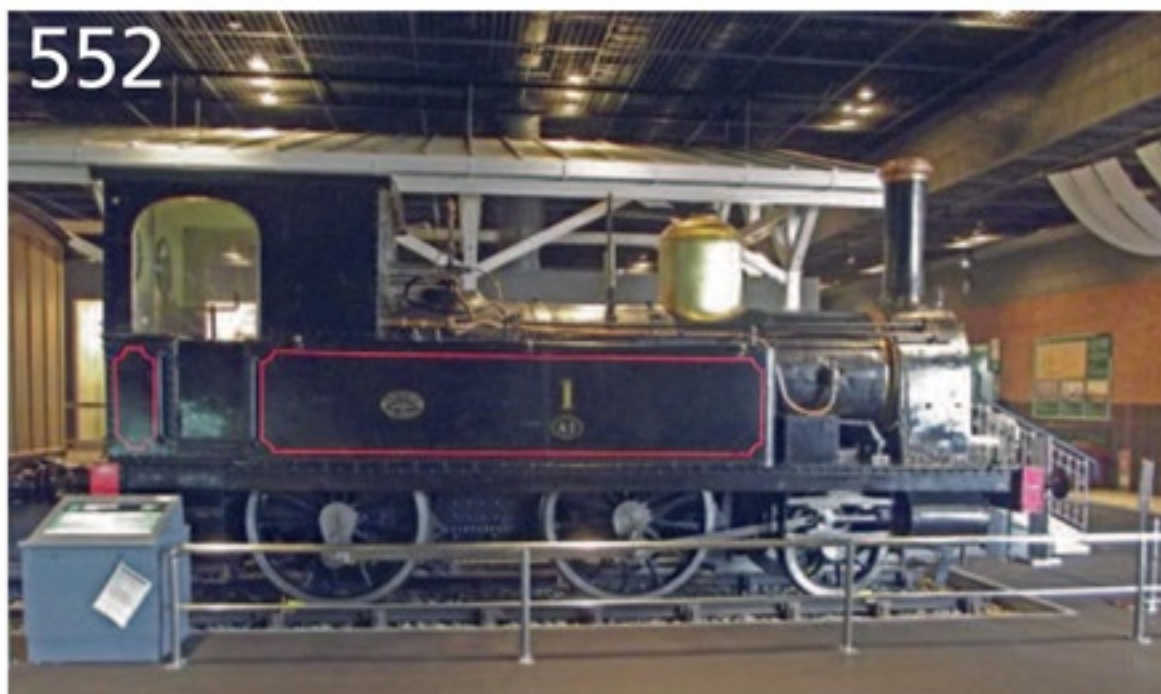
576 BOOK REVIEWS

578 NEWS

580 EXHIBITION DIARY



542



552



566

Regardless of your own beliefs, it is clear that every town village or even city has one or more churches. Take a look below through these churches and themed accessories too.



Town Church Kit
FA130629 - HO Scale - Epoch III - £78.00



Small Town Church Kit
FA130239 - HO Scale - Epoch II - £45.50



St Andreas Church Kit
FA130680 - HO Scale - Epoch I - £61.00



Village Church Kit
FA130490 - HO Scale - Epoch I - £56.00



Church Accessory Kit
FA180346 - HO Scale - Epoch I - £29.50



Townhouse With Repair Shop Kit
FA180989 - HO Scale - Epoch II - £56.00

Around The Houses

Give your model citizens somewhere nice to live with this range of town houses and homes.



2x Town Houses Kit
FA130414 - HO Scale - Epoch II - £45.50



Corner House With Post Office Kit
FA130617 - HO Scale - Epoch II - £27.50



Townhouse With Shoe Shop Kit
FA130706 - HO Scale - Epoch III - £63.00



Beethovenstrasse Town Houses Kit
FA130703 - HO Scale - Epoch III - £71.00



3x Small Town Houses Kit
FA130708 - HO Scale - Epoch III - £61.00



Town House With Pub Kit
FA130447 - HO Scale - Epoch II - £65.00



2x Village Houses With Scaffolding Kit
FA130494 - HO Scale - Epoch V - £25.50



2x Small Town Half Relief Houses Kit
FA130711 - HO Scale - Epoch III - £38.50



3x German Terraced Townhouses Kit
FA130707 - HO Scale - Epoch III - £78.00

Who doesn't love a bit of retail therapy? Let your figures shop till they drop with these market and shop scenes. Afterwards let them relax with food and drinks in a cafe or restaurant too.



At The Vegetable Market Themed Figure Set
N16225 - HO Scale - £33.50



At The Fruit Market Themed Figure Set
N16226 - HO Scale - £33.50



At The Flower Market Themed Figure Set
N16227 - HO Scale - £35.50



At The Fish Market Themed Figure Set
N16228 - HO Scale - £31.50



At The Hot Dog & Ice Cream Stalls Themed Figure Set
N16229 - HO Scale - £31.50



At The Coffee Stall Themed Figure Set
N16230 - HO Scale - £31.50



At The Toy Shop Themed Figure Set
N16240 - HO Scale - £40.00



At The Fashion Store Themed Figure Set
N16241 - HO Scale - £40.00



At The Cafe Themed Figure Set
N16245 - HO Scale - £39.00



At The Restaurant Themed Figure Set
N16246 - HO Scale - £40.00

'Tradition and Passion' is the long-standing motto of Fleischmann, whose model train products are well known for their high performance, as well as their visual and mechanical excellence. All of their models are durable yet detailed.

Fleischmann is a full product range with locomotives, rolling stock, control equipment, and track available in one system, with optional innovative DCC technology and accessories such as point control and signalling.

There are Starter Sets available to get you going, whether you choose to run DCC or DC control. The PROFI track system is pre-ballasted which makes laying your track quicker and easier.



DB BR050 Steam Locomotive - Epoch IV - N Scale
FM718204 - DC - £260.00
FM718284 - DCC Fitted - £320.00



DB BR065 001-0 Steam Locomotive - Epoch IV - N Scale
FM706504 - DC - £200.00
FM706574 - DCC Sound Fitted - £310.00



FS Gr460 010 Steam Locomotive - Epoch III - N Scale
FM715504 - DC - £200.00
FM715584 - DCC Fitted - £260.00



DB E10 1311 Electric Locomotive - Epoch III - N Scale
FM733809 - DC - £185.00
FM733879 - DCC Sound Fitted - £290.00



DB ET91 01 Electric Railcar - Epoch III - N Scale
FM741103 - DC - £245.00



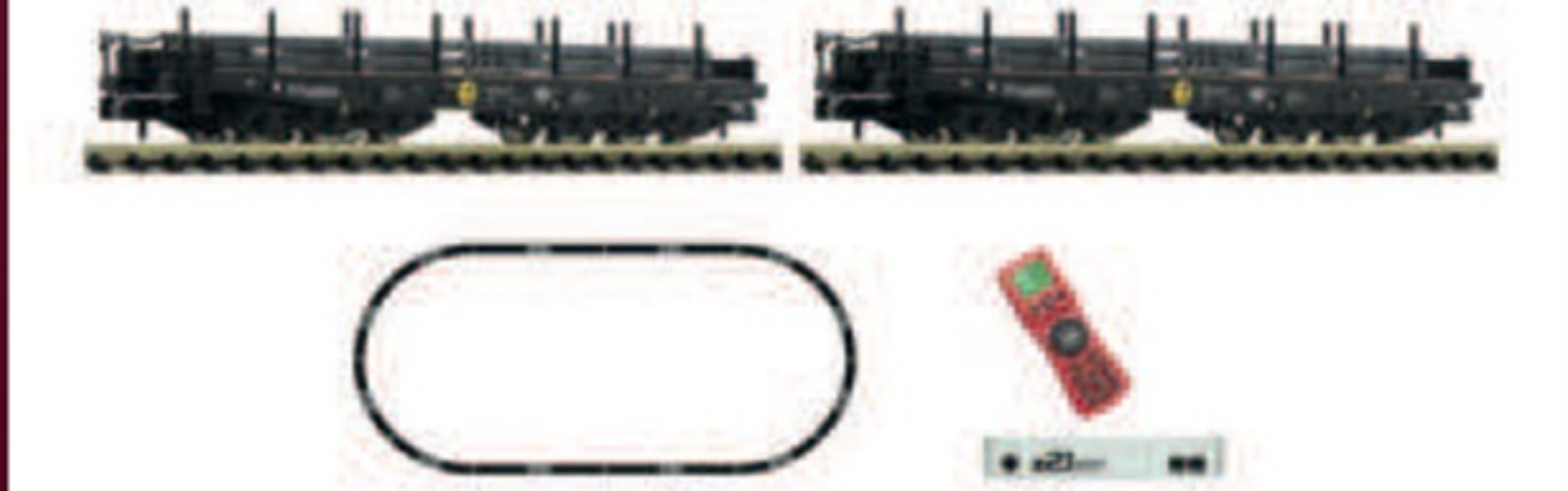
DB BR103 174-9 Electric Locomotive - Epoch IV - N Scale
FM737812 - DC - £195.00
FM737882 - DCC Sound Fitted - £300.00



DB F-Train Hans Sachs Coach Set - Epoch III - N Scale
FM881910 - £185.00



DB EC145/148 Frans Hals Coach Set - Epoch IV - N Scale
FM881915 - £200.00



DB BR221 Diesel Freight Starter Set - EPOCH IV - N Scale
FM931902 - DCC Fitted - £339.95

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

GAUGEMASTER Controls Ltd., Ford Road, Arundel, West Sussex, BN18 0BN, UNITED KINGDOM
tel - 01903 884488 fax - 01903 884377 email - sales@gaugemaster.com www.gaugemaster.com E&OE.

Big in Detail and Technology

Roco

Roco have always produced a large range of HO Scale German Railway locomotives and rolling stock, harnessing technologies such as DCC Sound and even locomotives with cameras! In recent years, their range has expanded dramatically and now includes locomotives from across Europe and around the world.

The HOe range is also growing in both size and popularity, with Narrow Gauge layouts being built on their own as well as part of existing HO layouts, as they are the same scale. A starter set is the ideal place to begin, with extra track also available to extend your Narrow Gauge line.

HO and HOe track systems are available with accessories to match, including the well known Rocoline range.



NEW 2022

OBB Rh86 Steam Locomotive - Epoch III - HO Scale
RC73030 - DC - £305.00
RC73031 - DCC Sound Fitted - £410.00



USATC 2610 Steam Locomotive - Epoch II - HO Scale
RC70690 - DC - £250.00
RC73691 - DCC Sound Fitted - £410.00



NEW 2022

OBB Rh1293 200-2 Electric Locomotive - Epoch VI - HO Scale
RC71975 - DC - £245.00
RC71976 - DCC Sound Fitted - £350.00



NEW 2022

DBAG BR193 368-4 Electric Locomotive - Epoch VI - HO Scale
RC71967 - DC - £245.00
RC71968 - DCC Sound Fitted - £350.00



NEW 2022

OBB Infra Beilhack Rotary Snow Blower - Epoch VI - HO Scale
RC71003 - DCC Sound Fitted - £485.00



NEW 2022

OBB Rh2095.06 Diesel Locomotive - Epoch IV - HOe Scale
RC33321 - DC - £200.00
RC33322 - DCC Sound Fitted - £305.00

The Z21 digital system is an innovative way of controlling your layout. Utilising any Apple or Android phone/tablet, you can control trains and accessories on your layout using the Z21 app.

It can be programmed to change locomotive speed and points at the touch of a button, and as it is a free app, anyone can join in as long as they have a supported device!

Find out more with the FREE Z21 Leaflet; **RC83049**, available through all Roco Z21 stockists.

Z21
Digital System



RC10833 - £250.00
Z21 'Start' Digital Set



RC10820 - £475.00
Z21 Digital Set



RC10834 - £545.00
Z21 'Profi' Digital Set

The range also includes everything you need to control your layout, from detector modules to reverse loop modules and additional handsets for wireless control without the need for another smart device. Not only that, the system is NMRA compliant so will operate any existing decoders and accessories too. For those of you with very large layouts, there is also range of power booster units available too.

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

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

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

N and HO Scale Continental Specialists

TRIX

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



NEW 2022

HF Wiebe V320 001-1 Diesel Locomotive
M22434 - Epoch VI - DCC Sound Fitted - £465.00



NEW 2022

DB BR290 090-0 Diesel Locomotive
M25903 - Epoch IV - DCC Sound Fitted - £355.00



NEW 2022

SBB Ae3/6 I 10703 Electric Locomotive
M25360 - Epoch III - DCC Sound Fitted - £455.00



NEW 2022

SBB Ce6/8 II 14253 Crocodile Electric Locomotive
M25595 - Epoch VI - DCC Sound Fitted - £525.00



DB BR44 Steam Locomotive
M22989 - Epoch VI - DCC Sound Fitted - £525.00



NEW 2022

DB BR065 001 Steam Locomotive
M22664 - Epoch IV - DCC Sound Fitted - £445.00

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

MINITRIX



NEW 2022

DB BR103 237-4 Electric Locomotive
M16345 - Epoch IV - DCC Sound Fitted - £425.00



NEW 2022

DB BR212 372-7 Diesel Locomotive
M16126 - Epoch IV - DCC Sound Fitted - £295.00



NEW 2022

My Hobby DB V160 003 Lollo Diesel Locomotive
M16162 - Epoch III - £145.00



NEW 2022

KBayStsB D II Tank Locomotive
M16331 - Epoch I - DCC Fitted - £275.00



NEW 2022

Press BR218 054-3 Diesel Locomotive
M16824 - Epoch VI - DCC Sound Fitted - £285.00



NEW 2022

LLC (GtF) BR110 459-5 Electric Locomotive
M16267 - Epoch VI - DCC Sound Fitted - £275.00

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

GAUGEMASTER Controls Ltd., Ford Road, Arundel, West Sussex, BN18 0BN, UNITED KINGDOM
tel - 01903 884488 fax - 01903 884377 email - sales@gaugemaster.com www.gaugemaster.com E&OE.

A Comprehensive Model Railway System

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

PIKO

NEW 2022



Expert DB BR194 Electric Locomotive - Epoch IV
PK50634 - DC - £355.00
PK50635 - DCC Sound Fitted - £465.00

NEW 2022



Expert DBAG BR101 Vorserie Electric Loco - Epoch V
PK51104 - DC - £205.00
PK51105 - DCC Sound Fitted - £315.00

NEW 2022



DBAG BR101 30yrs Of Piko Electric Locomotive - Epoch VI
PK51110 - DC - £205.00
PK51111 - DCC Sound Fitted - £315.00

NEW 2022



DBAG BR101 30yrs Of Piko Electric Locomotive - Epoch VI
PK51392 - DC - £250.00
PK51394 - DCC Sound Fitted - £370.00

NEW 2022



Expert Strukton 302328 Diesel Locomotive - Epoch IV
PK52918 - DC - £170.00
PK52919 - DCC Sound Fitted - £315.00

NEW 2022



Expert PCC BR232 Diesel Locomotive - Epoch VI
PK52916 - DC - £170.00
PK52917 - DCC Sound Fitted - £280.00

HO

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

NEW 2022



DRG E16 Electric Locomotive
PK40354 - Epoch IV - £215.00

NEW 2022



Lineas G1206 Diesel Locomotive
PK40482 - Epoch VI - £170.00

NEW 2022



DB BR191 Electric Locomotive
PK40561 - Epoch IV - DCC Sound Fitted - £285.00

N

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

NEW 2022



DB Glass Train EMU
PK37331 - Epoch IV - DCC Sound Fitted - £1,425.00

NEW 2022



DR BR132 Diesel Locomotive
PK37583 - Epoch IV - DCC Sound Fitted - £765.00

NEW 2022



DBAG BR218 PIKO/Marklin Diesel Locomotive
PK37511 - Epoch IV - £475.00

G

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

NEW 2022



DR BR55 Steam Locomotive
PK47107 - Epoch III - £225.00

NEW 2022



Railpool BR151 Electric Locomotive
PK47207 - Epoch VI - £110.00

NEW 2022



DR V15 Diesel Locomotive
PK47308 - Epoch III - £135.00

TT

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

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

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

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



WANTED

CASH OR EXCHANGE

WE WANT **ANYTHING** MODEL RAILWAY RELATED,
 ANY AGE, ANY GAUGE, FROM A SINGLE ITEM TO A
 LIFETIME COLLECTION. DISTANCE NO OBJECT.
 PLEASE TELEPHONE, OR EMAIL YOUR LISTS TO
SECONDHAND@RAILSOFSHEFFIELD.COM

BUY · SELL · EXCHANGE · ANY GAUGE · ANY AGE

RAILS OF SHEFFIELD VALUE YOUR SECOND HAND COLLECTION VERY HIGHLY

**LOCOS - COACHES - WAGONS - TRACK-WORK - CONTROLLERS - ACCESSORIES
 DIE-CAST - LORRIES - BUSES - PLANES - SOLDIERS - RAILWAYANA - AND MORE**

**DECEASED ESTATES - EX SHOP STOCK A SPECIALITY
 FAST SERVICE WITH COMPLETE DISCRETION ASSURED**

— NO COLLECTION IS TOO LARGE —

FOR LARGER COLLECTIONS WHERE IT IS IMPOSSIBLE TO LIST ALL ITEMS - WE CAN ARRANGE A PERSONAL VISIT

**IMMEDIATE PAYMENT BY BANK TRANSFER OR CASH
 OR WHY NOT TRADE YOUR ITEMS IN FOR EXCHANGE FOR AN EVEN BIGGER ALLOWANCE**

We URGENTLY require collections of any size, featuring products from the following manufacturers:



Telephone our Second Hand team on: (0114) 255 1436 or email: secondhand@railsofsheffield.com - Ref: CM2022



WE VALUE YOUR
**PRE-OWNED &
SECOND HAND**
MODEL COLLECTION
VERY HIGHLY!!

ALL BRANDS

FOR CASH

CONTACT US

get in touch by email,
phone or post with
your list of items

STEP
01



STEP
02

WE MAKE AN OFFER

our friendly, experienced staff
review your list and make an
honest valuation and offer

BRING, SEND OR COLLECT

either visit the shop, send us your
items, or for larger collections we will
arrange collection for you



STEP
03



STEP
04

PAYMENT MADE!

we confirm the offer and make
a fast, secure payment via your
choice of payment method

**TOP
GUARANTEED
PRICES
PAID**

**FAMILY
BUSINESS
FRIENDLY
SERVICE**

FOR MORE DETAILS see our website: railsofsheffield.com/wanted

FULL COLLECTIONS PURCHASED
UK & WORLDWIDE COLLECTION AVAILABLE

BUY · SELL · EXCHANGE · ANY GAUGE · ANY AGE

TELEPHONE OUR SECOND HAND TEAM ON: (0114) 255 1436
OR EMAIL: SECONDHAND@RAILSOF SHEFFIELD.COM

A Legend



PLATINUM JUBILEE SPECIAL EDITION



**EISENBAHN CANADA
O-002/S GAUGE O CLASS 47 TWIN DIESEL LOCOMOTIVES SET
5 SETS WORLDWIDE LIMITED**

Eisenbahn
Canada

Eisenbahn Canada PO Box 88088 Richmond, BC V6X 2X0 Canada
www.eisenbahncanada.com | sales@eisenbahncanada.com

RhB Container Freight Train

Summer
2022

N

#3102-3

Alpine Locomotive
Ge4/4-II "RhB LOGO"

#10-1731

RhB Freight Car 8-Cars set

Photomontage ©Rhätische Bahn

★ presents 8car set



#8201 RhB Freight Car Lb-v (Unloaded)



#8202 RhB Freight Car Sb-t (Unloaded)



#23-590A RhB COOP Refrigerated Container (2pcs/set)



#23-591A Swiss Post Container (2pcs/set)



#3102 Alpine Locomotive Ge4/4-II 631

**Rhätische Bahn Series
Special site**



Official
Distributor



Available from your local model shop

www.unitrack-kato.com/wheretogo



PRESS RELEASE



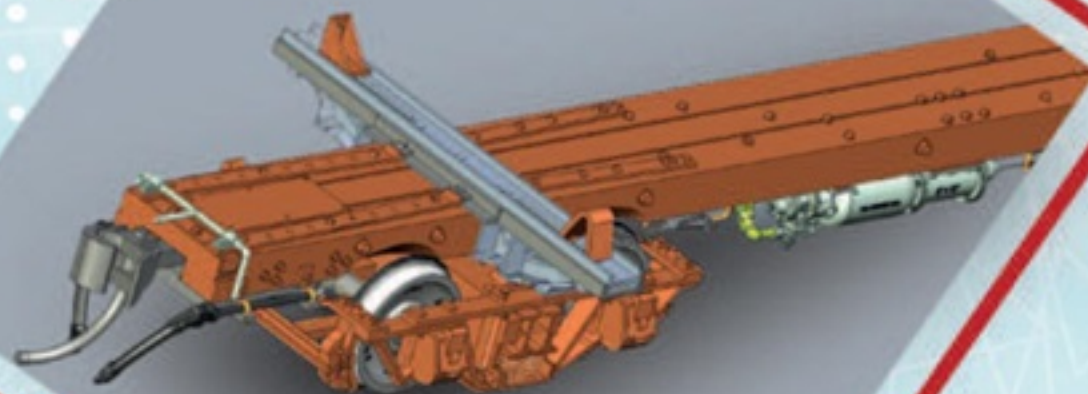
KR Models proudly announce that we will be producing a logging car to complement our models of The Shay.

**The Order
book is Now
Open**

Logging railways used three basic types of log cars, the disconnect, skeleton and the flatcar. Skeleton cars were the most common, basically consisting of a wooden reach between two freight car trucks. This arrangement allowed for the use of air brakes (unlike the disconnect), while maintaining its light weight and easy maintenance.

Delivery is expected end of 2022

Available in Single truck..\$60.00,
Single truck + 3 logs.....\$75.00,
Single truck + 6 Logs.....\$75.00



To register your interest in this model please go to;
<https://www.krmodels.ca/products>
We will announce further details as the project progresses.

Come aboard and have fun with Hornby International!

ARNOLD

Jouef

Electrotren

Rivarossi

ÖBB Diesel locomotive 2050.05



ARNOLD

HN2490 / HN2490D



ÖBB, diesel locomotive 2050.05, dark green livery, period V

£ 178,49 / £ 217,49

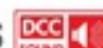
N
1:160

SNCF 2-unit railcar RGP2 class X 2700



Jouef

HJ2388 / HJ2388S



SNCF, 2-unit railcar RGP2 class X 2700, orange/grey livery, period IV

£ 299,99 / £ 404,49

H0
1:87

FS Steam locomotive Gr. 835



Rivarossi

HR2788 / HR2788S



FS, steam locomotive Gr. 835, oil lamps, soldered lateral water tanks, period III-IV

£ 199,99 / £ 304,49

H0
1:87

RENFE 3-unit diesel railcar "Ferrobus"



Electrotren

HE2003 / HE2003D



HE2003S



RENFE, 3-unit diesel railcar "Ferrobus", class 591.300, with marking UIC, period IV - Electrotren 70th Anniversary

£ 304,49 / £ 343,49 / £ 408,99

H0
1:87

Visit **Hornby.com** to find your nearest retailer or call **01843 233525**



/Arnold.Modelleisenbahnen
/Rivarossimodels

/Jouef
/Electrotren



Hattons

• MODEL MONEY •

SELL YOUR PRE-OWNED CONTINENTAL MODEL COLLECTION FOR CASH

• Trade in with Hattons for payment within 1 or 2 days of your items arriving with us! •



We purchase a wide variety of brands, including:



Take our 60 second quiz and immediately learn if we can make an offer on your collection!

www.HattonsModelMoney.com/quiz



Get cash for your items in just four easy steps...

1



List

Prepare & submit a list of your items online or send spreadsheets, documents or photographs to us via our website.

2



Offer

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

3



Send

Once the offer is accepted, send your items to us.

4



Pay

Items are checked, the offer confirmed and payment made via **Bank Transfer, Cheque or PayPal**.

📞 Call us on: **0151 305 1755**

Opening times: Mon to Fri 10am to 1pm / 2pm - 5pm

✉ Email us at: **preowned@hattons.co.uk**

📍 17 Montague Road, Widnes, WA8 8FZ

Get in touch with our friendly team...



Find out more at www.hattonsmodelmoney.com

H0e

little wonder

PECO H0e track is *the* choice
for continental narrow gauge

SL-400 Flexible Track: Irregular Sleeper Type

SL-404 Flexible Track: Main Line Sleeper Type

Main Line Turnout
SL-E495 Right hand
SL-E496 Left hand
ELECTROFROG

Small Radius
Turnout
SL-E491 Right hand
SL-E492 Left hand
ELECTROFROG

Medium Radius
Y Turnout
SL-E497
ELECTROFROG



Ulverston Strand by Charles Inley using
PECO H0e track. Photo: A. Burnham

EVEN MORE CHOICE FROM THE TRACK SPECIALIST

PECO STREAMLINE H0e is ideal for small continental layouts that require tighter curves. It is available in two styles. Either the original range which depicts the slightly worn-out track of a picturesque old railway, or alternatively a main line style suitable for a thriving industrial or tourist line. You could always mix and match them to create a railway with both a history and a future. To give you even more choice it is fully compatible with the **PECO SETRACK H0e/00-9** rigid track system. See the latest PECO Catalogue and start planning your next layout today!



PECO STREAMLINE **H0e**

For stockists call +44 (0) 01297 626204 or visit www.peco-uk.com



Made in Great Britain

WHAT IS AVAXHOME?

AVAXHOME-

the biggest Internet portal,
providing you various content:
brand new books, trending movies,
fresh magazines, hot games,
recent software, latest music releases.

Unlimited satisfaction one low price

Cheap constant access to piping hot media

Protect your downloadings from Big brother

Safer, than torrent-trackers

18 years of seamless operation and our users' satisfaction

All languages

Brand new content

One site



AVXLIVE ICU

AvaxHome - Your End Place

We have everything for all of your needs. Just open <https://avxlive.icu>

Les Richardson presents his new German exhibition layout, like its predecessor set on an imaginary but plausible line through the Black Forest.

Bregenbach im Schwarzwald

A hilltop station on the Bregtalbahn



Above
DBAG 111 017-0 propels double-deck stock up the hill towards the station where the famous ET91 (BR491) 'Glass Train' electric railcar is waiting. Beyond are the buildings of the rail-served Bregtal brewery.

Photographs by the editor.

A fictional history

The Bregtalbahn ran from Donaueschingen to Furtwangen in the Black Forest. This much is true. Also true is that it became part of the Südwestdeutsche Eisenbahn-Gesellschaft (SWEG) group and closed in 1976 leaving a short length of industrial line at the Donaueschingen end. This was the line I used for *Furtwangen Ost* (see CM April 2016). In the new history another private line was built eastwards from Freiburg-in-Breisgau up the Glottertal. Eventually the Bregtalbahn and the Glottertalbahn managed to climb and tunnel the intervening hill and a through line was established, still single track and fairly lightly laid. Gradients of 1 in 25 were needed as the line crosses the watershed between the Rhine and the Danube. Traffic was mostly local freight, breweries at Donaueschingen, Freiburg, Furtwangen, and Bregenbach using the railway extensively. The two railways merged at some time in the 1920s to form the current Bregtalbahn.

Moving on to the 1930s and a well-connected owner was able to have the line electrified as part of the 20kV 50Hz electrification of the Höllentalbahn, which connected at Freiburg, mostly paid for by the Reich, which saw a possible strategic use as a line which avoided passing through Switzerland. Three class E44.5 locos were supplied, the first and only time the Bregtalbahn had new locos of its own. 1960 saw the voltage changed to the standard post-war German 15kV 16.66Hz and the locos adapted, continuing to handle most of the traffic together with a few secondhand locos from the DB.



Below

A container train drops towards the tunnel. The Glass Train railcar is still in the station – perhaps the passengers are enjoying a brewery tour.



Having avoided the clutches of the SWEG and the Freiburg S-bahn, nowadays the line is a useful short cut for freight between the Freiburg area and Bavaria or eastern Switzerland avoiding the bottleneck around Basel. This is encouraged by lower access charges per kilometre than DBAG and attracts short through freights with a variety of power. Local passenger trains now have ex-DB double-deck push-pull sets with more recent DB cast-offs propelling them, and the E44s are still in use.

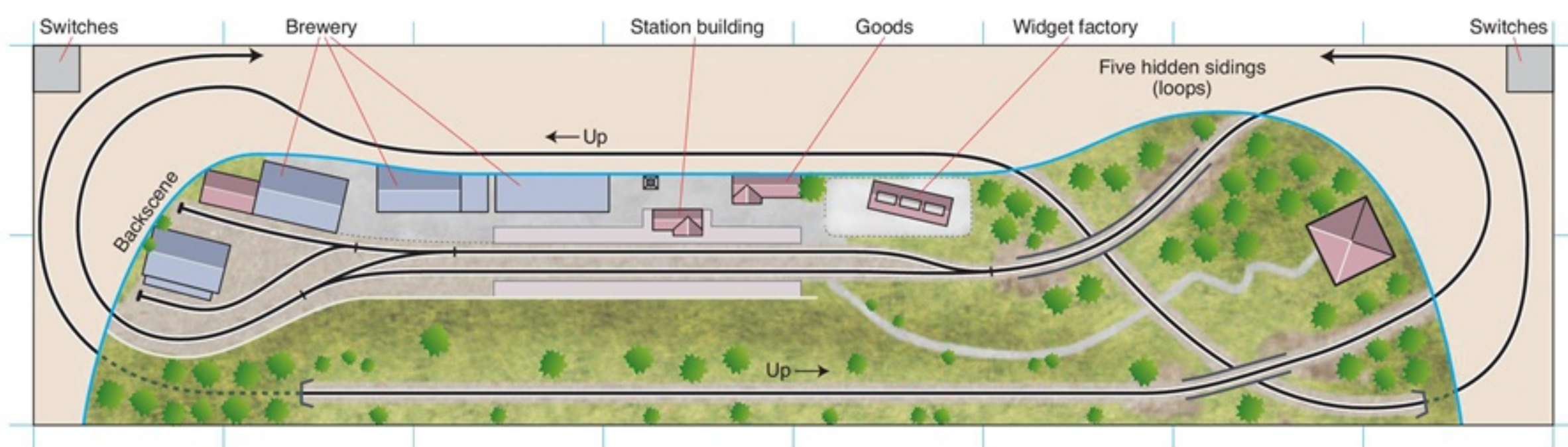
Planning the model

Three years after selling my previous N gauge exhibition layout *Furtwangen Ost* into retirement, late 2019 saw me hankering after building another one. An early decision was that the layout would be lighter and smaller than its immediate British predecessor *Croft Spa*. Attending the Leamington show with that in early 2020 saw us located opposite the Grainge and Hodder stand. Looking at their baseboards, the die was cast – a new layout on a pair of their lightweight boards, supported on trestles I already had.

Realising that some sort of lockdown was coming and that I would need something to do, an order was placed for a pair of 1,200mm by 600mm boards. At this time the layout had no track plan and no name. In the eight weeks the boards took to arrive, both evolved.

The first idea was a station with an ascending branch. This was soon rejected on the grounds that space was very tight, and two tunnels with a station close between did not fit my idea of where the layout would be set. Apart from that it would not allow trains a decent run round the line. The only advantage seemed that it could be made with Peco track using Setrack for the ends as in my previous layouts. Then I saw a layout in the N Gauge Society *Journal* which triggered an idea. This was smaller, 5' by 2', a folded figure-of-eight with high and low level stations. The gradients were very steep and the layout seemed to be worked entirely with very short trains.

A quick calculation showed that the folded figure-of-eight would fit my 8' by 2' space, allowing the station to be at the high level and the storage yard at base level. A gradient of 1 in 25 would work, quite acceptable as all planned locos would be heavy Bo-Bo or Co-Co electrics. The problem was that I would need tighter curves than Peco Radius 1 to make it work. Looking at the three brands that went down to 192mm radius, I decided that Tomix Finetrack fitted the bill, largely as the point motors were embedded in the base. I



Bregenbach im Schwarzwald Overall layout size 8' x 2'. Each grid square = 1' x 1'.

sent an order to Japan only to find that nobody was exporting due to their Covid lockdown. The basic plan was amended to see if it could be made using Fleischmann track, and calculations showed it could. The ability of Fleischmann points to be operated with their motors upside down and hidden was the deciding factor.

Woodland Scenics risers would ensure that the gradients were constant. The basic plan was drawn out onto the baseboards and a test oval built with the gradient set and test trains run until I was happy that locos would pull long enough trains up the hill. For ease of construction both banks would have their mid-points at the baseboard join, meaning I did not have to split the polystyrene risers.

At this point the track plan was still tentative at the upper level largely as I needed to source a pair of appropriate bridges.

Up the hill

I started at the storage yard and laid in both exits. This also gave me the area in each corner I had available for point and signal switches. An early discovery had been that these would not all fit in at one end, so I took the decision to control each baseboard separately. This had the knock-on effect that only the power bus crosses the central join.

The big bank at the front was to be a feature, so much of this was laid in early. The curves at the other end had to wait until I had found the bridges. Not having the skills to make a curved viaduct from scratch, I needed to look for a kit. The viaduct is a laser-cut kit by Modellbahn Union. This was the only kit I could find that took radius 4 track. It also had the

advantage that I could paint it to the right colour for the region's stone. Once in place I could lay the track passing under it before finally sticking it down.

Track is on a sub-base of cork, allowing for a cress in the scenic areas. The curves on the bottom level are radius 2, and all curves that are fully visible are radius 4, sharpening to radius 2 then radius 1 on the bends on the bank. At the viaduct end the gradient flattens out as trains pass through the backscene emerging again on level track to cross the viaduct. At the brewery end I wanted the effect of trains

Above
The overall view clearly shows the gradient and the station on the level.

Below
The line then drops again as it passes the brewery. The sidings are busy enough to merit the use of the brewery's own diesel shunter.





from Donaueschingen climbing into the station. This curve proved the trickiest to lay so that trains ran well. Clearances at both ends of the climb are tight.

Once the viaduct and bank had been constructed, this determined how much space was available for the upper level and the final track plan.

The upper level and scenery

The station level is constructed on a base of insulation board on pillars made from leftover Woodland Scenics risers. With hindsight I should have supported it a little more strongly at the baseboard edge as it has subsided slightly at one side but

not the other. The slope down at the front and end of this was made with plaster bandage over a frame of leftover kit sprues – better recycled than binned. After painting with acrylics in shades of green, the slopes were covered with static grass.

Above
Veteran DB 139 131-7 labours up the hill with a heavy train of fuel tank wagons.



Above
DBAG Vectron 193 066-2 in the 'Einziganders' livery has less trouble with a load of Innofreight containers.



Above
Passenger services on the Bregtalbahn are provided by former DBAG stock – here 112 287-0 and regional double-deck coaches.

Below
CargoServ ES64 U2 023 in the Austrian 'Kaiser 100' commemorative livery coasts downhill with the BASF train.

Rock faces are real stone, picked up on lockdown walks. To the right of the viaduct the slope is made the same way but on a base of leftover grey foam from stock boxes.

There are over two hundred trees on the layout. Those in the background are mostly Woodland Scenics kits but there are examples from as many different sources as I could find. All conical firs have been treated with a coating of earth scatter near the base to show where lower branches die back, and all trees have patches of bare earth under them. There are patches of flowers here and there, and the boggy bits near the tunnel mouths have bullrushes also.

Buildings are from a variety of sources. The brewery has two warehouses built from kits and other buildings recycled from elsewhere. Pipework and solar panels are from the DM Toys range, as is the concrete fencing round the widget yard at the other end of the station. I felt that being at the top of the hill there would be a mobile 'phone mast.



A rural area like this would not be heavily populated, and the figures are all given a purpose. A variety of animals are also to be found in the woods.

Although the Fleischmann track is ready ballasted, it looks plastic and is grey as supplied. A cab ride video along the Höllentalbahn showed the ballast to be pinky brown and in places quite heavily overgrown. Ballasting Fleischmann track is the same chore as ballasting any other type, except the coating is thinner. Plenty of earth and grass scatter was added to the mix and a few small patches of clumpy grass placed where they would not interfere with the running. The overhead was added before ballasting, then the wires carefully removed so that the bases of the masts could be ballasted around at the same time as the track.

Making it work

Control is DCC, using NCE Powercabs, my standards for the last four layouts. All locos are set up so the front is away from the train, and a dummy coupling is placed on the front end of most locos with the coupling removed from the last item in the train to avoid accidental coupling in the inevitable tail end shunt in the fiddle yard.

Points are all electric using Fleischmann motors. In the scenic area the motors are upside down and hidden, not necessary in the fiddle yard. All are controlled from a bank of green Fleischmann switches located at the outer corner behind the backscene of each board.

The layout is signalled with Viessmann colour lights, again operated by switches at the back. These were installed before the scenic banking was laid in as some wiring routes are quite tortuous. It is possible to show (mostly) correct aspects for each movement – and on occasion the operators have even got it right!



Left
The colour light signals are by Viessmann and can show the correct aspects.





Above
One of the original E44.5 electrics with a works train.

Left
Unusually intensive passenger services employing ex-DBAG stock. This view well demonstrates the difference in levels.

The overhead is mostly by Hobbex, with just two wires of Sommerfeldt origin used where I needed to make up odd lengths between masts. Hobbex is quite generously proportioned – a polite way of saying over-scale in thickness – but is robust. Very little work was needed to be done to fettle the running wires to make them smooth.

The three tracks visibly crossing the board join have lengths of wire that are detached for travelling and fitted when the layout is erected at shows.

With only an occasional exception, all pantographs run touching the wires in the scenic sections. As a train leaves the visible section, the wire is raised above full travel for the pantograph. De-wirements are rare despite the extreme curves at one or two of the entrances. As there is no wiring over the storage yard for ease of access, the overhead is not powered. Indeed, Hobbytrain locos do not have metal

pantographs. All single arm pantographs run with the elbow forwards. This is so that if there is a snag the pantograph is pushed downwards rather than being torn off. A consequence is that Vectrons and Tauri with four pantographs run with the inner pantograph at the trailing end raised even if that is the wrong one on the prototype, and Tauri with two pantographs run with the front one raised and are confined to oil trains where the prototype uses the leading pantograph to minimise the likelihood of sparks causing a fire.

Hobbytrain locos with single arm pantographs have had these modified. These locos are not really intended to run with their wipers in contact with the overhead. The top of the pantograph arm protrudes above the wiper. To make them actually work, a pair of extra wiper strips is glued to the top of the pantograph. This runs on the wires and the protrusion is now just low enough not to catch anything.



Above
Passenger trains pass
on different levels.
The curved viaduct was
made from a laser-cut kit
from Modellbahn Union.



Future exhibitions

September 24th & 25th
Boston
October 14th –16th
Wirksworth
October 22nd
Hinckley
December 3rd & 4th
Paisley (T.B.C.)

Above
Reaching the top of the hill the fuel train will turn through 180° and cross the viaduct in the background to enter the station which the passenger service left not so long before.

Running the show

At home anything goes, largely as most of the time I am trying out different locos and stock. At shows the layout operates to a loose sequence, with one intermodal and one oil train in each direction plus a heavy mineral. All of these are usually through workings. The E44 usually works a short ballast train and another local freight will have a class 139 or 150 in DB green.

Two passenger trains are each made up of a push-pull pair of double-deck coaches, one set facing each way. These are worked by ex-DB locos of class 110, 111, or 112 and can run either way round the layout, occasionally crossing in the station. The ET91 Glass Train railcar makes occasional appearances, and from time to time the brewery's shunter will take a pair of beer vans down the hill to Furtwangen, appearing later with a different pair.

Trains leaving the storage yard run for 31' before arriving at the far end, which allows operators plenty of time to think about what is to happen next.

To conclude, the layout set a number of interesting challenges. Being conceived and mostly constructed as a lockdown project has meant that I have been less able to rely on the sources of wisdom in Bingham model railway club and other local groups. Although its construction was blogged on RMWeb, as a continental layout it has had fewer views and comments than my British layouts. I am well aware that by using tight radii and steep gradients, the layout could have become a 'rabbit warren' but hopefully it has avoided that trap.

As usual, all of the scenic detail has been given close scrutiny by my wife, who has listened patiently to endless explanations of why certain things are arranged as they are before suggesting small changes of position which make improvements.

Thanks also to my regular operators, Geoff Warren, Gerry Ward, Tony Forward, Gary Tabener, and my son Simon, who are getting used to yet another of my layouts which works completely differently to the previous one.

Right
An interesting mixed freight runs down the hill behind 'Crocodile' 193 012-2 overlooked by a substantial Bauernhof (farmhouse).



Gavin Thrum adapted a Peco product to represent South Australian Railways examples. Photographs and diagrams by the author, or as credited.

SAR 85' turntable

A satisfactory approximation



There are no commercial models of turntables available in HO for the South Australian Railways (SAR), so you either have to scratchbuild one or adapt a suitable kit. While I have scratchbuilt many models in the past, including an 85' turntable for the Adelaide Modellers Group's *Beltowie* layout in 1985, which later migrated to *Terowie North* in 1992, here is a wonderful alternative.

Looking for a speedier solution, it became apparent when fellow modeller Geoff Brooks began a conversion of a Peco LK-55 turntable kit for his Mile End depot project, which had immediate appeal. So I thank him for the inspiration. I needed two 85' turntables for my home SAR layout and so I promptly ordered them.

The Peco kit is OO, 1:76 scale, and represents a 76' turntable with a deck measuring 304mm. When scaled to HO (1:87), it comes in at 86'1", which is 6.5mm too long for the 85' prototype. Now I do like to have everything as close to prototype as possible but in this instance I was willing to compromise with this small anomaly. When you place a 520, 500B, or 720B class or even a 400 class Garratt on the turntable, they fit perfectly and, most importantly, they look right.

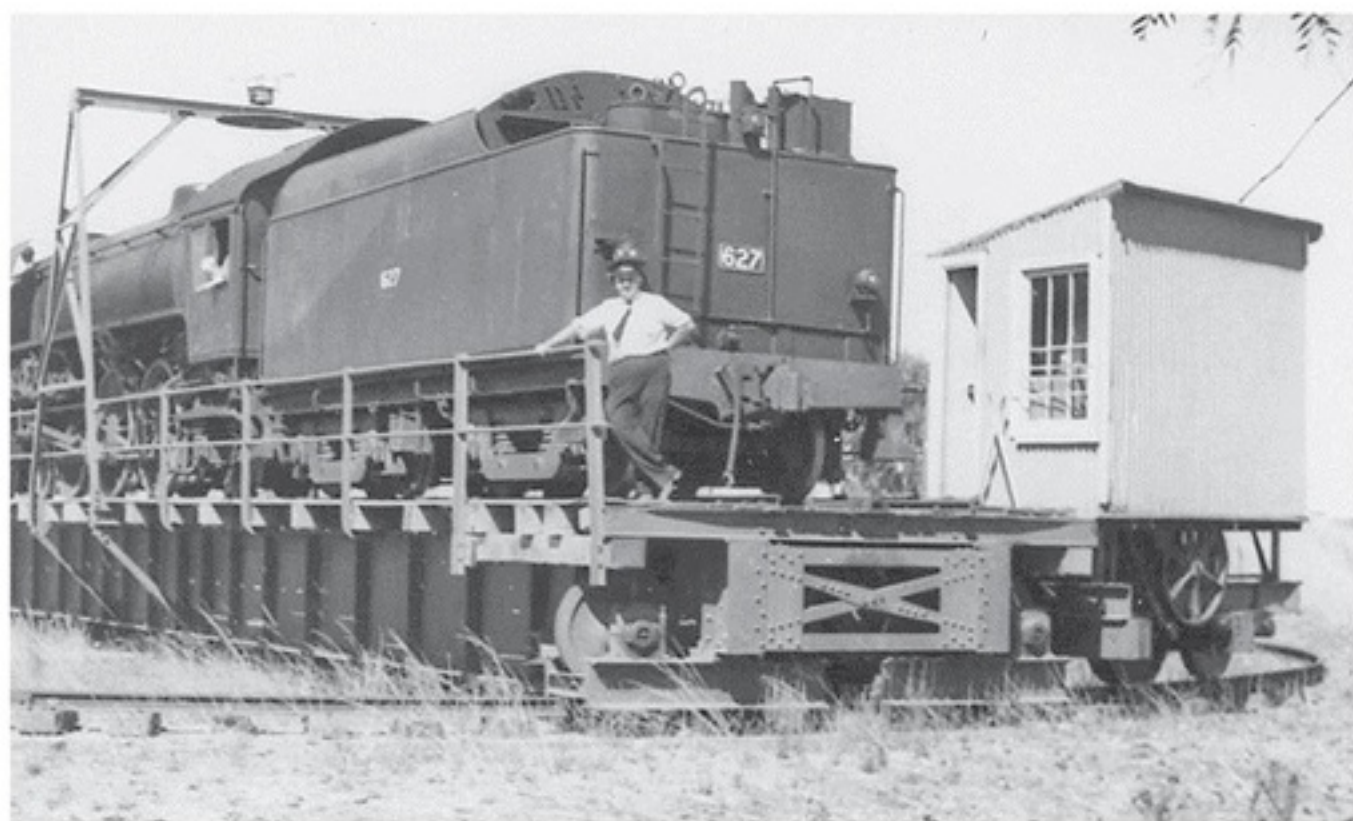
You will also note the support wheels at each end of the table are much larger than the prototype. This is another compromise, but as I hope you will see from the conversion, I think this becomes insignificant.

Above
Scratchbuilt narrow gauge Garratt No.401 on a dual gauge turntable with a skillion roof tractor cabin. Note the pit floor dirt and grass right up to the centre pivot as opposed to having a visible concrete pivot base.



Left
500B class 4-8-4 No.504 on Taillem Bend Loco turntable. Note the lamps attached at the ends of the guard rails, no intermediate rail between the top rail and the deck, the diamond type A frame gantry, the pit ladder, and sliding glass windows in the tractor cabin. This photo also shows clearly the locking lever push rod along the deck. Also note the sockets for the locking bolts located in the centre of each of the radiating tracks.

Photo: Doug Colquhoun, NRM Archives 2-71-b0392.



Above
No.627 at Moonta, 13th February 1965.
Note the circular smoke deflector mounted under the gantry slip ring enclosure and the tractor cabin mounted at 90° to many other turntables. There is an extra timber cross beam and a length of timber between the two end stanchions under the deck. I had to leave this off the modified model due to the large support wheels being right in the way!
Photographer unknown, author's collection.

Below
The turntable at Gladstone loco depot in 1974.
Note the guardrails and gantry all painted white, the stanchions bent around the end of the cross beams and the different orientation of the tractor cabin, with tall windows.
Photo: (the late) Peter Ziegler.



There are several things to note from my observations of 85' turntables.

The A frame gantry had two distinct designs, with the Mile End turntable, for example, having diamond-shaped gantry frames. Most of the others had the design I have used with the cross-bar gantry frames.

The guard rail stanchions had two types of fixing arrangements to the timber cross beams along the sides of the deck. The Peterborough, Gladstone, and Victor Harbour turntables had them bent around and fixed underneath the ends of the deck cross beams. Others had them fixed in next to the cross beams and this is the way I have made these models, mainly due to ease of construction. You could probably use brass angle for the bent stanchions, but a great deal more work and time would be needed to construct that version.

Some turntables had twin locking levers while others had only one.

Some turntables had pit ladders fitted part way along the deck attached to the guard rail.

The tractor cabin came in various configurations, with either a barrel roof or a skillion roof. Some had timber trim around the roof line and others did not. The windows were of varying sizes, some with just vertical glass pane bars and others had colonial style windows. Some even had louvred windows.

I would hazard a guess that when these turntables were built they were probably fitted out by a local contractor, and

they used what they had available. Also keep in mind that, over the decades when timber trims became rotten and fell off, they were probably not replaced.

Most of the pre-1960s images of the turntables show the guard rails not painted white.

Another curiosity is that some turntables had gooseneck lamps fitted at either end attached to the extreme end guard rail stanchions.

So you should use reference photos of the turntable you want to model as they all have some differences.

Kit assembly

Taking all the parts from the box, and there are not really that many, and following the diagrammatic instructions, you will see this is not a difficult kit to build.

Assemble the deck to each of the girders with the associated reinforcement blocks and central gusset and pivot bearing assembly.

Slide in the rails with spring contacts supplied. I stretched the springs by half again in length so they put greater pressure on the contact pin and the bottom of the rails. This will ensure good trouble-free contact for the future.

Assemble the end support wheel assemblies and glue them to the girder.

I used superglue for assembly but use your preferred glues or solvents.

The guard rails supplied are rather heavy looking and I elected to not use them.

Assemble the pit as per instructions.

This is where the conversion begins.

List of materials

Peco turntable kit ref.LK-55
 1/8" (3.175mm) square basswood
 – Northeastern Scale Lumber Co. 12" x 12"
 1.5mm angle – Evergreen 291 or Plastruct A-2 or AFS-2
 1.2mm angle – Plastruct A-1 or AFS-1
 2.5mm channel – Evergreen 263, Plastruct C-3 or CFS-3
 short length of 4mm styrene tube or similar
 4mm I beam – Evergreen 275
 3.2mm I beam – Evergreen 274
 0.015" x 0.100" – Evergreen 115
 0.020" x 0.060" – Evergreen 123
 0.030" x 0.030" – Evergreen 131
 0.020" x 0.030" – Evergreen 121
 0.032" spring steel – K&S 501, or 0.8mm Brass wire
 0.015" spring steel – K&S 498, or 0.4mm Brass wire
 0.75mm brass or copper wire
 0.5mm brass or copper wire
 Revell Matt No.37 Reddish Brown
 Humbrol Matt No.153 Insignia Red
 Humbrol Matt No.103 Cream
 Humbrol Matt No.27 Sea Grey
N.B. The styrene strip could be cut from sheet.



One of my turntables required dual gauge HO/HOn3. I used my milling machine to hollow out the plastic deck so I could glue in two pieces of code 70 rail at 10.5mm gauge.

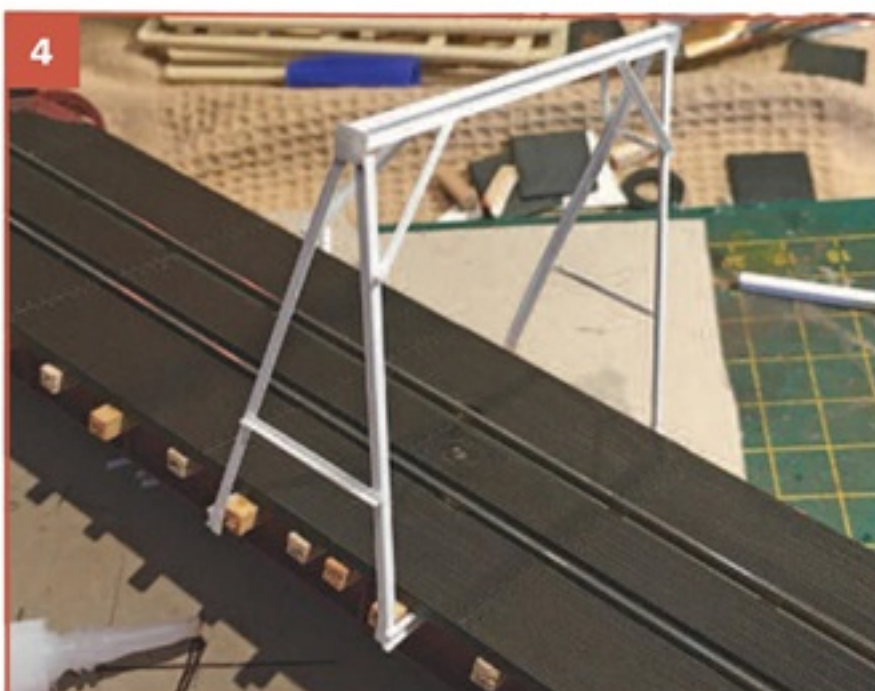
HOn3½ (12mm gauge) rails would also fit inside the code 100 rails supplied and not hinder flange clearances of the outside rails.

If you do not have access to a milling machine, another technique would be needed, or a deck could be scratchbuilt.



The girder and wheel assemblies coloured with dark red paint so they can be seen more easily as the moulded plastic was a dark brown and difficult to see for this exercise.

Cover the deck with strips of masking tape, find the centre point, and mark that on the tape. Follow and mark the remaining measurements to each end of the deck as shown. These are where the centre of the under-deck timber crossbeams will be located.



3

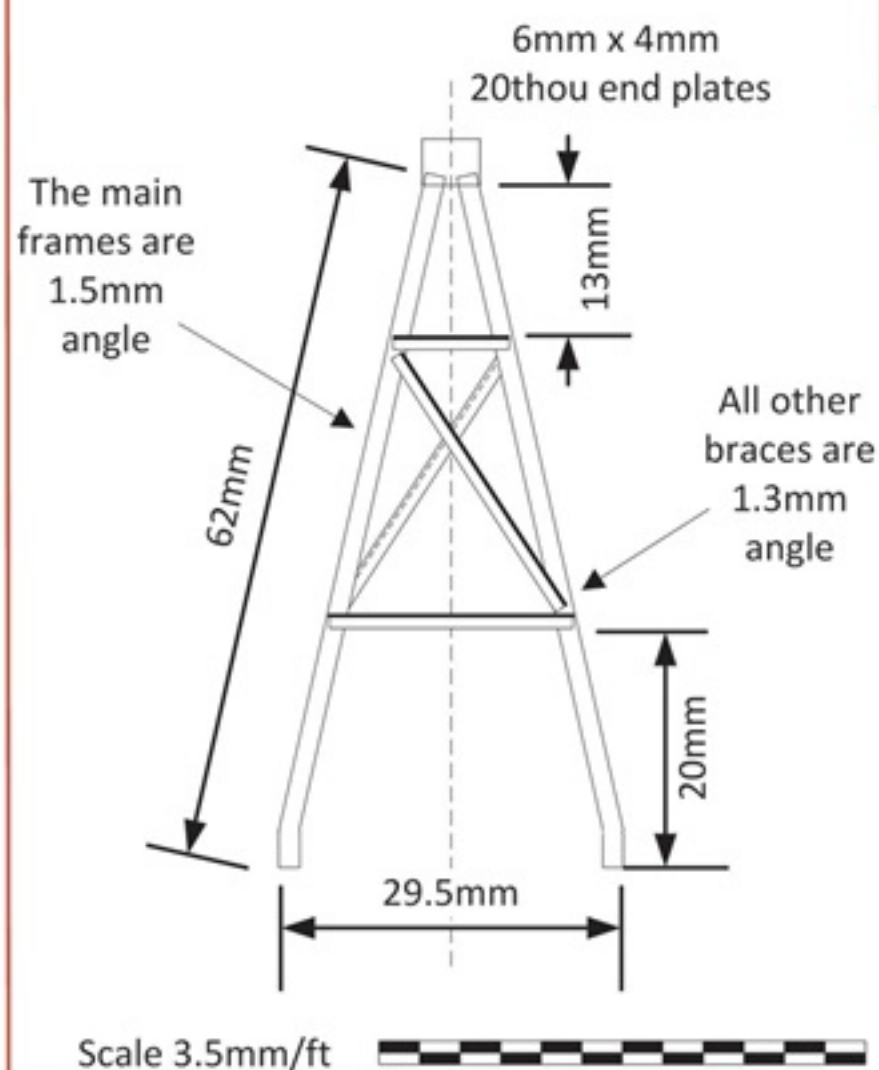
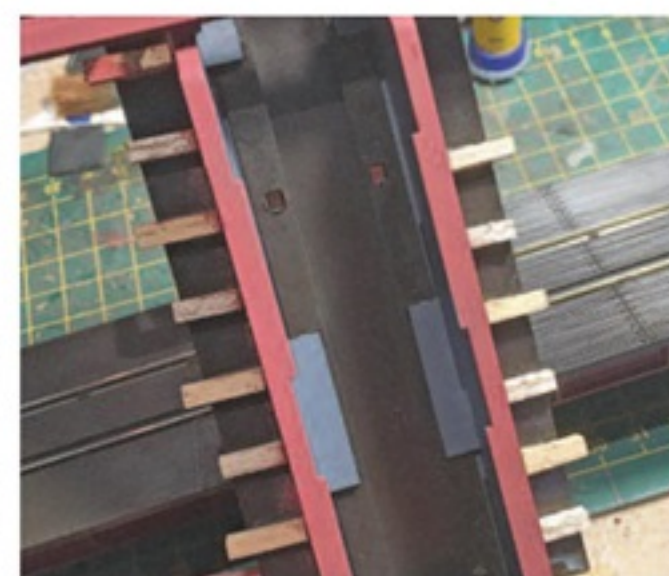
I used 1/8" square basswood for the cross beams. You could use balsa but it might be too weak to hold the vertical stanchions with any strength and would be susceptible to accidental breakage.

Note that at the pen marks (see photo 2), except for the two centre beams, the cross beams protrude by 3mm, so cut twenty-four pieces 13mm long. These are glued on at right angles and are centred on the lines as shown.

You will see a small lip moulded into the underside of the deck right next to the girder – glue the beams up to this lip and not up to the girder face.

Then cut up twenty pieces 11mm long and glue these halfway between the existing beams.

If you have trouble guessing the centres between the existing beams, mark the centre between the beams on the masking tape.

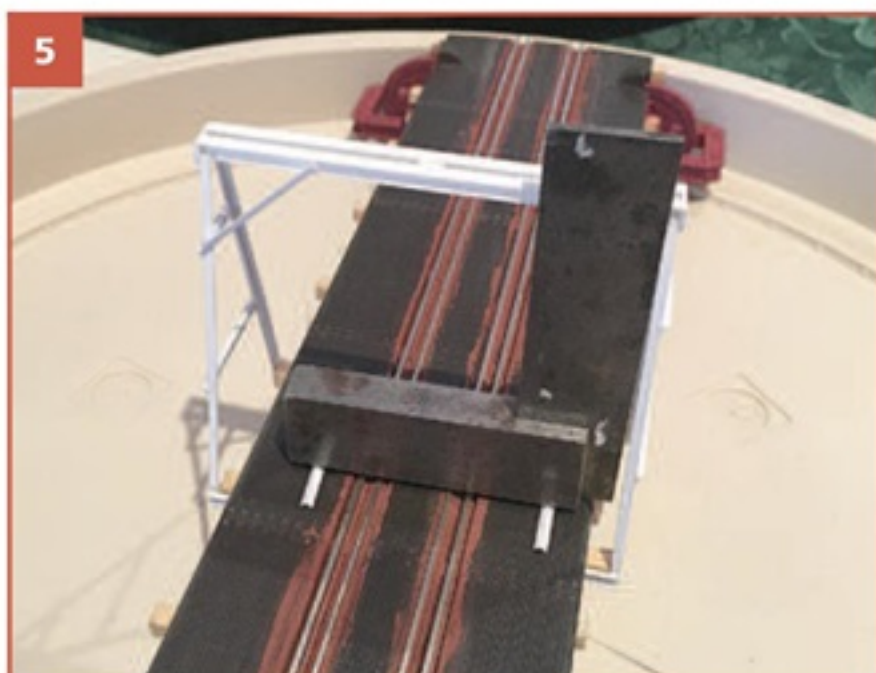


At this stage I painted the sides of the rails with Revell Matt No.37. If you are using another 'rust' colour for your existing track, then obviously use that.

At the cross beams where the A frame is fixed, there are four 2.5mm wide C channel pieces fixed to the outside edge of the beams. These are 14.5mm long, and when glued on will protrude 1.5mm past the end of the beams.

The gantry A frame consists of 1.5mm angle and 1.2mm angle. Use a photocopy of the accompanying drawing and superglue the A frames together including the upper plate for each of the frames. On reflection, I should have built each A frame before tacking them to the protruding C beams. Only tack at this stage as you may need to release them to get the frames in the right place.

At the bottom of the A frames, the angle is bent inward slightly to line up vertically with the face of the C channels. I did this just using a pair of tweezers – the styrene is malleable enough to be bent without breaking.



Check that the top of the A frames are positioned at the centre of the deck – I did this using a small engineer's square. I then tacked in the upper cross beams and made sure that they were square and of equal height at the top of each A frame.

This is a good time to add the 20mm long 45° angled braces to help hold the whole frame square, again checking with the engineer's square. Once happy then add more glue to all joints to secure.



The tractor cabin houses the drive motor and controller. The electrical supply comes in from above via a set of slip rings on top of the gantry. Cut a piece of 4mm diameter styrene tube 6mm long and glue to the centre of the cross beam. Cut a styrene disc 6mm diameter and glue centrally over the tube, and drill a 1mm hole in the centre of the disc. Next, bend up a piece of wire for the electrical conduit. I used 0.75mm copper wire but brass would do. The conduit starts at the slip ring cover, runs along the cross beam, turns at 90°, and runs vertically down to the bottom of the timber cross beams under the deck, turns 90° again, has a slight kink in it to line up with the ends of the timber cross beams, then runs along to the cabin. Once glued in, it adds to the rigidity of the gantry.

Below
A weathered 830 class on the completed turntable.



Geoff Brooks' model of the turntable at Mile End in the era just before it was all removed. It uses code 70 rail for the A frames and handrail stanchions. Note the pit ladders built in to the guard rails and lamp post at the far end.

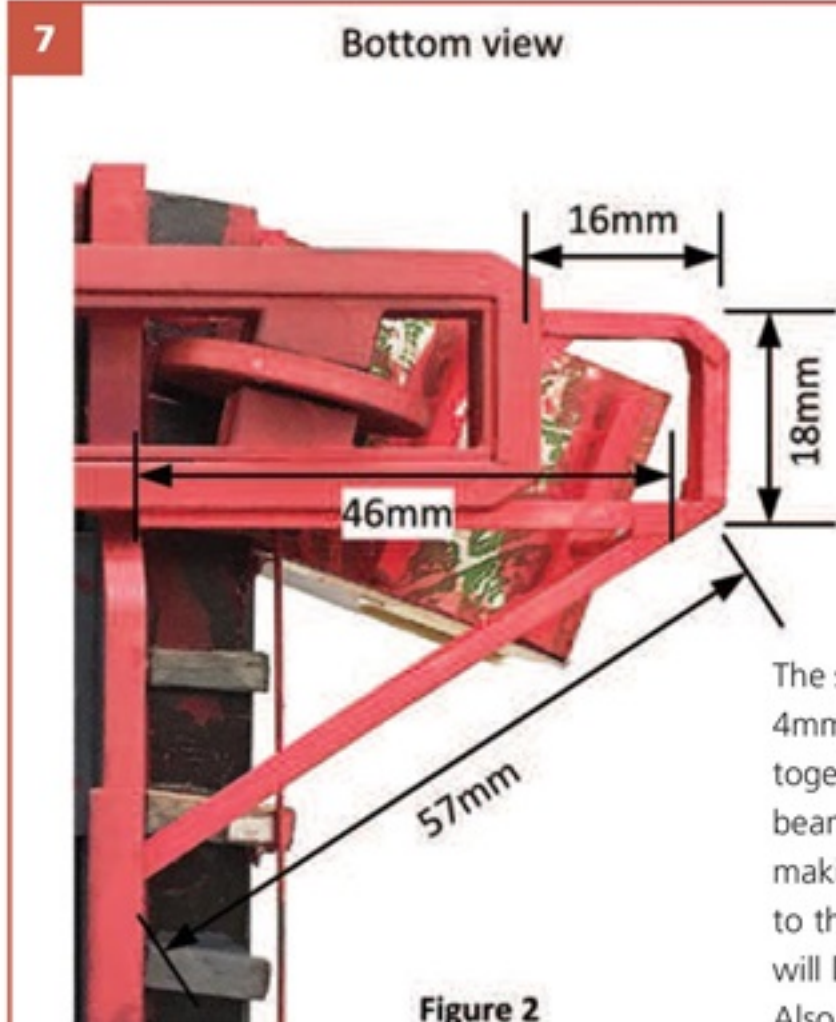
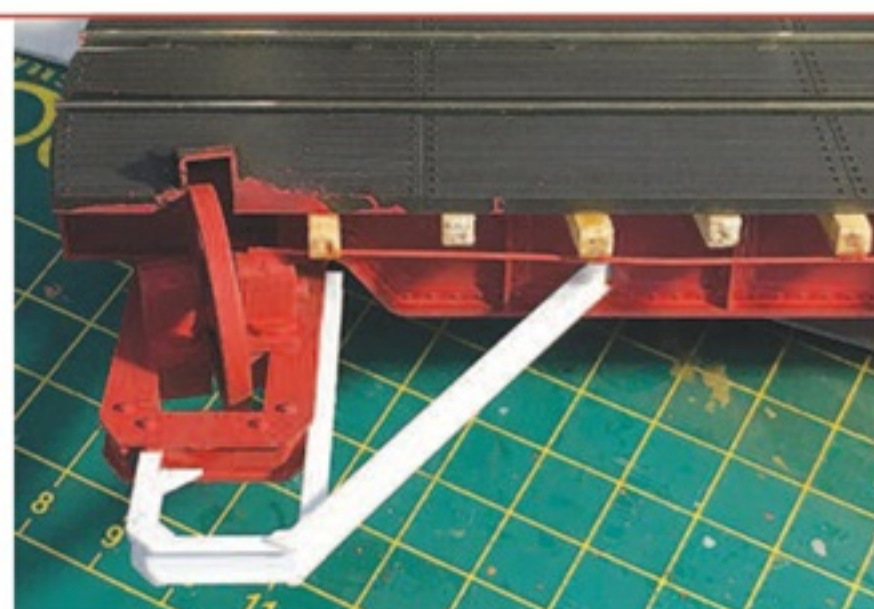
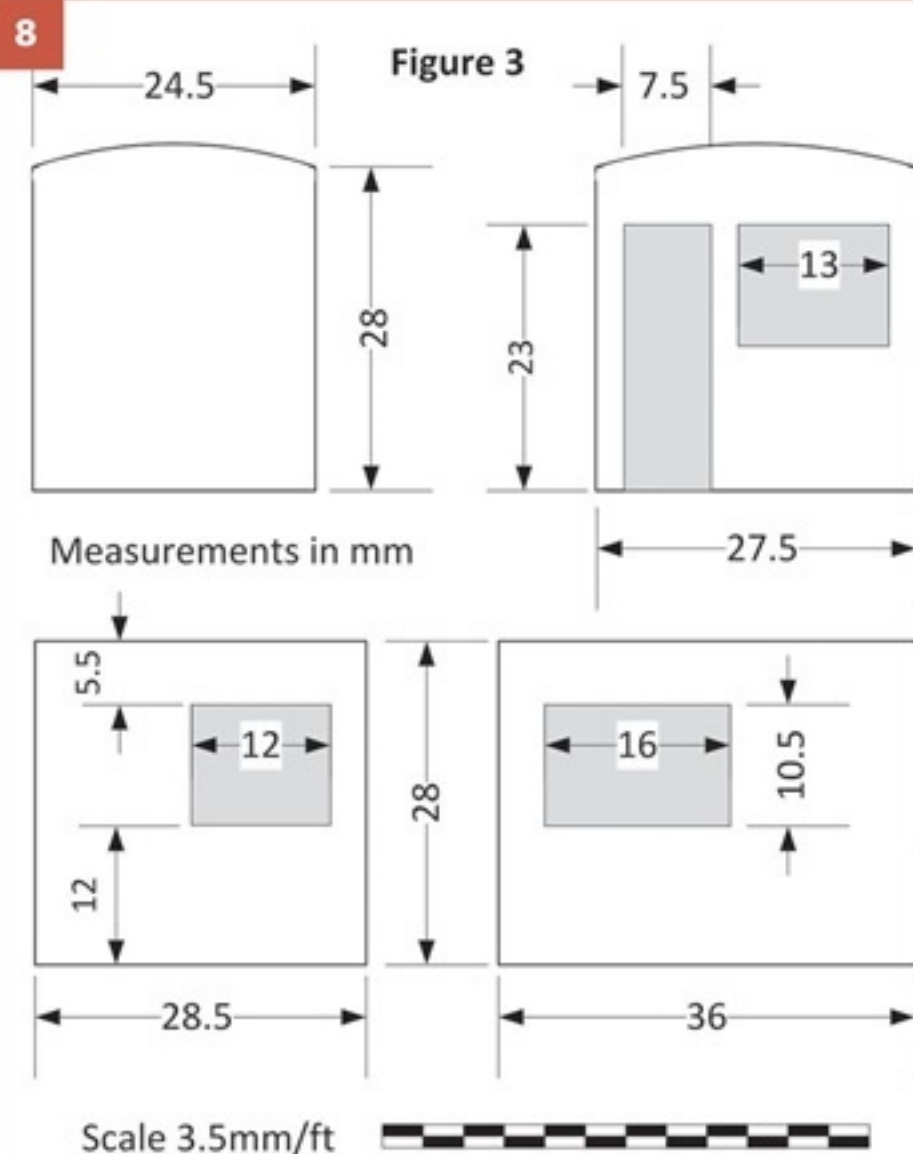


Figure 2

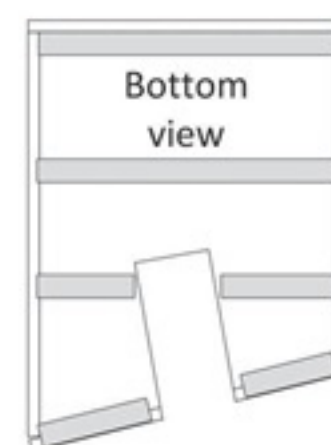
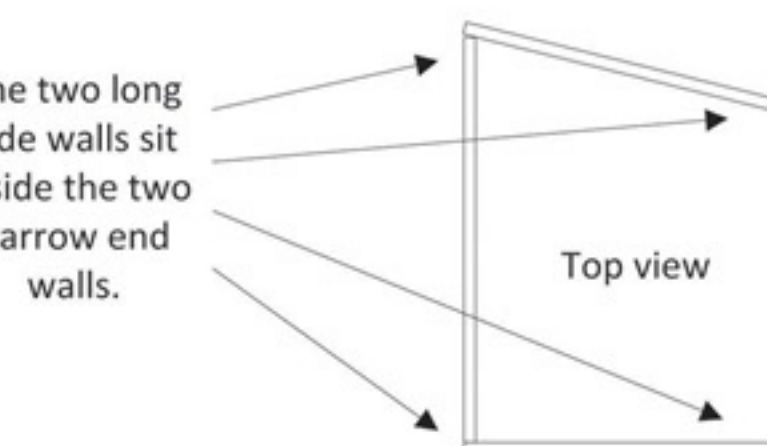
The support frame for the tractor cabin was made from styrene I beams. The angled and end beams are 4mm. The measurements in shown are the outside measurements when the beams are all glued together. The 46mm long centre beam is 3.2mm, glued in between the upper and lower lips of the Peco beam and filed to a sharp angle at the other end. Use Figure 2 as a guide. If you find that during the making of this frame you are one or two millimetres out, do not be too concerned as it is an adaptation to the Peco frame: as long as the frame clears the concrete pit walls, it will be fine. Once painted they will look fine. I added small pieces of 0.020" styrene over each of the beam joints to strengthen them. Also, a small triangular piece set into the corner of the end beam adds strength to the structure.



PDF NEWSPAPERS and MAGAZINES: WWW.XSAVA.XYZ



The two long side walls sit inside the two narrow end walls.



Position of 'H' beams fitted to the underside of the floor

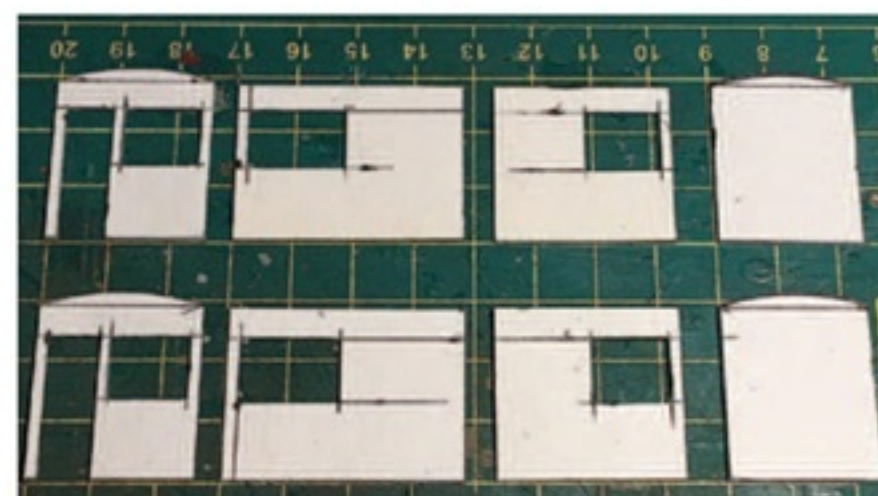
Figure 4

Scale 3.5mm/ft

The tractor cabin sides were cut from 1mm card and assembled with superglue. You could use 1mm styrene instead if preferred. See Figure 3 for their general arrangement and sizes. The position of the windows and doors within the cabin walls as drawn prevents the corners being too narrow and therefore weak during construction.

The two long side walls sit inside the two narrow end walls. See Figure 4.

Cut a floor from 1mm card and glue in flush with the bottom of the sides.



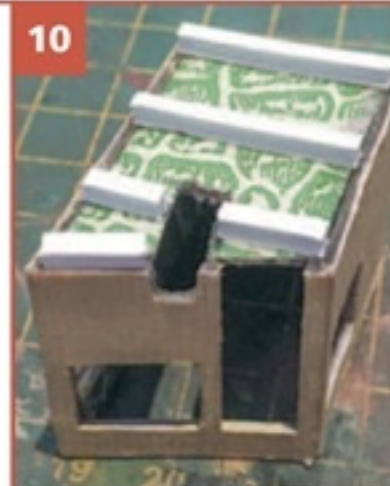
9

The barrel roof cabin glued together. When I built the dual gauge turntable later, I chose to alter its cabin profile to have a skillion roof.

The outside of the cabin shell can then be covered with corrugated card or styrene 'corrugated iron', with the window and door apertures cut out to match.

It was then painted with Humbrol No.103 Cream.

To allow the cabin to fit to the edge of the deck, a small cut-out is needed to clear the support wheel. With the cabin hard up against the deck edge, and the corner of the cabin 4mm from the end of the deck, a little trial fitting may be needed to determine where the cut-out is located.



10

Under the cabin floor are H beams arranged as in Figure 3. I used 2.5mm H beam (Evergreen 283) but you could use 2.5mm square strip instead, as its virtually hidden.



11

The cabin was then glued to the side of the deck 4mm from the end. Make sure the support wheel clears the slot cut into the cabin floor. The cabin now hangs precariously in mid-air ready for inserting the vertical struts to secure it to the frame below. I used 1.5mm angle for these struts. The first one is positioned at the end of the cabin shown at A. Set this up so the cabin is level with the deck and frame. Then the other three struts can be cut, trimmed, and inserted at positions where they intersect with the Peco frame. The positions are not critical, but make sure they are vertical and straight before gluing.



12

Guard rail stanchions were made from 1.5mm angle, 19mm long. Drill a 0.5mm hole at the 10mm mark and a 1mm hole about 1.5mm from the top. I used a pin vice, positioning the bit right in at the inside corner of the angle.

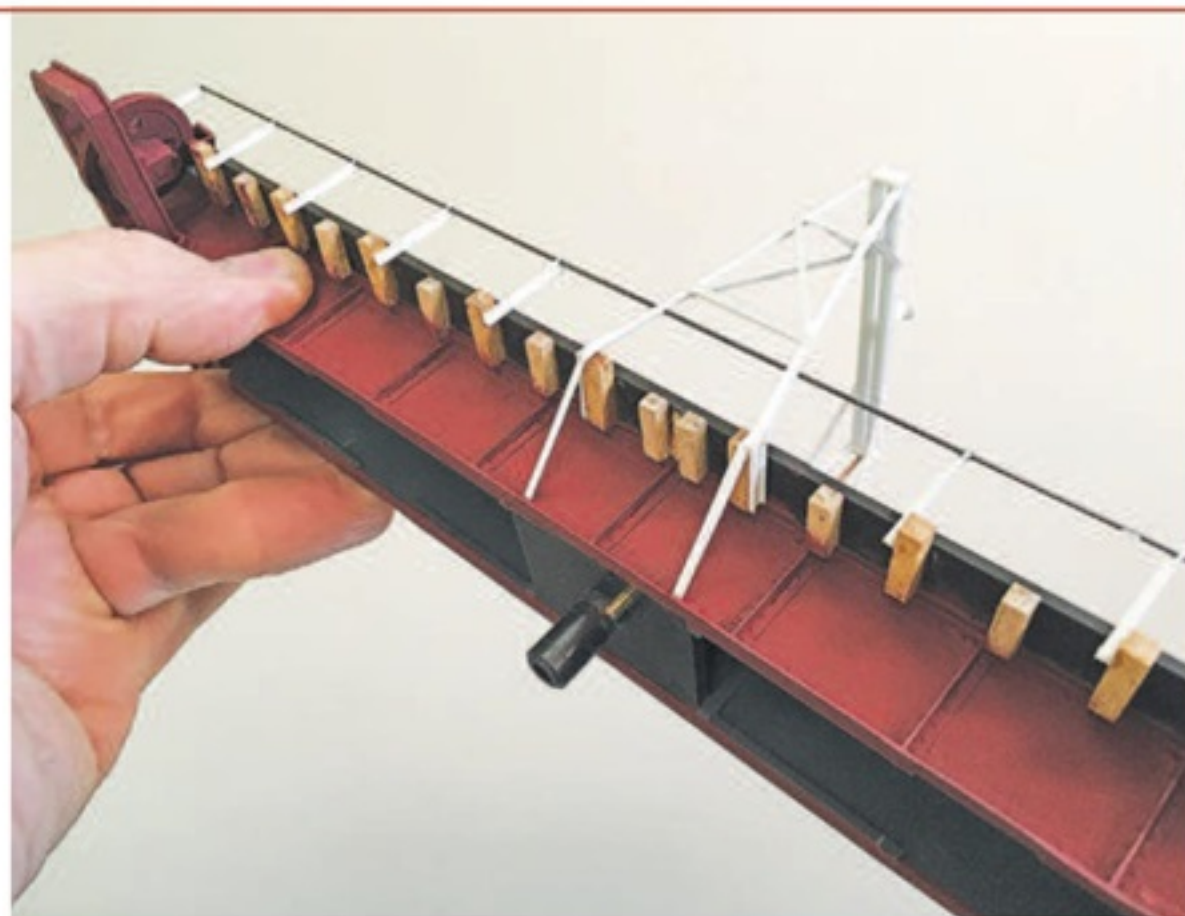
13

The position and orientation of the stanchions along the deck is important. The stanchions that radiate out from the centre are all set inside the timber crossbeams. This arrangement sets the left-hand end stanchions at opposite orientation to the right-hand end stanchions. This is correct to the prototype. There are no stanchions where the guardrails intersect with the gantry frames. I used superglue so the stanchions are well secured to the timber and the deck. Ensure all the stanchions are vertical.

I used 0.032" (0.8mm) spring steel wire for the top rail and 0.015" (0.4mm) wire for the middle rail through the stanchions. Trim the wires to length with a decent pair of side cutters or pliers, clean the end, then thread through the stanchions and secure with superglue. You could use brass wire.

Two under-deck diagonal supports can be trimmed to length so they fit between the bottom girder edge and the bottom of the gantry frame. Use 1.5mm angle for these. Make sure they are at right angles to the deck before gluing.

There are also four small triangle corner plates 4mm x 3mm that fix the bottom of the A frames to the C channels.



14



Time to brush paint all the new additions to your turntable. I used Humbrol Matt No.153 for the guard rails, main girder, tractor cabin frames, gantry, and electrical conduit. The deck and the cross beams were painted with Humbrol Matt No.27, being careful not to touch the previously painted rails.

15



I painted the inside walls of the tractor cabin dark grey and let it dry. The inside walls need to be lined with clear plastic sheet. Anything greater than 0.25mm thick is good. I had some 0.5mm shoebox lid that I used. Cut neatly so the pieces meet in each corner, they were glued in and left to dry.

16



A frame needs to be inserted around the inside of each window and door opening. The upper edges including the door use 0.015" x 0.100" strip to create the rain strip over the openings. Then both sides of the door, and both sides and bottom of all windows, are made with 0.020" x 0.060" strip.

17



Next insert 0.030" x 0.030" strip to complete the frame inside each window opening.

18

The completed windows with vertical 0.020" x 0.030" strips added.

The door was cut from 0.020" styrene sheet with a couple of grooves scribed into the surface. A small snippet of styrene was used for the door knob.

A piece of 1mm card or styrene was bent to match the roof curvature then glued in flush with the sides ready for the corrugated card top to be attached



19



Cut a piece of corrugated card with a 1.5mm overhang around the walls and glue onto the roof.

I cut some balsa strips 2.5 x 0.5mm for the fascia boards and added them around the roof.

Paint the roof and the fascia boards cream to match.

21



To represent the mechanism slot in the deck, two small pieces of styrene angle were glued on and the levers were glued between them. The position of these levers is not critical; they were placed similar to the prototype.

23



At the cabin end, the locking lever push rod was bent with a small offset to meet with the locking lever.

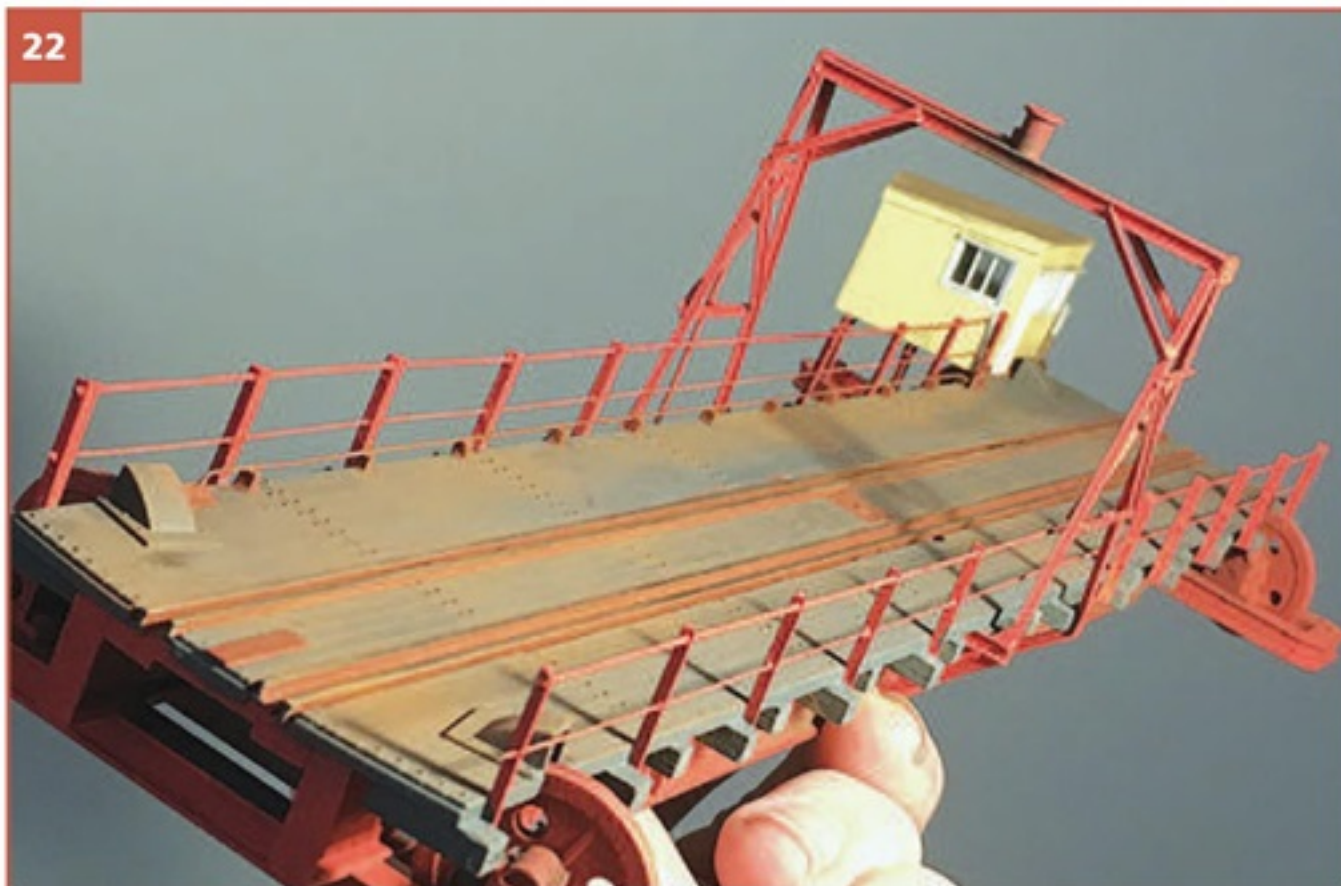
A splash of white on the locking lever handles helps highlight them as a finishing touch.

20

On the dual gauge turntable, I made two locking levers with the associated push rod to the other end of the deck. The parts were fashioned from 0.8mm copper wire. The long straight handle bars are 22mm long and the small levers that will be glued to the long levers are a piece of 0.0150" spring steel wire. The U shaped lever guides are also copper wire.



22



The locking lever push rod is positioned along the cabin side edge of the deck. The push rod was made from 0.5mm copper wire but brass or steel is also fine.

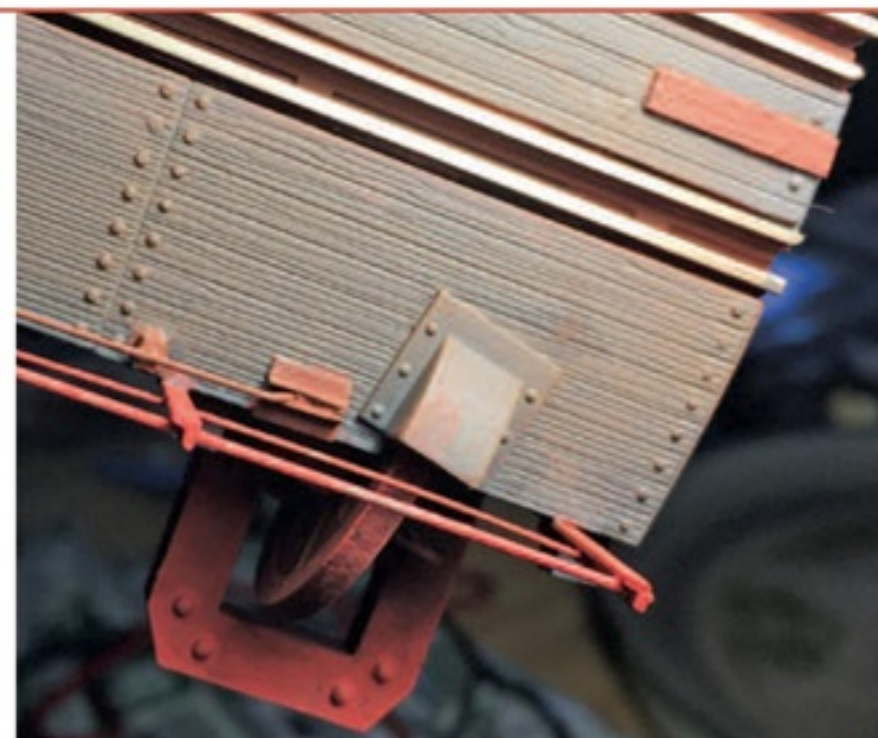
I glued on several 2mm long pieces of 0.080" x 0.080" styrene along the deck, flush with the edge, to represent the push rod carriers. These are spaced 22mm apart and the push rod was simply glued to the top in the centre of them with superglue.

24

At the other end, the mechanism slot has another two small pieces of 1.5mm angle fixed to the deck and the push rod is nestled between them.

At each end of the deck in the centre of the track is a small plate which represents the locking bolt cover. Cut two pieces of 0.015" x 0.100" strip 13mm long and glue them in the centre between the rails flush with the end of the deck.

Paint the locking levers, their mechanism slots, the lever guides, push rod carriers, push rod, and locking bolt covers with your preferred rust colour (in my case Revell Matt No.37 Reddish Brown).



25

The turntable deck is complete. Some weathering with powders tones down the harsh colours and brings the model to 'in service' appearance.



26



Paint the support rail in the pit with 'rust'. I did this by hand – it looks a little rough along the edges but since I was going to spray weathering paint over the exposed concrete parts of the pit, I was not too concerned.

27



The pit has very handy moulded lines delineating the foundation ring around the outside and the main pivot bearing ring in the centre. Paint the area between the outer ring and the inner ring with undiluted PVA.

28



Immediately sieve over some dried garden soil and empty off the waste. Take some fine light-coloured sand (I had some washed fine beach sand) and sieve that over a few spots at random, but not everywhere. Empty off the waste and a nice patchy ground effect remains.

29



Now stipple some areas at random with PVA glue and sprinkle over your favourite static grass and then empty off the waste. Your pit now has the raw earth look it should.

If the pit was all concrete, just weathering the whole pit would suffice.

30



Clean out the pit drain recesses and glue in the supplied drain plates. They are black plastic, so skim over the surface with a mid-brown paint to highlight the edges and the bars.

31

The turntable and pit are ready for installing on the layout. To complete the installation, two power poles need to be located near the edge of the turntable pit with power lines suspended from one to the other, intersecting with centre of the gantry. I will be using 0.015" spring steel wires soldered to a small washer that sits over a small 1mm pin glued into the centre of the slip ring enclosure. Photos of the prototype show the electric power lines suspended between the power poles and the top of the slip ring enclosure. Usually, two or three wires from one pole stretched out to the slip ring enclosure (two or three phase power wires), and a single wire from the slip ring enclosure to the other pole opposite to act as a strainer.



Rob Strachan describes his new compact US layout, constructed over a couple of Covid-affected years. *The layout is due to be at the Seaboard Southern show on Saturday 17th September.*



Underpass

An unusual restricted setting

Introduction

You never stay away from your main passion for long. After taking a brief respite from modelling in general, I eased myself back in with a couple of small narrow gauge layouts, but it was not long before the urge to build another small North American layout came calling.

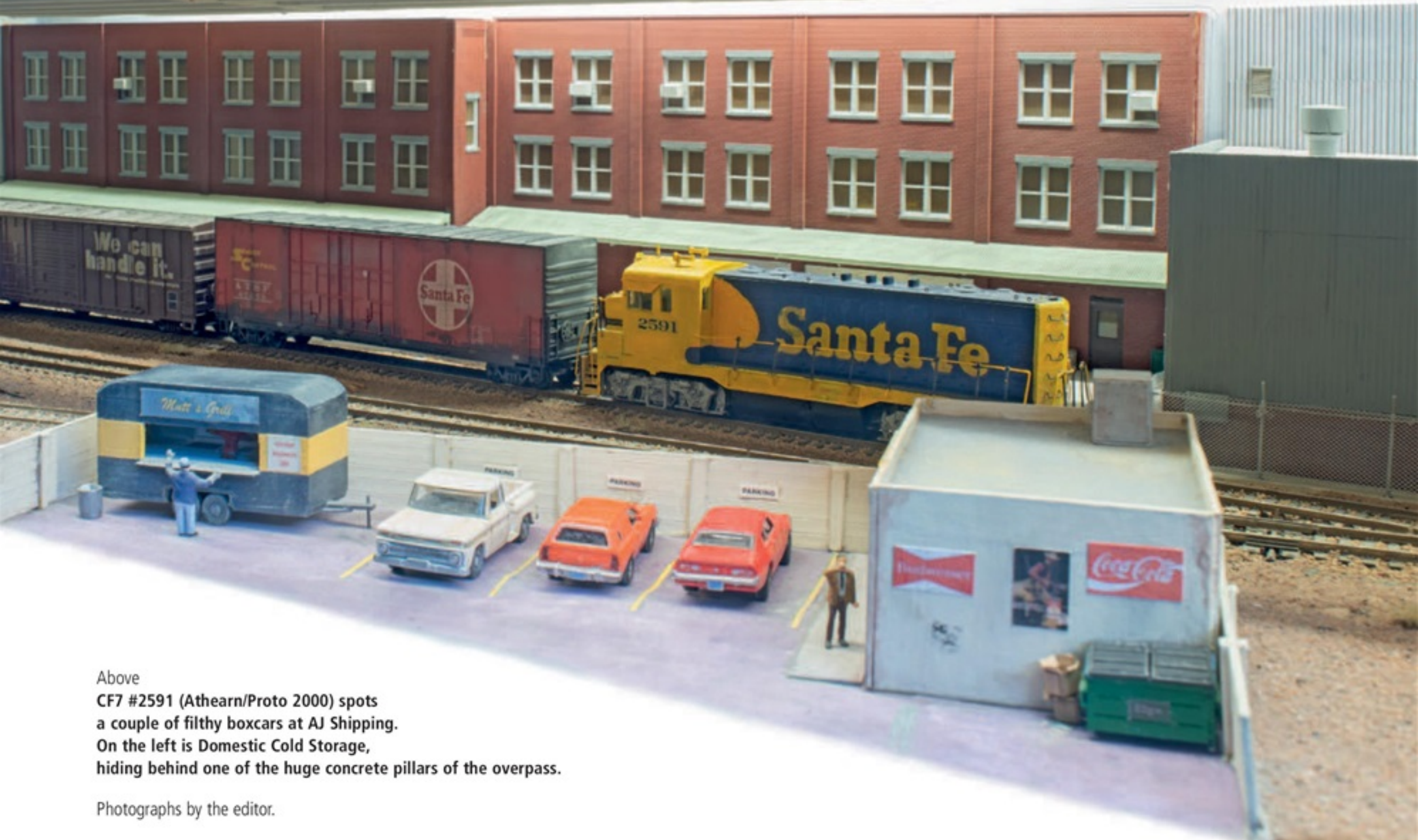
Era and setting

My previous North American layout, *Tilley Yard South* (see CM June 2016) was set in Chicago in the late 1950s, so I wanted to do something a bit different. I have moved the location to the Pacific West Coast, somewhere in Los Angeles, and the period is now set in the mid- to late 1970s.

Below

CF7 #2591 sits parked up, while the engineer orders lunch from Mutt's Grill. The guy that just left Bob's Liquor store was obviously thirsty ...





Above
CF7 #2591 (Athearn/Proto 2000) spots a couple of filthy boxcars at AJ Shipping. On the left is Domestic Cold Storage, hiding behind one of the huge concrete pillars of the overpass.

Photographs by the editor.

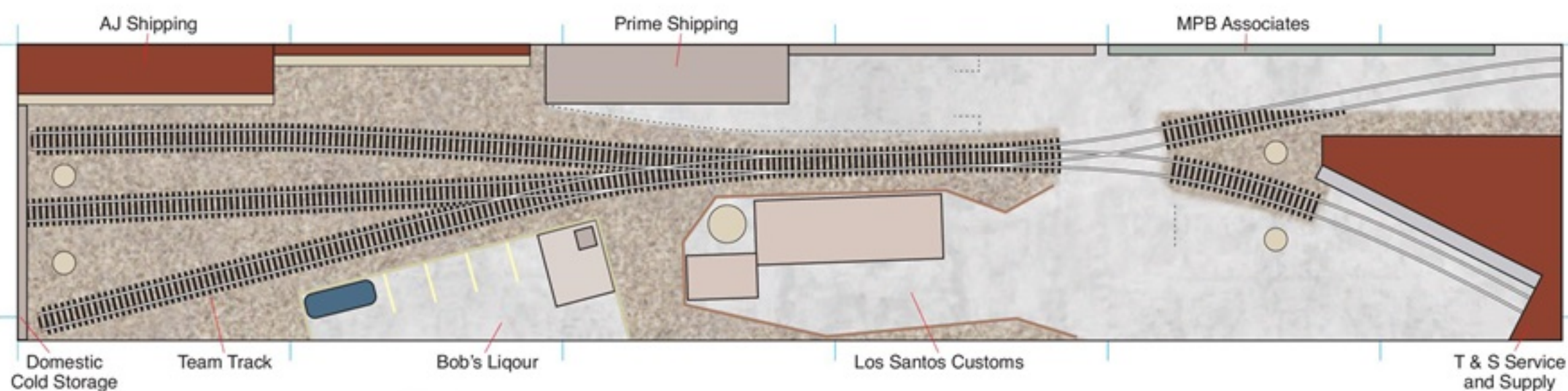
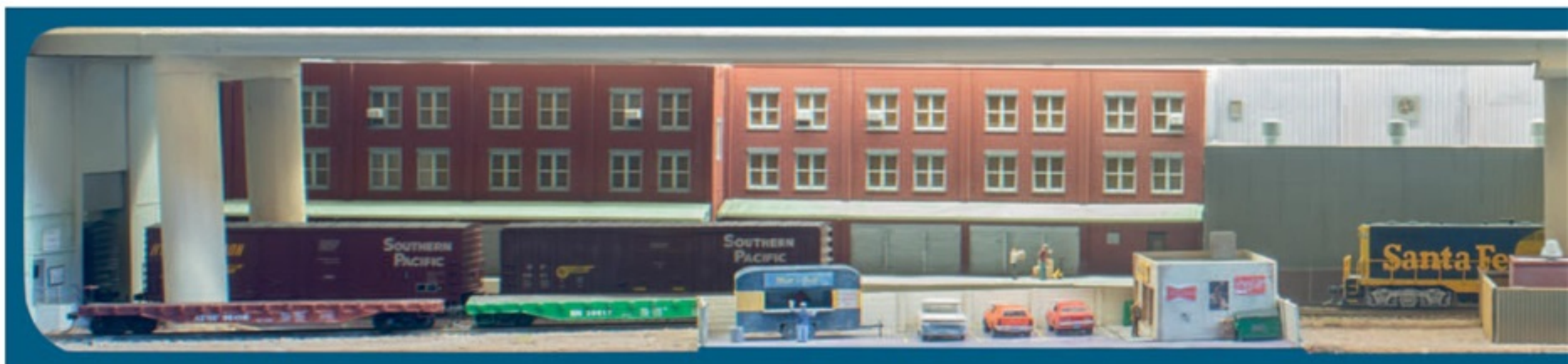
Below
GP7 #2683 (Atlas) switches a pair of 57' reefers towards Domestic Cold Storage. Usually the compact layout is operated with 50' cars.

The style of the layout was influenced by a computer game, set in a fictional version of Los Angeles, but there was an area where some railroad tracks travel underneath a highway overpass. This was the type of gritty urban environment I was looking for.

The railroad in charge is the ATSF, of course: I did not want to move too far out from my comfort zone!

The centrepiece of the scene is the overpass, spanning the full length of the layout.





Underpass Overall layout size 5' 8" x 1' 1". Each grid square = 1' x 1'.

Track plan

My preferred type of track plan is the 'Inglenook' switching puzzle, so that is the basis of this layout, but with a slight twist. At the right hand end of the layout is a kick-back spur, serving a medium sized industry. This spur is switched using two engines if the main engine has pushed a train into the yard, as there is no run-around.

Track is all Peco Code 83 flexible, with #4 wye switches.

Construction

The layout is just 5' 8" by 13", built on a 6mm MDF base with 2" by 1" pine framing. The backscene and fascia are made from 3mm MDF. This was a brand new baseboard build, not recycled like my previous layouts.

The lighting is two strips of LEDs set into UPVC trunking and attached to the top of the layout, diffused through opaque plastic sheeting.

Right and below right
An unusual visitor to the yard, the 'Beep' (scratchbuilt) moves slowly over the road crossing.

Below
Los Santos Customs, a very reputable 'chop shop' ...





Buildings

Most of the buildings are from the Walther's Cornerstone range but they have all been modified to fit the available space. Once again, to keep the spend to a minimum, I have used only three kits (RJ Frost Ice and Storage, Trackside Post Office, and Williams Industrial Electrical Motors) for the bulk of the buildings and used left-over panels and sections to build other industries. The liquor store was scratchbuilt from artists mounting board. The overpass was constructed from 3mm MDF sheet, attached to pine dowels hidden within the concrete supports, which were made from stout cardboard tube. This sheet was detailed with intermittent support beams, made from pine finishing strips. It was then all painted with Woodland Scenics Concrete Top Coat.





Electrics and control

Most of my layouts are analogue, but I always wire them with a full bus with a view to moving to digital control.

The switches are controlled via surface-mounted solenoids, which have been hidden in the surrounding buildings, using brass rod to extend the distance to the switch.

Each section of track is live, so there is an isolating switch for each section. Track power is from a Gaugemaster Combi handheld controller.

The control panel is hidden in the triangular building on the far right.

Below

In the background
Prime Shipping loads one of its many daily shipments.





Left
GP9u #2283 (Walthers) sits idle at the entrance to Domestic Cold Storage, getting ready for the off with a single 'waffle sided' BN boxcar.

Locomotives and rolling stock

I decided with this layout to streamline the locomotive roster, using shorter four-axle locomotives and types common to the area at the time. The 'usual suspects' are an Athearn CF7 (early round cab), an Atlas GP7 (still with its original high nose), a Walthers GP9u (heavily modified from a GP9m), plus Bachmann GP30 and GP38.

Below
T&S Service and Supply are making use of the Scale Test Car to recalibrate their railroad scales. Steve and Frank discuss last night's game when they should be loading their vans.



One other loco of interest that appears from time to time is the SWBLW, more commonly known as the 'Beep'. This unique experimental unit was part Baldwin V0-1000, part GM-EMD GP7/9. It was quite an expensive build, so the experiment was never repeated. The model has been scratchbuilt from several different left-over parts and runs on a Concor MP15 chassis, painted in the 'pinstripe' livery and carrying the running number 1160.

Rolling stock is limited to 50' cars due to spur length. Box cars, gondolas and flats are the usual stock for the yard. Most of the Class 1 railroads of the time are represented in one form or another, with models from a variety of manufacturers: Walthers, Atlas, Intermountain, Athearn, etc. Most have been weathered, to varying degrees.

Operation

Operation follows the well-known rules of the 'Inglenook' shunting puzzle. The spurs can hold seven cars in all but only five cars are used in the puzzle, and only three need to be organised into a consist. The lead into the yard can hold one loco and two cars.

The kickback spur that curves away sharply is there predominately for show, but by using two locos it is possible to switch cars in that spur. Of course, the puzzle can be made more difficult by placing cars in spurs with 'Do Not Move' orders applied, or perhaps a Way Car tied down for the day.

Conclusion

Underpass has been a very long but enjoyable build. I faced a few engineering challenges with the construction of the highway overpass, but after a lot of trial and error I am very happy with the result.

My thanks to my many fellow North American modellers, offering suggestions, constructive feedback, general support, and encouragement.

With portability in mind, **Myles Munsey** constructed a diminutive scene set amongst fields. *Photographs by the editor.*

Halta Nerau

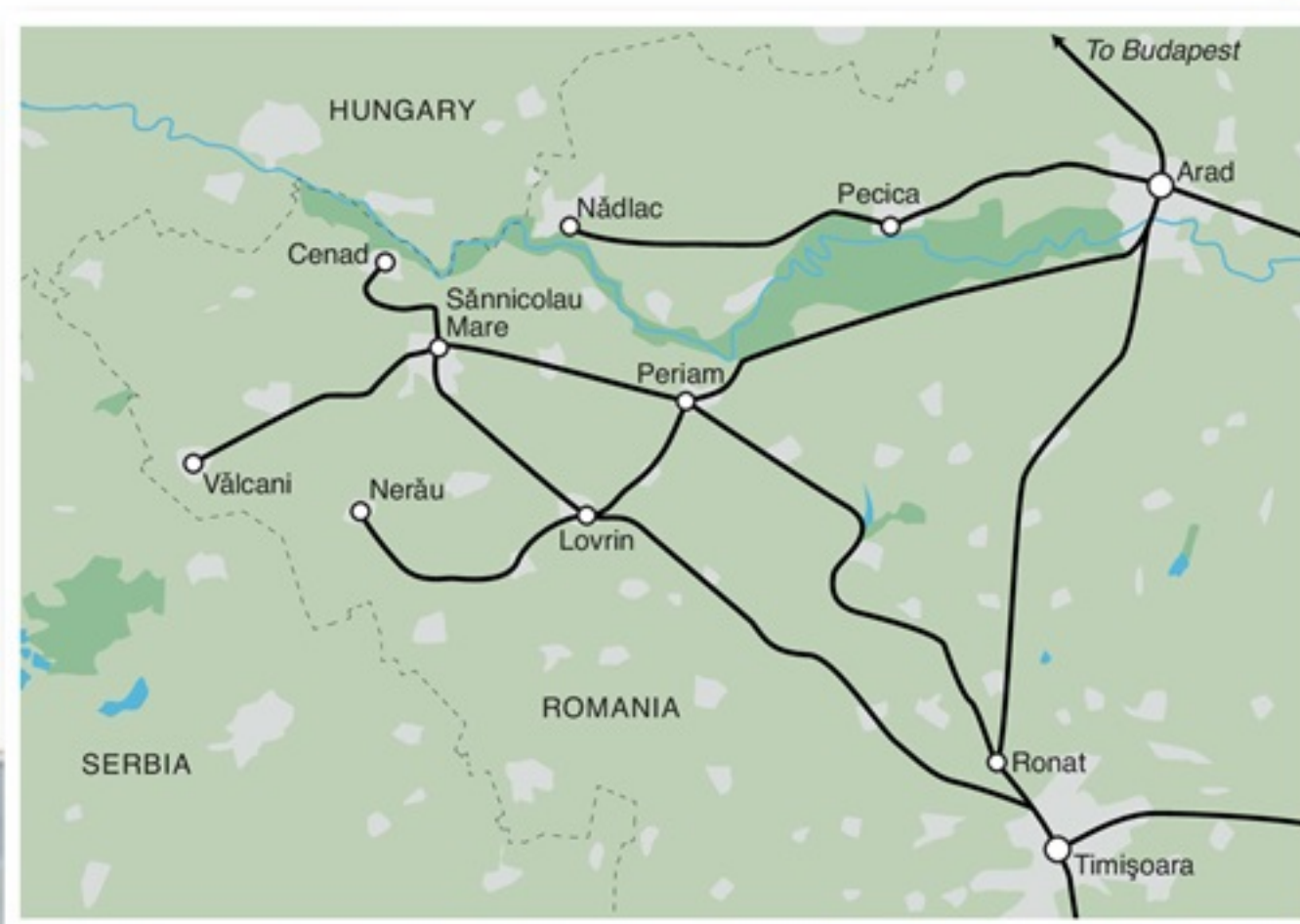
A run-down terminus with a simple train service

Origins

Whilst building Sanpetru (see CM February 2021) I learnt a great deal. I was not dissatisfied with my efforts in what was a useful 'dry run', but felt that the time had come to replace Sanpetru with a layout more aligned to the prototype.

Also, I needed a fully portable layout that could be taken to exhibitions by public transport, so Nerau of necessity needed to be very small.

For ideas, I fell back on my 'Mersul Trenurilor', the public timetable of CFR. (Caile Ferate Române, Romanian State Railways) and once again looked at the system map for motivation.





Above
A DA class 060 arrives at Nerau with a grubby double-deck coach which has a simulated control cab fashioned from plasticard. The collapse of the goods shed and railmotor shed roofs is evident, along with the overgrown nature of the siding.

Left
A BR360 in the siding with a pair of engineering wagons.



Then I remembered that one afternoon in 2005 I made a trip to Nerau (sounds like 'narrow'), a small town in the flat landscape of the Banat in western Romania. Owing to a quick turn-round, I did not have time on that occasion to study the station at length, but I did take one picture which on closer inspection offered a modelling possibility that I had hitherto overlooked. In fact, it was ideal as it showed a railcar deep in the weeds. The abandoned loop line alongside was another attraction as a secondary track would give a little more operational flexibility. Nerau turned out to be exactly what I was looking for, as modelling quiet backwaters with encroaching vegetation is very much my style.

There is still a very limited train service to Nerau but it is now a near-deserted station at the end of a branch line. It could not have fitted better.

Suitably encouraged, I conducted further research. A good starting point was Google Streetview which although somewhat dated (August 2012) nevertheless offered good views from the nearby road across the fields towards the station. This gave me a very good idea of the topography (very flat) and the landscape in general (fields full of corn). There also appeared to be a couple of ruined buildings that needed serious study to see whether they could be incorporated into the scene. The conclusion drawn was that they added hugely to the air of neglect, particularly in a near empty landscape, and therefore had to be included.

Soon after, very fortuitously I came across a number of clips on YouTube that consisted of a variety of recent cab rides and track walks.



From these I assembled a portfolio of knowledge which confirmed a number of very important details.

1. Sleeper type and presence of very overgrown track.
2. Telegraph pole locations and style.
3. Exact position of abandoned buildings.
4. Format of the main station building.
5. Location of trees and bushes.

With all this information to hand, it was time to start construction. The technique employed to accomplish the desired result was to both improvise and compromise – most features have been modelled faithfully even if the distances between them are reduced.

Baseboards and electrics.

For portability, I used two Scale Model Scenery ref.BB009 boards bolted together to give a total length for the scenic section of just 31". Although very short, this does allow a reasonable area in which to develop effective scenery. It also allows an adequate run and limited shunting possibilities within very tight constraints. But the clear advantage is to be able to fit all this within a large carry bag, meaning that the whole layout can be taken on public transport.

A Gaugemaster Combi handheld controller is all I need, power being fed to the approach side of the facing points.

Track and track layout

I used a mixture of track. The lightweight boards have insufficient space underneath for point motors, so I used a Peco code 100 small radius right-hand Insulfrog point worked by wire in tube. Code 100/75 transition track was then used to connect the points to the platform track and siding, both of which use the lighter rail profile appropriate to low axle weights common on a branch line.

These tracks have concrete sleepers (as per prototype), which were painted stone grey to take off the shine.

The rail sides were painted with Vallejo Hull Red. When dry, this turns a nice shade of dark brown making the rails themselves really stand out.

Ballast is Woodland Scenics fine grey blend.

The track is laid on foam sheet which enables a modest drop down into the potato field. Track enters the scene at a slight angle which, as well as making the alignment more interesting, gives a little more space in the bottom left and top right corners for the ruined structure and the main station building.

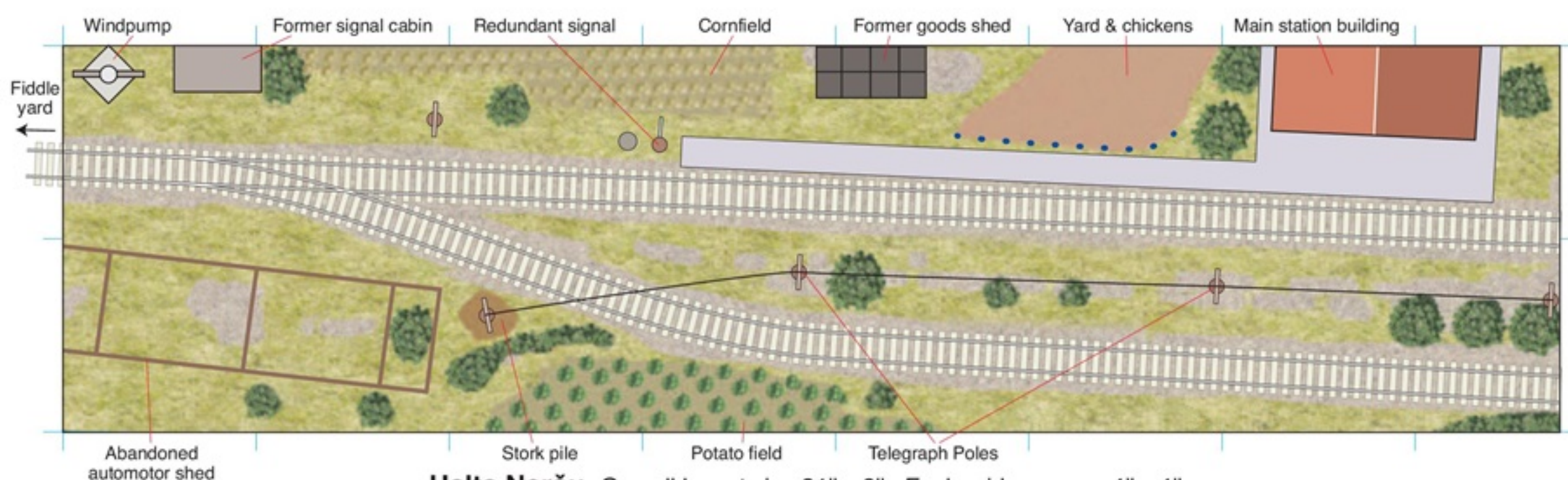
The track layout at the real Nerau consists of a main line and a defunct loop. Much as I would have liked to have included the complete loop, there simply was not space, so I settled for a compromise whereby half the loop is modelled

Above

The diorama is just 31" long but has a spacious feel due to the distant-looking cornfield. The station building features a satellite dish and a poster advertising Romania. The cornfield, goat, chickens, rusty signal, and overgrown track all add to the bucolic neglected atmosphere. Note also the very low platform.

Right

A CFR couchette second is shunted cautiously into the little-used siding.



Halta Nerău Overall layout size 31" x 8". Each grid square = 4" x 4".



giving a short but useful siding. This will accommodate a loco plus a coach or three wagons.

Both the main line and siding end abruptly in the bushes (as in 2005) with no hint of a formal buffer stop on either. Having a sense of the tracks disappearing into the undergrowth was, I felt, advantageous.

Scenery

With only 31" to play with, and the inevitable compression which this entailed, the first task was to draw up a list of essential items. After identifying the required buildings, I looked at the landscape.

Very noticeable was that even in August the grass was mainly green yet there were signs of autumn approaching as evidenced by the yellowing corn stalks and some trees turning brown.

I used Woodland Scenics 2mm static grass in a blend of straw and green shades then followed with Woodland Scenics light green fine leaf foliage for trees and bushes.

Brown briar patch was added for making small areas of brambles then Tasma products dried leaf branches (ref.00937) for making trees of a darker hue.





Left
The DA 060 is glimpsed through the archways of the erstwhile rail motor shed. Note the discarded planks and the spreading vegetation.

The other thing that struck me was that the contemporary railway in real life is very overgrown with the erstwhile loop practically invisible under a veritable jungle of trees and bushes. So, whilst I have included trees and bushes in abundance, I resisted overdoing this as I had to avoid trains being impeded physically or visually.

I was also eager to retain the sense of an empty landscape stretching to the horizon (particularly around the cornfield).

In many ways the cornfield is the stand-out feature of the layout. In this part of Romania, the countryside is covered by huge expanses of cornstalks which have turned straw colour. I therefore used JTT dry corn stalks (ref.95588) and maize plants (Tasma ref.00680) which have been repainted (all 130 of them!) with Humbrol cream colour to eliminate every trace of green. By doing this and packing each stalk into a small space, particularly when set against a blue sky, a very worthwhile illusion of depth can be created.

Background

For the first time on any of my layouts I used a commercial backscene. This is Gaugemaster cloudy sky, but I found that there is enough blue on the sheets provided to suggest a warm day, and in this context it works really well.

Buildings

By the points lies a derelict building, without its roof. Clearly visible from the nearby road on Streetview, this is the former *automotor* shed. I could not resist modelling this (albeit only in part) as it enhances the feeling of abandonment that pervades Nerau. It also acts as a partial view block, obscuring the mixture of track and arrival/departure of the train. The jagged window apertures and doorways with their crumbling brickwork and discarded planks appealed greatly to me. Trees even grow within!

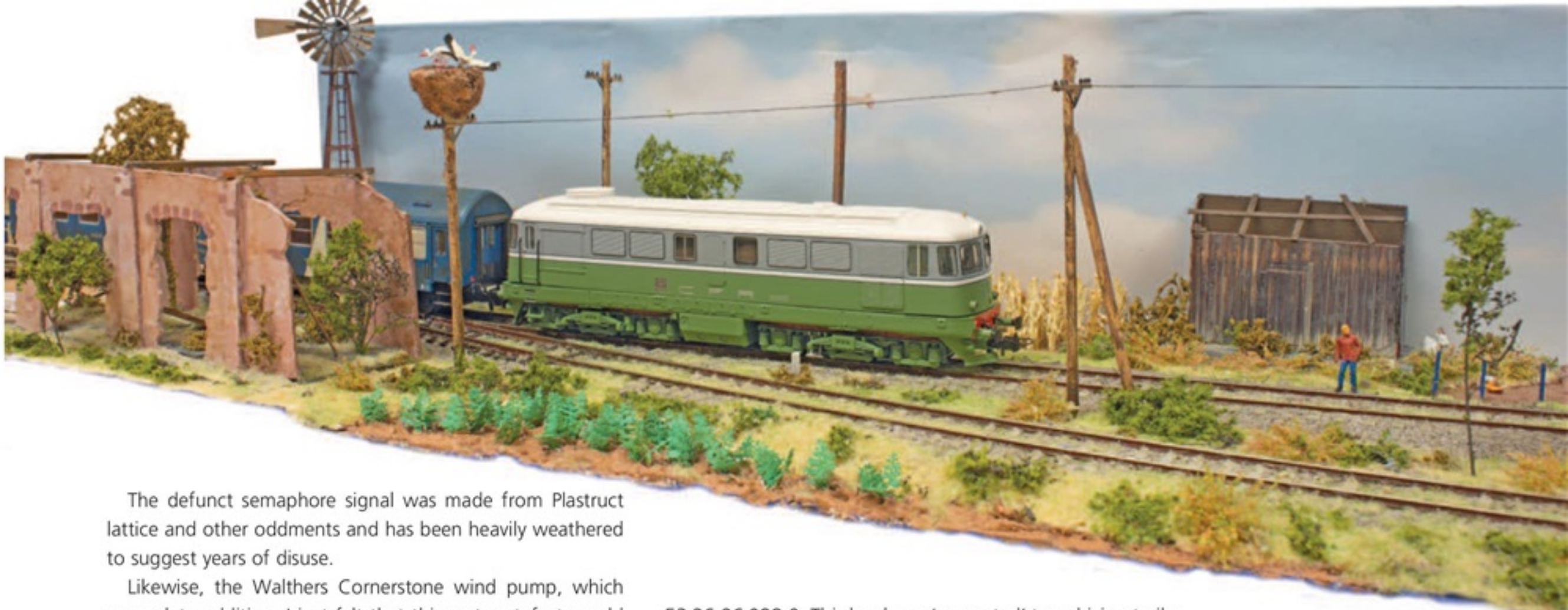
This building is mounted on a flagstone floor base covered in grass. The base is not fixed down and allows the whole building to be lifted out should I need access to the points that are hidden immediately behind.

Alongside the ruined shed is a small field of potatoes (Busch ref.1266)

Telephone poles were studied assiduously as I required the correct type, colour, and position. Each one is a Rix product and was painted with Vallejo 'Iraqi sand' paint then given a mottled effect with a bit of burnt umber. Each pole has a single cross arm which has been considerably shortened. One of the poles supports a stork's nest (Faller ref.151908). A single strand of black cotton is used for the wire.



Above
The DA 060 prepares to depart with a single coach past a small patch of potatoes.



The defunct semaphore signal was made from Plastruct lattice and other oddments and has been heavily weathered to suggest years of disuse.

Likewise, the Walther's Cornerstone wind pump, which was a late addition. I just felt that this rusty artefact would enhance the air of decrepitude.

On line 217 from Lovrin to Nerau the station buildings (despite being listed as halts) are substantial without being overwhelming, meaning that they presented an interesting challenge to model. A halt in Romania normally suggests an unstaffed station (as confirmed by the station nameboard) and it is the same here.

The two-storey building, sadly now empty, grubby, and well beyond its best, is very distinctive and is similar in style to all the intermediate halts on the Nerau branch line. It even features a satellite dish (Bachmann ref.44-534) and a poster advertising Romania.

After studying prototype pictures and assessing proportions, I made a low relief station building from artist's mount board. Window openings were cut out and backed with clear glaze then equipped with window bars. The window recess in the bottom right corner is bricked up.

The paved frontage is Wills sheet (ref.SSMP 221) which forms part of the platform. The remainder of the platform (towards the cornfield) was made by simply extending this paving into a thin strip, thus giving passengers a basic step down, which is in keeping with a wayside halt. With low traffic levels hereabouts just three passengers, all from the Gaugemaster range and hand painted, occupy the platform while in the yard alongside chickens (Preiser ref.14168) roam free.

On top of a small loading bank now surrounded by bushes is the former goods shed. This forlorn structure is now just a tumbledown shell with holes in the roof. For the front and sides, I used Noch weathered timber sheet. The vegetation is represented by MIG small bushes (autumn) which are being eaten by the resident goat (Penduke Models).

The other small building lying opposite the rail motor shed is the former signal cabin. Again windowless, this too was made from mountboard.

Operation and rolling stock

Operation is based on the line 217 timetable applicable in 2005. This shows five trains each way all operated by diesel railcars. As I have no railcars, loco and coach operation is substituted. When short turnrounds are in force, I improvise by using a loco and one double-deck carriage in push pull mode. A class DA 060 diesel by Albert Models of Cluj Napoca runs with Piko double-deck coach # 91 53 0 CFR 50

53 26-26 088-0. This has been 'converted' to a driving trailer by dint of making a dummy control cab from suitably shaped plasticard fixed in place with tacky wax.

At other times the 060 runs with a conventional carriage which is shunt released on arrival. To do this BR360 913-8 is called into action. Slick working is required for which the BR360 is admirably suited. This shunter might seem out of context but similar ex-DB locos were seen in and around Timisoara during my 2005 visit so the presence of this machine is justified.

The three conventional carriages (actually couchette coaches but perfectly acceptable in day mode) are:

51 53 59-50 012-8 wine red

51 53 59-50 026-3 blue with white band

51 53 59-50 016-9 blue

Both locomotives and all four carriages have been made very grimy to match the prototype. I used Tamiya and AIM Products weathering powders.

In between times the BR360 also works the occasional engineering train. The engineering wagons are Hungarian and Czech derivatives overlaid with CFR Marfa (Romanian freight division) markings. Each wagon is heavily weathered with a variety of rust-coloured paints.

As the main line and siding are both grassed, this inhibits the use of track magnets and Kadee couplings. I therefore largely use Roco hook and loop couplings. Stock is detached using a homemade uncoupling tool and I can then set in motion a mini shunting routine.

Conclusion

To have created an accurate Romanian scene in so little space without cramping pleases me immensely. True, operation is limited, but then the slow-paced soporific run-down feel indicative of such a remote backwater is exactly the result I was striving for.

I was concerned at one point that an attempt to model a real place might have foundered – quite the opposite, as the challenges it presented actually spurred me on. The research and planning have been most enjoyable, and the execution even more so.

This is a layout where I have had to modify things, adapt things, use a bit of modeller's licence, and improvise. But having studied the prototype intensely, both the trains and the scenery now exude exactly the right atmosphere for me, and that is what really counts.

Above

This very clean DA 060-002 in Epoch III livery is visiting courtesy of Paul Stanford.

Future exhibition

Saturday 3rd September
North Downs
Model Railway Circle
The Good Shepherd
Church Hall,
Station Approach Road,
Tadworth,
Surrey, KT20 5AE.

Glyn Thomas describes his latest scenic diorama.
*Photographs and drawings by the author,
 unless otherwise noted.*

Maple Hill Mine

Built for a competition and a calendar

As a young adult I was fortunate to see the last steam railway operations at a few British and European collieries and always thought that these presented great modelling opportunities.

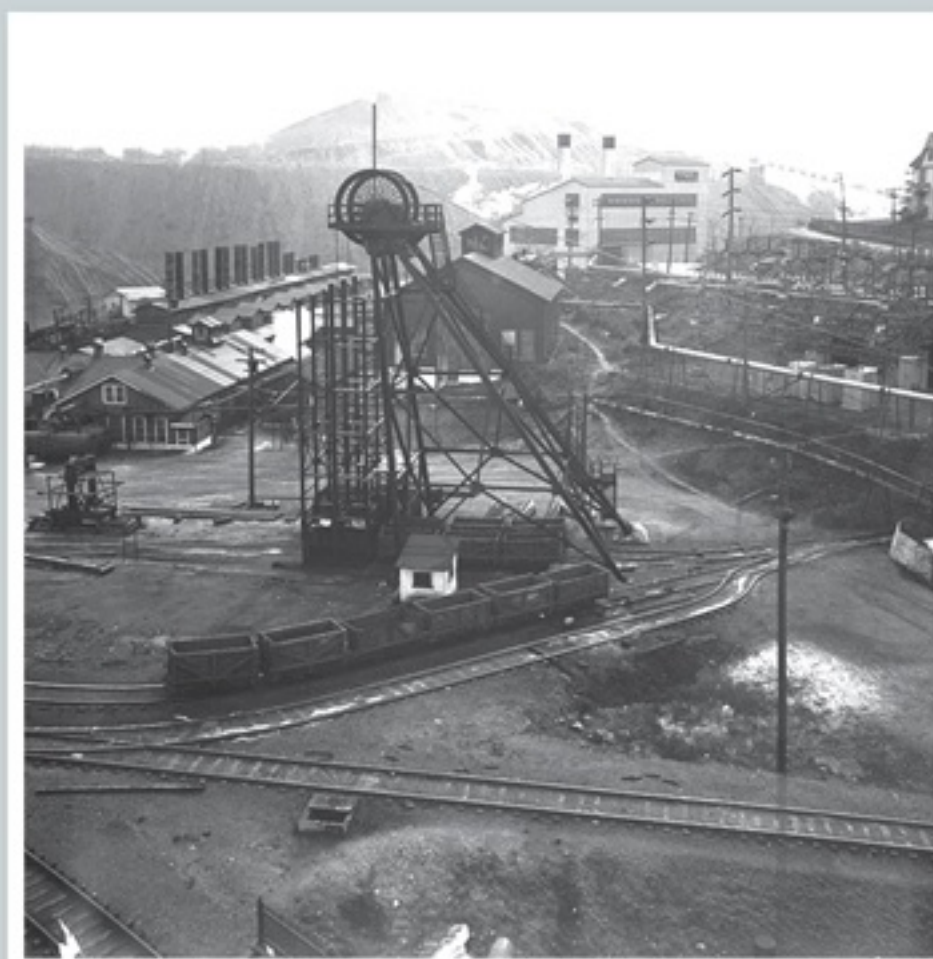
Looking for a new modelling project in 2021, I decided to create a mining diorama that could be used to take photos for the NMRA calendar and be taken to the NMRA Mid-Eastern Region Convention in Baltimore in the Fall. In the longer term, the diorama could be incorporated into my Central Railroad of New Jersey (CNJ) layout that represents the Pennsylvania anthracite mining district.

A mine head frame was going to be an essential feature of the diorama, but I was not sure that these were common in Pennsylvania because they are seldom modelled. This led to an enjoyable period of research into the local mining industry. It turns out that head frames were very common in these mines. In the 19th century, breakers were often located directly over the shaft with a built-in head frame, but this was dangerous because a fire in the breaker would suck air out of the mine.

In the 20th century, the primary head frame was usually located a short distance from

Above
Maple Hill Head Frame.
 Photo: Library of Congress, Prints & Photographs Division, FSA/OWI Collection..

Below
The Mine Scene used for the NMRA calendar.
 It was photographed outdoors with a home-made photographic backscene. HeliconFocus was used to increase the depth of field.





Above
Maple Hill Colliery.
Photo: Library of Congress,
Prints & Photographs Division,
FSA/OWI Collection.



Above right
**A smaller preserved head
frame at the Pioneer Tunnel
Coal Mine and Steam Train,
Ashland, Pennsylvania,
seen on 21st August 2021.**

the breaker, connected via a narrow gauge railroad. In later years, the mine exit was often via a slope to allow longer trains of jimmies (small coal wagons), but shafts with head frames were also present as secondary exits, and to provide ventilation.

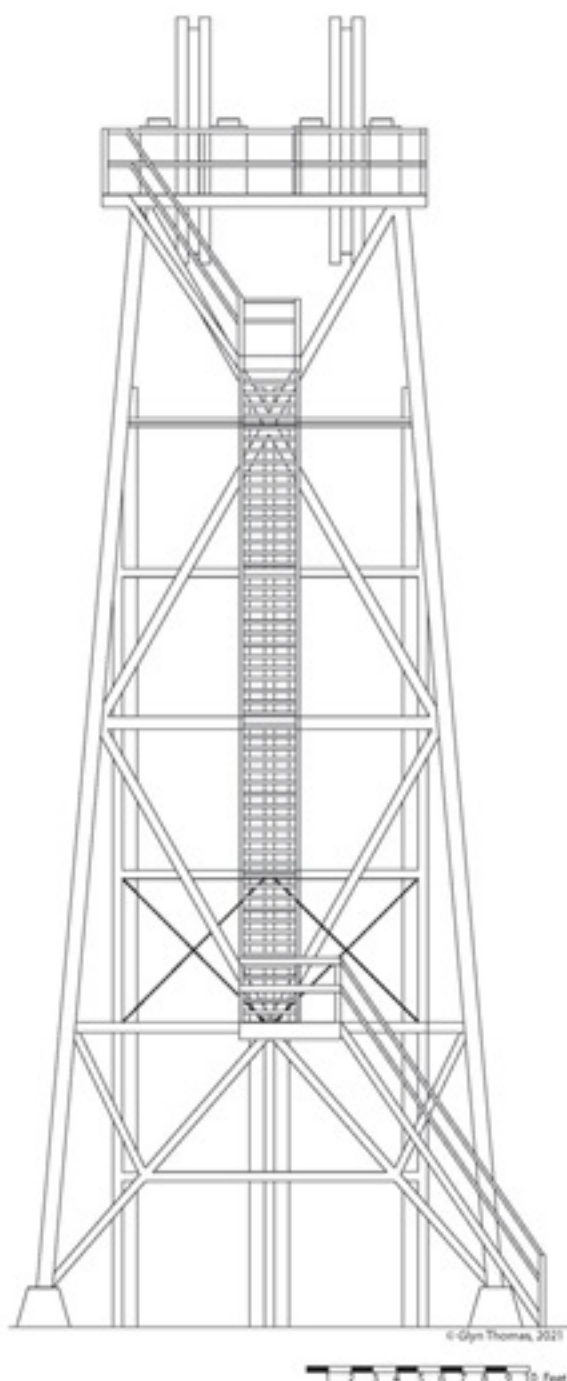
Head frame

The Library of Congress image archive (www.loc.gov/pictures) is a great source of historic photos of America. It includes a sequence of photos taken by Sheldon Dick at the Maple Hill colliery around 1938 showing the head frame and

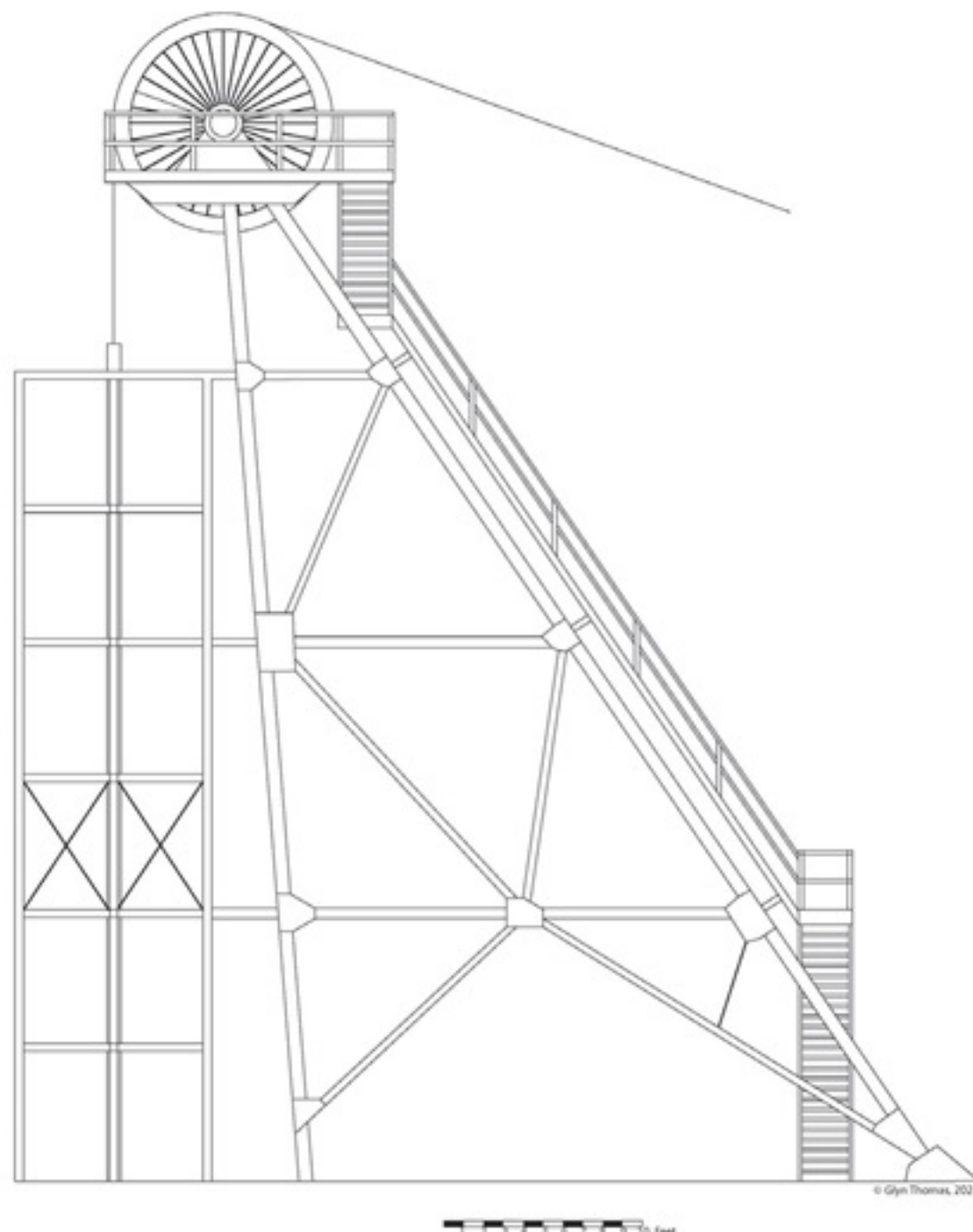
associated structures. Maple Hill was served by the Reading Railroad, which was closely affiliated with the CNJ, so this is a good representation of mines in the area and period I model.

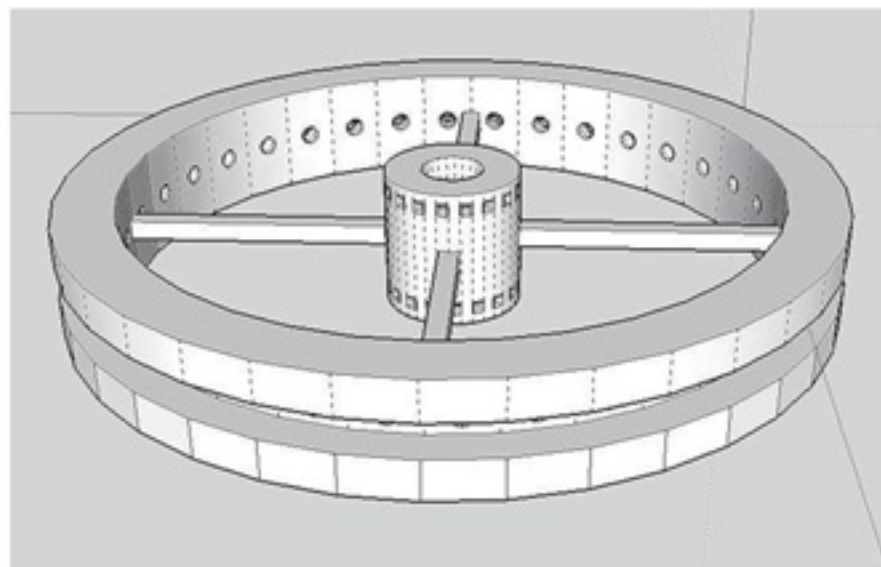
I used the Maple Hill photos to create my own plans of the head frame. Fortunately, there is a side-on view of a head frame from high up, which made it possible to get the general proportions accurate.

I used Evergreen Styrene 'I' section for the head frame itself. This was quite flimsy during construction but strengthened as all the supporting struts were added.



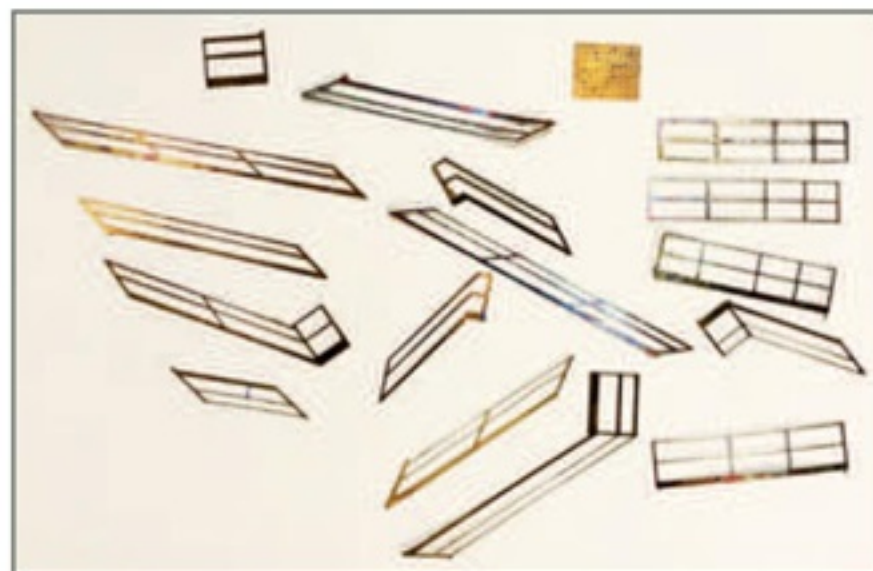
Right
**Plans of the head frame,
reproduced to 1:160 (N).**





Left
Design for the head frame wheel, showing the sacrificial spokes.

Right
Photo-etched railings.



2.5mm 'I' section is used for the main components, with connecting struts of 1.5mm, and a small amount of 1mm on the cage guides. Gussets were cut from 0.5mm styrene on the Cameo cutter and glued at the intersection of the girders. I added rivet detail to the gussets using Micro-Mark embossed decals.



Above
The head frame assembled but as yet unpainted.

The winding wheels posed a singular challenge. I considered using photo-etched parts as used in some British kits but thought that these would be too one-dimensional. Instead, the hub and rim were created as a single 3D-printed object, with four 'sacrificial' spokes attaching them to ensure that they remain aligned. Holes are provided in both the hub and rim for $\frac{1}{32}$ " brass wire spokes. Each spoke was cut to length, then inserted through the rim and attached to the hub. This was repeated until all spokes were attached. Finally, the 3D-printed spokes were cut away.

The head gear was completed with 3D-printed staircases and photo-etched handrails. Decking was provided using board-by-board plywood planks. I also photo-etched lifting gates to prevent jimmies falling down the shaft.

I primed the entire structure with Tamiya spray, and then airbrushed coats of TCP grimy black and a light touch of rust. The structure was dusted with Doc O'Brian's gray and rust powders.

A small control shack was created board-by-board from wood strips with left-over laser-cut windows.

Winding house

The winding house is based on another Sheldon Dick photo. It is a batten and board structure on a concrete base. I created the concrete base from 1mm styrene. The walls are HO scale batten and board wood sheet from Northeast Scale Lumber. I cut windows and a small staircase on the Trotech Laser Cutter at NextFab from $\frac{1}{64}$ " plywood. The roof is $\frac{1}{32}$ " plywood with shingle strips hand-cut from paper.

The base was airbrushed with TCP aged concrete, weathered with AJ Pigments water effects. I pre-coloured the walls with Hunterline driftwood stain, then coloured them with artist's pastels, which gives very precise control of how much of the raw wood shows through the 'paint'. The roof was painted with Tamiya light aircraft grey.

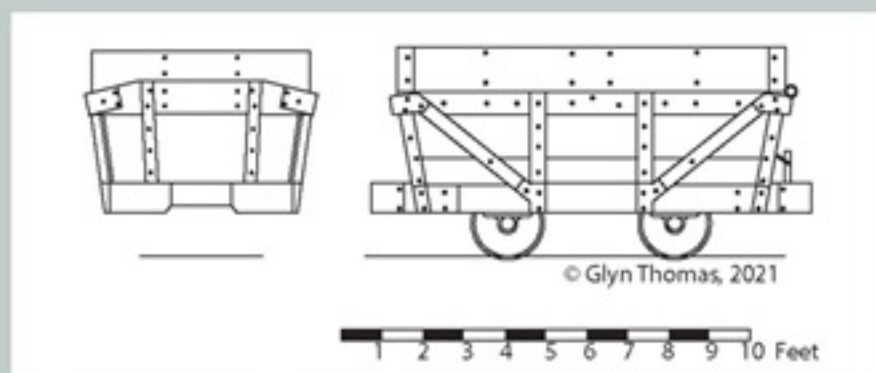
Fan house

An unusually shaped fan house is also visible in the Sheldon Dick photo. These structures contained a huge fan to blow air into the mine shaft. The Hagley Museum and Library (www.hagley.org) has an excellent on-line archive of material from Vulcan Iron Works of Wilkes Barre, which produced mining equipment and locomotives, where I was able to source a diagram of a mining fan. I adjusted the plan to match the photo and created the structure from 1mm styrene.

To weather the fan house, I initially airbrushed the steel upper structure with TCP rust. I then applied AJ Pigments Heavy Chipping solution and airbrushed a coat of TCP grimy

Right
Plan of the mine 'jimmies',
reproduced to 1:87 (HO).

Far right
Joe Works Porter unpainted.



black. Using sticky tape, I was able to pull off patches of the black to expose the rust. I painted the interior of the patches with a darker brown by hand, leaving just a sliver of the brighter rust (an old Dave Rowe trick).

General environment

The diorama was set out on a 2' x 1' sheet of ¼" plywood. An old Peco OO9 turnout was supplemented with Peco N gauge track with alternate ties removed to represent the narrow gauge track. The track was ballasted with Arizona Rock and Minerals N-Scale Yard Mix.

I covered the rest of the surface with Arizona Rock and Minerals Extra Asphalt (a powder that is mixed with scenic glue for application) – this was a bit dark for my taste, so I dusted some yard mix over it to lighten the colour.

I added a small wood yard next to the head frame to provide pit props for the mine. The props themselves are pine branches from the garden.

The primary source of power for the mine would have been a separate power house, and steam pipes were created from ⅛" brass tube with soldered brass wire supports linking to the winding house and fan house.

The lifting cables connecting the winding house to the head frame were made from twine intended for model ship rigging.

Walthers utility poles with wires added provide electric power to the winding house.

A few Sylvan Scale Models car kits, with home-printed PA number plates, provide automotive interest.



Locomotive and rolling stock

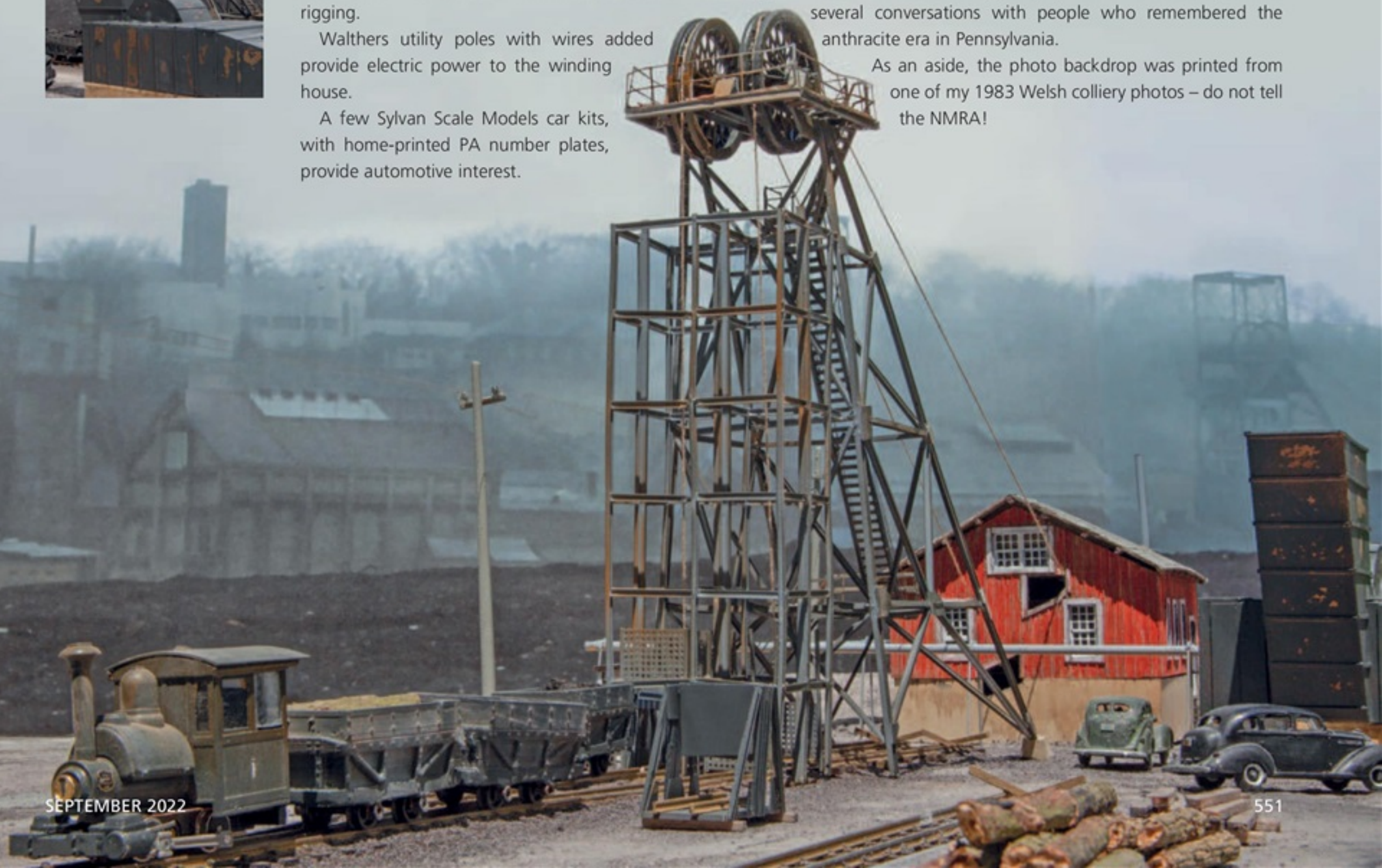
I bought an old Joe Works Porter 0-4-0ST kit from eBay and constructed it to serve as motive power. The prototype would probably have been out of service by the 1940s, so the story is that the regular loco is away for servicing. The loco was quite heavily weathered to support the story.

I designed and 3D-printed jimmies based on prototypes at Wanamie colliery. These have Micro-Trains wheels running in brass tube axleboxes to mimic the very basic prototypes. Some are loaded with Arizona Rock and Minerals coal, while others have pit-props or are empty. I did not have time to fit couplings, but home-made three-link couplers will be used eventually.

Conclusion

A photo of the diorama was accepted for the NMRA 2022 calendar. At the MER convention it received a Merit Award with my highest-ever points and won 'Best Narrow Gauge Model'. It was also gratifying that the model spawned several conversations with people who remembered the anthracite era in Pennsylvania.

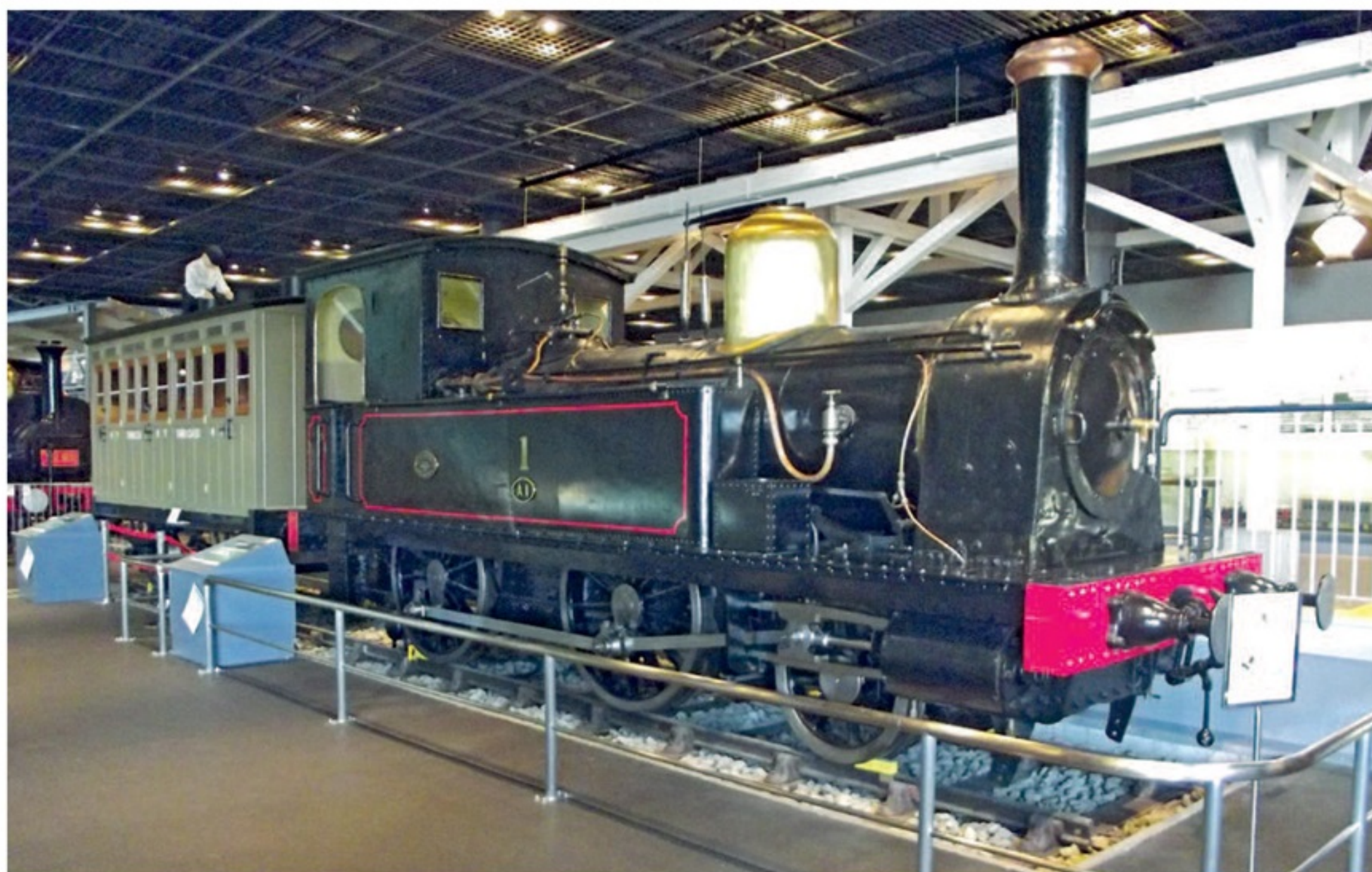
As an aside, the photo backdrop was printed from one of my 1983 Welsh colliery photos – do not tell the NMRA!



Peter Dibben and **Mason Buskirk** offer a brief outline of 150 years of railways in Japan.
Photographs by the authors.

Railways in Japan

Marking a significant anniversary



Travel in Japan changed little from the 8th century until the 19th century when it was decided to modernise. Rail transport was known to Japan through limited foreign contact with the Dutch traders in Nagasaki, and model railroads brought by foreigners such as Yevfimiy Putyatin and Matthew Perry made a lasting impact. The British also demonstrated a steam locomotive in Nagasaki. Saga Domain, a Japanese feudal domain, made a working model and planned to construct a line. Bodies such as the Satsuma Domain and the Tokugawa shogunate reviewed railway construction from Edo to Kyoto via an inland route, but a line did not come to reality before the Meiji Restoration.

Whilst the Emperor of Japan, based in Kyoto, had been the titular ruler of the country, since c.1600 Japan had been effectively ruled by the Tokugawa shogunate, based in Edo.

In 1866 the shogunate proposed a railway from Edo to Kyoto via an inland route, but in 1868 the Meiji Restoration saw the emperor returned as effective leader of the country, relocating his permanent residence to Edo which was renamed Tokyo ('Eastern Capital'). Just before the fall of the shogunate, the Tokugawa regime issued a grant to the American diplomat Anton L.C. Portman to construct a line from Yokohama to Edo, but this grant was not continued by the new regime.

The first railway line in Japan opened between Shinagawa (in Tokyo) and Yokohama on 12th June 1872. The section between Shimbashi and Shinagawa was delayed and full opening ceremonies, attended by the emperor himself, took place on 14th October 1872. This was constructed with British finance and a team of three hundred invited foreigners,

Above
Vulcan-built No.1 was the first loco to arrive in Japan, in 1871. Much rebuilt, it is now on display at the Saitama Railway Museum.

Right
Sharp, Stewart built this 4-4-0 to a Beyer, Peacock design in 1898 for the government railways. It was sold to the private Tobu Railway, becoming their No.39. It is now displayed at the Sagami Railway.



including civil engineers, who were intended to educate Japanese co-workers so that they would become self-sufficient in railway construction, after which they were expected to leave. Service began with nine round trips daily between Shimbashi and Yokohama, each round-trip taking 53 minutes.

At that time, Japan was only just beginning to industrialise after the long period of isolation from the rest of the world. Just about everything for that first line was imported from Britain, including the first ten locomotives which were built by five different manufacturers. The first to arrive in the country was a 2-4-0T supplied by Vulcan Foundry of Newton-le-Willows, who had only been in business for a little over five years.

The industrialisation of Japan and the development of the railway network are closely intertwined. British and other engineers started to train Japanese staff in civil and mechanical engineering. Richard Francis Trevithick, son of Richard Trevithick, reported in 1892 that Japanese workmen had assembled their first locomotive from imported components and made a first class job of it. The first locomotives re-built in Japan by Japanese engineers occurred in 1876 when some 0-6-0 goods engines were converted into 4-4-0s.

Above left
Robert Stephenson 2-4-0T
dating from 1873 was used
on the Kobe – Osaka Line.

Above
2-4-2T No.233 of 1903
is an example of
an early Japanese built loco.





There are several theories why the 3'6" (1,067mm) gauge was chosen for the first railway, perhaps the most logical being that Japan's volcanic topography was seen to be similar to New Zealand where this as the standard. It was during the time when the idea of building railways to a narrower gauge was in great currency after success stories of such railways in Wales and Norway. Edmund Morel, who had experience with this gauge during his time in New Zealand, may have settled on it for this reason. Since then, 3'6" has been Japan's 'standard gauge' with over 90% of the rail network using it to this day. It became one of the world's foremost Cape gauge systems alongside South Africa and New Zealand, achieving some of the most intensive services and high speeds for railways of any gauge.

The 29km of line between Shimbashi and Yokohama was the first stage of a planned route between Tokyo and Kobe. This opened in sections, but delays, due to inflationary pressures, meant that the full 605.6km route, now known as the Tokaido Main Line, did not open until 1st July 1889.

Civil engineering was very important as Japan has a lot of rivers and so needed a lot of bridges. Early bridges were made of wrought iron or steel and imported from Britain and America. Typically, the spans of bridges were extended well beyond the banks of rivers to prevent washouts during flooding. There was also the slight matter of frequent earthquakes to contend with. The Engineer Training College opened in May 1877 at Osaka station and its first graduates were employed on the section on line between Kyoto and Otsu. This included the 665m Osakayama tunnel, the first to be designed and built solely by Japanese engineers.



The first line on Hokkaido, the Horonai Railway, used light American locomotives and the Iyo Railway on Shikoku, the first to use 2'6" (762mm) gauge, bought locomotives from Germany Manufacturers from France, Belgium, and Switzerland also supplied locomotives to Japan.

Steel making in Japan on a large scale started in 1901 when the Yawata iron and steel works opened. Technological capability continued to increase and locomotives built without any imported components appeared from about 1907. Self-sufficiency in terms of design and engineering had been reached by 1910 but high demand sometimes made it necessary to import items.

In 1892, the Railway Construction Law was passed. This gave provision for constructing a network of government-owned trunk railways throughout Japan (except Hokkaido, which was covered by a later law, in 1896.) This was subsequently modified by various amendments which changed routes and added new lines.

While British engineer Edmund Morel supervised the construction of the first railway on Honshu, private railways were also being built, particularly on Hokkaido and Kyushu; some of these were small concerns built to carry coal to ports. American engineer Joseph Crawford supervised construction of a coal mine railway on Hokkaido in 1880, and German engineer Herrmann Rumschottel supervised railway construction on Kyushu beginning in 1887. All three trained Japanese engineers to undertake future railway projects. Shikoku was relatively resource-poor and has always had fewer railways than the other major islands, with the only major ones being found near the ports of Takamatsu and Tokushima. Honshu had both private and public railway lines, which often began in Osaka and Tokyo and radiated outwards to other major urban centres, whereas private and resource extraction-oriented railways were more commonly found in Kyushu, Hokkaido, and Shikoku.

The first use of electric traction came in 1898 with the opening of the Nagoya Electric Railway, the first of many electric tramways throughout the country.

The 1906 Railway Nationalisation Law brought seventeen privately owned lines under government control. These were routes considered to be a valuable part of the trunk network envisaged by the 1892 law. They included some extensive systems, for example the Kyushu Railway (Mojiko to Yatsushiro, 717km), the Nippon Railway (Tokyo to Aomori, 1,384km). and the Sanyo Railway (Kobe to Shimonoseki, 667km).



Left
Japan Government Railways
4-4-2T No.1080
built by Dübs in 1901,
now at Umekoji museum.

Right
This diesel-powered replica
of No.1 on the Iyo Railway
in Matsuyama, based on a
Krauss machine of 1896,
was built in 2001
by Niigata Engineering.

Far left
An early third class coach
from 1880 displayed at the
Saitama Railway Museum.

Left
Ha4995, an early example of
locally-built coaching stock
dating from 1893.



Lines considered to serve purely local needs were allowed to remain privately owned. A Light Railway Law of 1910 introduced a set of standards between railways and tramways to enable local lines to be built cheaply to aid local development. These allowed a minimum gauge of 2'6" (762mm) and very light rails. Some of these light railways were among the first to experiment with internal combustion power.

The 1922 Railway Construction Law updated the 1892 law and added more lines to open up access to rural areas.

In 1926 the Ministry of Railways decided to change all the screw-link couplings and buffers, characteristic of the first stock imported from Britain, to American-style automatic buckeye couplers, to allow longer, heavier trains. This was accomplished virtually overnight. Every wagon had its new couplers placed inside beforehand, so that wherever it might have unpredictably wound up, depending on shipping needs, it could be changed on the due date. This transition to automatic couplers made the news in contemporary railway publications worldwide.

For Japan, war started in 1937 against China, and by 1941, when war with the western Allies was declared, much of the Japanese economy had already been put on a war footing, including the railways. Many of the private railways were either amalgamated or nationalised. The Kammon Tunnel between Honshu and Kyushu opened in 1942 and it was about this time that the idea of a 'New Trunk Line' from Tokyo to Shimonoseki was conceived to aid military movements. Bombing caused much damage to bridges, tunnels and stations, as well as rolling stock.

Japanese National Railways

After the war, the railways remained under the Railway Board of the Ministry of Transport but with the Allied Occupation Forces determining overall policy. Special coaches were designated for use by occupational forces and some special trains were run. As part of the reforms implemented by the Allies, the nationalised railways were reorganised into a public corporation and Japanese National Railways (JNR) was born on 1st June 1949.

Below
2'6" gauge loco built for
the Atami Railway in 1903
on display outside
Atami station.





Above
Standard C11 2-6-4T No.227
preserved and in use
on the Oigawa Railway.

Left
Lightweight 2-6-0 C56 160
on passenger duty at the
Umekoji Museum in Kyoto.

Above right
Type 103 standard high
powered suburban EMU
introduced in 1963.

Right
ED11-2 at the SCMagLEV
and Railway Park, Nagoya.
This loco was built in 1923
by Westinghouse in America
for use on the Tokaido line
which was being electrified
in the Tokyo area.

Far right
ED18-2 was built in the UK
by Dick, Kerr in 1923 but
re-equipped and re-gearred
by JNR for freight
on steeply graded lines.



Above
C61 2, a 4-6-4 built in 1947,
also at Umekoji.

Above right
C58 363, a 2-6-2 built in 1944,
on the Chichibu Railway.



The extent of electrification of the pre-war government railways was limited but several of the lines taken over were electrified, and electrification of trunk lines was promoted. Some steeply graded sections came first, with the Joetsu Line electrified by 1947. The Tokaido Line was fully electrified by 1956.

Initially electrification was at 1,500V DC but the advantages of higher voltage alternating current were being recognised

worldwide and 20kV AC schemes were implemented, starting with the Joban line in 1961. Because there were many existing lines using 1,500V, multi-voltage locos and multiple units were (and still are) required to run across the boundaries.

Because Japan's electricity network uses different frequencies (50Hz in the east and 60Hz in the west), the stock had to follow suit. Locomotives equipped with transformers able to operate with both frequencies became available from 1968.

Although electric locomotives were initially used on the newly electrified lines, the low permitted axle loads on most railways meant that the advantages of multiple unit operation were soon recognised. Long distance express EMUs were introduced to the Tokaido line as early as 1958, enabling an increase in maximum speed from 95 to 110km/h. The opening of the standard gauge Tokaido Shinkansen in 1964 initially provided speeds of up to 200km/h.

During the post-war period, roads were improved and new roads were built. This provided increased competition to the railways, especially rural lines, and many local and light railways closed during the 1950s and 1960s. However, the planned network of lines outlined in the 1922 law were still being built. In many cases politics was involved and the envisaged through routes became branches terminating at political boundaries. JNR realised that many of these new lines would be unprofitable and was not in a hurry to build them!





Above

Early Shinkansen designs are now museum pieces at the SCMagLEV and Railway Park, Nagoya.

From right to left: original 0 Series (1964, 220km/h), 100 Series (1985, 220km/h), 300 Series (1992, 270km/h), all used on the Tokaido Shinkansen line.

Left

To provide local services on the 'Mini Shinkansen routes', JR East has Series 701 EMUs on standard gauge, seen here on the right at Morioka alongside the 1,067mm version.



Privatisation

JNR had been losing money for many years and eventually privatisation was decided upon. In 1987 the JNR network on the main island of Honshu was divided into three geographical companies: JR East, JR Central, and JR West. The three smaller main islands each had their own company: JR Hokkaido, JR Shikoku, and JR Kyushu. A seventh company, JR Freight, took over all freight operations and paid track charges to the six passenger companies. The JR Group companies also took over the Shinkansen lines in their areas, though JR Central took over the original Tokaido Shinkansen from Tokyo to Osaka even though much of the route was outside their area.

Even before privatisation was considered, JNR had identified eighty-three rural lines for closure. Between 1987 and 1990, forty-five of these were replaced by bus services and the other thirty-eight were handed over to local government and private operators, often referred to as the Third Sector. In a few cases these Third Sector companies completed lines that were still under construction.

Among the final JNR projects were new links between the main islands which opened shortly after privatisation in 1988. The road and rail Seto-Ohashi bridge linked Shikoku

Left

The Sanriku Railway was one of the first 'Third Sector' lines to be established. It was badly damaged in the 2011 tsunami, and full restoration took until 2014. This is the northern depot at Kuji.





Above
Class 681 160km/h express EMU used on JR West's
'Thunderbird' services between Osaka and Kanazawa.

Right
E3 series standard gauge Mini-Shinkansen approaching Shingo.
The second track has remained 1,067mm gauge
and is used by trains taking a different route,
such as the diesel railcar from which this picture was taken.



and Honshu and the Seikan rail tunnel connected Hokkaido and Honshu. Both of these new routes were built to enable conversion for future use by the Shinkansen.

JNR recognised the competition for freight from road and coastal shipping and developed container wagons that could carry more and run faster. In the 1960s the standard container wagon carried four 12' containers at up to 85km/h. New designs built from 1971 could carry five 12' containers at 95km/h. After privatisation, JR Freight continued the improvement process and introduced new wagons that had two sets of mountings to carry up to five 12' or three 20' ISO containers at up to 110km/h.

Right
Modern type koki107
bogie container wagon
capable of carrying both
20' ISO containers and small
Japanese 12' containers.





Left
'Train Suite Shirakami'
 is the JR East
 luxury tourist cruise train.
 The ten cars accommodate
 up to 36 passengers.
 You do not book, you apply!

Right
 New technology 1.
 Battery electric EV E301-1
 recharges its batteries
 from a short length
 of overhead during its
 layover at the Karasuyama
 branch terminus.
 This is also an example
 of recent front-end design.

Below left
 Modern freight power –
 EH500-5 is a 4MW AC/DC
 multi-voltage Bo-Bo+Bo-Bo
 locomotive built in 2000.



The JR companies faced competition from private rail operators especially around the main conurbations and soon set about updating their fleets. Each JR company went its own way and steadily replaced the relatively standardised stock – a process which is still ongoing and much appreciated by rail enthusiasts! New stock, particularly longer distance limited express stock, was designed to attract attention and new custom. Speeds on the conventional 1,067mm gauge lines have also been increased and there are a few sections where 160km/h is permitted. JR Hokkaido and JR Shikoku have increased speeds by introducing tilting diesel units for their express services.

Suburban stock with 20m long stainless steel bodies with three or four sets of double doors each side is effectively standard. However, the cab end treatment has given designers great scope for individuality. Inside the cars passenger information systems are increasingly becoming more sophisticated.

Relatively few lines have been closed since privatisation but several new lines have opened, to serve airports and increase capacity by providing alternative routes.

Promotion of local transport links has been encouraged by grants which encouraged development of novel transport systems which in Japan have the same legal status as railways. Monorails and rubber tyred guided systems have been built. Typically, these are short lines to serve new developments or provide new capacity in urban areas.



Subway systems in the larger cities have been expanded both by building new lines and extending existing ones. A feature of many subway lines is through running with surface railways at either end. One of the new lines in Tokyo was innovative in using linear induction motors for traction.

The JR companies have had mixed fortunes. The three on Honshu are profitable due to the dense urban traffic and the Shinkansen. Perhaps reflecting the competition, they did not increase fares for many years after privatisation. It was a different story for the island companies which depend on subsidies and have not yet been floated on the stock exchange.



Above
New technology 2.
Magnetic levitation transit system 'Limino' opened for the Expo in Nagoya in 2005.

Below
JR Hokkaido Kiha283 tilting diesel multiple unit used on express services. 'Furico' means pendulum.

The Shinkansen network has continued to grow, and having reached the islands of Kyushu and Hokkaido is now operated by five out of the six JR companies. As the network has grown new types of trains have been introduced, and here too speeds have increased with some sections now covered at up to 320km/h. Some of the extensions used conventional routes regauged to standard gauge (1,435mm). While speeds are lower on these sections (130km/h maximum) these 'Mini Shinkansen' lines give the advantage of through running and have attracted new traffic.



Iain Hunter adapted a proprietary kit with 3D-printed parts for use on his *Broadford* layout. The layout is due to be at the exhibition at STEAM in Swindon on 10th & 11th September. Photographs by the author.

V/Line PH power van

Substitute head-end power for loco-hauled passenger trains

By the 1980s, the front-line passenger stock of Victorian Railways (VR) was all fully air-conditioned coaches requiring an external electrical supply. The locomotives usually rostered for passenger duties were by then equipped for head-end power to provide the necessary electrical services. However, in the event of a loco failure, it was not always possible to find an alternative with head-end power. This obviously meant that the train would have no air-conditioning or electrical supplies. To get round this problem, in 1984 VR converted and upgraded three obsolescent freight vans to act as substitute power supplies by fitting Cummins diesel generators and high-speed bogies. The corrugated roofs were replaced with sheet metal. The vans were coded PH and numbered 451, 452, and 453. They were converted from VLPY louvre vans 139, 140, and 142 respectively, and appeared in a grey livery. PH451 had Super Service bogies fitted by 1995, PH452 sometime between 1991 and 1995, and PH453 in mid-1995. These vans are all still in service on the broad gauge, in a plain dark blue livery. In late 2009/early 2010, PH454 was converted from DN 404, and painted grey with a white stripe.



Above
PH453 soon after conversion in c.1984, in grey livery and on the original bogies. Photo: Peter Vincent.

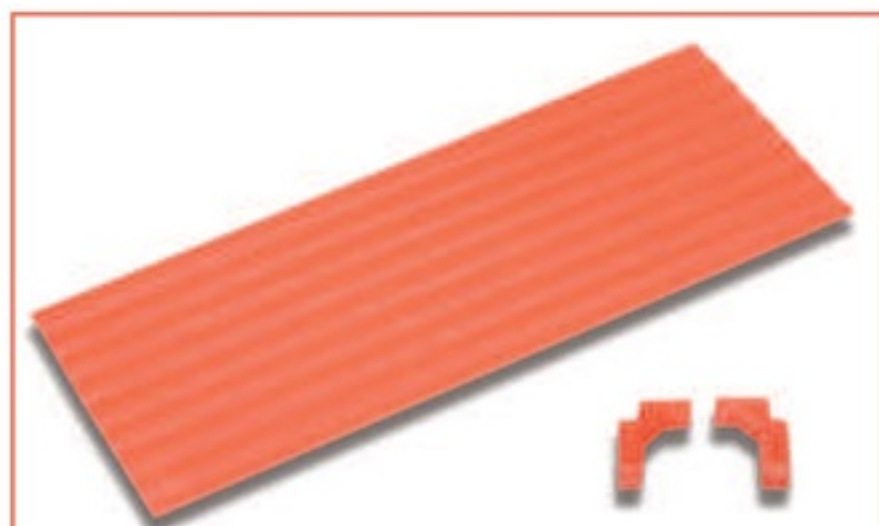
In order to replicate such situations on *Broadford* I needed to acquire or build at least one of these vans. Ready-to-run models had been produced but were generally in short supply and sold out in the paint scheme that I needed. I was aware that resin kits of the donor vans were available, if I could find one to convert, and the bogies were also readily available as spares. In the event, one of my operating crew said that he had two kits and bogie sets which I could buy if I wanted. One was part built – he had started the same project himself – the other still a bag of parts. A deal was quickly done and I had the means to build two vans and provide both my passenger sets with emergency power.

The prototype conversions had involved not only fitting the generators and associated cables and the upgraded bogies, but also new steel doors and sheet metal roofs.

The kits did not include these latter items although my friend had made a start making replacement doors and a roof for the part-built model. But it seemed to me that with two to make there must be a better way than scratchbuilding the extra parts needed.



Left
PH452 power van in blue at the Southern Cross Maintenance Depot, Melbourne, in 2011, on high speed freight bogies.



Above

Part of the roof as 3D-printed, and 3D-printed master switch boxes to be used on a second model instead of the built-up plastic versions on the first model. The roof was printed with slots to make bending it to shape easier.

I already had four vans awaiting repainting that had suitable doors but unfortunately the surplus doors from the kits were never fitted to that type, so swapping the doors was a non-starter. Driven by the success of my coach conversions (see CM June 2020), I decided to see if I could use 3D printing not only for the doors but also the roofs and external boxes.

Designing everything proved relatively easy, especially as I could use the doors on the re-paint vans as patterns for the design of my 3D versions, so it was just a case of how the items printed that would prove the concept or not.

In the event, the doors required very little finishing other than a coat of primer to provide a smooth surface and most blemishes disappeared once the door catch mouldings were glued in place. Some ripples can be seen, but at normal viewing distances they are not obvious.

Building the first van was relatively easy, as all I had to do was remove the existing plastic doors and roof and substitute my 3-D printed versions.

New door tracks made of plastic bar were installed first, the top rails each one piece of 1mm x 0.75mm fitted thin side showing, the lower rail two layers of the same but long side showing to allow the rail to run across the side struts of the van.

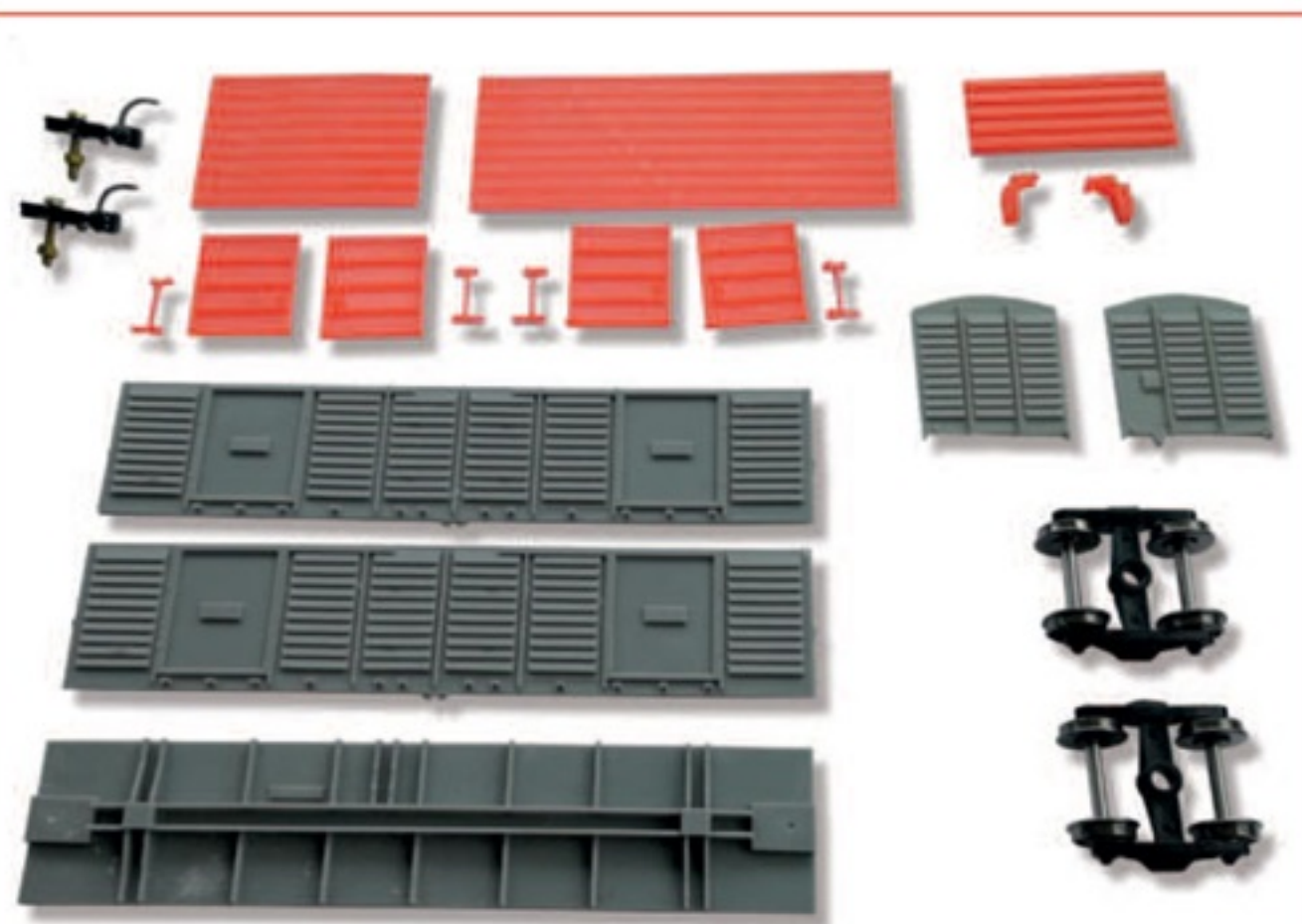
The doors, with their latches already in place, were then glued over the moulded openings in the van sides.

I was concerned that the new roof, although printed with grooves to allow curving to the roof profile, would not bend uniformly so I filled the area above the van sides with layers of 1mm plastic sheet which I filed back to match the profile of the ends. The roof was then taped firmly to this former using masking tape and the whole unit held under hot running water to soften the cured filament and then cold water to fix it in shape. This process was then repeated to fix the shape of the generator access hatch.

As I was not sure how the roof would react if fitted by itself and only glued down the sides and ends, I decided to glue the former into place before I fixed the roof and hatch.

Right

The underside, showing the double-acting brake cylinder and linkage, and the cylindrical air reservoir.



Above

The parts for the second build laid out with the new 3D-printed doors and door catches, roof, diesel generator engine access hatch, and master switch boxes.

Below

Right-hand side from the generator end.



Above

Left-hand side from the diesel engine exhaust opening with the ratchet brake lever beyond the coupling.



Before doing that, I placed all the parts of the van, the bogies, and the couplings, onto my digital weighing machine to check the overall weight and then glued in enough 'fluid lead' into the body to bring the total weight up to 100gr. That is heavier than is normally recommended for HO models, but meets the 25grams per axle standard that I have used for all my stock since my 4mm modelling days.

With the roof former, roof, and hatch glued in place, I turned my attention to the diesel generator roof exhaust port. As I did not have any plans, I resorted to guesstimating the size from photographs of the prototype that I had managed to find on-line. The port was made using 4mm x 0.75mm plastic strip cut to size, and with the base of each end filed to match the roof profile. Once that was securely in place, I drilled and filed out the roof and roof former underneath to leave an opening through to the van interior.

End details, the cable outlet covers and cable stowage sockets, made from plastic bar filed to shape, had been fitted by my friend, so all I had to do was add dummy cables and brake hoses made from 0.5mm brass wire bent to shape to both ends and a ratchet brake lever from the Steam Era Models range of injection moulded parts to the correct end.

Some underframe details from the Steam Era Models range had also been fitted already, so I restricted my efforts to (what I assume is) the emergency cut-off switch box, various bits of wire to represent the brake rodding which can be seen when the van is on the track, and 'number boxes' at the left-hand end of each side made from 0.25mm plastic sheet.

Before painting, I brushed the roof and hatch cover with layers of acrylic paint, rubbed back between each coat, to smooth out the surface. This took some time and is probably the only negative factor in my decision to 3D-print the roof.

For the period of the layout, these vans were painted grey, so with the roof smoothed I gave the model a coat of Plasti-Kote grey spray primer and then brush painted the underframe details with some exotically named acrylic black paint from the Games Workshop range. The photos showed that the emergency cut-off box was painted red, so that was also brush painted using an equally exotically named red from the same range!

Lettering and numbering were then added using transfers that I produced myself on my PC using Microsoft Visio, and the whole van was dusted with flat matt varnish from the Army Painter range. The van should have the V-Line logo on



Above
Left-hand side from the generator end.



Above
Right-hand side from the diesel engine exhaust opening end with the ratchet brake lever on the near side.

the left-hand door each side but they are beyond the capability of my version of Visio to produce, so for now the van remains unmarked until I can find transfers of the correct size.

Final tasks were to fit Kadee No.5 couplings to each end of the chassis and Auscision Super Service bogies to the bolsters. As I use 18.2mm track to represent 5'3" broad gauge, the bogies were modified to accept EM wheelsets made from Alan Gibson 10.5mm diameter wheels mounted on 25mm axles from the same source.



Above and right
The painted model.





Andrew Cullum describes his 'souvenir' layout, inspired by articles in CM which prompted visits to the area. *Photographs by the author.*

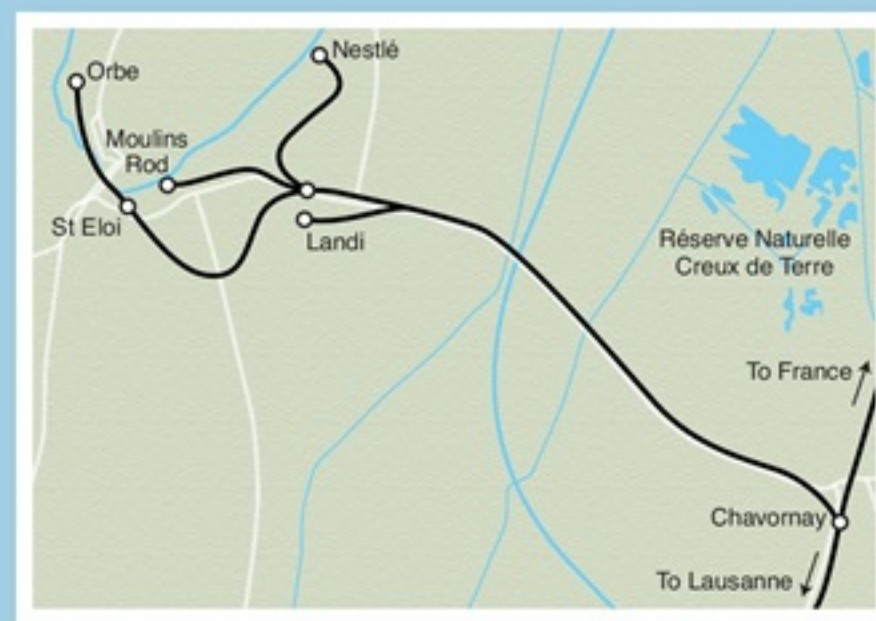
Orbe

In the French speaking part of Switzerland

I was saddened to read in the January 2022 issue of the passing of Alan Pike. Although I never met him, through his articles in CM in the late 1980s I became inspired to visit Switzerland and later create a Swiss layout in N. His articles were most informative, enjoyable to read, and accompanied by lots of useful photos of the locos, stock, stations, and general railway operations. He introduced CM readers to a

series of lesser known minor railways which operated with small tram-like railcars in and around Lake Geneva. One example was the Nyon – St.Cergue –Morez which operated through the streets of Nyon up into the mountains, past ski slopes and on to the French border. The line used an *automotrice* and trailer.

Below
The castle, town, and
station.





Another, and my favourite local line, was just under 4km long and ran from Chavornay, a junction on the main line from France to Lausanne, to the town of Orbe. This was standard gauge and electrified from its opening in 1894, the first electrified standard gauge railway in Switzerland. It was initially operated with an overhead power supply at 600V DC, later increased to 750V. Since 2001 the line has been operated by the Transports Vallée de Joux – Yverdon-les-Bains – Ste-Croix (TRAVYS). In 2017-18 the line was to be modernised and upgraded to handle longer trains, with electrification changed to the standard SBB 15kV AC.

Local industry includes Nestle, Landi, and a factory known as Moulins ROD, all of which were rail connected and generate much freight traffic from sidings beside a wooden intermediate chalet halt called Les Granges.

Alan's articles created such a vivid impression and enthusiasm for the line that in 2002 when we were staying at Villars above the Rhône Valley my wife and I were prompted to drive from our hotel to the town of Orbe, about 60 miles away. Perched impressively on a hilltop, it is not classic mountainous Switzerland but it is surrounded by attractive rolling hills. We found the station terminus at the foot of the town so passengers do have to walk up onto the ramparts to access the church, castle, shopping streets, and cafés.

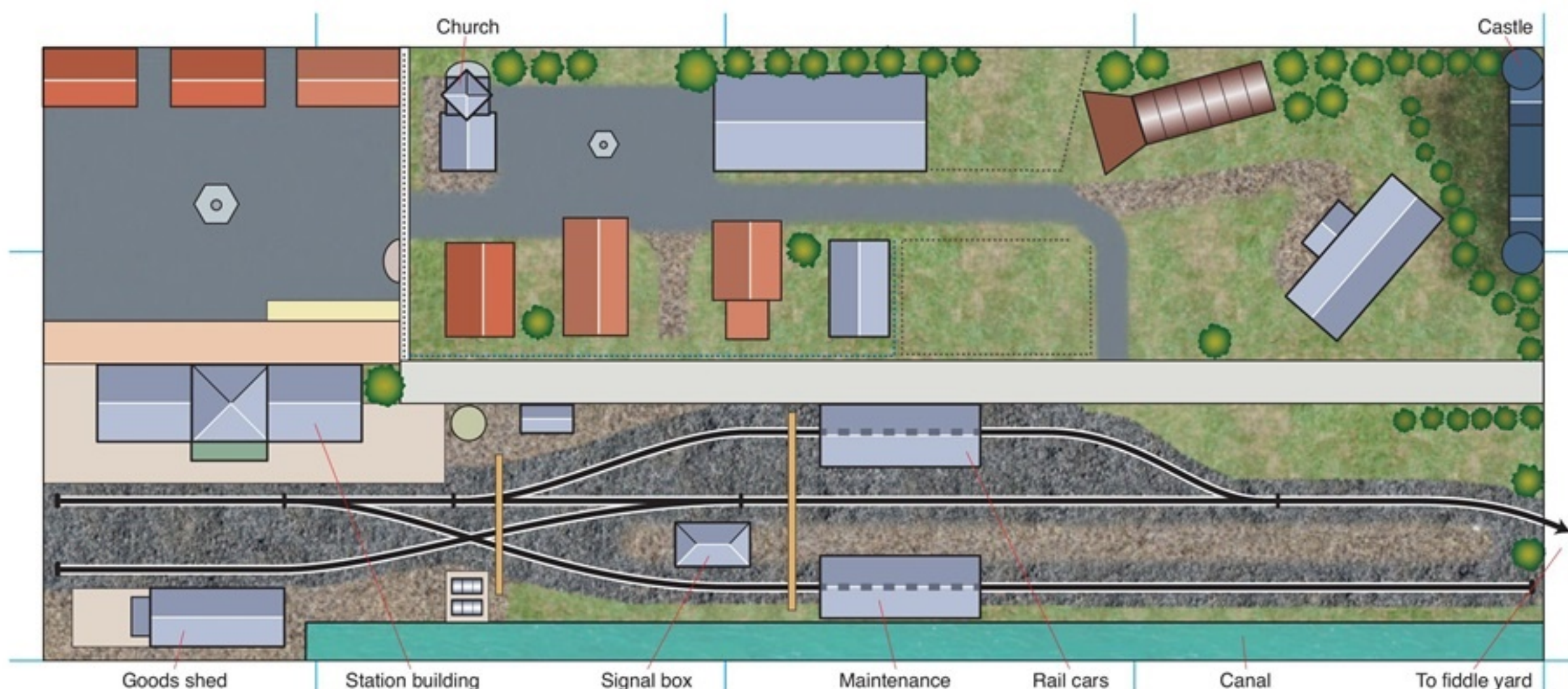
The line is mainly single track and curves gently downhill from the station, past a chalet halt called St.Eloi, through the ramparts, then straightens up beside the industrial complex past Les Granges and on to meet the main SBB CFF line at Chavornay.

Passenger services then were still occasionally operated by *automotrice* No.12 which was delivered to the railway in

Above
The 1915 *automotrice* ready to leave Orbe for Chavornay.

Below
Four-wheel Stadler railbus leaving Orbe with the 1915 *automotrice* awaiting its next turn of duty.





Orbe Overall layout size 1100mm x 450mm approx. Each grid square 300mm x 300mm.



1915! A Stadler four-wheel railbus in orange & white livery operated most services, travelling back and forth to connect with main line trains at roughly hourly intervals.

Having visited the real thing, a model just had to follow! The Mark 1 layout was N gauge designed as a circle and spiral and worked well enough, but it did not really capture the atmosphere and operations of the real thing, though it did provide a suitable backdrop for railcars, locomotives, and rolling stock.

When we visited, the company livery was cream/white and orange, and various models were purchased over a period of time. They were altered and repainted to represent as closely as possible the stock which was there in 2002.

My favourite was the 1915 *automotrice* which was made by enlarging the windows of two modified Bachmann American trams. These were then joined, re-roofed, and painted in the orange & cream livery. This composite body was then mounted on an old Bachmann PC railcar split frame chassis, a heavy item which clangs and rattles along just like the real thing. Finally, a proper pantograph was added.

I used a Tomix railbus as the basis for the Stadler railbus. It runs brilliantly and really looks the part with its overhead pantograph and orange & white colouring.





Above
Some of the motive power
of the Orbe – Chavornay.

Loco No.2 on the OC was designed by SIG for lighter shunting and freight work. This 0-4-0 overhead electric shunter was adapted from a Roco diesel, which now has the characteristic long cab roof but still needs the appropriate pantograph.

I obtained a Fleischmann 0-6-0 diesel shunter which was repainted to look similar to the Thyssen-Henschel No.3 diesel that was powerful enough to be the mainstay of the OC freight operations.

The OC seems to keep its old locos in reserve. I particularly liked No.32, a four-wheel electric built in 1902 which was yellow when I saw it but I believe was previously dark red. Micro Ace produced a beautifully detailed model of a Japanese four-wheel prototype that was uncannily similar to the OC vintage loco. I planned to repaint it, but so far I have not had the courage to do so.

Rolling stock is based on what I have seen in photographs and from my own personal observations. I use a couple of

Left
The station and goods shed.



Left
Vintage electric No.32
of 1902 positions
the restaurant car
beside the river.

Right
0-6-0 diesel shunter
arriving with freight
from Les Granges.



tank wagons, two or three vans, and an Interfrigo long wheelbase van. These are taken from the goods shed, between the white sheds, along the track, disappearing off-scene where they are added to longer freights at Les Granges.

In 1994 the OC purchased a restaurant car from the SBB which was to be used for corporate events, lectures, lunches, dinners, etc., marketed under the title *La Thiolleyre*. Subsequently it was given the white with orange striped décor it has today. Part of the package was to travel and park in an appropriate location, often hauled by the vintage four-wheel electric No.32. The coach was passed on to the RVT-Historique association in 2007.

Swiss enthusiasts are very keen on railway restoration, so at the end of one of the sidings I have created a scene with an old steam loco being repaired, along with a four-wheeled coach which probably dates from 1894 when the line opened. The real thing is still on the *Rive Bleue Express* preservation project running from Évian-les-Bains over the French/Swiss border to Bouveret.

In 2016 we moved to a smaller house and the original layout would not fit in the available space, so it was inevitable that a Mark 2 would have to be designed.

In the April 2013 CM, an article by Michael Farr entitled *Orbe – almost timeless* appeared with colour photos plus the odd black & white insert from Alan Pike's earlier feature for comparison. It included a plan of the track layout with station, goods shed, maintenance repair shop, and railcar

shed. It showed the single track main line passing between these two sheds on its way towards Chavornay.

These days I have a rather shaky hand and find N gauge tracklaying difficult, but a glance through the Peco Sctrack N Gauge Planbook provided the perfect answer – Plan 24 is an almost exact copy of Orbe. Four points, a crossover, and the recommended pieces of Sctrack were purchased from B&H, our local model shop in Lincoln, and soon Orbe the model began to live again!

The baseboard is a single piece of MDF 110 cm by 45cm. This is at river level, so the track is raised slightly above. The ramparts are higher again, showing a residential area which then gives way to a farm before the landscape rises to a more distant hotel and castle. The backscene is of rolling hills and distant buildings and is by Gaugemaster.

Most of the buildings are kits by several continental manufacturers – Heljan, Faller, Kibri, as well as Peco and Grafar suitably modified. The white maintenance and railcar sheds, which are so characteristic of the real place, were conversions from Peco loco sheds, with modified roofs. The main problem was height, as they had to be raised to admit locos with pantographs. All the buildings are plastic – I feel that all plastic or all card (which I am using on my latest layout) seems to look right, but a mixture of the two does not quite do it for me!

I would be content with all this, but my wife comes to exhibitions with me and buys figures, animals, and road vehicles. These enhance the layout tremendously – a few folk sat having lunch in the park, campers on the hillside, cows around the farm, station passengers on the platform and track maintenance crews on the line. Outside the station in the square the yellow Post Bus awaits the next passenger arrivals.

Beyond the scenic part of the layout the track veers off, curving at right angles onto a separate detachable fiddle yard.

Wiring is very simple, with feeds from each end of the layout.

Above
The 0-4-0 shunter pulls
La Thiolleyre restaurant car
from the maintenance shed.

Below
Relaxing in the countryside.





Above
The 0-6-0 diesel shunter with a train of tankers ready to set off for Chavornay.
Below
Vintage stock under restoration, with the hotel and castle in the background.





N

German E63 electric new from Hobbytrain



In 1934 the Deutsche Reichsbahn Gesellschaft (DRG) ordered small electric locomotives for shunting with a C (0-6-0) wheel arrangement and rod drive, designated E63, four from AEG and three from BBC/Krauss Maffei. The AEG machines (E63 01 to 04) differed from the BBC units (E63 05 to 07) having angular, flatter hoods. They were also a bit slower but more powerful, at 725kW. The basis was a slightly shortened chassis from the existing E60, less the carrying axle, using a jackshaft with Winterthur inclined rod drive. AEG fitted traction motors from the E18, BBC using E16 motors.

The locomotives were initially stationed in Munich and Stuttgart.

Due to the outbreak of the Second World War, only one more example (08) was delivered, from AEG, in 1940.

After the conflict all eight were taken over by the Deutsche Bundesbahn, and in 1968 reclassified BR163 under the computer numbering scheme. They were allocated to Augsburg, Garmisch-Partenkirchen, Munich, and Stuttgart.

In 1960/61, these locos were extensively modernised and fitted with shunters' platforms and additional windows. They were retired between 1976 and 1979, with 163 002 the last to go. E63 01 and E63 02 have been preserved.

The new model from Hobbytrain, announced three years ago, represents the AEG machines, and this example is in Deutsche Bundesbahn Epoch III green livery with red running gear.

DRG Epoch II blue-grey and DB Epoch IV purple-red variants are also offered, the latter with shunters' platforms. Consideration was given to all design and detail differences.

The model was made in China and features a moulded plastic body with good panel and grille detail, and nice subtle rivets. Cab windows have flush

glazing and all handrails are separate parts. A spare set of handrails is supplied for the modeller to fit if required, but not buffer beam details.

On the cab roof the switchgear, insulators, bell, and access walkway are added parts, and there is a fine metal pantograph, sprung to follow the contact wire but not wired for current collection from the overhead.

Below the running plate, the chassis is well detailed, with brake shoes in line with the wheel treads and sandboxes as added parts.

The model is powered by a coreless five-pole motor with flywheel driving via worm and gears onto the centre axle; the others are coupled by the blackened metal coupling rods, with the fluting neatly painted.

There are no traction tyres and current is collected by wipers on the backs of all wheels.

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

It is just 63mm long over buffers and weighs only 30gr.

The white head and red tail lights are illuminated with LEDs and change according to the direction of travel.

The mechanism incorporates a NEM 662 / Next18 socket for a decoder, though space for the device is inevitably limited and care is required when removing the body - the headlights must be detached.

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

The model is delivered in a robust clear plastic box, safely held in vacuum formed inserts.

A small class with a specific geographic application, very nicely modelled.



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 ref.H3051 £195.00.



French specialists REE have expanded their new product line, Les Secondaires, which represents typical examples from the metre gauge minor railways which were once so typical of many parts of rural France, with a delightful model of the classic Billard A80D bogie diesel autorail. It has been quite a while coming, but it is well worth the wait.

These small railcars with a capacity of 32 combined economy of operation with comfort and speed (55km/h or 75km/h, depending on the line). They were equipped with three braking systems - screw handbrake, compressed air, and electro-magnetic track brakes. They probably gave rural secondary lines an extra twenty years of life.

Thirty-two were built, in two body widths - 2.2m and 2.4m (as here modelled) to suit different loading gauge restrictions.

They were latterly moved around between networks as lines were closed and several have been preserved, so they are suitable for a wide period - from 1936 to the present day - and for use in many parts of the country (and beyond - some ended up on the Rotterdam Tramway system!).

The first run of the model offers three numbers - 313, 314, and 316, the first two as running for the Chemin de Fer Départementaux (CFD) in the Charente which were transferred to the Vivarais in 1951/2, and the last as preserved by the CFV and still active now.



The model has caught the look of the prototype, and significantly rides at the correct height.

The finish is excellent finish, with crisp separation of the main colours, and the few markings clearly printed.

The model has a plastic injection moulded body with several details added - horns, vents, exhaust (short, or long with support), headlights, brake hoses, and centre buffer couplings. Note the roof panels, the subtle rivets, the correctly shaped end windows, and the bogie sideframe detail.

The body features flush glazing and interior fittings, with the correct shade of green (peculiar to Billard) and a good representation of the brown leatherette seats.

Supplied for the modeller to fit if required are working model hook & loop couplings for towing a trailer or van, plus spare brake hoses.

The body is secured by four clips, and should be quite easy to remove to add driver and passenger figures, or install a decoder (Zimo is specified).

The model has a metal chassis and is powered by a small can motor with fly-wheel, set into the floor. Perhaps oddly, it drives onto what was the non-powered bogie via a cardan shaft; the engine

compartment is reserved for the decoder and loudspeaker.

All wheels collect current, and there are two traction tyres (on the inner axle). These are hardly necessary, we would have thought, even though the weight is only 101g, as the unit is only likely to have to haul a single trailer or the occasional wagon.

The mechanism has an 18-pin socket for a digital decoder, and a sound-fitted version is available: by all accounts it is impressive.

Even the analogue model includes lights in the passenger area and a stay-alive capacitor (well concealed).

There are working directionally-controlled headlights, but no tail light.

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

The minimum radius is quoted as c.220mm, to suit HOe, though 310mm is advised for HOM and planned REE products.

The model comes fitted with HOM (12mm gauge) wheelsets; wheelsets for HOe (9mm gauge) are also provided and exchange should be straightforward, with a little care, though to the best of our knowledge none of these railcars ever ran on less than metre gauge. But

given the small size and low profile, they would not look out of place alongside much narrow gauge stock.

The model comes well packed with a informative illustrated booklet and instructions.

We understand the first run has sold very quickly, many having been advance ordered, but more livery/number versions are expected soon, with re-runs of the same numbers due next year.

Beware - this is the kind of model that could inspire a new modelling direction! It is not likely to remain a static feature, standing across the platform from the standard gauge at a rural interchange ...



Manufactured for

REE Modèles
46, Route de Paris,
F-77370 Nangis, France.
www.ree-modeles.com

SAMPLE SUPPLIED BY
Hobby Shop,
85, Preston Street,
Faversham, Kent, ME13 8NU.
www.hobb-e-mail.com

PRICE £155.00 + p&p.



Brawa have recently delivered a new variant of the German standard 01 Pacific, as 01 008 in Deutsche Bundesbahn Epoch III form, with the original longer cab fitted to only the first ten. This loco is currently preserved at Bochum-Dahlhausen but not operational.

The Deutsche Reichsbahn acquired 231 examples of this class between 1926 and 1938 for fast passenger services. Series production was delayed because in the 1920s there were not enough routes capable of taking the 20 ton axle load, nor sufficient large turntables, so it was not until the early 1930s that class became the predominant express locomotive.

Originally, the top speed was 120km/h. To raise this to 130km/h, the diameter of the bogie wheels was changed from 850mm to 1,000mm from 01 102 onwards, and brake effort was increased by installing double-sided brake shoes on the coupled wheels and by braking the trailing wheels.

The air and feed pumps were located in recesses in the smokebox behind the large Wagner smoke deflectors, which were fitted from 01 077. (Earlier locos were soon fitted with these deflectors.) This made access for maintenance more

difficult and later *Einheitsloks* had the pumps in the middle of the boiler.

Other detail differences over time include the smokebox door, a modified boiler, and the provision of a third headlight.

The 01s were equipped with 2'2'T30, 2'2'T32 (as here), or 2'2'T34 tenders, all with a coal capacity of 10 tons and water tanks holding 30, 32, or 34m³ respectively.

In 1950 and 1951, the Deutsche Bundesbahn converted five locos with a Heintz mixing pre-heater and a turbo feed pump, combustion chambers in the firebox, and small Witte smoke deflectors. From 1957 a further fifty were more extensively rebuilt with welded high-performance boilers (as already used on the three-cylinder 01¹⁰), a new mixing pre-heater in the smokebox, and roller bearings. Changes to the cylinder block, running board, front apron and frame, as well as the lack of a feedwater cover and a shorter chimney gave these locos quite a different appearance.

01s remained in service with the DB until 1973, and were still working on the DR up to the early 1980s, largely in their original state with large smoke deflectors.

The model is very accurate in all dimensions, according to published data, and displays a great deal of fine detail. The markings are all very sharply printed.

The boiler, cab, running plate, and tender body are injection moulded plastic, with a few features formed in place (e.g. lubrication lines) but the majority of the details added as separate parts – the model is enhanced with steps, handrails, pipework, conduits, sandpipes, cylinder and valve chest 'plumbing', handwheels, valves, safety valves, steam manifold,

generator, and air pump. (This also allows for detail variations, of course). The cab boasts a detailed backhead, and even a separate reversing wheel. The chimney is a separate metal casting and seems very slightly tall. Piston tail rod covers are provided for the modeller to fit if curves allow.

The motion is made of blackened metal parts, with a plastic crosshead; this loco has the welded motion brackets.

The chassis is cast metal, with open bar frames as well detailed as the body. The wheels have correct pattern axle ends, and fine flanges, allowing a scale wheelbase.

The loco and tender are permanently close-coupled, with electrical connections built into the drawbar.

The tender is no less detailed than the loco, with many added parts, and axles true to the originals.

The model is powered by a double-ended can-type motor with two flywheels in the tender driving the two outer axles through worms and reduction gears. The bogie frames are rigid but all axles are allowed a certain amount of side play, so the minimum radius is 360mm but 420mm is recommended.

All loco wheels and the outer tender axles collect current, to ensure a secure supply.

The model runs smoothly and quietly, and is controllable across the speed range, from an almost imperceptible crawl to a realistic maximum. The model weighs c.612g and there are traction tyres on the four driven tender wheels, so pulling power should be more than enough for most layouts.

The lanterns on the buffer beam are illuminated via light guides from warm-white LEDs; the third top lamp on the DB version, being further from the source,



is slightly dimmer. The directional headlights are separately switchable in digital mode, as is the cab light, firebox flicker, and running gear lights.

The loco has a Plux-22 socket for a digital decoder in the firebox.

The model can be obtained with digital sound factory-fitted, using a Döhler & Haass decoder; the loudspeaker is mounted in the smokebox, so the exhaust seems to emanate from the right area. The exhaust seems well synchronised, and the whistle is excellent! The decoder is multi-protocol, and in all there are no fewer than twenty-six functions. A smoke generator is included; a Seuthe type 20 can be retro-fitted to the analogue model.

Standard couplers are supplied to fit in NEM pockets on close-coupling mounts at each end; the front fitting is optional.

Finely moulded brake pipes, steam heat hoses, and dummy scale couplings are provided for the modeller to fit if working couplers are not required.

Full illustrated instructions for loco and decoder are provided in German and English.

A superb offering in terms of detail, finish, technology, and performance.

Brawa note all these excellent models have already been allocated to dealers.

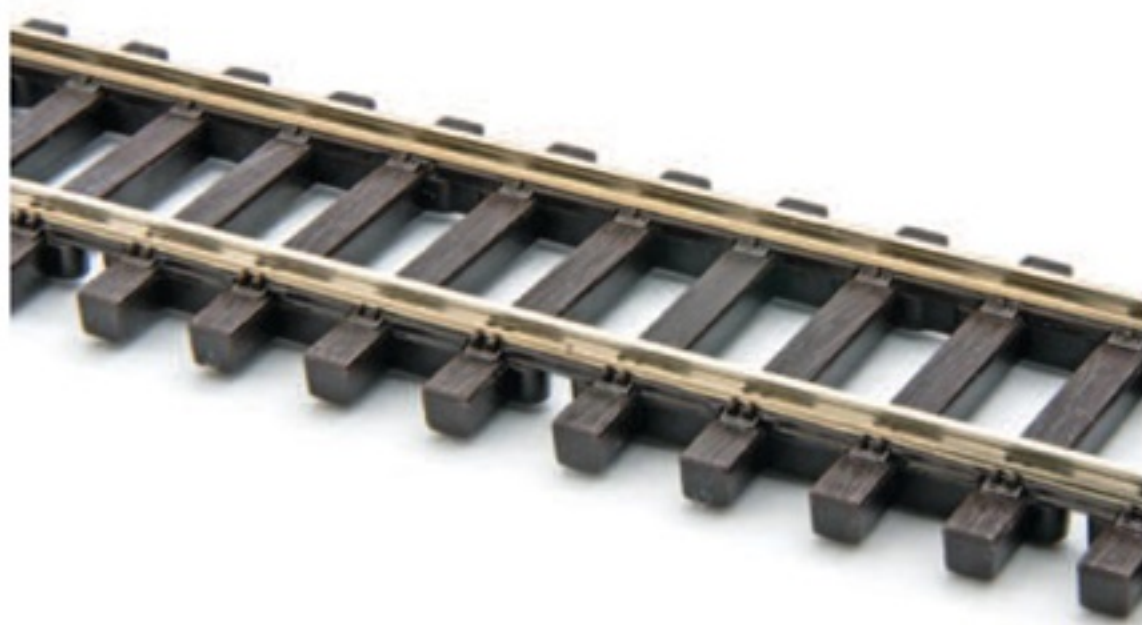
Manufactured by

Brawa,
Uferstraße 26-28
D-73630 Remshalden, Germany.
www.brawa.de

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

PRICE
ref.40926 DCC Sound £499.00.





Peco has delivered the first of its brand new products for TT. The 12mm gauge track has the correct scale ratio of 1:120, as long established for European TT.

It uses Code 55 nickel-silver rail on wooden sleepers, moulded in plastic.



Flexible plain track is available in yard (914mm) lengths, together with left-hand and right-hand medium radius Unifrog points which measure 180mm long and have a nominal radius of 922.6mm (11.25° exit angle).

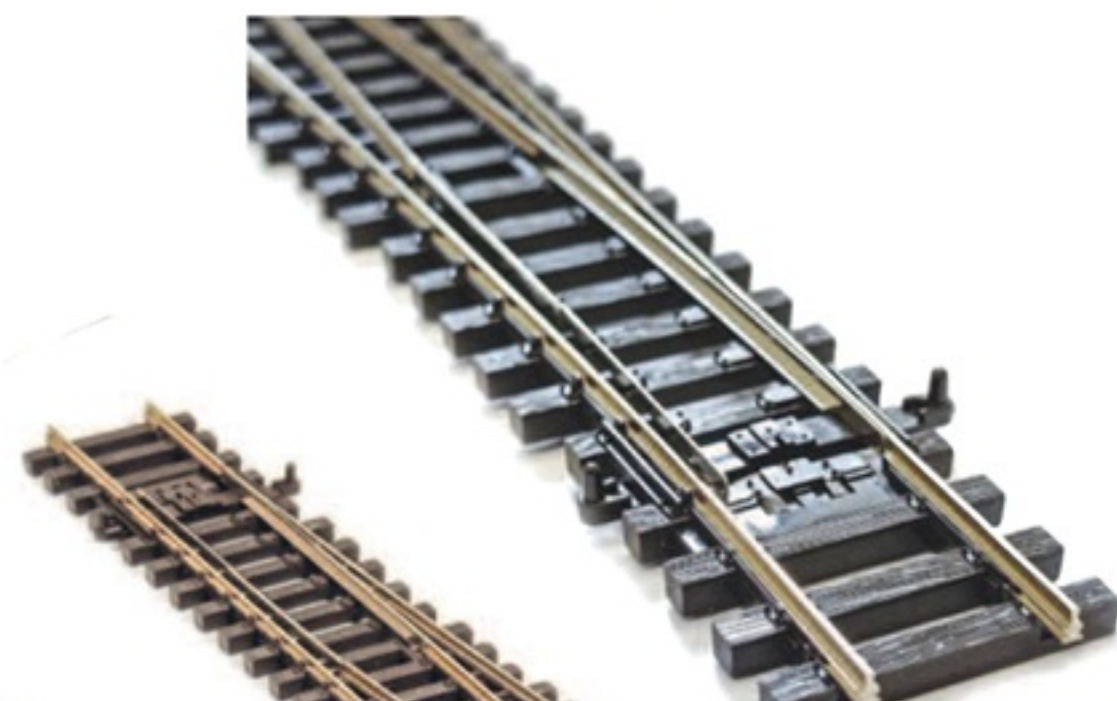
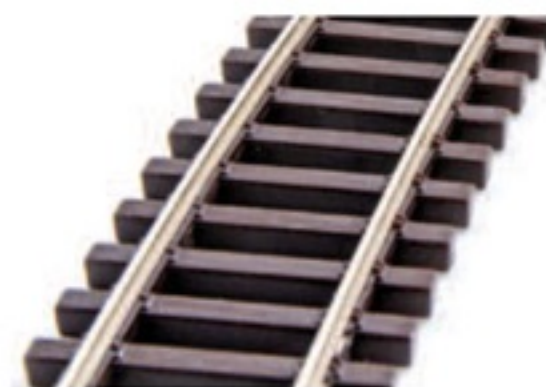
The point blades are pressed parts, hinged part way along their length, and the tiebar is sprung in the proven Peco manner to give positive operation. It is equipped at each end with both a hole and a spigot for connecting a means of remote operation, either below base-board or surface mounted motor.

Packs of individual sleepers (24 per pack) are available, intended for use where sections of track are joined.

Completing the trackwork items currently available is a kit for a rail-built buffer stop (four per pack). Moulded in dark brown plastic, each buffer stop is made up of four parts and requires minimal assembly.

Items planned for release later in the year include a plain crossing, and small radius left- and right-hand points.

All products are supplied in new distinctive recyclable card packaging.



Manufactured by

Peco
Underleys, Beer, Seaton, Devon, EX12 3NA.
www.peco-uk.com

PRICES

ref.SL-1200 – 914mm length of flexible plain track – £4.95
ref.SL-U1295 – medium radius right-hand turnout – £17.95
ref.SL-U1296 – medium radius left-hand turnout – £17.95
ref.SL-1208 – joiner sleepers (pack of 24) – £1.95
ref.SL-1240 – buffer stops (pack of four) – £4.95

Loco-Revue Hors-Série 85 Dunières

Edited by Alexis Avril
Éditions Loco Revue,
BP 30 104, F-56401 Auray Cedex, France.
www.locorevue.com
300mm x 210mm 100pp
Softback €15.00
ISSN 0024 5739 French text

This new special from Loco-Revue, dated 6/2022, is subtitled 'the story of an exceptional layout': it is devoted to just one topic, Dunières, a standard and metre gauge interchange modelled more or less to scale in HO and HOm by the relatively young Gauthier Souvignat in a period of five and half years.

The portable layout is notable not only for a very high standard of modelling but also for its unusual design, or at least its presentation. It is intended to be seen from both – indeed all – sides: there is no backscene, and the 'off-stage' sections – return loops either end and just a small set of storage sidings – are in full view. The overall size is about 3.5m by 1.22m, though the scenic area is an irregular shape. The overall photo on page 10 shows this very clearly.

Successive chapters take us through the design and construction process: the choice of this Haute-Loire location, prompted by a family connection; the original baseboard design and construction; the use of commercially available track (Peco code 75) enhanced with authentic French details; the station building and

the goods shed; other scratchbuilt structures; a characteristic stone bridge; the CFD water tower; ballast and road surfaces; ground cover and vegetation; working street lights of the correct pattern; and many other authentic details.

Finally, the control and operation, also – typically – far from ordinary: initially good old-fashioned analogue control (regulated by a trusty Gauguemaster unit!) with a conventional panel of section switches but subsequently interfaced with relays controlled from a program on a computer to provide an automatic sequence. Reed switches concealed in the track ensure the control system 'knows' where the trains are. The neat wiring (and there is inevitably a lot of it!) is a work of art in itself.

The conclusion includes Facebook and Instagram links.

The presentation is in the usual style, clear and straightforward, with photos (the majority by the modeller) clear and well reproduced. All but a handful of archive pictures are in colour, and there are several step-by-step sequences to explain some of the modelling techniques. A few tips or additional details are highlighted on tinted side panels.

Reasonable knowledge of French will be needed to get everything from this work, but there is much that can be gleaned from the illustrations.

The size of the layout and the subject matter will resonate with many modellers – it is likely to become a classic.

The book includes just two pages of advertisements, for other LR Presse publications.



Southern Aurora

by Ian Black

Published by the author.
295mm x 210mm 44pp
Softback A\$18.00
No ISBN

Another interesting and informative booklet from Ian Black, this time devoted to modelling in HO what has been called 'the finest train in the world'. (Your reviewer was fortunate enough to travel on this train in 1983 – almost by accident – and can confirm that description is quite appropriate!)

The *Southern Aurora* connected Sydney in New South Wales with Melbourne in Victoria. The overnight service was introduced in April 1962, with the opening of the through standard gauge line from Albury/Wodonga on the state border south to Melbourne. It was withdrawn in 1986, replaced first by the Sydney and Melbourne Expresses and then by XPT sets.

The booklet opens with a summary history, outlines the train composition, and surveys what has been available commercially to assemble a representation of the train, more or less authentically – most significantly some widely marketed representative types by Lima, much used as a basis for improvement and conversion, and most recently an excellent set from Auscision.

There are practical suggestions for enhancing these models – even current state-of-the-art products can be improved – considering such features as the gap between the cars, the ride height, the interiors, the windows, the plain panels by the baggage doors of the power cars, and the roof detail.

An interesting section on the colour of the interiors draws evidence from official large scale models of the stock displayed at the time of its introduction.

The main content, however, is concerned with adapting the Lima models – either moderately or considerably! The work is presented so that its increasing ambition and scope will hopefully match the modeller's ability enhanced by the experience gained! There is a section on using polycarbonate sheet for re-glazing the Lima models, to overcome the various failings of the original injection moulded and replacement vacuum-formed 'flush' glazing.

Much of this was originally published as a series of articles in the *Australian Model Railway Magazine* in

2012 and 2013, but the author felt it would be useful to other modellers to have it all available in one convenient package. Extra information has been added, and the opportunity taken to update and correct several of the drawings and diagrams – these should now be used in preference to the older versions.

While much of the information is very specific, some of the techniques developed by the author and explained here could have much wider applications.

All is based on real experience and illustrated with examples of the author's work – this is no theoretical treatise but a very practical guide. Some of the work is relatively simple, some more ambitious, but the guide inspires confidence.

Once again this booklet clearly demonstrates that even with the ever-increasing quality and detail of ready-to-run models, there is still scope for individual creativity improving older models to match, adding specific detail, ameliorating compromises, correcting errors, and creating variants not (yet) offered by commercial suppliers – it is likely there will always be gaps in the range which it would not be cost effective to fill.

As with the authors' previous booklets, the presentation is simple and straightforward, without use of colour, fancy fonts, or graphic devices. The photographs are all in colour, and reproduced well, generally just inserted at the appropriate point in the text at a sensible size. A few of the images have been 'cut out' to a white background; most are sensibly photographed against a plain background which reproduces more or less white, and are clear enough, but it would have been nice if they could all have been cut out similarly.

The material is supported with excellent plans and line diagrams, reproduced actual size and fully dimensioned to assist modelling.

The work is rounded off with references to relevant books, magazines, and websites.

The booklet is available in selected model and specialist book shops in New South Wales and Victoria.

By post, copies can be obtained from:

Stephen Johnson Models, P.O.Box 31, Red Rock, New South Wales 2456, Australia.

<https://stephenjohnsonmodels.com.au>

Flat rate postage for a single copy is A\$10.00.

Payment can be via PayPal.



Eisenbahn-Kurier Special 144 Die V160-Familie Erfolgreich seit über 60 Jahren

Eisenbahn Kurier Verlag,
Lörracher Straße 16, D-79115 Freiburg, Germany.
www.eisenbahn-kurier.de
297mm x 210mm 98pp
Softback €12.90
German text ref.7037
ISBN 978-3-8446-7037-0

When Krupp delivered the first V160 to the Deutsche Bundesbahn in 1960, nobody knew that it would lead to a whole family of this type. With a horsepower range from 1,900 to 2,700hp and thanks to the installation of push-pull and multiple unit control equipment, these versatile locos could perform all kinds of duties on non-electrified lines. That explains why the DB amassed a grand total of 809. Of these only the BR218 and one BR225 remain in service with Deutsche Bahn AG, where they are still indispensable. But many are now in regular service with private rail operators, and others have been preserved. This special from EK gives an overview of the different classes in this family with an emphasis on the current status of all those still in existence in Germany today.

Die V160-Familie – seit über 60 Jahren (seven pages) looks at the development of the type over more than sixty years, from the delivery of V160 001 in 1960 through the introduction of the V162 (later BR217), V169 001 (later 219 001), BR215, BR210, and BR218. A scale drawing of a 218.1 is included, along with a table listing the most important technical details of each type from 1960 to 1979.

The second chapter, *V160-Loks bei der DB AG heute – Einsätze und Verbleibe im Jahr 2022* (twenty pages) features those locos which remain in service today with Deutsche Bahn. All the depots and operating sectors which still use 218s and the one remaining 225, and passenger diagrams for the 218s are also included.

The third section is entitled *Von der DB zu den Privaten – Zweites Lokeleben bei der NE-Bahnen* (forty pages) looks at the large numbers of DB locos which over the last few years have found new homes with private rail companies in Germany. A table is also given listing those members of classes 215/225, 216, 217, and 218 which, despite being with new owners, have been repainted back into liveries once carried in service with DB.

In *Wieder in DB-Diensten – Private 218 im Einsatz bei der DB AG* (six pages) looks at the 218s which, although now privately owned, are deployed working passenger services for DB AG.

The next six pages *Modernisierte 216 von OnRail – Die Regiolok vom Typ DH1504* presents the six 216s (014, 055, 111, 121, 123, and 158) which were modernised by OnRail in Mettmann between 1998 and 2000, with a scale drawing and tables listing the technical details and the four companies which operate them.

Museumsloks – Historische V160-Exponate (seven pages) details all fifteen locos which have been saved for posterity by the DB Museum or various private organisations. They are listed with their owners, livery carried, and current location.

The final three pages section is *V160-Lokomotiven 2022 – Alle Loks in Deutschland im aktuellen Überblick*, a complete list of all members of the V160 family which remain in existence in Germany as at January 2022.



The work is illustrated with a wonderful collection of over 150 photos, the majority in colour, and all very well produced and thoroughly captioned.

This is an excellent publication that brings the story of this still indispensable family of locomotives right up to date and comes thoroughly recommended to all those with an interest in German diesels and their development.

There are a number of advertisements for other Eisenbahn Kurier publications and DVDs, including one for the publisher's three large volumes on the V160 family and the DVD *Die Baureihe 218*.

Chapelon Genius of French steam

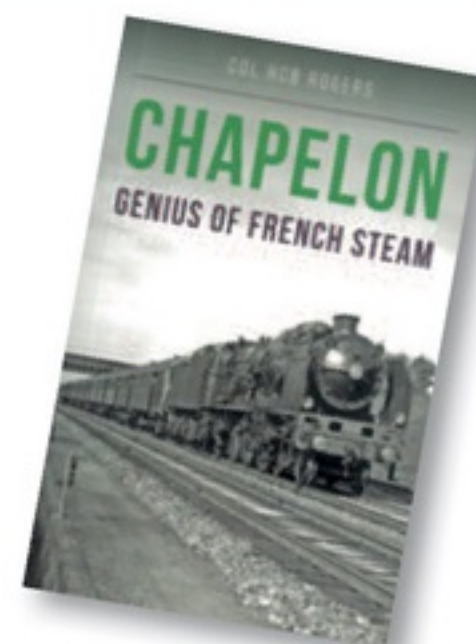
by Col. H.C.B. Rogers
Crecy Publishing Ltd.,
1a, Ringway Trading Estate,
Shadowmoss Road, Manchester, M22 5LH.
www.crecy.co.uk
198mm x 126mm 192pp
Hardback £8.99
ISBN 978-1-91080-973-0

The name André Chapelon will be known to everyone with an interest in the development of the steam locomotive. Put simply, he was a genius, head and shoulders above all others in the field of steam locomotive design. In his native France, Chapelon transformed the steam locomotives of various French railways from often mediocre machines into high performers surpassing the capabilities of similar machines in other European countries at the time. He was responsible for both rebuilds as well as new designs.

His work was inevitably disrupted by the Second World War, but his importance was reasserted in 1946 with his superb 4-8-4 242 A 1 capable of producing a continuous output of 5,500hp, a remarkable achievement.

Colonel Roger's book was originally published by Ian Allan in 1972 but has been out of print and difficult to obtain for years. It remains the best and most detailed biography of the man and his work. It is both a readable and accessible guide to the life and achievements of a man whom few would disagree was the foremost steam locomotive engineer the world has ever seen.

When Crecy decided to reprint this much sought-after work nearly fifty years after it first appeared, while it was relatively easy to source the text, the original photographic material had long since been dispersed and could not be reconstituted. Rather than re-issue the book without illustrations, it was decided to include a selection of images of post-war French steam locomotives. Most of the magnificent machines in these pictures are related to the work and influence of Chapelon but they are not specifically linked to the original text. Most of these images have been supplied by the Online Transport Archive, a UK-registered charity concerned with the collection and conservation of appropriate images, from Britain and worldwide. Some additional photos and drawings of significant Chapelon locos were provided with the assistance of members of the French Railways Society, who also collaborated with information for the captions to all the photos. While the text pages are printed on rough cream paper, the



32 pages of black & white photographs are in a separate section of higher quality white paper bound into the centre of the book. The standard of reproduction is good. The images are presented mostly one to a page, some in landscape orientation, with more or less detailed captions.

It is good to see this work of reference readily available again.

Horse Power Trains Special Edition #2/2022

Edited by Kevin P. Keefe
Kalmbach Media
20127, Crossroads Circle, P.O. Box 1612,
Waukesha, Wisconsin 53187-1612, U.S.A.
www.Trains.com
272mm x 210mm 84pp
Softback US\$9.95
ISBN 978-1-62700-931-7

This new special issue of *Trains* magazine is devoted to the Norfolk Southern as it celebrates its fortieth anniversary; the title is a reference to the railroad's emblem. It covers the merger of Norfolk & Western and Southern Railway to form NS in June 1982, the 1999 expansion with Conrail, and the opportunities and challenges today. NS moves freight over 19,500 route miles through 22 states in the midwest, east, and south.

The content was prepared by *Trains'* editor Jim Wrinn before his death in March 2022. Expert authors look back at the origins of NS and ahead to how it is refining its operations. What makes it tick? How does it keep operations going? How is it different than other Class I railroads? Where are its busy routes and how does it negotiate challenges?

There is a closer look one of its busiest, most important corridors, between Chicago and New Jersey, and a feature on forty places you can visit to take in the essence of NS railroading now plus a tour of notable tourist railroads and museums that are brimming with NS history.

A railroad's foundation is its history, but it goes nowhere without its motive power so we get a look at its original engines, its DC to AC rebuild programme, the Conrail split with CSX Transportation, EMD's ECO program, future rebuild plans, and how the roster has been trimmed to c.3,200 locomotives at present.

The growth in online shopping before the COVID-19 pandemic, and especially since, has fuelled the NS intermodal empire (now over 50% of the railroad's total volume) and doubled its revenue.

Some of the features have been adapted from previous articles in the regular magazine.

The work is copiously illustrated with an excellent selection of photos, the majority in colour, and all well reproduced. The introduction includes a clear system map.

There are just three pages of advertisements, all for the NS itself.

As expected of *Trains*, this special issue honours the railroad's past while also providing a look forward at where business will peak and where it might struggle as intermodal traffic thrives and once superstar coal continues its decline.

An interesting and informative snapshot of this major US operation.



Rh2095 in HOe upgraded



It would almost be easier to describe what that has remained the same than to list all the innovations that Halling have now packed into their familiar models of the Austrian Rh2095 B-B diesel locomotives.

The 2095 has been made for many years and in many versions under the Stängl label but has received a comprehensive update. It now comes with a new drive that offers smooth running characteristics while the increased weight provided greater traction without the use of tyres.

The chassis has also undergone some visual changes. In addition to the elaborately printed flycranks, the fuel tank, battery box, and sand pipes have also been completely redesigned and are much more detailed. The free-standing pipes and applied metal details are highlights.

The new printed circuit boards offer a range of features. They are thinner and flatter, with a recess for the decoder, and can be retro-fitted to older models.

They are available with either warm or cold white LED versions to replicate both the bulbs of the classic loco and the modern lights of the refurbished units.

For the first time, the 2095 models are equipped with working red tail lights. V9



has them in the characteristic fairing on the roof while V15 has them just above the headlights.

Complete retrofit sets with light guides and red lights for older models are also available.

The front has been enhanced with multicolour printed metal parts that are only a few tenths of a millimetre thick, and very fine windscreen wipers.

As if this exterior detail were not enough, the interiors have also been completely revised. New technology allows individual matching of the accessories to the prototype, which was unthinkable before. From the design of the rear interior wall to the typical sun visors and the fire extinguisher in the corner, everything is reproduced according to the prototype.

The result is in effect a new model.

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

Variable wheelbase drive unit

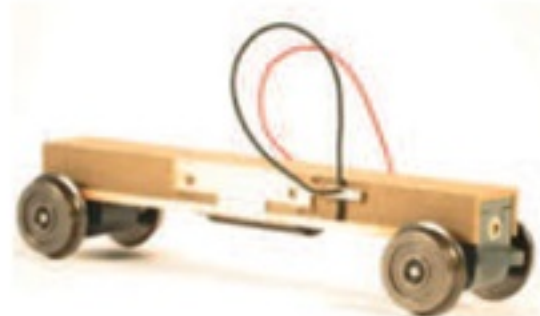
The Vario Drive from Halling is an institution! Robust, reliable, compact, and competitively priced, its biggest plus point is the variable wheelbase. The axles can be easily moved without specialist tools with spacings of 23mm, 26mm, and 30.5mm. Its main limitation is that 30.5mm is maximum wheelbase.

The new ANT-MAX solves this: it can be steplessly adjusted from 35mm to 60mm. In its centre is a small 8mm diameter coreless motor, already used in several other drive units and notable for its smooth running and incredible power.

The ANT-MAX comes ready assembled. By simply moving the two gearboxes, the desired axle position is set and fixed with two drops of superglue.

The base plate, made of heavy bronze-reinforced plastic, can be shortened if necessary.

The unit can be mounted using the two screw holes at the outer ends.



The heavier the model, the better the current collection and smooth running, so slim blackened weight blocks are included with all drives with coreless motors; they can be accommodated in virtually any model without great effort.

The unit can be obtained in 16.5mm, 12mm, and 9mm gauges.

Outline diagrams and a chart of dimensions to aid planning can be found on the website.

www.halling.at

New French structures by Cités Miniatures



Cités ouvrières (workers' houses) are now in stock in both HO and N (refs.BV-014-1+C-HO / BV-014-1+C-N). They are faithful reproductions of existing buildings in the Parisian suburbs (Cachan to be precise).

This item was requested several months ago but it took a fairly long period to develop first the HO then the N version.

In HO, the kit makes one unit, but a double version is also available for less than two single kits.

In N, the kit includes as standard enough to make two structures.

The development of these houses involved the creation of some specific details which are also available separately: ridge tiles in 1:160 (coloured paper) and a small porch awning in both HO and N.

The public building (below) was inspired by a real building in a small town in Haute Saône. It was first produced in 1:43 at the request of a customer, then repeated in 1:87 (refs.BV-0141-FP-O / BV-041-FP-HO).

Two engraved signs are included 'Gendarmerie Nationale' and 'Elementary School', but the building could easily be a town hall or a sub-prefecture.

It is produced in half relief (6cm deep plus the stairs to the door).

The fence is sold separately.

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



American Z Line new releases



The EMD SW1500 is offered as Louisville & Nashville, with a choice of two road numbers, 5016 and 5019, and Canadian National, again with two numbers, 1569 and 1570.

The models feature numerous prototype specific details, innovative drive train and truck design, blackened metal wheels, traction tyres, directionally controlled LED lights and AZL AutoLatch™ couplers. As a bonus, two adaptors are included that allow the model to be retrofitted with Micro-Trains® 905 couplers.

Customers are advised not to attempt to remove the body shells as doing so may result in damage.

The Alco PA1 is available in the Freedom Train "Spirit of 1776" colour scheme.

The Freedom Train toured the country between 1947 and 1949. The concept (which came from President Truman) was to help re-educate and share the principles on which the United States was founded.



To learn more about the Freedom Train, see: www.freedomtrain.org

The PA1 used was owned by Alco, and on completion of the tour it was sold to the Gulf Mobile & Ohio. Seven heavyweight cars made up the train, all painted to match the locomotive.

The PA1 is also available with two road numbers (600A and 600C) in Denver & Rio Grande Western black and yellow stripes livery.

The models feature prototype specific details, 7mm can motor, dual flywheels, directional controlled LED lighting, six-axle trucks with flangeless middle axle, blackened metal wheels, traction tyres, optional snowplow, optional front coupler cover.

<http://ztrackdistribution.com>

New sign decals by Matho Models

Now available from Belgian accessory specialists Matho Models are decals for 1:35 scale street name signs in German, French, Italian, Spanish, and English.

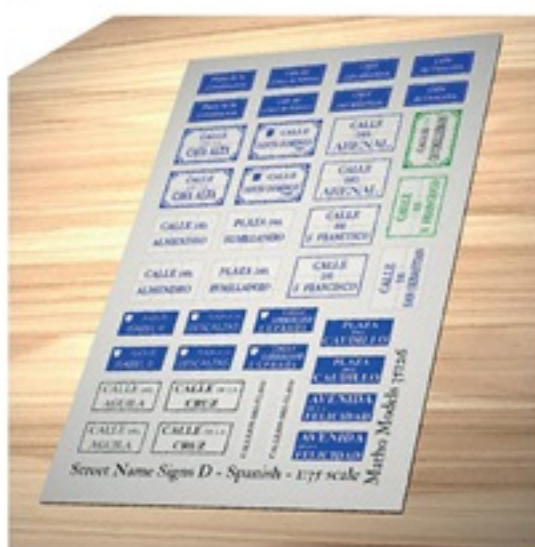
A sheet of international emergency signs has also been produced.

Each pack contains two sheets sized approximately 75mm x 54mm

The waterslide decals are on separated film (they come off one-by-one – there is no need to cut to the edges) with a semi-matte finish.

The ultra-thin decal film will adapt well to any surface.

High definition printing gives a crisp result, even in the smallest details. The colours are accurate and colourfast.



www.mathomodels.com



Smoke unit for large scale from Zimo

For a long time, all Zimo large scale decoders have been designed for the control of pulsed smoke generators and also for 'dual' types, i.e. with two heating elements and two fan motors. Direct connections are available on the decoder (currently the MS990 decoders for G and 1 and MS950 for O).

New smoke generators will be available soon from Zimo with just one heating element and one fan.

The special features include a temperature sensor to protect the heating element from overheating and damage when tank is empty, and there are no other electronics in the smoke unit (no SUSI interface or similar), only four wires for direct control by a ZIMO decoder which knows the smoke and blower output requirements from motor regulation and other specifications.

There will be several variants, with different shapes and dimensions or capacities, produced in small quantities by 3D-printing with SLA technology.



By eliminating extra electronics, the cost has been kept down. The prices will not differ much from the types sold up to now.

The example shown measures 49mm x 29mm x 23mm (without the chimney extension fitted).

www.zimo.at

Blunami new from SoundTraxx

The BLU-2200 is a universal digital sound decoder that operates in a novel way. Download the Blunami app and use your iOS device (iOS version 8 or later) to wirelessly perform most of the operations you would do with a command station, through a pleasant graphical interface. You can easily switch to using your command station or power pack as desired.

The Blunami app is not currently available for Android devices.

The decoder includes a connector to easily add a CurrentKeeper (ref.810140 or 810160) to maintain performance over turnouts or dirty track.

Several sound options are offered (as separate devices): steam, EMD diesel

(two), GE diesel, ALCO diesel, Baldwin and other diesels, and electrics.

This decoder is compatible with NMRA DCC Standards and Recommended Practices.

Specifications:

Dimensions: 41.9 x 18.8 x 6.8mm

Max. motor stall current: 2A

Max. function current: 100mA (each output)

Function outputs: 6

Audio Amplifier: 2 Watt, 8 Ohm load

Sound Channels: 16

MSRP: US\$169.95

SoundTraxx

141, Burnett Drive,

Durango, Colorado 81301, U.S.A.

www.soundtraxx.com



Research into railways in Burma

Clare Hammond is writing a book about railways in Myanmar (formerly Burma), which is due to be published by Penguin Press in early 2024. She is particularly interested in anything relating to railway building by the British colonial administration.

She is already in touch with the British Overseas Railways Historical Trust and has been told about the *Railway Gazette* Special Indian Numbers of 1912 and 1922, and pointed towards the Empire and Commonwealth Museum and the Commonwealth Institute.

She would like to know whether there are any other collections in Britain, public or private, which may contain relevant material. She has already found material (survey documents, correspondence, etc.) held at the British Library and National Archives, but there are still some large gaps in her research.

This is a very worthy project as there are few countries that have had less written about their railways than Burma.

clarehammond@protonmail.com

Exhibition Diary

Dates, events, and information

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

Saturday 3 September TADWORTH, Surrey

Organiser: North Downs MRC.
Venue: The Good Shepherd Church Hall, Station Approach Road, Tadworth, Surrey, KT20 5AE.

Open: 1000-1700

Admission: adults £6.00, seniors/disabled £5.00, under-16s £3.00.

Amenities: free parking; refreshments.
Features: *Chlatère* (Swiss N), *Zone Industrielle* (French HO), *Neumarkt* (German HO), *Halta Nerau* (Romanian HO, in this issue), *Ridgeville* (HO), *Lafayette Pond* (HO), and *Five Mile Siding* (HO). Societies, trade.

Contact:
Stuart Robinson 07758 458827

E-mail:
stuart.robinson27@ntlworld.com

Website: www.ndmrc.info

Saturday 3 & Sunday 4 September LIVERPOOL

Organiser: Liverpool MRS.
Venue: Old Christ Church, Waterloo Road, Waterloo, Liverpool, L22 1RE.

Open: Saturday 1000-1700
Sunday 1000-1630

Admission: adults £5.00, children £2.00, family (2+2) £12.00, under 5s free.

Amenities: light refreshments.
Features: layouts include *Franklin Falls NH* (US HO), *34th and Vine* (US HO), and *Yellowthreads Treat* (OO Hong Kong trams, CM July 2016). Trade.

Contact: 07376 576788

Website: www.lmrs.org.uk

Saturday 3 & Sunday 4 September STAFFORD GUILDEX

Organiser: Gauge O Guild
Venue: Bingley Hall, Stafford County Showground, Weston Road, Stafford, ST18 0BD (new venue). On the A518 Stafford to Uttoxeter road, three miles from Junction 14 of the M6.

Open: Saturday 1000-1700
Sunday 1000-1600

(Advance tickets allowed in at 0930)

Admission: members £10.00, non-members £15.00.

Amenities: free on-site parking; buses from Stafford station; disabled facilities; restaurant.

Features: layouts include *Le Dépôt d'Eu* (CM November 2018). Demonstrations, seminars, trade.

Contact: 01594 841856

Website: www.gaugeoguild.com

Saturday 10 & Sunday 11 September FAVERSHAM, Kent

Organiser: Faversham MRC.
Venue: The Abbey School, London Road (A2), Faversham, Kent, ME13 8RZ. 8-10 minute walk from Faversham station (Up side exit);

Open: Saturday 1000-1630
Sunday 1000-1600

Admission: adults £6.00, children over 5 £3.00, under-5s free. (Cash only.)

Amenities: free on site parking; refreshments.

Features: layouts include *Qu'evy* and *Cedar Canyon Junction*. Trade.

Website: www.favershammrc.org.uk

Saturday 10 & Sunday 11 September SWINDON, Wiltshire

SWINDON RAILWAY FESTIVAL

In memory of Owen Gibbon.

Organiser and Venue: STEAM – Museum of the GWR, Fire Fly Avenue, Swindon, SN2 2EY.

Open: 1000-1700 both days. (Last admissions 1600)

Admission: adults £14.00, children (3-15) £9.70, students/seniors £11.00, family (2+2) £43.60. (Includes admission to museum and exhibition.)

Features: layouts include *Broadford* (Australian HO, CM January and March 2010, January 2013, June 2018, and June 2019), *New Sharon* (US On2), and *Laramie Engine Terminal* (US O, CM November 2017). Demonstrations, societies, trade.

Website: www.steam-museum.org.uk

Saturday 10 & Sunday 11 September LEAMINGTON SPA, Warwickshire

INTERNATIONAL N GAUGE SHOW
Organiser: Meridienne Exhibitions
Venue: Warwickshire Event Centre, near Leamington Spa (on the junction of the A425/B4455). Visitor entrance off A425 Southam Road, CV31 1FE.

Open: Saturday 1000-1700
Sunday 1000-1600

Admission: adults £11.00, seniors £10.50, children (5-14) £5.50. Tickets must be booked in advance.

Amenities: shuttle bus from Leamington Spa station (Saturday only, £3.50 each way); free parking; disabled access; restaurant, coffee shop.

Features: layouts include *Stefanstor and Altefahr*, *Neu Orle*, *Tipton PA Sub-Division*, and *Ishinaka* (CM July 2022). Demonstrations, societies, specialist suppliers.

Contact: 01926 614101

E-mail:
info@meridienneexhibitions.co.uk

Website: www.ngaugheshow.co.uk

Saturday 17 September BEER, Devon

Organiser: Pecorama.

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

Open: 1000-1600

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

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

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

Website: www.pecorama.co.uk

Saturday 17 September CRAWLEY, West Sussex

Organiser: Seaboard Southern.

Venue: The Charis Centre, West Green Drive, Crawley, West Sussex, RH11 7EL.

Open: 1000-1600

Admission: adults £6.00, NMRA with current membership card £5.00, accompanied under-16s free.

Amenities: free parking; disabled access; refreshments.

Features: *Underpass* (HO, CM in this issue), *Plant City* (HO), *Missuola* (HO), *Roundhouse* (HO), *Central Alonzo* (HO Cuban), and *Black Sheep On30* modules. Trade.

Contact:
secretary@seaboard-southern.org.uk

Saturday 17 September EDGBASTON, Birmingham

Organiser: European Railways Association.

Venue: The H Suite, 100, Icknield Port Road, Edgbaston, Birmingham, B16 0AA.

Open: 1030-1700

Admission: adults £9.00, children under 16 free, family £18.00.

Amenities: free on-site parking; disabled access; refreshments.

Features: continental layouts in a variety of scales – see editorial page. Plus specialist traders and ERA stand selling continental books and loco plates.

Contact: Axel Klozenbücher, 07743 660461.

Saturday 17 September WILLAND, Devon

Organiser: Culm Valley MRC.

Venue: Willand Village Hall, Gables Road, Willand, near Cullompton, Devon, EX15 2PL. Opposite Willand Rovers Football Ground. c. two miles from Junctions 27 and 28 of the M5.

Open: 1000-1630

Admission: adults £5.00, children £1.50.

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

Features: layouts include *Bw.Dügelshausen* (German HO, CM March 2016). Trade.

Website: www.cvmrc.co.uk

Saturday 17 September SHENFIELD, Essex

Organiser: Mid Essex MRC.

Venue: Bishops Hill College, Rayleigh Road, Shenfield, Essex, CM13 1BD. (c.15 mins walk from Shenfield station.)

Open: 1000-1700

Admission: adults £5.00, children £3.00, family (2+2) £15.00.

Amenities: limited parking; refreshments.

Features: layouts include *Hinterupfingen* (HOe) and *Cox Lumber Company* (On30). Demonstrations, societies, trade.

Contact: 07973 382916
or 07918 638034

Website: www.midessexmrc.org

Saturday 17 & Sunday 18 September REDDITCH, Worcestershire

Organiser: Redditch MRC.

Venue: Trinity High School, Grove Street, Redditch Town Centre, B98 8HB. Off Access One on the Redditch Town Centre Ring Road; 15 minutes drive from Junction 2 of the M42; 10-15 minute walk from bus and railway stations.

Open: Saturday 1000-1700
Sunday 1000-1630

Admission: adults £6.00, accompanied under-16s free.

Amenities: large free car park; full disabled access; refreshments.

Features: at least 15 layouts including *Bear Creek Junction* (US HO) and *Arcadia Pennsylvania* (US O, right). Demonstrations, trade.

Contact: 01527 540289

E-mail: enquiry@redditch-mrc.com

Website: www.redditch-mrc.com

Friday 23 to Sunday 25 September UTRECHT, Netherlands

Modeltrein Expo OntraXS!

Organiser and Venue: Het Spoorwegmuseum (Dutch National Railway Museum), Maliebaanstation 16, 3581 XW Utrecht, The Netherlands.

Open: 1000-1700 each day.

Admission: €17.50.

Amenities: parking; refreshments.

Features: over 20 quality layouts from all over Europe. Demonstrations; manufacturers and traders.

Website: www.spoorwegmuseum.nl

Saturday 24 & Sunday 25 September BALA, Gwynedd

Organiser: Bala Lake Railway.

Venue: Ysgol Godre'r Berwyn School, Ffrydan Road, Bala, Gwynedd, LL23 7RU.

Open: 1000-1600 both days

Admission: adults £6.00, concessions £5.00, children (3-15 yrs old) £2.00, one child (3-15 yrs old) free per adult, children under 3 free.

Features: layouts include *Squaw Falls* (N) and *West Ridge MT* (HOn30). Societies, trade.

Contact:
modelshow@bala-lake-railway.co.uk

Website:
www.bala-lake-railway.co.uk/events/model-show

Saturday 24 & Sunday 25 September CRAWLEY, West Sussex

Organiser: Seaboard Southern.

Venue: Seaboard Southern clubrooms, Crawley.

Open: 1000-1600 both days

Admission: free.

Amenities: free parking; disabled access (help available with one step to climb); refreshments.

Features: open day with large twin level HO and N layouts operating. Club members available to discuss plans for continental mid-week club evening.

Contact:
secretary@seaboard-southern.org.uk

Coming next month

out 15th September

CONTINENTAL MODELLER

OCTOBER 2022 £5.99 (UK)

www.pecopublications.co.uk

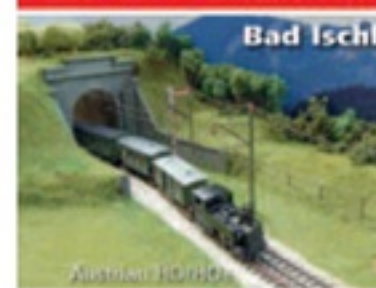
FEATURING RAILWAYS FROM AROUND THE WORLD EACH MONTH

Beckenvick Viaduct

Swiss HOm



Also in this issue...



Latest Reviews ... and much more

PECO

• Beckenvick Viaduct

Simon Ellis has extended his Rhätische Bahn HOm layout with an impressive curved viaduct that connects to extra storage sidings which enhance operating capability.

• Bad Ischl Frachtenbahnhof

Mike Christensen set himself a challenge and built an Austrian scene showing the end of the narrow gauge from Salzburg with unusual dual gauge HO/HOe track.

• Nove Mesto

Alan Monk describes his new ultra portable TT project, a České Dráhy Epoch V branch terminus micro layout.

• Saint Claude

Nick Lewis describes his N gauge layout, inspired by a family connection, which represents a station in the Jura as it was from the early part of the 20th century to 1964.

• Mukilteo

Scott Fitzgerald suggests this location on Puget Sound would make an interesting contemporary layout, with a combination of freight and passenger workings.

... and much more!



Saturday 24 & Sunday 25 September HIGH WYCOMBE SCALEFORUM

Organiser: Scalefour Society.

Venue: Cressex Community School, Holmers Lane, High Wycombe, Buckinghamshire, HP12 4QA.

Open: Saturday 1030-1730
Sunday 1000-1630

Admission: adults £12.00
(for two days).

Features: layouts include *Obbekaer* (Danish P87, CM June 2016). Demonstrations, trade.

Website: www.scaleforum.org

Saturday 24 & Sunday 25 September LYDNEY, Gloucestershire

Organiser: Forest of Dean MRC.

Venue: The Dean Academy, Lydney, GL15 5DZ.

Open: Saturday 1100-1700
Sunday 1000-1600

Admission: adults £5.00, children (5-16) £2.00, under 5s free.

Amenities: ample parking; disabled access; light refreshments.

Features: 20+ layouts including *Snake Bend* (N) and *The Andeer Line* (Swiss HOm). Trade.

E-mail: lydneyshow@fodmrc.org.uk

Saturday 24 & Sunday 25 September STAFFORD

Organiser: Stafford Railway Circle.

Venue: Bingley Hall, Stafford County Showground, Weston Road, Stafford, ST16 0BD. (Three miles east of town on the A518 towards Uttoxeter.)

Open: Saturday 1000-1700
Sunday 1000-1630

Admission: adults £12.00, accompanied under-16s free.

Amenities: free parking; free bus service from Stafford station both days; disabled access; catering.

Features: layouts include *Winziges Industriegebiet* (HO), *Antwerpse Viskade* (HO), *Franklin Falls* (HO), *Gateway Eastern Industrial Park* (HO), *Rensville* (HO), *Tipton PA Sub-division* (US N), and *Karolina Falls* (US On30, CM September 2014). Demonstrations, trade.

Contact: Colin Hill 01785 211992

E-mail: chilli3757@gmail.com

Website: www.staffordrailwaycircle.org.uk/exhibition

Saturday 24 & Sunday 25 September STICKNEY, Lincolnshire

Organiser: Boston MRS.

Venue: Stickney Village Hall, PE22 8BG. (Seven miles north of Boston on the A16.)

Open: Saturday 1000-1700
Sunday 1000-1600

Admission: adults £4.00, children £2.00, family (2+3 max) £10.00.

Amenities: free parking, disabled access, light refreshments.

Features: layouts include *North Colton* and *Bregenbach im Schwarzwald* (German N, in this issue). Trade.

Website: <http://bostonmrs.50webs.org>

Saturday 24 & Sunday 25 September TUNBRIDGE WELLS, Kent

Organiser: Spa Valley Railway.

Venue: Tunbridge Wells West Station, Neville Terrace, Tunbridge Wells, Kent, TN2 5QY.

Open: 1000-1700

Admission: adults £15.00, seniors £14.00, children (2-15) £7.50, family £38.00. (Includes unlimited all-day travel on the Spa Valley Railway.)

Exhibition only: adults £10.00, seniors £9.00, children £5.00, family £25.00.

Amenities: local parking; bus 281 from Tunbridge Wells station; disabled access; light refreshments.

Features: layouts include *Qu'evy* (French N). Trade.

Contact: 07507 182763

E-mail:

richard.arding@spavalleyrailway.co.uk

Website: www.spavalleyrailway.co.uk

Meeting

Thursday 15 September – 1930 Marlow & District Railway Society

The Railways of Sri Lanka

by Simon Colbeck

Venue: Bourne End Community Centre, Wakeman Road, Bourne End, SL8 5SX; or via Zoom.

Admission: members free, non-members £3.00.

Contact: www.mdrs.org.uk

Martin Stoolman, 07954 849390

CONTINENTAL MODELLER Classified Advertisements

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

Replies to box numbers should be sent to:
Peco Publications & Publicity Ltd, Beer, Devon, EX12 3NA, England.

Retailers Announcements

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

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

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

Trade Sales

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

Trade Sales Books

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

Wanted (Trade)

This section is reserved for the use of traders only.

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

THINKING OF SELLING YOUR MODEL RAILWAY COLLECTION?

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

MODEL RAILWAY COLLECTIONS URGENTLY REQUIRED.

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

WANTED - COLLECTIONS OF TRAINS FROM THESE AREAS:-

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

Holiday Accommodation

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

Fairs, Sales and Swapmeets

September 2022

27 September (Tues) from 6pm

GARSTANG TOYFAIR, Kirkland and Catterall Memorial Hall, corner of A6 and A586, refreshments available. JANET PEARSON. Tel: 01282 439 009.

Private

Private Sales

CONTINENTAL MODELLER - complete run, free to good home. Mint/excellent condition. Contact janeandianmcbean@hotmail.com for more details.

N GAUGE ELECTRIC LOCOMOTIVE E44 DRB DCC SOUND. Brawa catalogue no 63101. Excellent runner - £160 plus postage. Telephone Matthew - 07595 416 900.

Property for Sale

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

Private Wanted

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

Wanted Clubs and Societies

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

OPPORTUNITY YOURS

CM Classified Advertisement Order Form — last date for receiving copy for November 2022 issue is 1st September 2022

Please insert advertisement under the section headed:

PLEASE NOTE: If you do wish to renew an existing advert, phone, write or email within 3 months of the original advert being placed.

MINIMUM CHARGE £4.20 per advert (£3.50 + 70p VAT)

Prices below do not include VAT. Please add 20% VAT to total.

Rates per word: Private 15p, Trade 25p, Swapmeets 40p.

Box number £5.50 extra.

Tick if a box number is required ☐

Advertisements without a box number must include your name, address or telephone number. We would recommend stating gauge. Standard abbreviations (LMS, META, 0-6-0), normal hyphenations (O-gauge, 2-rail, pre-war) and prices count as one word. Telephone numbers, whether exchange or all figure, count as two words.

CONDITIONS OF ACCEPTANCE: All copy is subject to our approval. We reserve the right to request amendments.

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

Advertisers are expected to acknowledge all enquiries that enclose an SAE (even if the item has already been sold).

Advertisers are reminded of the Trade Descriptions Act and must avoid misrepresentation of goods offered. The Business Advertisements (Disclosure) Order 1977 requires all who sell goods in the course of a business to indicate this clearly in the advertisement.

I enclose cheque/PO for £
(made payable to Peco Publications).

It is unwise to send coins or banknotes either in payment for the advertisement or goods.

Name

Address

Postcode

Please send remittance to: Classifieds Department, Peco Publications, Beer, Seaton, Devon, EX12 3NA

Alternatively you can telephone: 01297 21542 or email: classifieds@peco.co

This form may be copied to save cutting the page

NscaleCH

We offer new, nearly-new and used secondhand N-scale items, mainly in Swiss outline. Brass and rare items are a speciality. See our website at www.nscalech.com for lists of current models. We are always looking for good quality stock to buy, so try us first!

Visit our stand at:

The International N-Gauge Show
in Warwickshire on
Sat 10th – Sun 11th September

Availability of stock may be confirmed at enquiries@nscalech.com, or by telephoning 07905 087280 between 0700 and 2300.

Railway Modelling All Scales and Interests
+ Digital Roundhouse Magazine, Member
Services, Online Forum and Fellowship
Only £29 per year - Join Today

<https://www.nmrabr.org.uk>



ONLINE SHOP LENDONS

OVER 70 YEARS IN
BUSINESS EST. 1944

Suppliers of Model Railway Locomotives, Coach and Wagon Stock. Accessories and parts for all popular gauges.

ARNOLD

Electroten

Jonas

Rivarossi

HORNBY

Hornby Collectors Centre and Hornby Warranty Repair Centre

Large selection of spares

192 Fidas Road, Llanishen, Cardiff CF14 5LZ

029 2075 2563

9am-5pm

www.hornbyinternationaluk.co.uk



THE AMERICAN RAILROAD CENTRE

Specialist Importers and Retailers of
American Model Railroad Equipment

15 Lower Bore Street, Bodmin,
Cornwall PL31 2JR

Telephone: (01208) 72025

E Mail: americantrains@aol.com

Tuesday-Friday 10am-4pm
Saturday 10am-3.30pm ★ Closed Monday



Diesels • Steam Engines • Books • Backscenes • Buildings
Passenger Cars • Freight Cars • Signals • Trucks & Cars
Magazines • Detailing Parts • Scenics • DCC • Trackwork • DVD

Visit us Online at:

www.americanrailroadcentre.com

MARCWAY

POINTWORK

58
years

01709 542951

marcway.co.uk

RENOWN FOR QUALITY

UNRIVALLED EXPERTISE IN
TRACK AND POINTWORK

Ranges available in gauges 1, O,
SM32, OO, EM, HO O-16.5. All are
ready to run and spray finished.
SAE or phone for leaflet.

**S GAUGE
USA POINTS**

Built to NMRA standards with code
100 FB Nickel Silver rail and US Closer,
Narrower ties. Rail built throughout giving
optimum appearance, running qualities
and electrical continuity. Spray finished with
just rail surfaces polished - Any custom
pointwork or junctions as required.

#6 Points left or right £49.50

Intro offer 4 point £180

CARRIAGE AT COST

Custom Pointwork

We construct custom pointwork & junctions in
any gauge to your required specifications. All
gauges O, OO, EM, 1, G including Dual Gauge
& American O, S and Narrow Gauges.
PHONE MARC 01709 542951
(not always manned)

TECHNICAL & CUSTOM POINTWORK

Track Building Materials

PCB, SLEEPING, RAILS, TEMPLATES, GAUGES,
KITS, LEVERS, MOTORS ETC



**MARCWAY
SCALE MODELS**
MODEL RAILWAY SPECIALISTS

VISIT OUR SPACIOUS SHOP 1200sq ft Sales Area
SHOP OPEN 10am-4pm 5 days a week - closed Wed & Sun
SITUATED 2 MILES FROM M1 JUNC 34 (Meadowhall Exit)
200 yds from Attercliffe Tram Stop

0114 2449170

598-600 ATTERCLIFFE RD, SHEFFIELD S9 3QS

INDIAN RAILWAYS WAP7 & WAG 9

Non-Motorized Display Version Also Available

DCC ready with NMRA 8-pin plug
Hi-def details, crisp liveries & letterings
Directional headlights & markers
Kadee Scale Coupler

PRE-ORDER NOW

www.precisionmodelworks.co.uk

HO Scale



Pre-Owned European
and International
H0 and N gauge

British 00 and N gauge, other sizes as available
Postal and exhibition sales only, see us at:

20 Aug: Silverfox Milton Keynes - MK10 9JQ

20/21 Aug: Loughborough - LE11 2DU

◆ Continental stock selection at all exhibitions ◆

◆ New items regularly added to our website ◆

All fully photographed, tested and serviced if needed

◆ Co-run by a continental enthusiast ◆

elaines-trains.co.uk

01673 857 423

THE HOBBY SHOP

Est. 1988

www.hobb-e-mail.com 01795 531666 info@hobb-e-mail.com

85 Preston Street, Faversham, Kent, ME13 8NU



TRY OUR SAME-DAY DESPATCH MAIL ORDER SERVICE.
ALL MAJOR CREDIT/DEBIT CARDS ACCEPTED.

Thunderbolt Models

Build your dream



UK distributor of CMD's
RTR South African Rolling Stock

Stockists of quality pre-owned European and North American
Outline models in both HO and N Gauge, along with a large
selection of modelling accessories and tools.

Superbly detailed, fantastic accessories.

Email: sales@thunderboltmodels.com Tel: 07851 731629

www.thunderboltmodels.com

Feeding your obsession

BRESSINGHAM Model Railway Show
 Layouts / Stalls / Museum / Steam Railways
Sun 23rd October
10:30-17:00
Entry Only £7
 Bressingham Steam Museum
 Diss, Norfolk, IP22 2AA
www.bressingham.co.uk






The European Railways Association
 For a FREE copy of our magazine "Eurorail"
 ask editor@eurorail.org.uk
 Two e-Magazines Local Meetings
 Many information sources Annual Show

European Railways Association Show
Saturday 17th September 2022
The H Suite, Edgbaston, Birmingham B16 0AA

Worldwide subscription is still only £11.50 p.a.
 Contact membership@eurorail.org.uk for information.
WWW.EURORAIL.ORG.UK



THE FRENCH RAILWAYS SOCIETY 

For all enthusiasts and modellers of the railways of France.
 Membership of the Society includes, a quarterly journal, library
 and photographic archive (40,000+ images, drawings etc).

SUMMER RENDEZVOUS
Sunday 21st August 2022 10:00 – 16:30
 LENHAM COMMUNITY CENTRE, GROOM WAY, LENHAM, KENT ME17 2QT
 Admission £5 Children under 16 free

MODEL RAILWAY EXHIBITION • PROGRAMME OF SLIDESHOW PRESENTATIONS
 SCOGRAIL SALES STAND: BRING & BUY • FRS ARCHIVE/LIBRARY & SALES STANDS
 BENELUX, GERMAN, ITALIAN, SCANDINAVIAN, SWISS RAILWAY SOCIETY STANDS
 Full details on FRS website: www.frenchrailwaysociety.org

HAMPSHIRE MODELS

01256 406604
enquiries@hampshiremodels.co.uk
www.hampshiremodels.co.uk

For all your modelling needs from 'N' gauge through to
 'O' gauge, both new and pre-owned.

Unit 31,
 Basepoint Business Centre,
 Stroudley Road, Basingstoke RG24 8UP
www.hampshiremodels.co.uk

OPENING:
 Monday to Friday
 9am-4pm










THE GERMAN RAILWAY SOCIETY
 QUARTERLY JOURNAL ↔ PUBLICATIONS
 ANNUAL EXHIBITION

For details visit
WWW.GRS-UK.ORG

For details e-mail memsec@grs-uk.org
 or send an A5 SAE to:
 13 Clouds Hill Road, St George, Bristol BS5 7LD
 Telephone: 0117 954 2424





CONTINENTAL MODELLER
Digital Only Edition

For your PC, Mac, laptop, iPhone, iPad or
 other Android device including Kindle Fire.

Free trial before you buy! **Subscribe Today!**

Just follow this link:
www.pecopublications.co.uk/digital-only-subscription.html

- ▶ Same content as the magazine including the adverts
- ▶ Access back issues from January 2011 onwards
- ▶ Great space saving solution
- ▶ Download/view on the day of publication – no more waiting for the postman
- ▶ Never miss an issue – even when you're away from home

Technical Advice Bureau
 Peco Publications & Publicity Ltd,
 Beer, Devon EX12 3NA, England
 Tel: 01297 21542

ONLY £39.99 a year



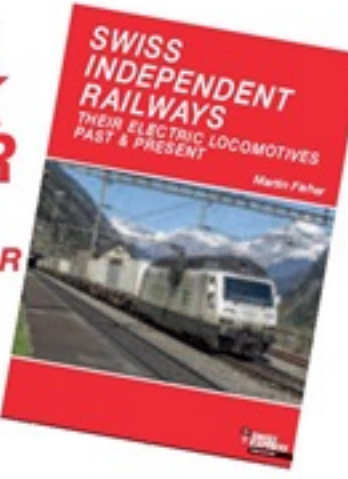
SRS  **SWISS RAILWAYS SOCIETY**

FREE BOOK OFFER

TAKE OUT A 2-YEAR (2022/23) MEMBERSHIP FOR ONLY £40 AND GET A FREE COPY OF
"SWISS INDEPENDENT RAILWAYS"
 PROFUSELY ILLUSTRATED A4 178 PAGE BOOK
 CHARTING THE STORY OF NON-SBB TRACTION
 UP TO 2020 WORTH £16 (UK & NI ONLY)

MEMBERS ENJOY A QUARTERLY 52 PAGE FULL COLOUR A4 MAGAZINE AND OTHER BENEFITS

Check our website for full details:
www.swissrailsoc.org.uk



European Railways Association

Continental Model Railway Exhibition Edgbaston

Saturday 17th September 2022



Open to the Public: 10.30 a.m. to 5.00 p.m.

The H Suite, 100 Icknield Road, Edgbaston,
Birmingham, West Midlands, B16 0AA

Continental and Worldwide Traders selling New Model Railway Items.
Large selection of Continental Books and Loco plates for Sale via ERA stand.

An inspiring selection of Continental Layouts in a variety of scales on show.

Free on-site car parking. Toilets including disabled available.

Drinks cold and hot, hot food and sandwiches and cakes available on site.

Entry £9.00 For All Adults

Family Ticket: £18.00 Children under 16 are free

Organiser: The European Railways Association
c/o Axel Klozenbuecher 07743 660461

OSBORN'S MODELS

DOING 'N' SCALE
on a
BIG SCALE

KATO
PRECISION RAILROAD MODELS

7 HONESTONE ST, BIDEFORD, N. DEVON, EX39 2DL 01237 423453
www.osbornsmodels.com

MORRIS MODELS

NORTH LANCING

80 Manor Road, N Lancing,
West Sussex, BN15 0HD
Tel 01903 754850
www.morrismodels.co.uk info@morrismodels.co.uk

We are between Brighton & Worthing, just off A27 west of Shoreham Airport

RETIREMENT SALE

Easy free parking!!
Please check website for opening hours or call us

LAST DAY SATURDAY 27th AUG 2022

New from ESU and REE



A&H MODELS

Website: www.aandhmodels.co.uk
e-mail: dccshop@hotmail.co.uk
Telephone Mail order
01280 701410

Shop: A&H Models 95 High Street, Brackley, Northamptonshire NN13 7BW

GOLDEN VALLEY HOBBIES

1,500 TT scale products available



Auhagen 13280
Roundhouse
£79.90



Auhagen 43655
Single Track Level Crossing
Without Track
£27.50



Auhagen 13308
Loading Crane
£23.90



Auhagen 43580
Cork Track Underlay For Points
£10.90



Auhagen 43562
Cork Track Bedding
£17.50



Auhagen 43584
Foam Embankment Extension
£18.90



Auhagen 43700
Dummy Narrow Gauge Set
With Engine Shed (37 Pieces)
£35.50



Auhagen 43701
Dummy Narrow Gauge Track
£10.90



Auhagen 43702
3 Dummy Narrow Gauge
Tipper Wagons
£13.90

www.goldenvalleyhobbies.com/tt

See our website (above) or call to order. 01981 241 237
Prices are correct at time of print and are subject to change.

Kent Garden Railways

16mm and G Scale Specialists

Whether its live steam, battery or electric for your garden we have the stock to get you going



LGB * Accucraft * Piko *
Bachmann * Roundhouse * Pola

**Great Stocks of
On30, OO, HO,
OO9, HOe, N & Z**
We have large stocks from the
leading manufacturers



Hornby * Bachmann * Minitrains
Gaugemaster * Metcalfe * Heljan
Graham Farish * Dapol
Woodland Scenics * Kato *
Walthers * Kadec
Expo * Noch * Kestrel * Atlas *
Oxford * Rapido and much more



21430 LGB G scale Class Ge 4/4
III Electric Locomotive



85095 Bachmann G Scale Climax
#2 Demonstrator



920-49707 Walthers HO EMD
GP9 Phase II High Short Hood -
Penn Central #7110



Roundhouse 16mm Darjeeling B -
live steam locomotive



933-3094 Walthers HO Union
Station Kit

Kent Garden Railways

68 High Street, St Mary Cray, Orpington, Kent, BR5 3NH

Tel 01689 891668 email sales@kgrmodels.com www.kgrmodels.com

Web. Telephone and Exhibition Sales only



'N' ICE at

C&M Models

Arnold HN2416 DB-AG ICE3 8-Car Set

£324.95 £268.05



Arnold HN2540 RENFE Class 592 3-Car d.m.u.

"Regionales" Livery, Era V

£269.50 £227.30

Arnold HN4350 RENFE 'DDMA' Double-deck Car Carriers

Original Green Livery, 2-Wagon Pack, IV

£79.55 £66.30

Arnold HN4351 RENFE 'DDMA' Double-deck Car Carriers

Era V White Livery, 2-Wagon Pack

£79.55 £66.30

Arnold HN6389 DB-AG 'Tads' 4-Axle Swing-Roof Hoppers

Traffic Red Livery, 2-Wagon Pack, V-VI

£52.00 £43.35

Arnold HN6390 NACCO 'Tads' 4-Axle Swing-Roof Hoppers

Blue Livery, 2-Wagon Pack, Era VI

£52.00 £43.35

Arnold HN6415 FS 'Habills' 4-Axle Sliding Wall Vans,

Silver Livery, 3-Wagon Pack, Era IV

£89.00 £80.10

Arnold HN6426 SBB 'Eaos' 4-Axle Gondola Wagons, 2-Wagon Pack

1 x Grey, 1 x Pink Livery, Scrap Loads, V

£59.00 £49.80



Arnold HN6427 SBB 2-Axle 'Ucs' Silo Wagons, 2-Wagon Pack

Grey Livery, Era IV

£49.50 £41.40

Arnold HN6467 "Monfer France" Grain Hopper, flat sided

Red Oxide/Black Livery, Era VI

£25.65 £21.40

RECENT ARRIVALS

ACME 60560 FS "Mercitalia" Class E494 TRAXX3 Electric

Silver Livery, Era VI

£214.10

LS Models 47261 DC SBB EWI Restaurant Car, Era IV

Maroon Livery with UIC number/pantograph

£123.00



LS Models 40156 SNCF 'Gril Express' Restaurant Car

Corail Livery, Encadre Logo, Era IV-V

£70.05

LS Models 30586 Millet grain hopper, blue livery with

Grain pictograms. With sun logo, Era VI

£42.85

LS Models 30587 as 30586, without sun logo

£42.85

1 Crosby Street, Carlisle CA1 1DQ

Tel: 01228 514689, Tues > Sat 10a.m. > 4.30p.m.

<https://candmmodels.co.uk> sales@candmmodels.co.uk



Kernow Model Rail Centre

CAMBORNE / GUILDFORD

Kernow Model Rail Centre @kernowmodelrail

BACHMANN SPECTRUM / ON-30



25250 2-6-0 Steam Locomotive No. 56 White Pass & Yukon.
£144.99



25262 2-6-0 Steam Locomotive Bumble Bee No. 8
Colorado Mining Co. £144.99



28322 4-4-0 Modern Outside Framed American Steam
Painted & Unlettered Black. RRP £266.00 £169.99



28657 Baldwin 4-6-0 Steam Locomotive No. 31
Greenbrier & Big Run Lumber. RRP £358.00 £238.99



28670 Baldwin 4-6-0 EtWnc 12 Steel Cab, Green with Gold Lining Red.
RRP £358.00 £238.99



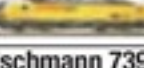
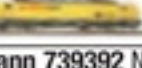
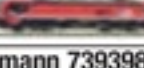
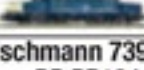
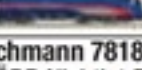
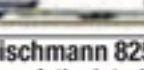
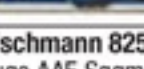
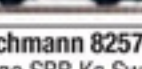
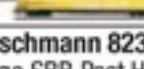
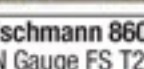
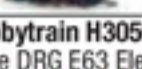
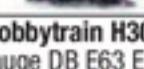
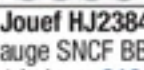
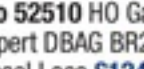
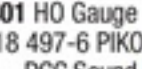
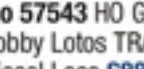
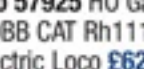
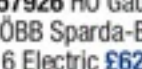
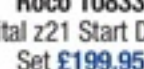
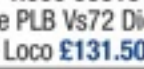
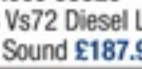
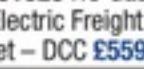
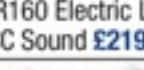
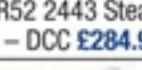
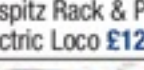
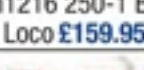
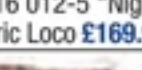
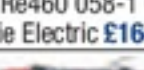
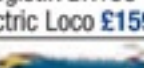
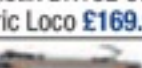
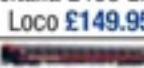
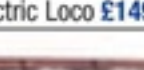
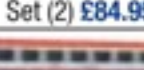
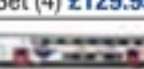
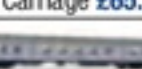
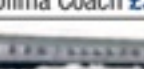
28671 Baldwin 4-6-0 EtWnc No. 11 with Steel Cab,
Black with Red windows. RRP £358.00 £238.99

KEEP UP TO DATE THROUGH OUR WEEKLY NEWSLETTER. SIGN UP VIA OUR WEBSITE TODAY

Visit www.kernowmodelrailcentre.com to see our full range
of models and accessories or call our team on +44 1209 714099

UK POSTAGE & PACKING £4 PER ORDER / FOR OVERSEAS POSTAGE SEE OUR WEBSITE
UK ORDERS POST FREE IF ORDER OVER £250 AT TIME OF DESPATCH

98A Trelowarren Street, Camborne, TR14 8AN / 75B Stoke Road, Guildford, GU1 4HT

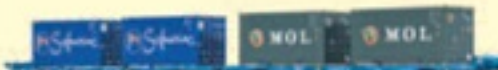
SCOGRAIL		EUROPE (& SCGBAHN)	Latest items in stock or available at our supplier and prices correct 20/07/2022
Unit 2, 48-52 Tomline Road, Ipswich IP3 8DB			
Opening Hours: 1000-1600 Mon-Fri, 1000-1300 Sat. Closed Sun & Bank Holidays			
Phone: 01473 715769. Email: scograil@btinternet.com Web: www.scograil.co.uk			
UK delivery on orders under £100 = £3, £100 - £199.99 = £4. Orders £200 & over = free UK economy delivery			
 At our supplier - Jagerndorfer 40940 HO Gauge OeBB Rh4020 3 Car EMU £289.95			
 At our supplier - Jagerndorfer 40950 HO Gauge OeBB Rh4020 3 Car EMU £289.95			
 At our supplier - Jagerndorfer 26140 HO Gauge OeBB Rh1063 049-1 Electric Loco £184.95			
 Fleischmann 732136 N Gauge SNCF BB 22347 Electric Loco £124.95			
 Fleischmann 732206 N Gauge SNCF BB 22347 Electric Loco - DCC £179.95			
 Fleischmann 734014 N Gauge SBB Re420 294-1 Circus Knie Electric £139.95			
 Fleischmann 739312 N Gauge CD Regiojet 193 206-0 Electric Loco £129.95			
 Fleischmann 739392 N Gauge CD Regiojet 193 206-0 Electric Loco - DCC Sound £199.95			
 Fleischmann 739398 N Gauge Railogix 193 627 Electric Loco - DCC Sound £196.95			
 Fleischmann 739421 N Gauge DB BR194 178-0 Electric Loco £129.95			
 Fleischmann 781804 N Gauge ÖBB Nightjet Rh1216 012-5 Electric £139.95			
 Fleischmann 825015 N Gauge Articulated Double Pocket Wagon £51.50			
 Fleischmann 825338 N Gauge AAE Sggmrs Van Den Bosch Double £46.95			
 Fleischmann 825749 N Gauge SBB Ks Swivel Stake Wagon £24.95			
 Fleischmann 8238312 N Gauge SBB Post Habillins H/C Sliding Wall £55.95			
 Fleischmann 860711 N Gauge FS T2S Sleeping Car £31.95			
 Hobbytrain H3050 N Gauge DRG E63 Electric Loco II £165.75			
 Hobbytrain H3052 N Gauge DB E63 Electric Loco £165.75			
 Jouef HJ2384 HO Gauge SNCF BB1500 Electric Loco £164.95			
 Piko 52464 HO Gauge Expert USATC 65-DE-19A Diesel Loco £189.95			
 Piko 52466 HO Gauge Expert USATC 65-DE-19A Diesel Loco - DCC £284.95			
 Piko 52510 HO Gauge Expert DBAG BR245 Diesel Loco £124.95			
 Piko 57401 HO Gauge Hobby DBAG BR218 497-6 PIKO/Marklin Diesel Loco - DCC Sound £169.95			
 Piko 57543 HO Gauge Hobby Lotos TRAXX Diesel Loco £88.95			
 Piko 57925 HO Gauge ÖBB CAT Rh1116 Electric Loco £62.95			
 Piko 57926 HO Gauge Hobby ÖBB Sparda-Bank Rh1116 Electric £62.95			
 Roco 10833 Digital z21 Start Digital Set £199.95			
 Roco 33319 HOe PLB Vs72 Diesel Loco £131.50			
 Roco 33320 HOe PLB Vs72 Diesel Loco - DCC Sound £187.95			
 Roco 51323 HO Gauge DRG E52 Electric Freight Starter Set - DCC £559.95			
 Roco 70061 HO Gauge DB BR160 Electric Loco - DCC Sound £219.95			
 Roco 70276 HO Gauge DB BR52 2443 Steam Loco - DCC £284.95			
 Roco 70442 HO Gauge Alpstiz Rack & Pinion Electric Loco £129.95			
 Roco 70487 HO Gauge CD Rh1216 250-1 Electric Loco £159.95			
 Roco 70522 HO Gauge ÖBB 1216 012-5 'Nightjet' Electric Loco £169.95			
 Roco 70656 HO Gauge SBB Re460 058-1 Circus Knie Electric £164.95			
 Roco 73104 HO Gauge TX-Logistik BR193 555-0 Electric Loco £159.95			
 Roco 73228 HO Gauge TX-Logistik BR182 572-8 Electric Loco £169.95			
 Roco 73340 HO Gauge Mercitalia E483 Electric Loco £149.95			
 Roco 73522 HO Gauge MAV Rh470 Electric Loco £149.95			
 Roco 73877 HO Gauge SNCF BB 22332 Electric Loco £159.95			
 Roco 74055 HO Gauge BTE Couchette Coach Set (2) £84.95			
 Roco 74109 HO Gauge SNCF La Capitale Coach Set (4) £129.95			
 Roco 74152 HO Gauge DBAG Double Deck Carriage £65.95			
 Roco 74344 HO Gauge ÖBB Amz 1st Class Eurofima Coach £37.50			
 Roco 74498 HO Gauge SBB 2nd Class Double Deck Driving Trailer Coach £99.95			
 Roco 74587 HO Gauge DB Abnb 1st/2nd Class Commuter Coach £37.50			
 Roco 74588 HO Gauge DB Bnb 2nd Class Commuter Coach £37.50			
 Roco 77530 HO Gauge SBB Laeks Car Transporter £37.50			
 Roco 77360 HO Gauge Wascosa Sggmrs/T2000 Double Pocket £65.95			
 Roco 76235 HO Gauge AAE Sggmrs33/T3 P&O Pocket Wagon £46.95			

Mount Tabor Models

Come and visit Mount Tabor Models, the friendly model shop, based in the heart of the Peak District, where there is plenty for the rest of the family to do and see while you look round our shop.

If you can't visit simply phone, Fax or E-mail your requirements.

NEW IN STOCK

 Fleischmann N Gauge 714475 DB Br44 heavy freight loco Ep3 DCC sound £250.00	 Fleischmann N Gauge 716975 DB Br01.1056 Steam express loco Ep3 DCC sound £225.00
 Fleischmann N Gauge 823305 2x OBB Flat Wagon w/Milk Tank Load Set Ep3 £42.00	 Fleischmann N Gauge 845376 OBB Sdgkms Wagon Set (2) Von Haus/ Schenker Ep4 £57.00
 Fleischmann N Gauge 825050 AAE T3 Pocket Wagon DB Schenker Trailer Ep6 £32.00	 Fleischmann N Gauge 822401 DB Laaes541 Auto Transport Wagon Ep4 £32.00
 Fleischmann N Gauge 825025 AAE MOVE Articulated Double Pocket Wagon Ep6 £52.00	 Lilliput HO L130002 4-unit Set 'Military Troop Transport' camouflaged Ep2 £425.00
 Brawa HO 40922 Steam Locomotive Br02 DRG, Ep2, DCC digital sound £495.00	 Brawa HO 40942 Steam Locomotive Br02 DRG, Ep2, DCC digital sound £495.00
 Brawa HO 48103 Bogie Container wagon Sffggmrrss FS, Ep6 £99.00	 Brawa HO 48104 Bogie Container wagon Sffggmrrss DB, Ep6 £99.00
 Brawa HO 50672 DR D504 Trainpack DCC sound Ep4 £830.00	

Come see our trade stand next at:

10th-11th September Leigh MRS Exhibition,
Leigh Leisure Centre, Sale Way, Leigh, Greater Manchester

17th September ERA - The European Show 2022,
The H Suite, 100 Icknield Port Road, Edgbaston,
Birmingham, West Midlands

Shop open Tuesday and Thursday afternoons 1 pm till 5 pm other times by appointment.
Mail order continental model railway specialists.
Mount Tabor Models, Scarthin, Cromford, Matlock, Derbys DE4 3QF
Phone & Fax 01629 822294
E-mail: mount.tabor@btopenworld.com



75
YEARS



TICKETS: £15 PER DAY | £20 FOR 2 DAYS
ADVANCE BOOKINGS AVAILABLE ONLINE

OCTOBER
1st & 2nd 2022

10am to 5pm

BICESTER HERITAGE
BUCKINGHAM ROAD
BICESTER
OXON
OX26 5HA

CELEBRATE G1MRA'S
75th ANNIVERSARY WITH US.

MODEL RAILWAY AND
MODEL ENGINEERING
EXHIBITS IN MANY SCALES.



MORE INFO

www.glmra75.co.uk

WANTED

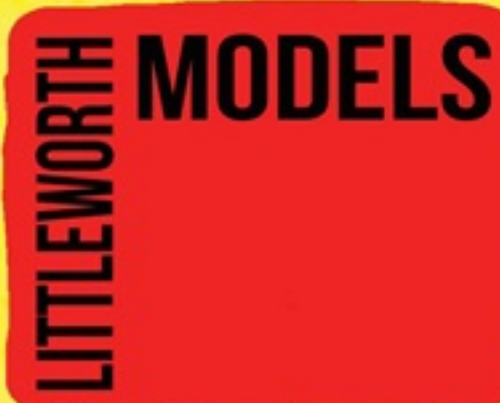
Model Railway & Collectables

Top Prices Paid

For all makes, all gauges and live steam,
aeroplane kits, boats, die cast etc.

Instant cash paid

Will travel to collect



email: littleworthmodels@gmail.com

01775 630385
07723 336344

Woodgate Cottage
New Road,
Deeping St Nicholas,
Spalding, Lincs, PE11 3DU

MAC'S MODEL



RAILROADING

4-8 Reform Street Kirriemuir
Scotland DD8 4BS

Authorized Exactrail Dealer, Railflyer Prototype, Kato, Gaugemaster,
Digitrax, Broadway Limited, Woodland Scenics

BRITISH, AMERICAN AND CONTINENTAL OUTLINE

To contact us: email is best or mail to the above address.

ian@ecscenics.co.uk www.macsmodels.co.uk

Telephone 01575 572397

Payment:- £4.95 PER ORDER. Overseas at cost.

Postal orders, Cheque, IMO (stirling),

All Major Credit Cards & Debit Cards

Opening Hours Monday - Saturday 10.30 -5.00pm

Closed Thursday

Our full terms & conditions are available on our website or by
sending us a SSAE



The best way to ensure that you receive your copy of **Continental Modeller** every month is to support your local newsagent by placing a standing order. He can get it hot off the press each month and should be able to either deliver to your door or reserve it for you in the shop.

HAND THIS REQUEST IN TO YOUR LOCAL NEWSAGENT TODAY

Dear Retailer,
Please deliver/reserve for me a copy of **CONTINENTAL MODELLER** every month starting with the next available issue.

Name

Address

..... Telephone

If you don't want to cut your magazine, you can use a photocopy

THE HO COMBINATION

Combine Code 83 and Code 70 track seamlessly with the new Transition Track units



NEW →
Join your Code 83 and
Code 100 track too!

SL-115 (Code 83 to Code 70)



SL-116 (Code 83 to Code 100)



PECO **STREAMLINE**



Made in the UK

For stockists call 01297 626204
or visit www.peco-uk.com



THIS MONTH IN RM



SUBSCRIBE NOW!
and never miss another issue
Call 01297 626203 or visit
www.pecopublications.co.uk

Monksbury

A London & South Western branch terminus in O gauge

ON SALE
11th August



Mynydd Tatws
Welsh narrow gauge in OO9

ALSO FEATURED:

Micklethwaite - An LMS makeover for a loft-based railway empire in OO
Return to Alexton - Shades of Dillicar on this rebuilt OO garage-based system
Ashby Magna - BR steam era depiction of the Great Central main line in N
LMS Utility Van Upgrade - Ian Nuttall describes how he gave a venerable OO model a new lease of life
...and much more



KITTLE HOBBY



★ ACCESS : VISA : SWITCH CUSTOMERS ORDER BY 'PHONE.

RHONGYR UCHAF HOUSE, off Penwyllt Rd, Penycae, Swansea SA9 1GD

(Callers welcome by appointment please)

All correspondence to Kittle Hobby/Banks of Kittle
P.O. Box 05, Ystalyfera, Swansea SA9 1YE

★ NON E.E.C. CUSTOMERS OVER £50 VAT FREE.

Tel. 01639 731005
or 01639 731003

E-mail: kittlehobby@gmail.com

American N Gauge post & packing £4.20

	B63565 GP40 Norfolk & Southern£89.00
	B63566 Conrail GP40£89.00
	A4673 S2 Chicago Great Western£115.00
	Dash 8-40C Lancaster & Chester£124.00
	A2896 Baltimore & Ohio S2£108.95
	K8942 Union Pacific ES44AC£105.00
	A4116 GP38 KCS£110.00

Now taking orders for
the Walthers HO & N
2023 catalogue

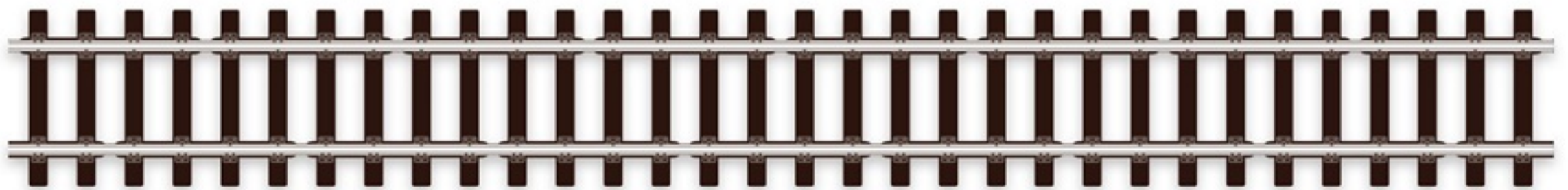
MT280 C&NW Steel Caboose£40.00	BR7162 Peabody Coal Hopper x2£55.00	A5637 Short Tank 'Pabst' Beer£23.00
FV B&O Wagon Top Caboose£29.95	A2676 40' Wood Reefer GTW£23.90	A5646 Box Car 'Pabst' Beer£23.20
A3322 C&O Caboose£18.50	MT0140 Tank 'Celanese'£33.70	MT562 D&RGW 50' Box Car£35.00
BW38082 PRR N5 Caboose£26.65	A4147 C&NW Stock Car£23.50	A4453 50' Milwaukee Box Car£31.10
MT410 N&W 36' Steel Caboose£29.95	BL222 South-East Coal Hopper£12.65	BW879 Westmorland Coal£16.80
BL40131 Penn Central Steel Cab£34.20	B19461 Reading 50' Box Car£28.20	B71052 50' Box Car AT&SF£19.95
BW38040 Pennsy 4 Bay Hopper£22.50	BL14212 D&S Hopper£13.90	MP1546 Holland Iron£19.95
	FV513 Coal Gondola 'Fayette Power'£27.50	W3235 Waltons Lumber£31.50
	A4684 52' UP/CNW Gondola£22.00	A2842 Station Platform x2£22.75
		W3201 Freight Terminal£33.95



Introducing the NEW British outline scale

TT:120

1:120 scale 12mm gauge track and accessories



1:120 true to scale



At the heart of the hobby

For stockists call +44 (0) 1297 626204 or visit www.peco-uk.com





WANTED

INTERESTED IN SELLING *YOUR* COLLECTION?

WE TRAVEL & VIEW IN PERSON • FRIENDLY & PERSONAL APPROACH • SPECIALISTS IN LARGE COLLECTIONS

For over a decade, we have been purchasing model railways, die-cast & railwayana, including some of the largest single-owner collections the market has seen.

We usually operate by viewing & offering on collections in person, most often without the need for a list, however we are happy to make offers from lists.

I, Ellis, work on the basis of a friendly, professional & down-to-earth approach, purchasing all scales & eras, alongside Continental & American, with a specialised knowledge of 7mm finescale O gauge.

Please feel free to give us a call to discuss your needs

And in case you were wondering...
Albert is the dog.

CONTACT ELLIS... OR ALBERT



Get in touch!

ellisclarktrains.com



SUBSCRIBE

Only £49 for 12 issues

Delivery direct
to your door

Free Digital
Edition Access*

visit www.pecopublications.co.uk

or call us on

01297 626203

CONTINENTAL MODELLER

AUGUST 2022 £5.99 (UK)

FEATURING RAILWAYS FROM AROUND THE WORLD EACH MONTH

Franklin
US On2

30%
SAVING
off the cover price

UK only
offer

Also in this issue...

Barcola

Italian HO

Signals
in the
garden

German G

Vischkaai
Belgian HO

PECO

Latest Reviews ... and much more

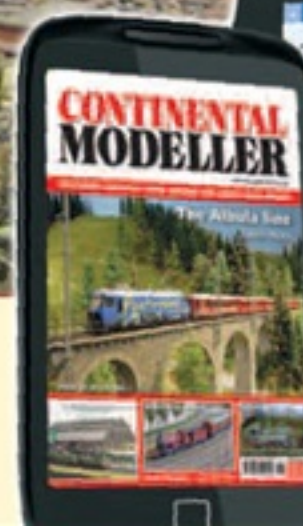
A scene on 'Damyville'. Modelled & photographed by Daniel Cabane.



OVERSEAS SUBSCRIPTIONS
only £79 (12 issues)

DIGITAL EDITION *Worth £39.99.

Available for your PC, Mac, tablet or mobile device. Fully searchable back issues starting from Jan 2011. Access to digital content available only while subscription is active.



CONTIKITS

STRICTLY MAIL ORDER
Continued from the previous page

BLUFORD SHOPS

14003 Clinefield Post 1967/14 Panel Rib Side Hopper, black £10.00 (2)
14001 Clinefield Post 1967/14 Panel Rib Side Hopper, black £10.00 (2)

BROADWAY/PARAGON ROLLING THUNDER

3885 UP SW7 Switcher #1800, yellow (Sound DCC) £128.00

CONCOR (K) STYLE COUPLINGS

0001-004051 AMTRAK Phil Superliner x 5 coach set, silver/blue £45.00
0001-004052 BN Smoothside 5 car set, grey/blue £42.00
0001-004053 BN Smoothside 5 car set, grey/blue £42.00
0001-004054 BN Smoothside 5 car set, grey/blue £42.00
0001-004055 BN Smoothside 5 car set, grey/blue £42.00
0001-004056 BN Smoothside 5 car set, grey/blue £42.00
0001-004057 BN Smoothside 5 car set, grey/blue £42.00
0001-004058 BN Smoothside 5 car set, grey/blue £42.00
0001-004059 BN Smoothside 5 car set, grey/blue £42.00
0001-004060 BN Smoothside 5 car set, grey/blue £42.00

DELUXE INNOVATION

180203 Amtrak Road Railer Trailer £10.00 (2)

E+C SHOPS

702 CSA Johnstone Coal Porters, black (K&K), various #s £7.00 (6)

FOX VALLEY MODELS

P4M105-2 B-M P53344 SD box #80013, blue £15.00
8115-1 Conith + Council P53344 SD, blue £15.00
8115-2 Conith + Council P53344 SD, blue £15.00
8115-3 Conith + Council P53344 SD, blue £15.00
8115-4 Conith + Council P53344 SD, blue £15.00
8115-5 Conith + Council P53344 SD, blue £15.00
8115-6 Conith + Council P53344 SD, blue £15.00
8115-7 Conith + Council P53344 SD, blue £15.00
8115-8 Conith + Council P53344 SD, blue £15.00
8115-9 Conith + Council P53344 SD, blue £15.00
8115-10 Conith + Council P53344 SD, blue £15.00

HALLMARK BRASS (BY SAMHONGSA)

Pennay Baldwin Centipede, dark green/yellow stripe £185.00

INTERMOUNTAIN

69406-03 UP SD40T-2 #4478, yellow £34.00
69118-24 Alberta Tab-ALPX Cylindrical Cov Hopper #528185, blue £15.00
69118-42 Alberta Tab-ALPX Cylindrical Cov Hopper #528185, blue £15.00
69118-50 Alberta Tab-ALPX Cylindrical Cov Hopper #528185, blue £15.00
69118-58 Alberta Tab-ALPX Cylindrical Cov Hopper #528185, blue £15.00
69118-66 Alberta Tab-ALPX Cylindrical Cov Hopper #528185, blue £15.00
69118-74 Alberta Tab-ALPX Cylindrical Cov Hopper #528185, blue £15.00
69118-82 Alberta Tab-ALPX Cylindrical Cov Hopper #528185, blue £15.00
69118-90 Alberta Tab-ALPX Cylindrical Cov Hopper #528185, blue £15.00
69118-98 Alberta Tab-ALPX Cylindrical Cov Hopper #528185, blue £15.00
69119-06 Alberta Tab-ALPX Cylindrical Cov Hopper #528185, blue £15.00

See us at the following shows:

3rd & 4th Sept @ Guildex; 10th & 11th Sept @ TINGS; 17th Sept @ ERA Show and 8th Oct @ Shildon MRS, Locomotion Museum. Please pre-order any items from the website for collection at shows but give us a few days notice.

67045-18 CSX 4750-CuF 3 Bay Hopper, cream £12.00
68822-7 D-41 50' PS-1 Single Door box, 1 Love NY, blue/white stripe #50009 £12.00
68821-03 D-41 50' PS-1 Single Door box, 1 Love NY, blue/white stripe #50009 £12.00
68821-04 D-41 50' PS-1 Single Door box, 1 Love NY, blue/white stripe #50009 £12.00
68821-05 D-41 50' PS-1 Single Door box, 1 Love NY, blue/white stripe #50009 £12.00
68821-06 D-41 50' PS-1 Single Door box, 1 Love NY, blue/white stripe #50009 £12.00
68821-07 D-41 50' PS-1 Single Door box, 1 Love NY, blue/white stripe #50009 £12.00
68821-08 D-41 50' PS-1 Single Door box, 1 Love NY, blue/white stripe #50009 £12.00
68821-09 D-41 50' PS-1 Single Door box, 1 Love NY, blue/white stripe #50009 £12.00
68821-10 D-41 50' PS-1 Single Door box, 1 Love NY, blue/white stripe #50009 £12.00

KATO

106-0101 Amtrak P42 + Westliner phase II loco and 5 car set £165.00
106-0102 Amtrak P42 + Westliner phase II loco and 5 car set £165.00
106-0103 Amtrak P42 + Westliner phase II loco and 5 car set £165.00
106-0104 Amtrak P42 + Westliner phase II loco and 5 car set £165.00
106-0105 Amtrak P42 + Westliner phase II loco and 5 car set £165.00
106-0106 Amtrak P42 + Westliner phase II loco and 5 car set £165.00
106-0107 Amtrak P42 + Westliner phase II loco and 5 car set £165.00
106-0108 Amtrak P42 + Westliner phase II loco and 5 car set £165.00
106-0109 Amtrak P42 + Westliner phase II loco and 5 car set £165.00
106-0110 Amtrak P42 + Westliner phase II loco and 5 car set £165.00

180203 Amtrak Road Railer Trailer

£10.00 (2)

E+C SHOPS

702 CSA Johnstone Coal Porters, black (K&K), various #s £7.00 (6)

FOX VALLEY MODELS

P4M105-2 B-M P53344 SD box #80013, blue £15.00
8115-1 Conith + Council P53344 SD, blue £15.00
8115-2 Conith + Council P53344 SD, blue £15.00
8115-3 Conith + Council P53344 SD, blue £15.00
8115-4 Conith + Council P53344 SD, blue £15.00
8115-5 Conith + Council P53344 SD, blue £15.00
8115-6 Conith + Council P53344 SD, blue £15.00
8115-7 Conith + Council P53344 SD, blue £15.00
8115-8 Conith + Council P53344 SD, blue £15.00
8115-9 Conith + Council P53344 SD, blue £15.00
8115-10 Conith + Council P53344 SD, blue £15.00

HALLMARK BRASS (BY SAMHONGSA)

Pennay Baldwin Centipede, dark green/yellow stripe £185.00

INTERMOUNTAIN

69406-03 UP SD40T-2 #4478, yellow £34.00
69118-24 Alberta Tab-ALPX Cylindrical Cov Hopper #528185, blue £15.00
69118-42 Alberta Tab-ALPX Cylindrical Cov Hopper #528185, blue £15.00
69118-50 Alberta Tab-ALPX Cylindrical Cov Hopper #528185, blue £15.00
69118-58 Alberta Tab-ALPX Cylindrical Cov Hopper #528185, blue £15.00
69118-66 Alberta Tab-ALPX Cylindrical Cov Hopper #528185, blue £15.00
69118-74 Alberta Tab-ALPX Cylindrical Cov Hopper #528185, blue £15.00
69118-82 Alberta Tab-ALPX Cylindrical Cov Hopper #528185, blue £15.00
69118-90 Alberta Tab-ALPX Cylindrical Cov Hopper #528185, blue £15.00
69118-98 Alberta Tab-ALPX Cylindrical Cov Hopper #528185, blue £15.00
69119-06 Alberta Tab-ALPX Cylindrical Cov Hopper #528185, blue £15.00

See us at the following shows:

3rd & 4th Sept @ Guildex; 10th & 11th Sept @ TINGS; 17th Sept @ ERA Show and 8th Oct @ Shildon MRS, Locomotion Museum. Please pre-order any items from the website for collection at shows but give us a few days notice.

Cooked Mountain Lines box car, CML 1952 Special Run £10.00
0940000 CSX Transportation 3 Box Cov Hopper #254238, cream £14.00
77000 D-41 1 Love New York 50' Standard Box, white/blue £10.00 (2)
100007 Dept of Defense Heavyweight Depressed Centre Flat Car with Covered Military Load £15.00
67205-07 DM-E Trinity Hopper #51027, yellow £15.00
100055 DM-E 50' Steel side 14 Panel fixed and gondola, low cover, black/yellow £10.00
100011 DM-E 60' Box Excess Height, double plug doors #25912, black/yellow £12.00
1200000 FEC 3 Bay Ormer Rapid Discharge Hopper, red #15088 £12.00
1200000 FEC 3 Bay Ormer Rapid Discharge Hopper, red #15178 £11.00 (2)
1200000 FEC 3 Bay Ormer Rapid Discharge Hopper, red #15300 £11.00 (2)
20006 FEC 40' 30 Box, blue £8.00
0000000 FEN 50' Rib side box, plug door, red £10.00
8008 FMC Chemical 3 Bay ACF Centre Flow Cov hopper, grey £12.00
0940000 GNS 3 Bay ACF Centre Flow Cov hopper, blue £12.00 (2)
78020 GNS 50' Auto box, and door, red £8.00
110000 GNS 50' General Service Trk Car #100013, blue £15.00
87225 GNS 50' Rib side box, plug door, red £9.00
100125 Hensley 30' River Steel Caboose Offset Cupola, brown #4011 £12.00
0730000 IC 40' 30 Box, single door, brown £9.00
31000 IC 50' 30 Box, single door, orange £9.00
66007-07 KCS 50' Ar D Box, Southern Belle, brown £10.00
67017-08 KCS ACF 4500 Cu F 3 Bay Hopper #5408, brown £12.00
77130 L-10 50' Box Single door, w/ roof rack, blue £10.00 (2)
0300000 Libby's Famous Foods 50' 30 Box, turquoise £11.00
42110 LV 40' 2 Sheelbed Box, brown £9.00
82040 MKT 2 Bay ACF Centreflow Cov Hopper green £10.00
25510 Nevada Northern 50' Rib side box, single door, white £9.00
NARRA 60th Anniversary MP Box #266929, brown £15.00
1010010 NP 40' Hy-Cube Box, #50999, black £11.00 (2)
1500125 PENN 40' Box, brown/white £9.00
34080 Pennsy 50' 30 Box DBL door, brown £9.00 (2)
34472 Pennsy 50' 30 Box, 4-door, brown £9.00
27170 PRR 50' Rib Side Box Car, plug door w/ roof walk £10.00
26250 Pullman Ex PS-1 40' Box, orange/brown £8.00 (2)
0000000 San Luis Central 50' 2, yellow £9.00
110000 Shipper Car Co General Service Trk Car #205109, blue £15.00
32400 Southern 50' 30 Box, plug door, brown £9.00
84070 The Grain Train 3 Bay ACF Centreflow, yellow/graphic £12.00
38130 Triangle Pacific 50' 30 Box, plug door, no roof walk, red £8.00 (2)
25450 Val Verde Southern 50' Ribside box, yellow £9.00
21240 WM 40' 30 Box, brown £8.00
33070 WM 50' 30 Box, brown £9.00
34011 WM 50' 30 Box, brown £9.00
1000000 50' Steel Side 14 Panel fixed and gondola, low cover, black £10.00

PACIFIC WESTERN RAIL SYSTEMS

INTERMOUNTAIN
106-0101 Amtrak P42 + Westliner phase II loco and 5 car set £165.00
106-0102 Amtrak P42 + Westliner phase II loco and 5 car set £165.00
106-0103 Amtrak P42 + Westliner phase II loco and 5 car set £165.00
106-0104 Amtrak P42 + Westliner phase II loco and 5 car set £165.00
106-0105 Amtrak P42 + Westliner phase II loco and 5 car set £165.00
106-0106 Amtrak P42 + Westliner phase II loco and 5 car set £165.00
106-0107 Amtrak P42 + Westliner phase II loco and 5 car set £165.00
106-0108 Amtrak P42 + Westliner phase II loco and 5 car set £165.00
106-0109 Amtrak P42 + Westliner phase II loco and 5 car set £165.00
106-0110 Amtrak P42 + Westliner phase II loco and 5 car set £165.00

RED CABOOSE

RN15020-6 C-NW 3000 Hopper, yellow £7.00
RN15416-10 GN 4740 hopper, blue £7.00
RN15416-13 GN 4740 hopper, blue £7.00
RN15416-18 GN 4740 hopper, grey £7.00
RN15416-21 GN 4740 hopper, grey £7.00
RN15416-24 GN 4740 hopper, grey £7.00
RN15416-27 GN 4740 hopper, grey £7.00
RN15416-30 GN 4740 hopper, grey £7.00
RN15416-33 GN 4740 hopper, grey £7.00
RN15416-36 GN 4740 hopper, grey £7.00

WALTHERS

820-8102 SF 305 Thrill 5 unit Artic Double stack car #254201, red £40.00
820-8106 ITA Thrill 5 unit Artic Double stack car #12800 £40.00

EUROPEAN N

HOBBYTRAIN N (AS NEW)

H10000 BLS Aeb/8, brown £116.00 £175.00
H10000 BLS Aeb/8, brown £116.00 £175.00
H10000 BLS Aeb/8, brown £116.00 £175.00
H10000 BLS Aeb/8, brown £116.00 £175.00
H10000 BLS Aeb/8, brown £116.00 £175.00
H10000 BLS Aeb/8, brown £116.00 £175.00
H10000 BLS Aeb/8, brown £116.00 £175.00
H10000 BLS Aeb/8, brown £116.00 £175.00
H10000 BLS Aeb/8, brown £116.00 £175.00
H10000 BLS Aeb/8, brown £116.00 £175.00

H10000 BLS Aeb/8, brown

£116.00 £175.00

H10000 BLS Aeb/8, brown

£116.00 £175.00

H10000 BLS Aeb/8, brown

£116.00 £175.00

H10000 BLS Aeb/8, brown

£116.00 £175.00

H10000 BLS Aeb/8, brown

£116.00 £175.00

H10000 BLS Aeb/8, brown

£116.00 £175.00

H10000 BLS Aeb/8, brown

£116.00 £175.00

H10000 BLS Aeb/8, brown

£116.00 £175.00

H10000 BLS Aeb/8, brown

£116.00 £175.00

H10000 BLS Aeb/8, brown

£116.00 £175.00

H10000 BLS Aeb/8, brown

£116.00 £175.00

H10000 BLS Aeb/8, brown

£116.00 £175.00

H10000 BLS Aeb/8, brown

£116.00 £175.00

H10000 BLS Aeb/8, brown

£116.00 £175.00

H10000 BLS Aeb/8, brown

£116.00 £175.00

H10000 BLS Aeb/8, brown

£116.00 £175.00

H10000 BLS Aeb/8, brown

£116.00 £175.00

H10000 BLS Aeb/8, brown

£116.00 £175.00

H10000 BLS Aeb/8, brown

£116.00 £175.00

H10000 BLS Aeb/8, brown

£116.00 £175.00

H10000 BLS Aeb/8, brown

£116.00 £175.00

H10000 BLS Aeb/8, brown

£116.00 £175.00

H10000 BLS Aeb/8, brown

£116.00 £175.00

H10000 BLS Aeb/8, brown

£116.00 £175.00

H10000 BLS Aeb/8, brown

£116.00 £175.00

H10000 BLS Aeb/8, brown

£116.00 £175.00

H10000 BLS Aeb/8, brown

£116.00 £175.00

H10000 BLS Aeb/8, brown

£116.00 £175.00

H10000 BLS Aeb/8, brown

£116.00 £175.00

H10000 BLS Aeb/8, brown

£116.00 £175.00

H10000 BLS Aeb/8, brown £116.00
H2603 DB NWF Sch-Sta bus, red/cream, epl. £75.00
H2605 DBAG B-110 electric, red, epl. £90.00 £100.00
H2606 DBAG Engineering set, c065, 0-6-0, works coach + 2 x hoppers, epl. £100.00
MRCO City Night Line E5564 electric, black £90.00
H2606 NF Cargo Re474, blue/green/red £90.00 (2)
1100 5888 Re4/6 #1581, green £90.00
1101 5888 Re4/6 #1581, green £90.00
1102 5888 Re4/6 #1581, green £90.00
1103 5888 Re4/6 #1581, green £90.00
1104 5888 Re4/6 #1581, green £90.00
1105 5888 Re4/6 #1581, green £90.00
1106 5888 Re4/6 #1581, green £90.00
1107 5888 Re4/6 #1581, green £90.00
1108 5888 Re4/6 #1581, green £90.00
1109 5888 Re4/6 #1581, green £90.00
1110 5888 Re4/6 #1581, green £90.00
1111 5888 Re4/6 #1581, green £90.00
1112 5888 Re4/6 #1581, green £90.00
1113 5888 Re4/6 #1581, green £90.00
1114 5888 Re4/6 #1581, green £90.00
1115 5888 Re4/6 #1581, green £90.00
1116 5888 Re4/6 #1581, green £90.00
1117 5888 Re4/6 #1581, green £90.00
1118 5888 Re4/6 #1581, green £90.00
1119 5888 Re4/6 #1581, green £90.00
1120 5888 Re4/6 #1581, green £90.00
1121 5888 Re4/6 #1581, green £90.00
1122 5888 Re4/6 #1581, green £90.00
1123 5888 Re4/6 #1581, green £90.00
1124 5888 Re4/6 #1581, green £90.00
1125 5888 Re4/6 #1581, green £90.00
1126 5888 Re4/6 #1581, green £90.00
1127 5888 Re4/6 #1581, green £90.00
1128 5888 Re4/6 #1581, green £90.00
1129 5888 Re4/6 #1581, green £90.00
1130 5888 Re4/6 #1581, green £90.00
1131 5888 Re4/6 #1581, green £90.00
1132 5888 Re4/6 #1581, green £90.00
1133 5888 Re4/6 #1581, green £90.00
1134 5888 Re4/6 #1581, green £90.00
1135 5888 Re4/6 #1581, green £90.00
1136 5888 Re4/6 #1581, green £90.00
1137 5888 Re4/6 #1581, green £90.00
1138 5888 Re4/6 #1581, green £90.00
1139 5888 Re4/6 #1581, green £90.00
1140 5888 Re4/6 #1581, green £90.00
1141 5888 Re4/6 #1581, green £90.00
1142 5888 Re4/6 #1581, green £90.00
1143 5888 Re4/6 #1581, green £90.00
1144 5888 Re4/6 #1581, green £90.00
1145 5888 Re4/6 #1581, green £90.00
1146 5888 Re4/6 #1581, green £90.00
1147 5888 Re4/6 #1581, green £90.00
1148 5888 Re4/6 #1581, green £90.00
1149 5888 Re4/6 #1581, green £90.00
1150 5888 Re4/6 #1581, green £90.00

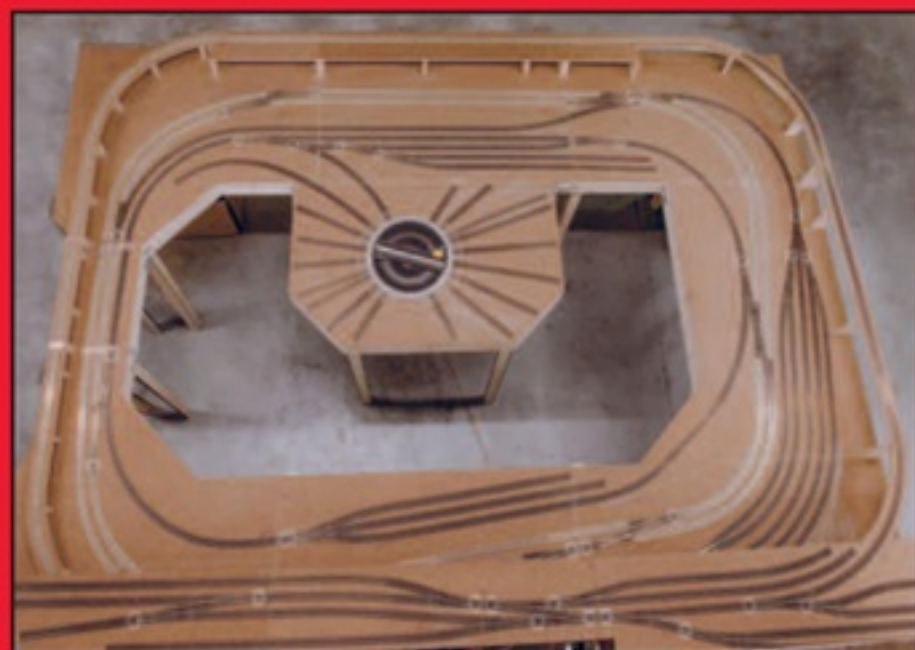
ROCO N (NEW & SH)

21202 DB Cargo 150 200-2, electric, red £48.00
21204 DB Cargo 150 200-2, electric, red £48.00
21206 DB Cargo 150 200-2, electric, red £48.00
21208 DB Cargo 150 200-2, electric, red £48.00
21210 DB Cargo 150 200-2, electric, red £48.00
21212 DB Cargo 150 200-2, electric, red £48.00
21214 DB Cargo 150 200-2, electric, red £48.00
21216 DB Cargo 150 200-2, electric, red £48.00
21218 DB Cargo 150 200-2, electric, red £48.00
21220 DB Cargo 150 200-2, electric, red £48.00
21222 DB Cargo 150 200-2, electric, red £48.00
21224 DB Cargo 150 200-2, electric, red £48.00
21226 DB Cargo 150 200-2, electric, red £48.00
21228 DB Cargo 150 200-2, electric, red £48.00
21230 DB Cargo 150 200-2, electric, red £48.00
21232 DB Cargo 150 200-2, electric, red £48.00
21234 DB Cargo 150 200-2, electric, red £48.00
21236 DB Cargo 150 200-2, electric, red £48.00
21238 DB Cargo 150 200-2, electric, red £48.00
21240 DB Cargo 150 200-2, electric, red £48.00



White Rose Modelworks
Unit 10, Bedale Station,
The Bridge, BEDALE,
North Yorkshire DL8 1BZ
Tel: +44 (0)1677 422444

Check our new website:
www.whiterosemodelworks.co.uk
Email your enquiries:
info@whiterosemodelworks.co.uk



Modular Laser Cut Baseboards
40 Standard Sizes to Suit Your
Space & Needs
Control Shelves and Backscenes
Unique Plug and Latch System for
Easy Joining

Laser Cut Helixes in 4 Standard Sizes
Also Stretched & Bespoke Helixes
All Baseboards & Helixes Made from
Baltic Birch Plywood

Tracklaying, Electrics and Scenics
Control Systems for DCC & Analogue



Available in Kit Form, Built-up Boards
or Fully Assembled Railway

INDEX TO ADVERTISERS

A

American Railroad Centre, Cornwall.....21a
www.americanrailroadcentre.com
A&H Models23a
www.aandhmodels.co.uk

B

Bressingham Steam22a
www.bressingham.co.uk

C

C&M Models, Carlisle24a
www.candmmodels.co.uk
Contikits (m).....32a & 33a
www.contikits.com
Continental Modeller Digital Only22a
Continental Modeller Subscriptions.....31a

E

Editorial3a
Eisenbahn, Canada14a
www.eisenbahncanada.com
Elaine's Trains.....21a
www.elaines-trains.co.uk
Ellis Clark Trains30a
www.ellisclarktrains.com
European Railways Association22a
www.eurorail.org.uk

F

Features4a & 5a
French Railways Society22a
www.frenchrailwaysociety.org

G

Gauge One MRA.....26a
www.g1mra.com
Gaugemaster/Faller.....6a
Gaugemaster/Fleischmann8a
Gaugemaster/Noch.....7a & OBC
Gaugemaster/Piko11a
Gaugemaster/Roco.....9a
Gaugemaster/Trix.....10a
www.gaugemaster.com
German Railway Society22a
www.grs-uk.org
Golden Valley Hobbies23a
www.goldenvalleyhobbies.com

H

Hampshire Models22a
www.hampshiremodels.co.uk
Hattons Model Railways18a
www.hattons.co.uk
Hobby Shop Faversham21a
www.hobb-e-mail.com
Hornby Hobbies International17a
www.hornby.com

K

Kato.....15a
www.unitrack-kato.com
Kent Garden Railways.....24a
www.kgrmodels.com
Kernow Model Rail Centre, Cornwall24a
www.kernowmodelrailcentre.com
Kittle Hobby, Swansea.....2a & 28a
www.kittlehobby.com
KR Models.....16a
www.krmodels.ca

L

Lendons of Cardiff.....21a
www.lendons.co.uk
Littleworth Models.....26a
[email: littleworthmodels@gmail.com](mailto:littleworthmodels@gmail.com)

M

Mac's Model Railroading, Kirriemuir27a
www.macsmodels.co.uk
Marcway Models & Hobbies, Sheffield21a
www.marcway.co.uk
MECH Models, Burton on Trent.....35a
www.mech-models.com
Morris Models, West Sussex23a
www.morris-models.co.uk
Mount Tabor Models, Matlock25a
[email: mount.tabor@btopenworld.com](mailto:mount.tabor@btopenworld.com)

N

N Scale CH21a
www.nscalech.com
The NMRA British Region21a
www.nmrabr.org.uk
Newsagents Form27a

O

Osborn's Models.....23a
www.osbornmodels.com

P

PECO HO Code 83/7027a
PECO HOe/009.....page 517
PECO Modellers Library33a
PECO Subscriptions31a
PECO TT29a
Precision Models.....21a
www.precisionmodelworks.co.in

R

Rails of Sheffield12a & 13a
www.railsofsheffield.com
Rowsley MRG23a
[email: aak2008@hotmail.co.uk](mailto:aak2008@hotmail.co.uk)

S

Scograil, Ipswich.....25a
www.scograil.co.uk
Swiss Railways Society22a
www.swissrailsoc.org.uk

T

Thunderbolt Models.....21a
www.thunderboltmodels.com
This Month in Railway Modeller28a

W

White Rose Modelworks34a
www.whiterosemodelworks.co.uk

The U.K.'s Premier North American Model Railroad Store

'Bricks & Mortar' store so why not pop in
have a cuppa, chat and check us out !

- Extensive Stock with Competitive Prices
 - FREE Parking, Tea or Coffee
 - Friendly Staff & Helpful Advice

UK Distributor for **Tru-Color** Paints

Official
ScaleTrains
Dealer
For both HO and N scales

In Stock (in various roads and cab #'s): -



ScaleTrains **HO** Museum Quality SDL39's



Broadway **N** PRR Boxcab's



Broadway **HO** GP20's



Broadway **HO** SD40-2's



Broadway **HO & N** EMD NW2 & SW7 Switcher's



Broadway **HO** Union Pacific Big Boy's



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

Coming Soon (currently taking pre-orders): -

ScaleTrains.com Rivet Counter **N** GTEL8500 Union Pacific Big Blow Turbine's

ScaleTrains.com Rivet Counter & Operator **HO** GE ET44AC's

Broadway Limited Imports **N** Big Boy's



The Best for North American Model Railroads



Unit 9, Lancaster Park, Newborough Road, Burton on Trent, DE13 9PD
www.mech-models.com admin@mech.co.uk 01283-575444



NOCH

Made from hard foam, this walling is ideal for instant separation of areas, and brilliant for holding back embankments, hillsides and of course in industrial areas too. They are easily shaped and can be blended seamlessly into any landscape.

WALLING ETC



Single Track Stone Tunnel Portal
N58051 - HO Scale - 135 x 125mm - £12.75
N34851 - N Scale - 79 x 76mm - £9.50



Double Track Stone Tunnel Portal
N58052 - HO Scale - 210 x 140mm - £14.00
N34852 - N Scale - 123 x 85mm - £9.50



Stone Wall
N58054 - HO Scale - 335 x 125mm - £16.00
N34854 - N Scale - 198 x 74mm - £10.00

Extra Long Stone Wall
N58055 - HO Scale - 668 x 125mm - £31.00
N34855 - N Scale - 396 x 76mm - £18.25



Stone Retaining Wall
N58056 - HO Scale - 335 x 125mm - £16.00
N34856 - N Scale - 198 x 74mm - £10.00



Extra Long Stone Retaining Wall
N58057 - HO Scale - 668 x 125mm - £12.75
N34857 - N Scale - 396 x 76mm - £9.50



Stone Wall
N58058 - HO Scale - 335 x 125mm - £16.00
N34858 - N Scale - 198 x 74mm - £10.00

Extra Long Stone Wall
N58059 - HO Scale - 668 x 125mm - £12.75
N34859 - N Scale - 396 x 76mm - £9.50



Single Track Natural Stone Tunnel Portal
N58061 - HO Scale - 150 x 125mm - £12.75



Double Track Natural Stone Tunnel Portal
N58062 - HO Scale - 220 x 130mm - £13.75



Natural Stone Wall
N58064 - HO Scale - 330 x 125mm - £16.00
N58065 - HO Scale - 660 x 125mm - £31.00



Natural Stone Retaining Wall
N58066 - HO Scale - 330 x 125mm - £17.75
N58067 - HO Scale - 660 x 125mm - £34.50



Single Track Quarystone Tunnel Portal
N58247 - HO Scale - 235 x 130mm - £15.75
N34937 - N Scale - 160 x 90mm - £9.00



Double Track Quarystone Tunnel Portal
N58248 - HO Scale - 235 x 130mm - £15.75
N34938 - N Scale - 160 x 90mm - £9.00



Quarystone Wall
N58250 - HO Scale - 235 x 125mm - £13.25
N34940 - N Scale - 235 x 125mm - £8.75

Extra Long Quarystone Wall
N58255 - HO Scale - 650 x 125mm - £34.50



Quarystone Arcade Wall
N58260 - HO Scale - 270 x 100mm - £15.75
N34942 - N Scale - 190 x 90mm - £9.00



Quarystone Underpass
N58300 - HO Scale - 140 x 100mm - £11.75

Did You Know?

The Quarystone Walling shown here has been designed to match the stone structure of the Hard Foam range of the Noch Bridges. This means these wall sections can be used as they are, or added to your bridges for ultimate customisation.



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

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

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