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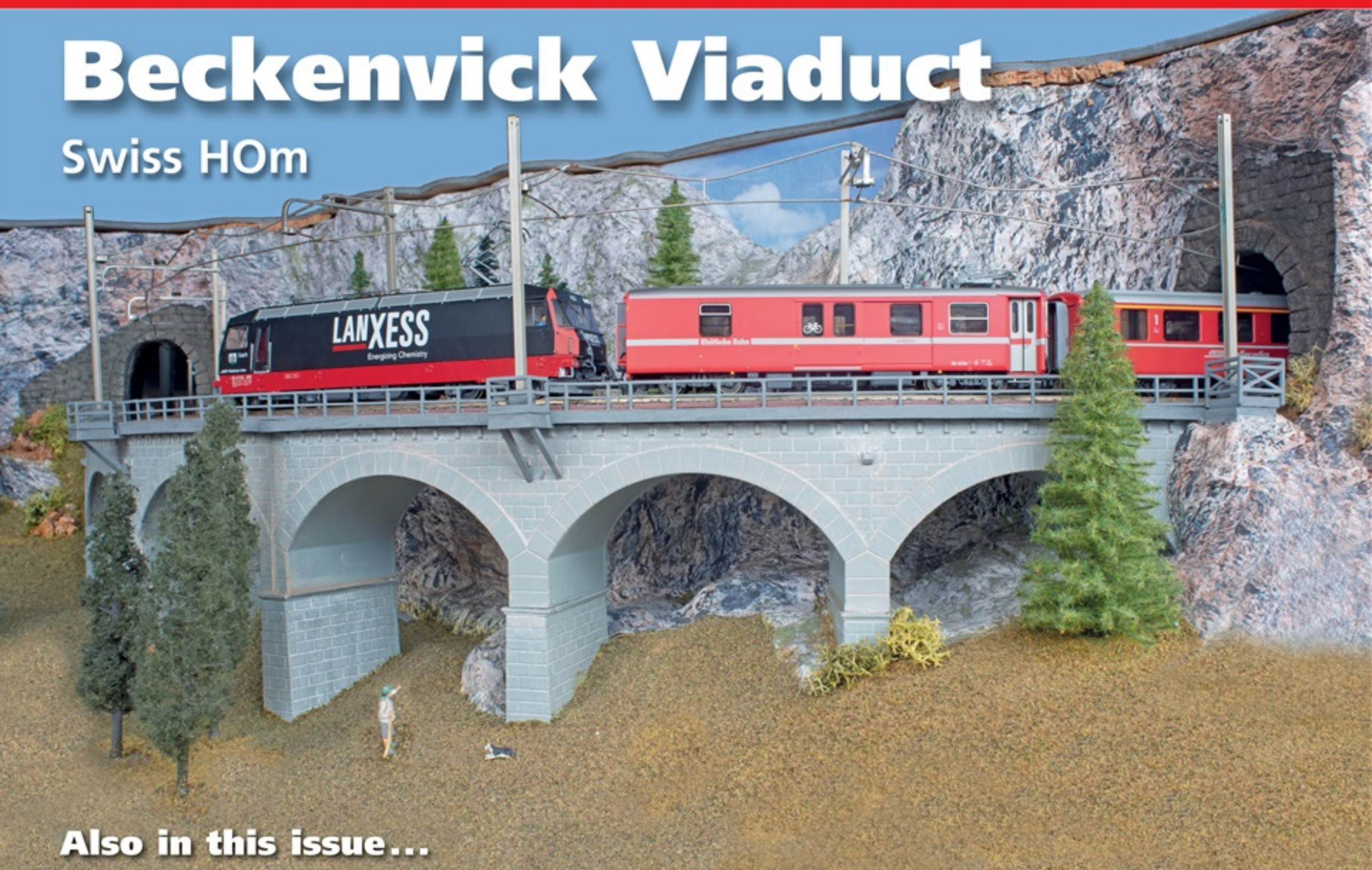
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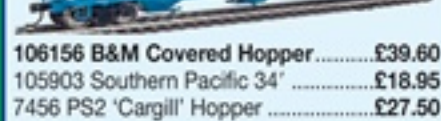
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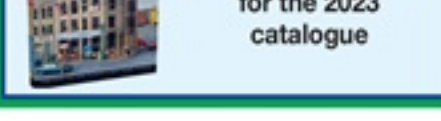
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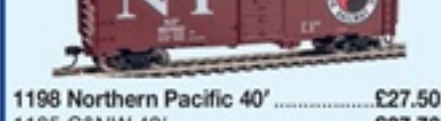
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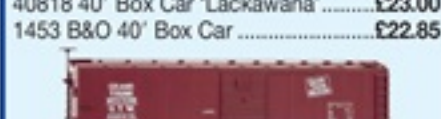
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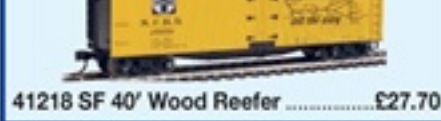
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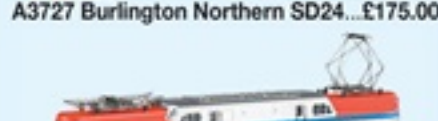
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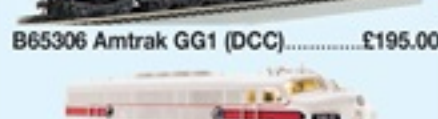
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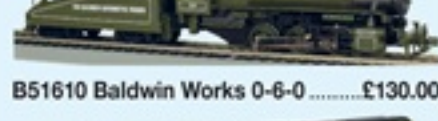
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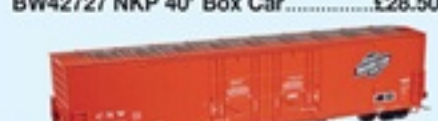
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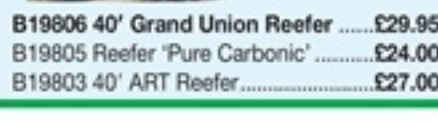
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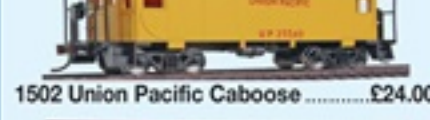
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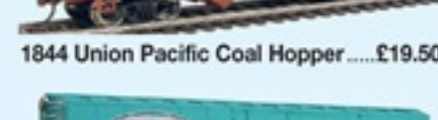
1601 Burlington Northern Flat£17.00



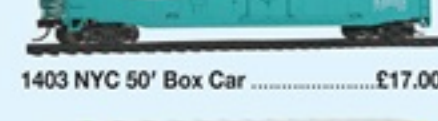
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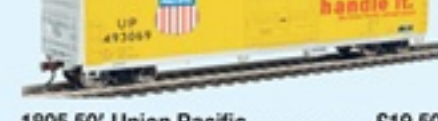
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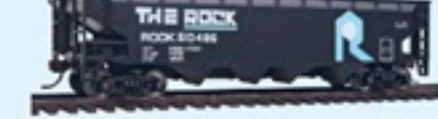
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October 2022

Volume 44

Number 10

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RAILWAY MODELLER

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



Cover
Rhätische Bahn Ge4/4 III 648
Susch with Lanxess advertising
powers a regional train
over the Beckenvick viaduct
between Tunnels I and II.
Photo: editor.

Not out of the woods yet ...

It is good to see the exhibition scene getting back to something more like normal, and in this issue we have no fewer than four articles linked to show appearances – *Beckenvick Viaduct* (Folkestone), *Turtle Bay* (Wigan), *SwissPass* (Furness), and *Bad Ischl Frachtenbahnhof* (British Motor Museum, Gaydon). The layouts – and indeed the events – may be very different in size and character but may be taken as indicative of the range of interests and activity within our hobby.

In addition, we noticed that our friends from MSC Het Spoor in Belgium are bringing two layouts to the Farnham show. We shall be interested to hear of their experiences crossing the border, in both directions!

More details of all these events in *Exhibition Diary* on page 648.

But there are still some problems – just as we closed for press we heard of the late cancellation of the Aberdeen show, as their usual venue is still not available as planned.

Having largely got through the Covid-19 crisis (though as winter approaches it is wise to remain vigilant), other challenges have arisen.

The high cost of fuel will affect exhibitions, as visitors, exhibitors, and traders carefully consider the cost of attending. Organisers will have to budget for increased expenses, not to mention soaring energy charges, so admission prices and stand rents may have to be increased. All this will inevitably have an effect, direct or indirect, on attendances, and thus the future viability of exhibitions. We admire those volunteer organisers who provide events, and we urge you to support their efforts if you can, while you can.

On the plus side, at least we can enjoy the layouts we already have, and at its heart our hobby is still about making and doing, not just buying – nice as it is to get the latest model!

Despite having had time on our hands during lockdowns over the past couple of years, we expect there are still things to be done on the layout and kits to be made still in the cupboard! (We plead guilty as charged ... !)

Changes in Nürnberg

Looking slightly further ahead, it has recently been announced that the Spielwarenmesse in Nürnberg next year will be officially open to public for some of the time. Until now it has been an exclusively trade event. The organisers maintain this is being done in response to requests from many exhibitors, but in fact opinion is divided. Several exhibitors have concerns about differences in the way their stands would be configured for trade and public events, even though no direct selling is permitted by large manufacturers at German shows.

The press release mentions that visitors will be keen to see displays by Märklin, Faller, and Noch, amongst others, suggesting that they have confirmed they will be present.

We understand that Faller will have the usual size stand but with less staff to deal with trade customers.

However, Roco/Fleischmann and Piko have already decided not to participate, though Piko wryly noted they had been in favour of public admission for some time. Among the specialists, Weinert are also withdrawing as an exhibitor. How many more?

Retailers are now less keen to attend only to be told what they will be allocated from the limited production runs instead of hearing the news, discussing requirements, and negotiating quantities and prices, as used to be the way at German trade fairs.

In view of the continuing situation with Covid in Germany, Märklin recently cancelled their own open days in Göppingen at relatively short notice, despite the event being advertised in the model railway press and in their own printed club magazines. However, they maintain they will appear at Leipzig (October) and Friedrichshafen (November).

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See it at the Wigan show on 1st and 2nd October.

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Passenger and freight on Puget Sound – Scott Fitzgerald suggests a location worth modelling in Washington State.

598 BECKENVICK VIADUCT

Simon Ellis expands his Rhätische Bahn HOm layout with an impressive viaduct and more storage sidings.

See it at the Folkestone show on 1st and 2nd October.

604 GLACIER

Geoff Latham introduces his innovative ultra-portable American N micro layout with remote control.

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See it at the Gaydon show on 29th and 30th October.





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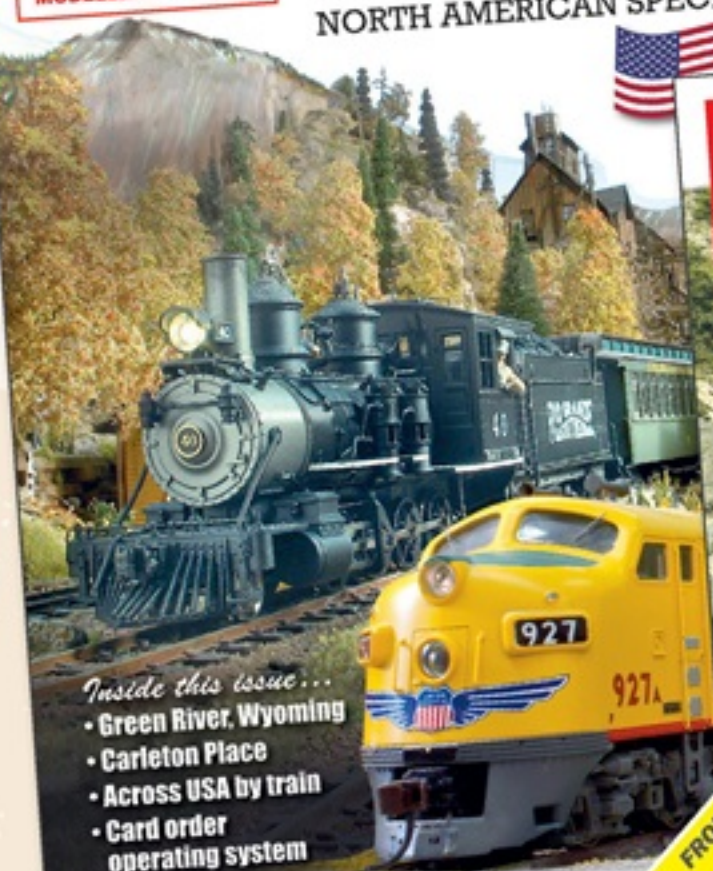
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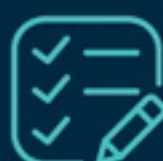
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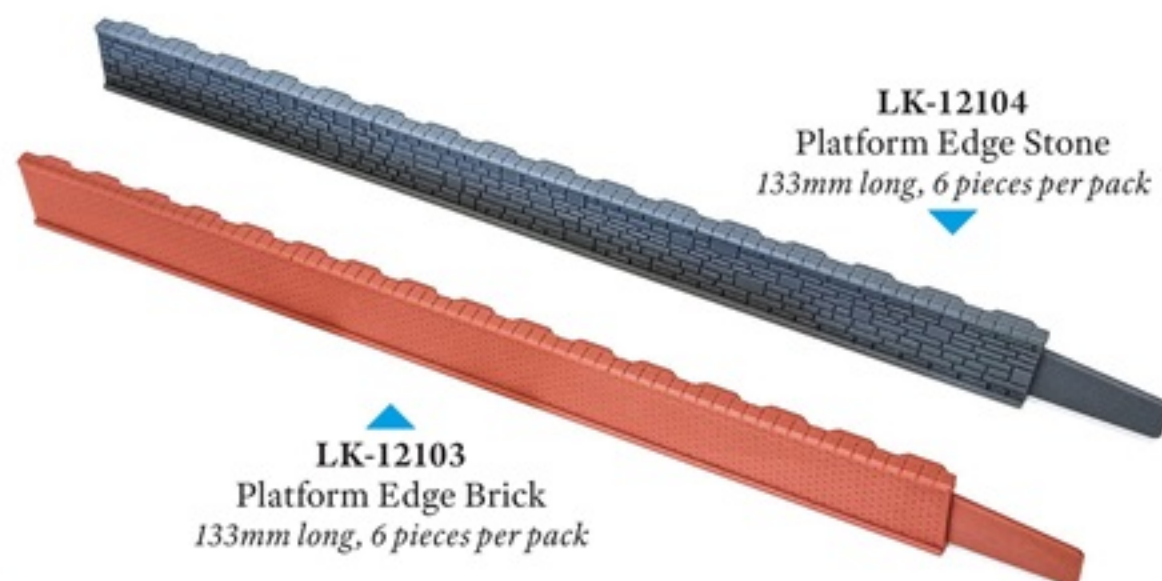


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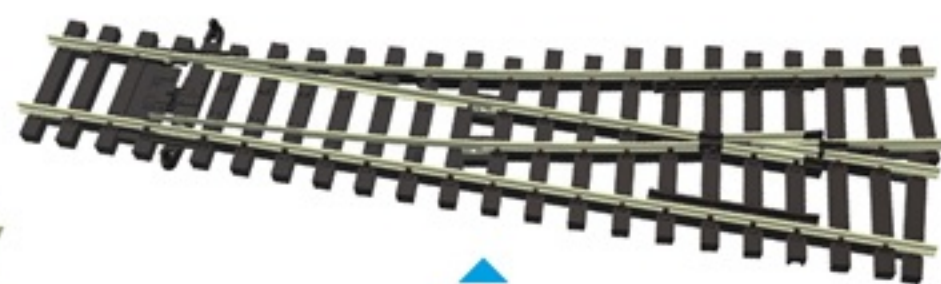


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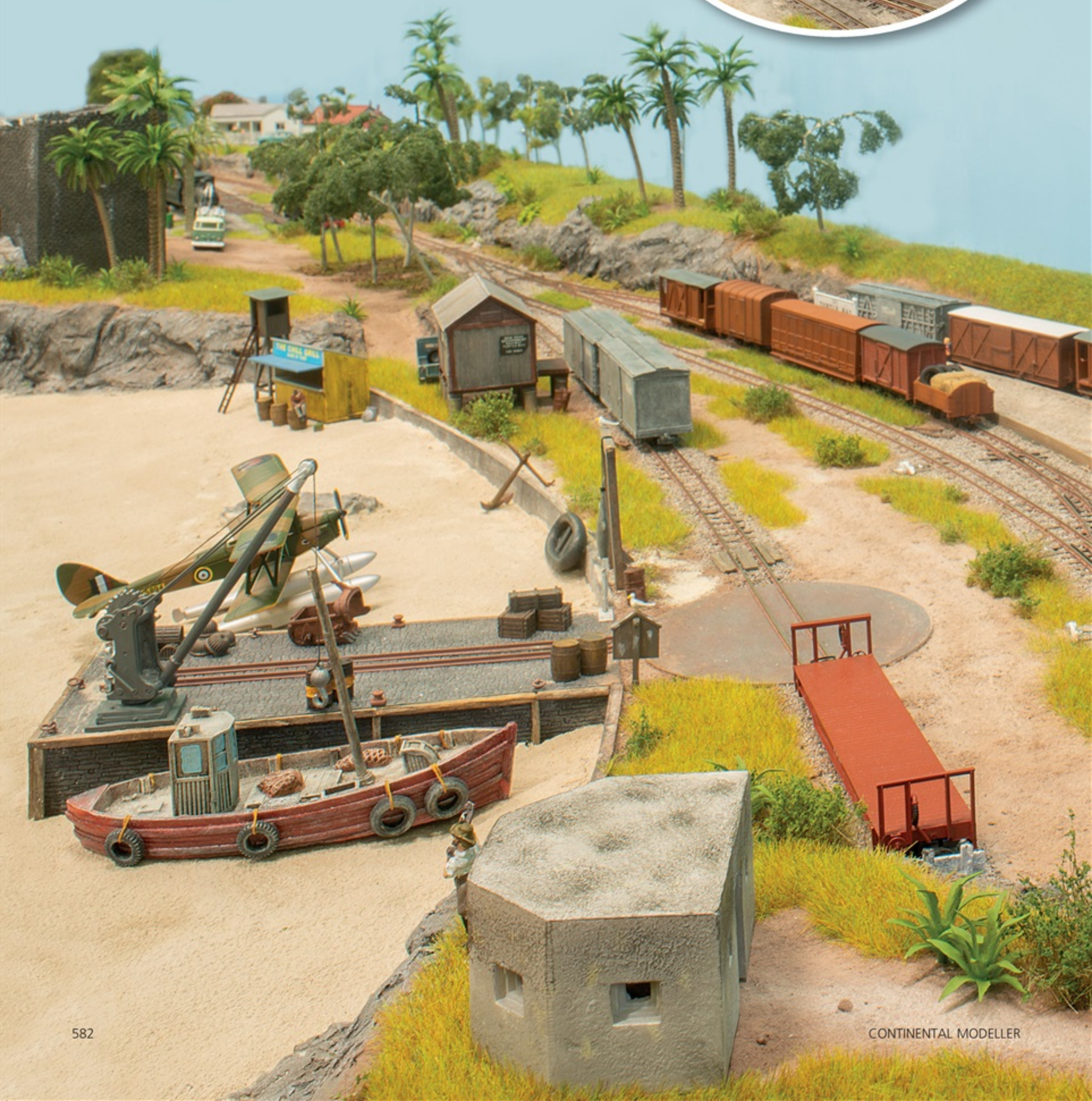
SL-UI291 Small Radius Right Hand Turnout
SL-UI292 Small Radius Left Hand Turnout
Length: 135mm Exit angle: 11.25° Radius: 466mm

UNIFROG

Rob Rossington describes his imaginative island layout, located somewhere in the southern hemisphere.

Turtle Bay

A fictional colonial railway



Friday 16th February 2018 is a day that I will never forget. At about 4.45pm I had just finished packing my layout into the boot of my car ready for an exhibition. I had gone back inside to eat before leaving when the car was stolen from outside the house. We have the whole incident on CCTV and it took a mere 17 seconds. I never saw the car or the layout (Ross Town) again. Luckily, I had not loaded any of the rolling stock into the car – a small consolation.

I knew that jumping straight back on the horse was the best thing to do, and so immediately began to plan something bigger and better, learning from the mistakes I had made with the first layout. The new plan was one that had actually been floating around as various sketches for a small companion layout for a while. Now I had the opportunity to expand it.

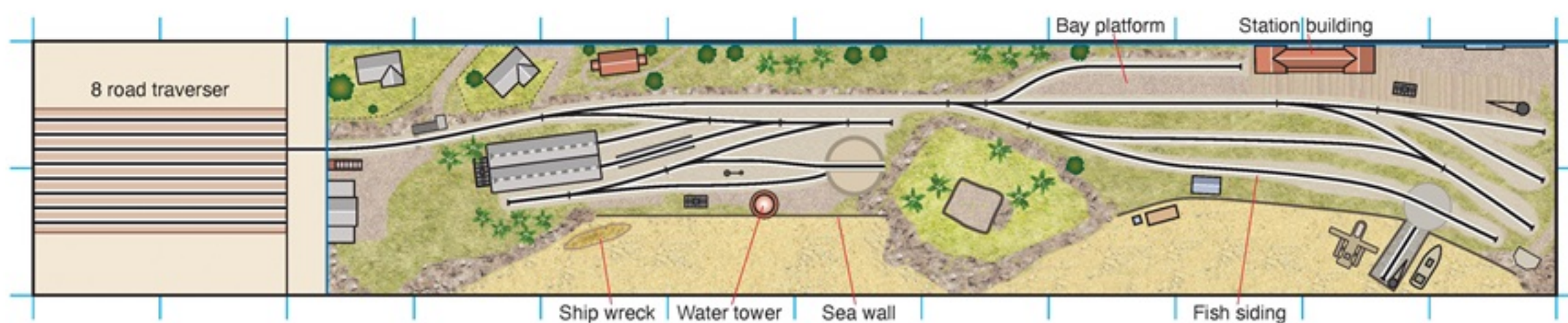
Despite best intentions, it actually took me two years before I was finally in a position to start building. I was actually lucky that at the point I was ready to begin construction, we went into the first Covid-19 lockdown.



Main picture
An Indian ZB class 2-6-2 built by Bagnall has just arrived and detached from its goods train. The model was made by Paul Windle.

Top
The 'Avontuur' 2-6-4T ready to depart is a model by Fourdees based on the Cape Government Railways A class.

Inset
A Pacific based on the Darjeeling Himalayan C class on shed. The model is owned by Tim Couling and was standing in pending completion of my own kit-built version.



Turtle Bay Overall layout size 12' x 2'. Each grid square = 1' x 1'.

Having an extended amount of enforced free time meant that construction took place extremely quickly, taking around twelve months to get to a point where the layout was able to go to exhibitions – not that there were any!

The new layout continues the theme set by *Ross Town*, a fictional British colonial railway set on an island (New Ross) somewhere in the southern hemisphere.

Below
A South African NGG16
2-6-2+2-6-2 Garratt, from a
Backwoods Miniatures kit.





It consists of three 4' by 2' boards, with around 9' of the overall length being scenic space. The remaining space is taken up by an eight road traverser fiddle yard.

Each board consists of a main 2"x1" timber frame with an 8mm plywood surface. The scenic areas have a 1"x1" 'sub frame' on top at the rear to give me the height difference needed for the beach, with the plywood being roughly cut into two parts in the shape of the bays. I am sure there would be ways of making the boards lighter in weight, and I probably would use less timber if I were building them again; however, they are extremely strong, which should help them have a long service life. As they are they are just about at the limit of what I can handle safely on the occasions I have to assemble or disassemble it solo, although carrying the three boards together in their crate requires a helping hand!

Terrain is formed from sculpted insulation foam covered with two or three layers of plaster bandage. Where there are rock faces, these are made from Jarvis casting plaster, daubed on and then hand carved as the plaster sets. I had researched a number of different ways to produce these rock faces, including using rock moulds, tin foil, and hand carving. It turned out that hand carving them was by far the easiest way despite appearing to be the most daunting!

Above
A panoramic view
of Turtle Bay, from loco shed
to buffer stops.

Below
The harbour station
is a source of considerable
freight traffic.





All rocks are painted with a base coat of grey, followed by a wash of a very dark grey. In some areas a second wash of a chocolate brown has been used to provide some variety. Once the washes are dry the whole lot is then dry-brushed with white.

I agonised for quite a while over how I was going to handle ground cover. I knew I wanted to use static grass, but was not sure how to handle the areas not covered by it. I have learnt a lot of techniques used on *Turtle Bay* from YouTube, and it supplied the answer for this too: tile grout. A number of different coloured bags were obtained and mixed together in various quantities to produce the soil, ash,

gravel, and – most importantly – the sand! This was sprinkled onto a layer of neat PVA and then sprayed with isopropyl alcohol and then diluted PVA, the same as you would for ballasting. Once set it can be painted (specifically dry brushed) if needed, and static grass can be applied.

A tour of the layout

As we leave the fiddle yard there are a couple of bungalows on the hill to our left, and then on the right we pass a large locomotive depot. This was inspired by the one at Famagusta in Cyprus. The depot has extensive facilities including a two road engine shed and a turntable.

Above
A train of bogie vans hauled by a modified Garratt (Golden Arrow K1 boiler unit with scratchbuilt tanks and bunker, running on two LifeLike 0-6-0 chassis). The ventilated van was scratchbuilt by a fellow NGRM forum member; others are wooden kits of L&B bogie vans. All were painted by me.

Below

The Garratt returns with four-wheel wagons – Ninelines Southwold opens, Colin Ashby opens, and modified Tri-ang TT tanks (inspired by Roger Christian). On shed is a Hunslet Sierra Leone 2-8-2T (a Dundas SLGR 2-6-2T kit with extended boiler, scratchbuilt bunker, and new running plate).





After passing the depot we pass through a small cutting, and to our right, situated on a headland, is a ruined fort. Whilst still in the cutting we pass over the king point for the station, which is a fairly sizeable affair consisting of a main platform, bay platform, and three sidings, serving both the village and a small fishing pier.

Along the entire front of the layout is a beach, with the fort sat on a headland more or less in the centre.

Turtle Bay is a busy little corner of the island that generates more than its fair share of freight tonnage handled by the New Ross Government Railway each year. In addition to the fish traffic from the pier, we also have supplies and produce to and from the local rum distillery (which, at least for the moment, is off scene). A chandler's shop is situated next door to the station which also generates some more unusual traffic to and from Port Edmund at the other end of the island.

Many of the buildings are Bachmann Scenecraft and Hornby Skaledale.

The goods shed and engine shed are UK Scenecraft items, the engine shed being two narrow gauge engine sheds joined together after some attention from my Dremel!

The station building and two bungalows are Australian Scenecraft items and fit the scene perfectly. According to Bachmann these are HO scale, but they are much closer to OO as far as I can tell.

All buildings have custom made signage added where required in order to set the scene.

I recently made a foray into scratchbuilding a structure in the form of the low relief chandlery. This is a foamboard structure clad with styrene clapboard. I am really pleased with how this turned out, in particular the paint job.

The ruined fort on the headland is a Hornby Skaledale item, suitably repainted to match the local stone and, of course, with added seagulls!

Motive power

The line uses various types of locomotive commonly provided for British colonial railways. There are locos from Hunslet, Nasmyth Wilson, Manning Wardle, and of course Beyer Peacock. I am particularly fond of 'engines that 'bend', in particular Garratts, and as such there are several available. The smallest are two Golden Arrow K1 kits and the largest two Sierra Leone 2-8-0+0-8-2 monsters built by Paul Windle. There is also my pride and joy, a Backwoods Miniatures South African NGG16, built for the late Roger Christian a number of years ago. I have just finished a third Golden Arrow K1, this time however built as an 0-6-0+0-6-0 using two LifeLike chassis. This loco has a scratchbuilt bunker and tank as well as a lot of added detail, and it certainly does not look like K1 any more!

Above

A South American Mallet built by Paul Windle. The crane is a painted and weathered Minitrains item.

Below

The ruined fort on the headland was adapted from a Hornby Skaledale item.





Above

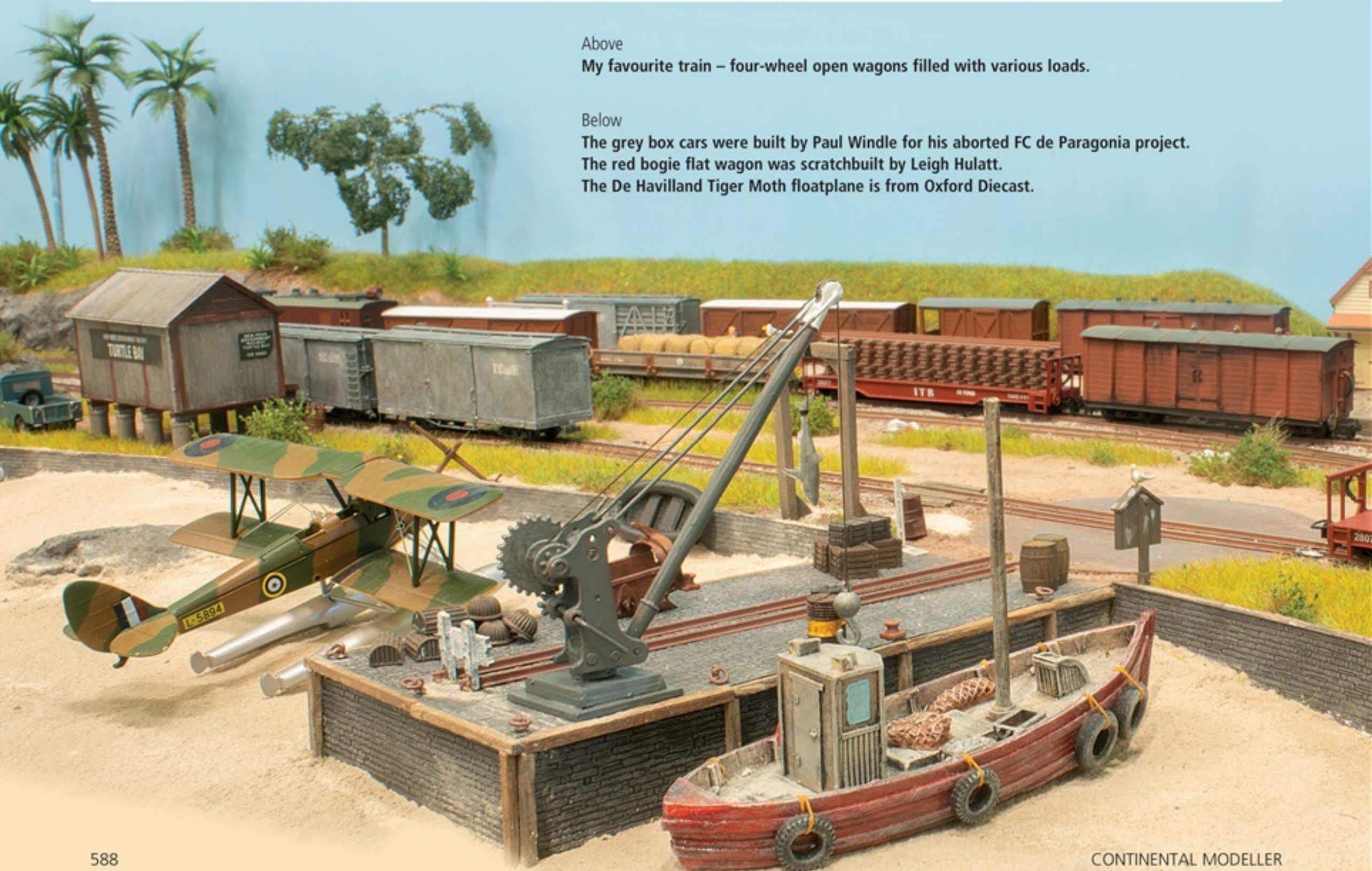
My favourite train – four-wheel open wagons filled with various loads.

Below

The grey box cars were built by Paul Windle for his aborted FC de Paragonia project.

The red bogie flat wagon was scratchbuilt by Leigh Hulatt.

The De Havilland Tiger Moth floatplane is from Oxford Diecast.





Above

The 'Avontuur' 2-6-4T uncouples from its train. The coaches are modified and repainted Eggerbahn tramway vehicles with about 2mm added to the height.

Photographs by the editor..



OCTOBER 2022

Control

Trains are powered using traditional analogue DC as this allowed compatibility with my friends' layouts, and meant I did not have to spend a lot of time scratching my head figuring out where to put the decoders in the kit-built locos!

The layout is wired with numerous isolating sections which give plenty of flexibility for shunting, particularly around the depot.

Points are electrically operated using Gaugemaster SEEP motors. I had initially hoped to use the built-in switches on these motors to change the frog polarity, but I could not get them to operate reliably given the relatively short throw of Peco OO9 points, so each point motor is fitted with a micro-switch, worked by the operating rod.

I modified the main station points so that the blades are powered from the stock rails as some locos were shorting. This has increased reliability considerably and so I will probably roll it out to all of the main line points in time.

The future

I am particularly pleased with how well *Turtle Bay* has been received on the exhibition circuit so far. I am hoping that its career will be a long one, as I do enjoy visiting new places and meeting people with my modelling.

The next outing will be to the Wigan exhibition on Saturday 1st and Sunday 2nd October.

As many more distinguished modellers than I have said, layouts are never finished. I keep finding new details to add and things to change. I am getting more confident scratchbuilding structures and rolling stock, so maybe we will see the Turtle Bay Rum Distillery in model form!

Scott Fitzgerald suggests a location worth modelling in Washington State.

Photographs by the author.

Mukilteo

Passenger and freight on Puget Sound



North America can be a paradise for locations to model. However, there are a few places now that still offer main line freight traffic, commuter services, and shortline switching operations.

Mukilteo in Washington State is one such location.

It is situated on the edge of Puget in the northwest of the state, on the Burlington Northern and Santa Fe (BNSF) main line between Seattle, WA., and the (ex Great Northern) Delta

yard in Everett, WA. From Delta yard freight trains can go north to Vancouver, British Columbia, or head east over Stephenson's Pass to Chicago.

Mukilteo is a unique location. It features:

- double track main line, with lots of trains (easy operation for an exhibition layout);
- pier container service with barges to a branch line (lots of shunting clear of the main line, and short trains);
- short consist commuter service (high traffic volume, again great for exhibitions);
- small manageable and compact yard.

Above

An aerial view of Mukilteo showing the location of the ferry terminal in relation to the Sounder station.

The former oil pier is in the process of being dismantled.

Below

Looking towards Seattle, track one is closest, track two is on the left, and on the left is the yard headshunt.

Extreme left is the branch – the steep gradient starts right at the throat point. 7th August 2014.





Above
Sounder F59PHI #904
 powers towards Seattle,
 as a Sounder bus is on the
 Mukilteo Speedway heading
 towards ferry terminal.
 This bridge would make a
 convenient scenic break.

Right
 Mukilteo station being
 re-built to two platforms,
 13th August 2014.

Below
 On 13th July 2015 the new
 station is almost complete.

Sounder commuter trains

Sound Transit, officially the Central Puget Sound Regional Transit Authority, operates regular *Sounder* commuter trains between Seattle and Everett; Mukilteo is the second last stop of this service. Mukilteo has a ferry terminal that serves various islands in Puget Sound.

The *Sounder* trains are very layout friendly, consisting of one EMD F59PHI locomotive and two or three bi-level cars, operated in push-pull mode with the loco facing Seattle.

Other passenger trains

Various passenger trains pass through Mukilteo, including the Amtrak *Cascades*, a Portland, Oregon, to Vancouver, British Columbia, service. The *Cascades* use Spanish designed





Left
Various passenger trains pass through Mukilteo including the Amtrak Cascades (Portland – Vancouver), which uses Spanish designed Talgo articulated coaches. Due to the height difference, a large fairing has been installed on the end cars to match the F59PHI.

Talgo coaches: this low-profile stock looks odd with large American locos!

Amtrak also operates the *Empire Builder* (Portland to Chicago) through Mukilteo.

Occasionally even the *Rocky Mountaineer* tourist train has made an appearance at Mukilteo.

Freight trains

All kinds of freight can be seen passing Mukilteo, including:

- intermodals – double stack containers and trailer-on-flat-car (TOFC);
- coal;
- block fuel, with barrier wagons at each end;
- general freight manifests;
- a double stack garbage train to Delta yard, which usually rostered GP40-2, GP60Ms, and GP60Bs.



Left
A mixed manifest passing Mukilteo. At the Everett end of the yard there is a pedestrian bridge, which would make a convenient scenic break.

Below
Looking north, towards Everett. Top left is the Mount Barker Terminal gantry crane, while on the extreme right is the branch to the Boeing plant. The siding in the centre is often used for holding permanent way equipment. 20th August 2014.





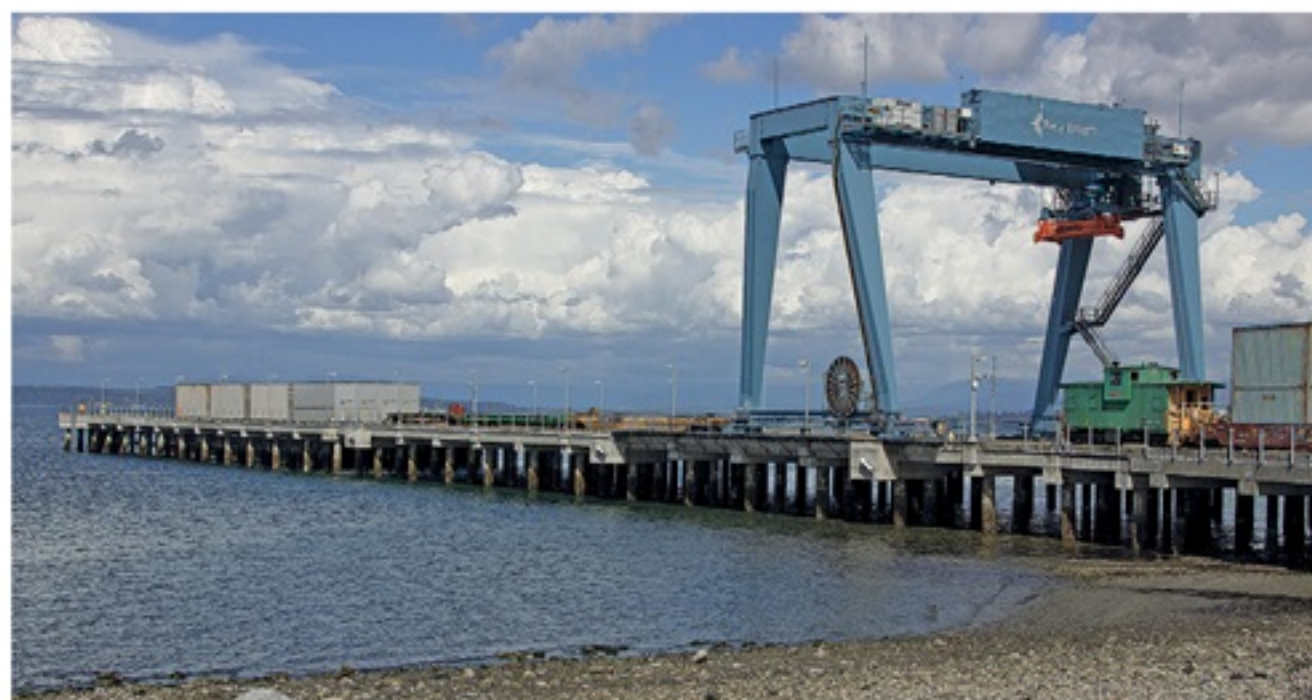
Motive power is usually BNSF high horsepower General Electric Dash-9s and later derivatives including the Evolution series ES44DC and ES44AC. There can also be interlopers (CSX, Norfolk Southern, Union Pacific, etc.). The possibilities are almost endless.

The barge service and branch line

This is where this location really shines.

When Boeing announced in 1966 that it would build a new factory at Paine Field, the then Great Northern Railway built a spur from Mukilteo to Paine Field to deliver aircraft parts. Interestingly, this spur is officially the steepest section of track in the USA at 5.7 percent gradient.

The line handles parts for Boeing arriving from international and domestic locations.



Above
GP38-2 #2080 and #2081, both freshly overhauled, at the Mount Barker Terminal with a typical consist of one five-pack well wagon and a caboose – very modellable.

Above right
The Port of Everett owns and operates the Mount Barker Terminal, which was built in 2008. The track separation enables extra wide loading on both tracks. Barges deliver out of gauge containers for transportation to the Boeing plant.

Right
The new pier means that the over-size loads no longer need be transported between Bayside yard (near Everett) and Mukilteo by rail – this move is now accomplished by barge. 4th September 2015.





Above

BNSF GP38-2 #2081 and #2080 hold clear of the main line at Mukilteo while Dash-944CW #5027, ES44DC #7920, and ES44C4 #6574 power south towards Seattle with a manifest freight on 4th September 2015.

From international locations the parts arrive in over-height or over-width containers which are transshipped to barges and delivered to the Mount Barker terminal in Mukilteo. Here they are transshipped to well wagons (over-height) and flat cars (over-width). Due to the gradient and the 'just in time' logistics mantra, trains can be very short – one five-pack well wagon and a caboose.

Domestic parts are delivered in special over-height cars that are essentially flat cars with a custom superstructure. Boeing refers to some these configurations as a 'skybox'. These wagons arrive in general or manifest freights, which are switched at Mukilteo dropping off cars for the Boeing plant before continuing to their destination (Seattle, etc.). However, this is not a hard and fast rule, and these cars can be dropped off at any of the other yards nearby – Delta, Bayside, etc. They are then delivered to Mukilteo by a switching move.

Above left

Boeing operates a fleet of over-height covered cars, with a superstructure built on standard flats, to carry aircraft parts. These are usually dropped off at Mukilteo by road freights, but they can also be detached at the siding just north of Mukilteo or occasionally Bayside yard. 31st August 2015.

Left

The permanent way siding is regularly used to store maintenance of way equipment, such as this crane and tender observed at Bayside yard on 20th August 2014.



Right

Cabooses used on the branch to the Boeing Paine Field plant are a little different. The branch line is operated as a propelling movement, so the caboose is equipped with air horns on top of the cupola, with an air-line across the roof to both ends so the brakeman or conductor can activate the air horn from the end walkways with a manual tap on the handrail. 7th August 2014.

Below

A small fleet of flat cars is kept to transport over-size loads. The yard signals are positioned to be clear of extra wide loads. 13th August 2014.

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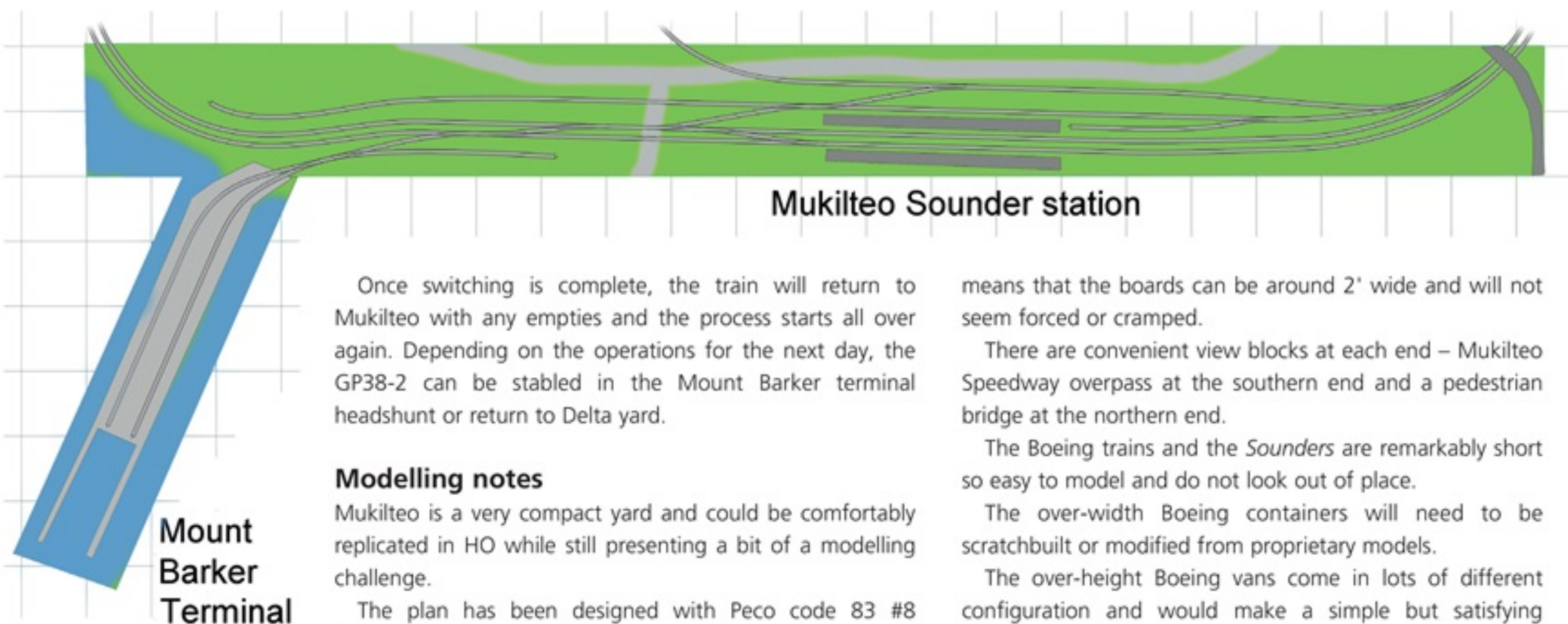
BNSF GP38-2 #2080 and #2081, with caboose, stabled in the Mount Barker Terminal headshunt. Note the double height containers in the well wagons. On the right BNSF Dash9-44CW #4411 is passing the cantilevered signal gantry, banking a block fuel train. 7th August 2014.



The Paine Field branch is usually worked by a pair of EMD GP38-2s and a special air horn equipped caboose.

There is room at Mount Barker terminal to shunt both pier sidings without fouling the main line. Once loaded, the train snakes across the double track main line and into Mukilteo yard. This contains two run-round tracks and two spurs (one for maintenance of way, one for storage). The train is then propelled up the grade to Paine Field. At Paine Field there are a number of service tracks for end loading and transshipment of containers. It also includes a turntable, used for cars that need to be unloaded from one end.





Below
The Boeing switch job
has crossed both main lines
into Mukilteo yard,
and the conductor is about
to give the right of way
to the engineer to propel
up to the Boeing yard.
4th September 2015.

Once switching is complete, the train will return to Mukilteo with any empties and the process starts all over again. Depending on the operations for the next day, the GP38-2 can be stabled in the Mount Barker terminal headshunt or return to Delta yard.

Modelling notes

Mukilteo is a very compact yard and could be comfortably replicated in HO while still presenting a bit of a modelling challenge.

The plan has been designed with Peco code 83 #8 turnouts for the main line crossovers. The rest of the yard uses #5s, with two curved #7s. Mount Barker Terminal is all #5s.

The #8 turnouts do take up a lot of room, but long equipment looks really good going through them.

The layout of Mukilteo lends itself well to a display model. The yard is situated on a shelf at the edge of the Puget Sound; behind the yard the land rises sharply and is covered in trees, and thus makes a very convenient backdrop. It also

means that the boards can be around 2' wide and will not seem forced or cramped.

There are convenient view blocks at each end – Mukilteo Speedway overpass at the southern end and a pedestrian bridge at the northern end.

The Boeing trains and the *Sounders* are remarkably short so easy to model and do not look out of place.

The over-width Boeing containers will need to be scratchbuilt or modified from proprietary models.

The over-height Boeing vans come in lots of different configuration and would make a simple but satisfying kitbash or scratchbuild project.

The BNSF GP38-2s which service Mount Barker Terminal and Paine Field are unique, so lots of little modifications are required to a base model.

You could make the Mount Barker Terminal gantry crane operational, picking up and dropping containers onto flat cars.

There you have it: a very modellable slice of North America with unique operational possibilities.



Right
GP38-2 #2080 and #2081
work hard propelling a load
of out of gauge containers
up the 5.7 percent grade
to Boeing Paine Field.
13th August 2014.



Above
The yard at Paine Field.
The double height container
hard standing area is just
above the centre right.
The building in the centre
handles the over-width
containers.
The turntable (lower left)
is used to turn cars if the
single end access door has
ended up at the wrong end.
The only run-round track
is on the right. All switching
moves from Mukilteo are
propelled, so a run-round
loop is not really required.



Simon Ellis provides an update to his Rhätische Bahn metre gauge layout *Beckenvick* which will be at the Folkestone exhibition on Saturday 1st and Sunday 2nd October.

Beckenvick viaduct

Going further, round the bend

Below
Ge6/6II 707 Disentis/Müster
departs from Beckenvick
station with a heavy freight
and crosses the new viaduct.

Photographs by the editor,
unless otherwise noted.



So much has happened since *Beckenvick* first appeared in CM (September 2012, as Plan of the Month).

Importantly, the first four boards have now been completed – diligent readers may have noticed missing scenery in some of the views although the photos did their best to hide the worst of the ‘work in progress’.

With the layout complete – in as much as layouts are never truly finished – we continued exhibiting and began to consider how we could improve the operation: as constructed *Beckenvick* was an end-to-end layout, the level crossing at the station end acting as a headshunt enabling loco-hauled trains to be uncoupled and the loco run round before departing. All this, accompanied by some shunting of the goods yard sidings, worked reasonably well and entertained at exhibitions but we thought we could do more.

Shamelessly borrowing ideas from other layouts we constructed the simplest of cassette systems – a bolt-on section approximately 5' long, constructed of timber and soft board similar to the main layout, with a supporting leg. The cassette extended beyond the station level crossing, the trains entering the now opened tunnel mouth and onto the cassette. Two tracks were laid with a Peco point providing the isolation necessary to stable a train whilst running on the main boards continued. The cassette, whilst simply constructed, completely transformed the layout's

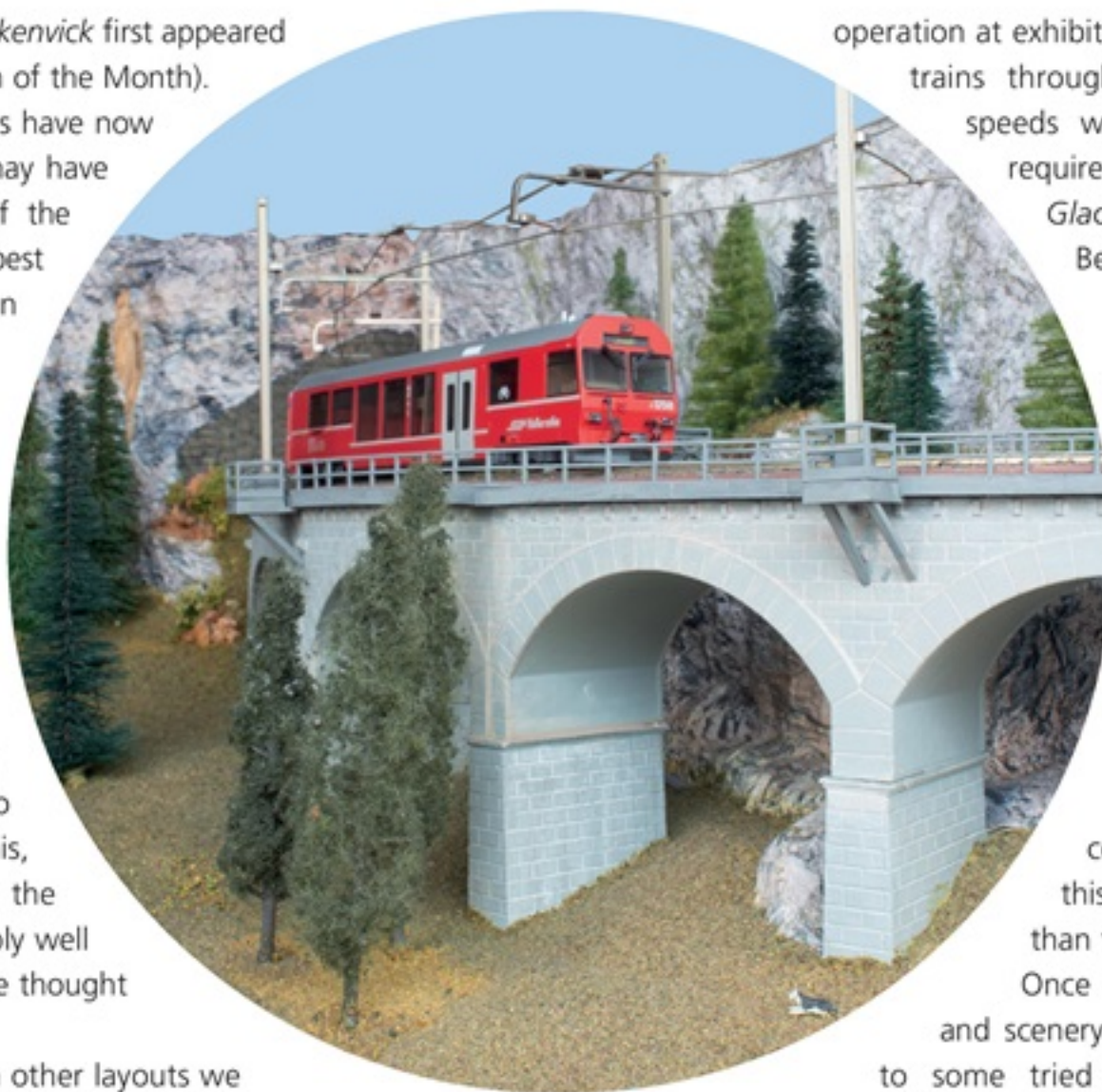
operation at exhibitions – we could now run scale length trains through the station at prototypical slow speeds with no loco run rounds or shunts required – cue more frequent crowd pleasing *Glacier Express* trains gliding through Beckenvick station!

We persisted with the imperfect cassette for a couple of years and a few exhibitions but it was not the right solution. We wanted to retain the through running that the cassette had provided but in a different form – and we needed a viaduct, our own homage to the Landwasser Viaduct.

A Kibri HO kit gave us the basic height and radius enabling Board 5 woodworking to commence and construction of a light but sturdy frame, this time using plywood as the base rather than fibreboard.

Once the frame was complete, kit building and scenery construction continued; we resorted to some tried and tested methods (polystyrene, newspaper, and PVA glue for the basic form) and some new techniques, including the use of Noch ‘rock paper’, for the backscene.

Construction works were slow, the key challenge being able to access, and in some cases complete, parts of the scenery before the viaduct kit was installed. The kit itself was constructed in two halves, joined together, and then secured in place before the scenery was completed around it, securing it and locating it in the landscape.



Above
Driving trailer second Bt 1758 heads a regional train away from Beckenvick station.

Below
Ge4/4^{II} 615 *Klosters* brings the *Glacier Express* towards the station at Beckenvick.



Once the viaduct was installed, the track could be laid and ballasted – the viaduct being intended for HO meant that we had plenty of space to locate the HOM track to provide a gentle sweeping curve.

With the track complete and scenery progressing, catenary work could commence. Once again we used Sommerfeldt catenary masts and sturdy wires from various manufacturers. The wires were soldered this time, just because we could: our previous efforts using Loctite superglue had served us well but we are always keen to try new techniques.

The masts were mounted on Kibri extensions; the viaduct provided enough room to mount the masts but they add interest and made alignment with the pantographs a little easier.

The main catenary challenge was linking the viaduct board with the existing station board, as the tunnel mouth that had initially been purely decorative in the layout's original form now became a working tunnel. The 'breakthrough' to the new board was reasonably well aligned, although some work was needed to ensure trains ran through. The catenary was joined using a hooked

linking piece of catenary wire similar to that developed for the initial cassette, although we had to move the mast from its proper location – on the first attempt to link the hook, the mast was toppled despite all reasonable care!

We have always run with pantographs up as we prefer the realism, and exhibition audiences note that the pantographs go up and down with the contours of the wire. We find the Bemo pantographs robust and, once set up at exhibitions, after some careful test runs, we have found the simplified catenary to be robust and relatively maintenance free.

It was in this partially finished state that we took the newly extended Beckenvick to its first exhibition at the Cheese & Grain in Frome, Somerset, in January 2020 as part of the Wessex Association of Model Railway Clubs show. The layout was squeezed into my car to transport and once assembled performed very well and the new board was well received by visitors.

We came away with the usual list of 'things to do' which were planned for the coming months – only for all of those plans, and all further exhibitions, to be halted by the pandemic.



Left
The scenery is now completed
at the other end of the station.
Photo: author.

Above
The viaduct was made from a Kibri kit
intended for HO standard gauge which
allowed a wide metre gauge curve.



Above
Ge4/4^{III} 648 *Susch*
with Lanxess advertising
powers a regional train
between Tunnels I and II.



Right
The new curved viaduct section attached to the level crossing end of Beckenvick station by Tunnel I with the new storage sidings beyond,
Photo: author.

Below
Passengers on the *Glacier Express* hauled by Ge4/4^{II} 615 *Klosters* with RE Energie advertising get a fine view of the rocky scenery which was made with Noch 'rock paper'.

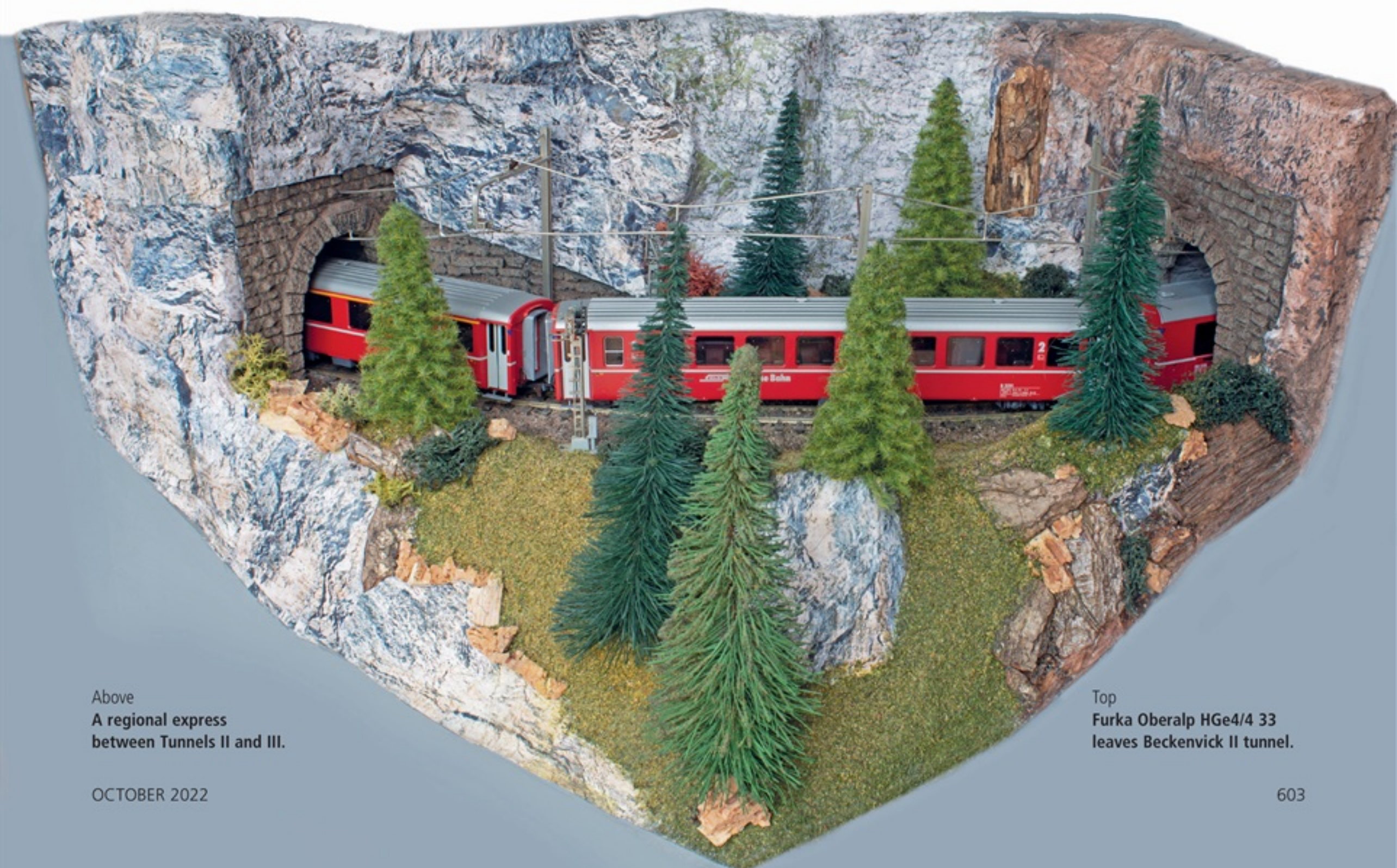


During the extended lockdowns we had time to finish the viaduct board scenery and to complete the wiring to the feeds and signals. We were also able to do some more work to the second fiddle yard, constructed so the layout now forms a U shape. It had worked acceptably at Frome but the transition curve between the yard and the layout was difficult to set up reliably at speed which led to derailments and so operator frustration.

Whilst working on that list of 'things to do' I did consider breaking *Beckenvick* up: with no further exhibitions planned and no room to set the layout up fully at home, there seemed little reason to keep it. Thankfully thoughts of this nature were put aside with the prospect in autumn 2021 that the London Festival of Railway Modelling would take place in March 2022. Despite completing the application with details of the layout while news of what became the Omicron variant was on the radio, we were pleased to be able to take *Beckenvick* back on the road again.

All of the above brings us almost up to date – as you read this we will be making final preparations for *Beckenvick* to appear for the first time at Folkestone; we will have made some necessary amendments to both fiddle yards to improve their running and reliability, and we look forward to a busy weekend doing what we do best displaying and operating *Beckenvick* and talking to anyone who asks (and even some who do not!) about Swiss railways.

Thanks as always to all those involved in *Beckenvick* – they know who they are and they know their help and support is very welcome and essential to keep this show on the road.



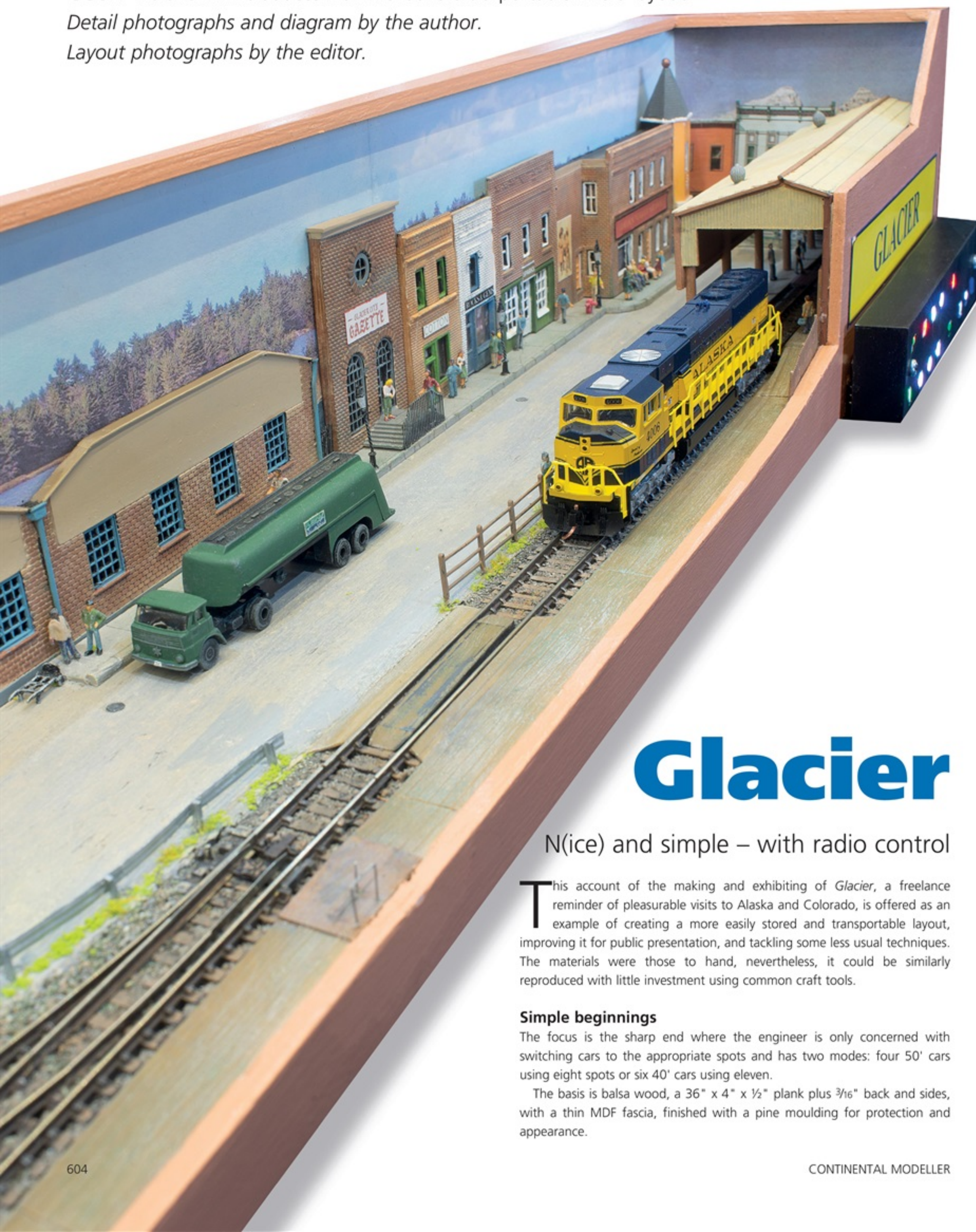
Above
A regional express
between Tunnels II and III.

Top
Furka Oberalp HGe4/4 33
leaves Beckenvick II tunnel.

Geoff Latham introduces his innovative ultra-portable micro layout.

Detail photographs and diagram by the author.

Layout photographs by the editor.



Glacier

N(ice) and simple – with radio control

This account of the making and exhibiting of *Glacier*, a freelance reminder of pleasurable visits to Alaska and Colorado, is offered as an example of creating a more easily stored and transportable layout, improving it for public presentation, and tackling some less usual techniques. The materials were those to hand, nevertheless, it could be similarly reproduced with little investment using common craft tools.

Simple beginnings

The focus is the sharp end where the engineer is only concerned with switching cars to the appropriate spots and has two modes: four 50' cars using eight spots or six 40' cars using eleven.

The basis is balsa wood, a 36" x 4" x 1/2" plank plus 3/16" back and sides, with a thin MDF fascia, finished with a pine moulding for protection and appearance.

The track is Peco code 55 in a 'tuning fork' formation, a small radius Electrofrog turnout splitting three 15½" lengths of flexible track, laid on Gaugemaster granite faced foam underlay.

The electrical feeds to the outer rails terminate in phono sockets on the fascia and the inner V is wired through a throw bar operated micro-switch.

The detailing accessories have been matt painted or varnished to dull the sheen and lightly weathered for texture.

The micro-layout techniques employed include: track covering the full length laid front of stage for emphasis; surrounding buildings containing the scene used as flats or low relief to save space, provide context, and overhang at the ends as view blockers; and no fiddle yard – all stock remains in view for re-spotting.

The buildings are from a couple of kits and left-over parts, not necessarily used as intended, augmented with scratchbuilding.

Micro-Trains couplers and a single magnet assist hands-free operation.

That was the original home form, using a manual turnout throw, a 9v battery controller plugged into the phono sockets, and a pack of photo cards to randomly shuffle the car spots. However, for public display there were some shortcomings: too low table height, operator obstructed view, and space for the card display. The two aspects to address were presentation and control.

Presentation

For its first exhibition a neatly made and black satin painted box for storage and transport was made from thin ply and pine mouldings to enclose the layout on a shallow base of similar construction. The layout stands on top, the added height of 7½" was limited by its storage location; rubber feet below the plank add a little more. The cover is secured by four bolts through the lower frame into threaded furniture blocks screwed inside the base.

Lighting, an advantage in some venues, copies an idea using patent shelving: two short lengths of support are fixed to the rear of the cover using the lower bolts and two more added to the top frame. A shelf of laminated pine strips locates on the shelf supports with pegs (beheaded screws) dropping into existing screw holes to keep it steady and 12v light emitting diodes (LEDs) are stuck to three aluminium strips on the underside.

Shelf displays publicise relevant organisations: NMRA-BR ("sharing know-how"), Wealden Railway Group ("layouts you can live with"), Worldwide Group of the N Gauge Society, MERG ("the leading society for model railway electronics"), and give brief details of the layout.

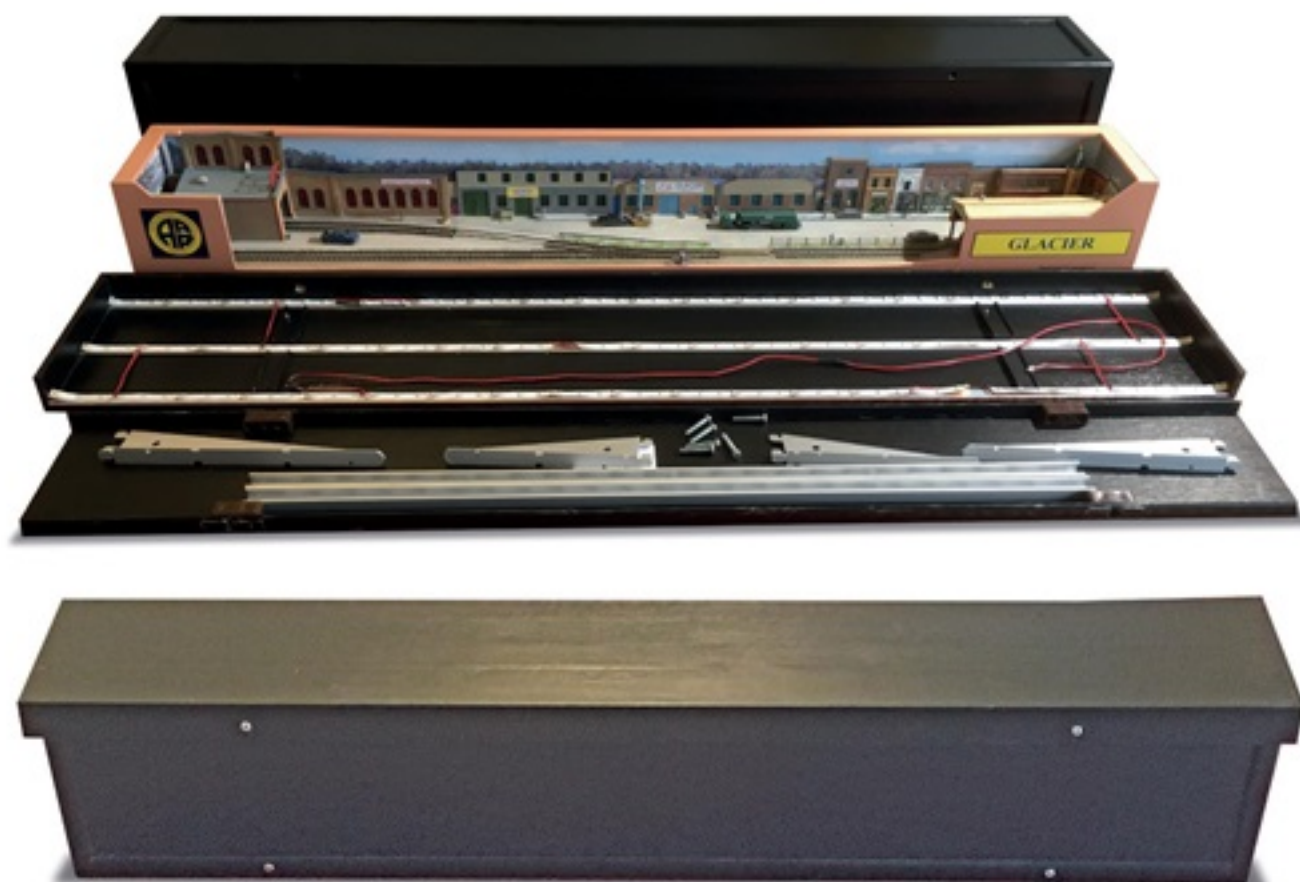




Above
On display (less lighting valance and signs).

Left
Display element dismantled ready for packing.

Below left
All packed and ready to go.



An Arduino Pro Mini micro-controller boards provide control, communicating via nRF24L01 transceivers with adaptor boards, the latter giving added protection and reducing the Arduino 5v to the 3.3v needed. As the Pro Minis lack USB sockets, a HobbyTronics basic+ breakout board is used for programming.

The three components of the control system are: board mounted receiver panel, hand-held transmitter, and the software.

Receiver panel

The receiver panel contains a Pro Mini, transceiver, small TB6612FNG motor driver, and a DC power socket, and has thirteen SK9822 RGB LEDs set in the front. The components are mounted on veroboard and housed in a custom plasticard shell. The panel plugs onto the layout with bolts carrying the traction current sliding into the phono sockets and header pins into the servo socket.

Replacing the car cards, eleven LEDs are arranged in three lines to represent the car spots, whilst two in the centre show the turnout setting. The LEDs are individually programmable and can be used in groups. Four-car mode uses the eight outer LEDs. Four colours to match the cars in

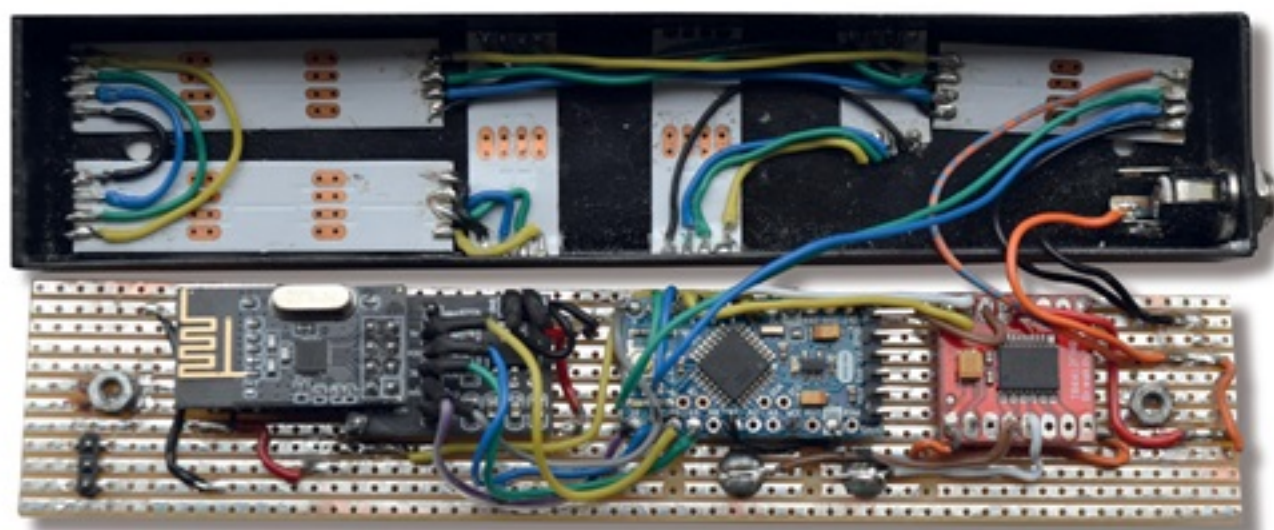
Control

At its second exhibition the intrusive control was more noticeable and experience suggested radio, but the use of unfamiliar components was to require some (!) further education.

Finding that an SG90 servo would fit sideways below the turnout to mechanise it was an encouraging start and only minor layout alterations were needed – excavation below the turnout, a servo socket in the fascia, a shallow trench to wire between them, and removal of the manual lever. The servo drive is a c.1mm steel wire secured in the outer holes of the shorter arm of the cruciform horn.

Below
Servo drive connection.





use together with four whites are randomly sorted and the LEDs lit in sequence, the three inner LEDs remaining white. Six-car mode uses all eleven LEDs with six matched colours.

The turnout lights extinguish whilst the turnout is moving, re-lighting when set.

A 5v 3A switched mode power supply unit connects to the panel and, in this application, is also sufficient to power the loco. For other applications a higher voltage might be needed, regulated to 5v for the electronics.

A 19v ex-computer supply drives the 12v lighting LEDs through a dimmer switch.

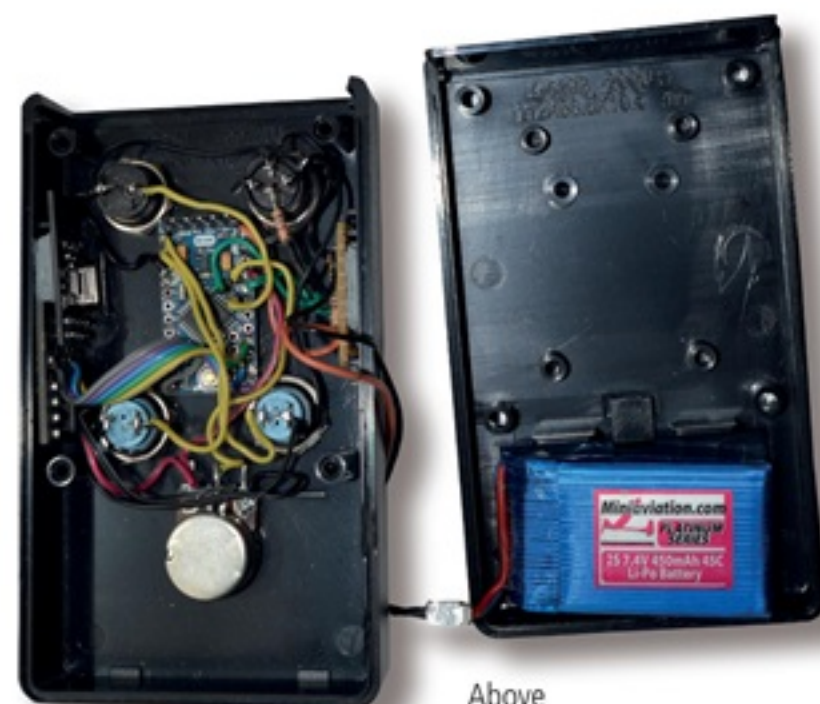
Transmitter

The transmitter is a proprietary battery box containing a Pro Mini, transceiver, voltage divider (used for low battery indication), and a rechargeable 2S 7.4v lithium polymer battery. The controls are a rotary potentiometer to set loco direction and speed and four assorted push buttons: latching, illuminated on/off, latching 4/6 mode, non-latching servo trigger, and non-latching shuffle trigger.

Top
Inside of receiver panel.

Above
Outside of receiver panel.

Below
The handheld transmitter.



Above
Inside of transmitter.

Software

Being perfectly honest, this was not as simple as I had hoped. The single Arduino sketch for transmitter and receiver uses 350 lines of code to perform the following functions:

- light the power on LED
- flash the power on LED for low battery power
- set up the radio
- set switches, debouncing, and an interrupt routine
- operate and set servo speed
- extinguish and reset turnout indication
- shuffle four out of eight colours
- shuffle six out of eleven colours
- set loco speed and direction

Thanks are due to the following sources:

Indicator: Mellis, Stroffregen, Fitzgerald, Guadalupi
(blink w/o delay)

Radio: TMRh20 library courtesy of Yvan, Brainy-Bits.com

Radio: connection test, Robin2

Switches: ez_switch library from Ron Bentley

Servo: variable speed servo library

FastLED library: Daniel Garcia, Mark Kriegsman

Lights: help getting the shuffle into FastLED, Yves-bazin

Lights: two functions on same strip, Marmilicious (Marc Miller)

Traction: Tony Goodhew

Conclusion

At its third exhibition, *Glacier* fulfilled all expectations, travelling 150 miles to the N Gauge Worldwide Group convention at Crewe Heritage Centre by rail, where its control system performed faultlessly over two days.

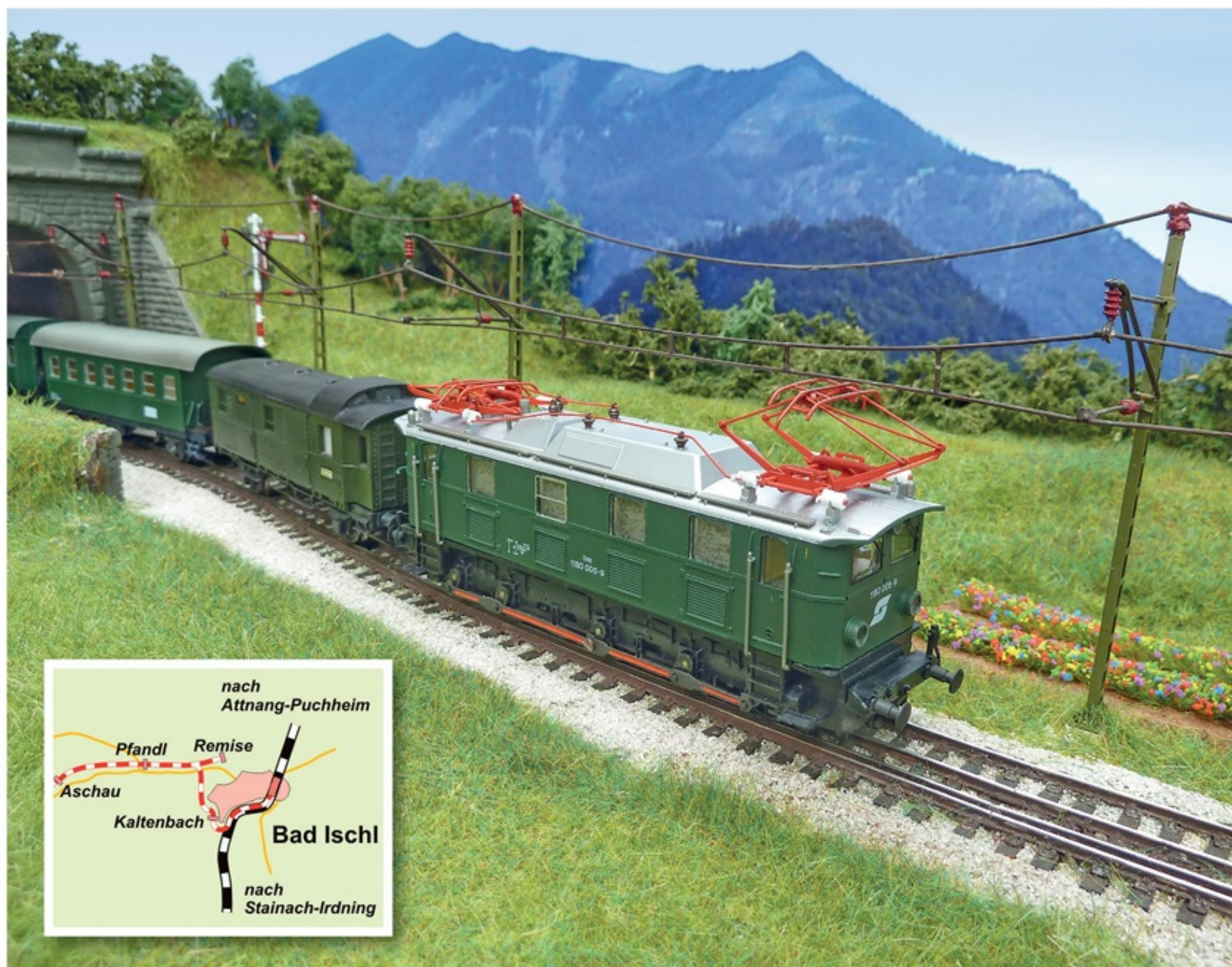


Mike Christensen built a diorama with some unusual dual gauge track.

Photographs by the author.

Bad Ischl Frachtenbahnhof

At the end of the narrow gauge line from Salzburg



Having time available during the pandemic became an incentive to finally build the layout that I have been contemplating for many years. Over that time I have accumulated Austrian locomotives and rolling stock, both standard and narrow gauge. I wanted to have a layout that would include both gauges, but I do not have much space, so modelling any station layout which would accommodate both gauges would be very difficult.

My solution came with the publication in Werner Schleritzko's excellent three volume history of the Salzkammergut Lokalbahn (SKGLB) of a number of

photographs of the dual gauge section of track between the goods station and the passenger station at Bad Ischl.

When the 760mm gauge SKGLB opened, its southern terminus at Bad Ischl was at a remote site on the north-west edge of the town. The line was later extended, through a tunnel and across a long bridge over the river Traun, to the standard gauge Frachtenbahnhof (freight station) at Bad Ischl, and then from the east end of the Frachtenbahnhof on track interlaced with the standard gauge along the river side, through a short tunnel under Im Gries, and across a second river bridge into the joint passenger station.

Above
A local service (train 5322, Attnang-Puchheim to Stainach-Irdning, departing Bad Ischl at 14.15) leaving the tunnel hauled by 1180 005-9.

Map
From 1957 Streckenplan der Salzkammergut-Lokalbahn. Presse03, Wikimedia Commons



Above
The Gläserner Zug restarts from a halt at Bad Ischl on its return to Munich via Salzburg.

Below
Ex-Heeresfeldbahn 0-6-0T+T No.32 leaves the tunnel under Im Gries, between the freight and passenger stations.

This model tries to capture the main features of the dual gauge section along the river. There are inevitable compromises. The distance from the junction of the lines to the tunnel mouth is greatly shortened, and a large house beside the level crossing has been replaced on the model by a single storey cottage.

The challenge was the construction of the dual gauge interlaced track, with the two 760mm gauge rails straddling one of the standard gauge rails, so it was not possible to use the splendid Tillig three-rail mixed gauge track. Instead I

would have to make my own track, something that I had never attempted before.

Finding materials for self-building track in 3.5mm proved difficult.

One supplier in the USA (www.proto:87.com) produces metal base plates which you stick to the sleepers and then glue the rails to the base plates – or fix down with scale spikes, if you can imagine that!. I bought a sample set, but it took just ten sleepers to convince me that this was not the way forward, at least for me – and my failing eyesight.



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Above
SKGLB 0-6-2T No.7 nears the tunnel with train 6515 from Salzburg, due to arrive at Bad Ischl at 10.55.

Right
The first SKGLB arrival into Bad Ischl in the morning (at 7.33) was train 6511 from Mondsee (the only train that was not through from Salzburg). No.32 heads its train onto the mixed gauge section.



The code 82 flat bottom rails were fixed down using baseplates from C&L Finescale. These are to 1:76, but the oversize on a 1:87 model is barely noticeable. The baseplates are moulded in brown ABS plastic, which make painting the track a lot easier. They thread on to the rail easily, provided that you make sure that all burrs on the ends of the rail are removed. (A note of advice – C&L Finescale is very much a 'one man business' and it can take quite a long time for orders to arrive.)

I was uncertain about the strength of simply using a liquid glue to fix the baseplates to wood, but the Butanone solvent recommended has produced a very strong result.

The sleepers were made from 3mm wide strips of lime (commonly sold under the American name of basswood). This was cut to length using a guillotine cutter ('The Chopper' by North West Short Line) which ensured consistent length, and then coloured with a water-based dark oak stain.

I made a photocopy of the underside of a length of Roco HO track onto card and cut out the sleepers to produce a template with recesses into which I could insert the sleepers to achieve consistent spacing. This template was taped on to a stout sheet of steel (an old cabinet shelf) so that the components could be held down during assembly using

magnets and weights, thus ensuring that the whole assemblage was kept flat.

I am lucky enough to have a small lathe, which enabled me to turn up two roller gauges, but slots carefully cut into the edge of a piece of metal would have worked just as well. One has three grooves, for the two standard gauge rails and the outermost rail of the narrow gauge. The other gauge sets the second rail of the narrow gauge in from the first. I started construction from the 'isolated' (southernmost) standard gauge rail and then followed with the other standard gauge rail and the adjacent narrow gauge rail.

For setting out the sleepers in the turnouts, I used a template downloaded from the www.proto:87.com website, modified for the angle that I used for the common crossing ('frog'). To start I drew a line on a piece of very flat softwood and then another crossing it at a 1 in 7 angle. As I filed up each length of rail, I held it in place in this jig by pinning the rail down using spikes (sold for 4mm but in reality they are 7mm scale) driven into the wood. When I had all four rails cleaned and set up, I ran in a thin liquid flux (I find that 'Eazi' Ecowave No-clean Flux from Finishing Touches in Leicester works well for me) and followed with solder. Quite a lot of solder. I wanted a solid structure. Any solder that got into the flangeway of the crossing was removed afterwards by careful use of a hacksaw blade and files.

I assembled the track using a powerful magnet and several small ones to hold the rails in place while the glue set. I worked forward about six to ten baseplates at a time, allowing the glue to dry before moving on. The Butanone takes longer to dry/cure than most plastic glues – at least thirty minutes, and better left for an hour.

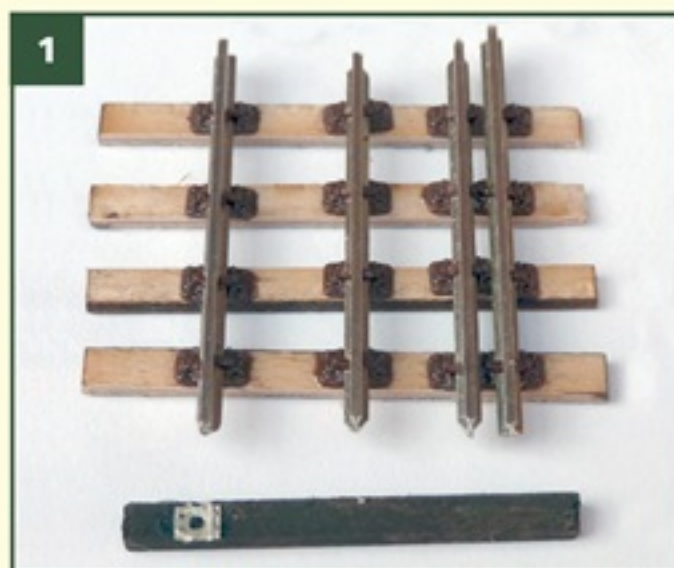
C&L do not make 'double' baseplates to accommodate the wing rails. Where rails are close together I cut the baseplates in half (at this point I really did need a good pair of tweezers and a head-mounted magnifier) and pushed the halves in from either side. When all glued in place with Butanone the result is surprisingly strong.

The check rails opposite the common crossing on the SKGLB were made of angle iron not rail. I reproduced this by cutting thin pieces from an old brass etched fret, soldered on two small vertical pins and glued these pins into holes in the wooden sleepers.

Track construction



Above
The end of the dual gauge section at Bad Ischl.



1.
The test piece using C&L materials was built using some old 4mm scale plywood sleepers which are too long.
The test piece with the 'to scale but too fiddly' version is at the bottom of the photo.



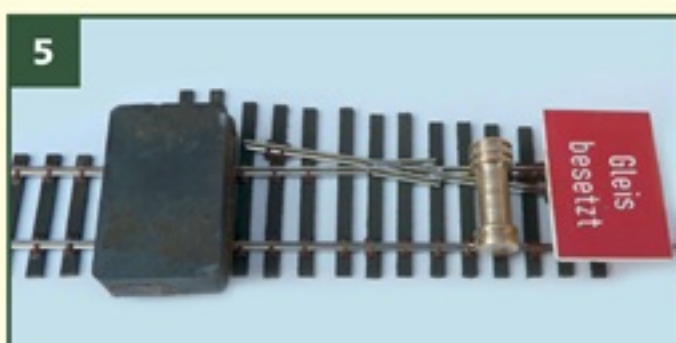
2.
The modeller's guillotine used for cutting the endless supply of sleepers to length, squarely. Invaluable.



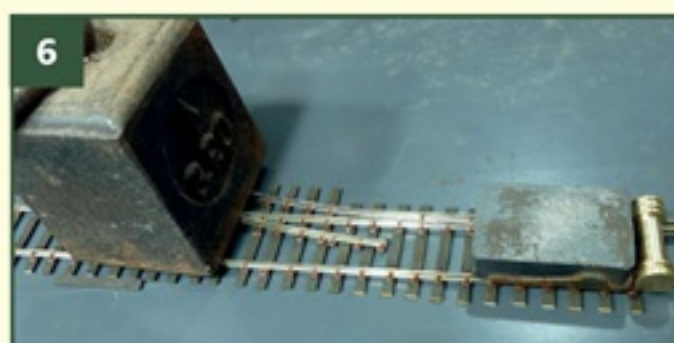
3.
The cut-out sleeper spacing template, with the first row of baseplates being held down by a magnet while the glue hardened.



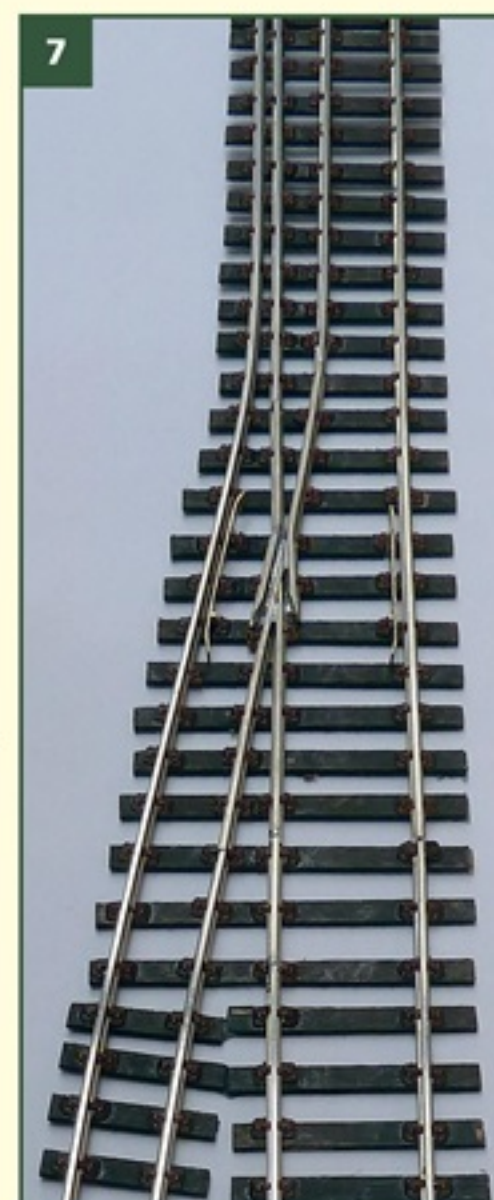
4.
The rail components for one of the common crossings, pinned down to the jig prior to soldering.



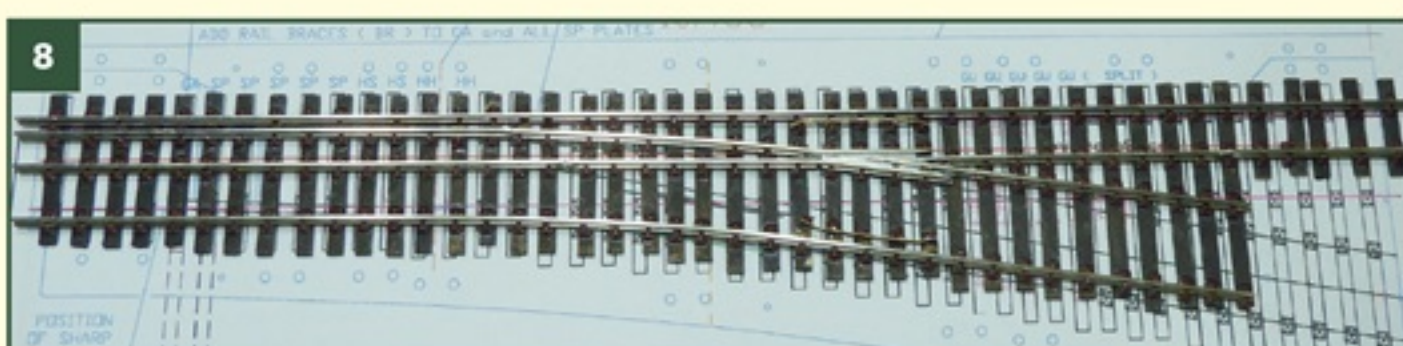
5.
Setting the crossing in place on the timbers, showing one of the two roller gauges. The small *Gleis besetzt* (track occupied) magnet on the right comes from an ÖBB signalling panel.



6.
Using the dual gauge to set out the first of the narrow gauge rails. The ex-Post Office scales weight has its uses.



7.
The completed turnout for the western end of the section, showing the check 'rails' made from thin brass sheet.



8.
The finished turnout for the other end of the dual gauge. It is a pity that this ends up in a tunnel! The template on which it is placed is for a 1 in 6 turnout – this turnout is 1 in 7, which explains why the curved track does not follow the template.



The track was ballasted with a mix of fine stone and Ballast Magic and the ballast then lightly sprayed with water to fix it in place. Ballast Magic has the advantage that if you make a mistake (and I did), the adhesive can be softened again simply by spraying with water.

The trackwork in the 'hidden yards' uses Peco materials. The points are operated by electric slide switches connected to the tie bar by piano wire with omega loops to correct the differential travel. The switches are wired to select the electricity supply to the frogs.

The overhead line uses masts by Sommerfeldt. I did try using their components for the wiring, but found that whilst elegant they are (for me anyway) too delicate. The overhead line wires were fabricated from 0.2mm brass rod.

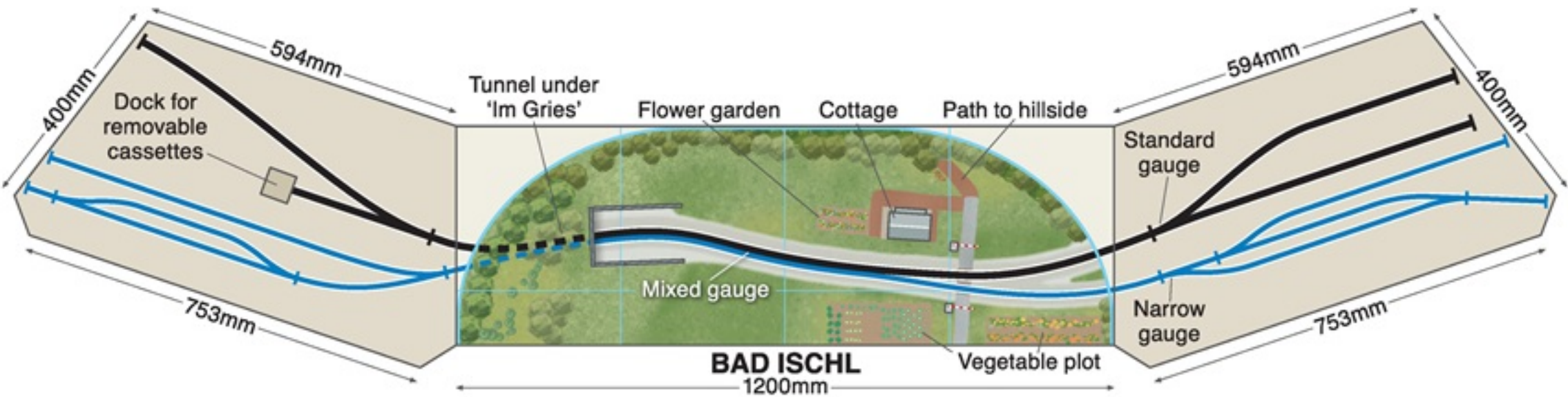
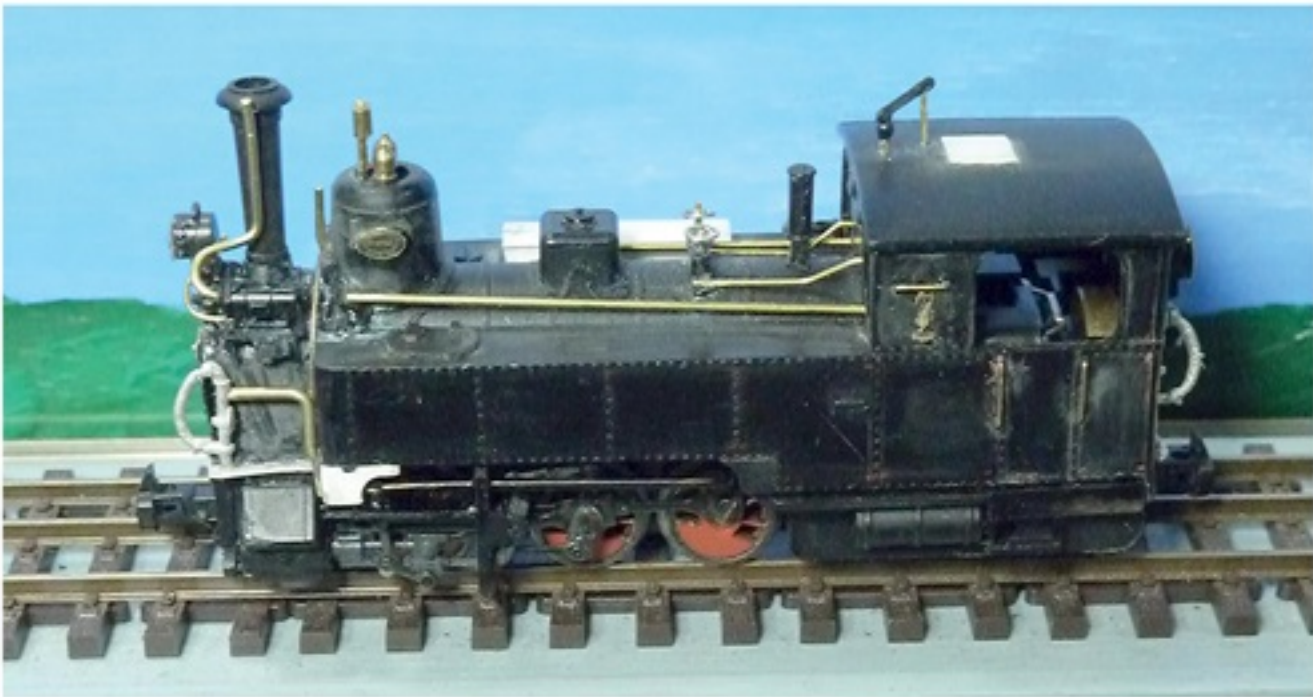
The backscene was created from a photograph of the mountains west of Bad Ischl, printed commercially to 1.4m long and fixed to a curved board using a spray mount adhesive.

Operation

The model is operated to a timetable from 1956, with thirty-two trains per day on the standard gauge and twenty movements on the narrow gauge – the latter including light engine trips from the passenger station alongside the river to the locomotive shed adjacent to the freight station.

The 760mm gauge locos are a mixture of Roco and Liliput. The principal locos on the SKGLB were the S class 0-6-2T, a forerunner of the U class later to be seen widely across Austria and available in various versions from Liliput. The S class had shorter side tanks and coal storage limited to what could be fitted inside the cab, both of these features being defects that were remedied in the U class design. SKGLB locomotives had to take on extra coal part way through their return journey to Salzburg.

Above
A train organised by the travel company TUI for a party of cyclists nearing Bad Ischl, headed by 'Kid's Art' loco 1044 282-0.





Above
SKGLB 0-6-2T No.7 nears the parting of the two gauges east of the Frachtenbahnhof with train 6520, the 12.10 from Bad Ischl to Salzburg.

Left
The modifications to a standard Liliput model of the U class 0-6-2T to make a representation of the S class of the SKGLB.

The conversion from U to S class involved cutting back the side tanks and fitting new front panels to the tanks, fitting new sides to the smokebox, and removing the part of the weight inside the front section of the tanks. I added weight inside the smokebox to compensate for the loss of weight at the front of the loco, but even so the loco is prone to slipping with a heavy load. The SKGLB locos had a lot of piping and wiring at the front, associated with the electric generator and lights, particularly a conspicuous steam exhaust pipe from the generator that ran up the side of the chimney.

The standard gauge rolling stock is another subject on which I make compromises. I work on the basis that the SKGLB line did not close in 1957, which allows me to run

some of the more colourful locomotives and coaches that have graced the lines of Austria in recent years.

Conclusion

For more information about the SKGLB, the three-volume series *Mythos Ischlerbahn – Die Geschichte der Salzkammergut-Lokalbahn*, written by Werner Schleritzko and published by Railway Media Group, is an excellent source. The text is in German, but the many photographs and drawings speak for themselves.

The layout will be at the Great British Model Railway Show in the British Motor Museum at Gaydon (CV35 0BJ) on Saturday 29th and Sunday 30th October.



Right
0-6-2T No.7 leaving the mixed gauge section. The SKGLB locomotives always worked chimney first towards Salzburg.



Bill Longley-Cook describes his latest locomotive for the Cumbres & Cat Shed Railroad – a cab forward Mallet.
Photographs by the author.

Mallet #501

An unusual articulated

Most narrow gauge and short line railroads only survive thanks to their innovative engineering departments. The Cumbres & Cat Shed Railroad is a case in point.

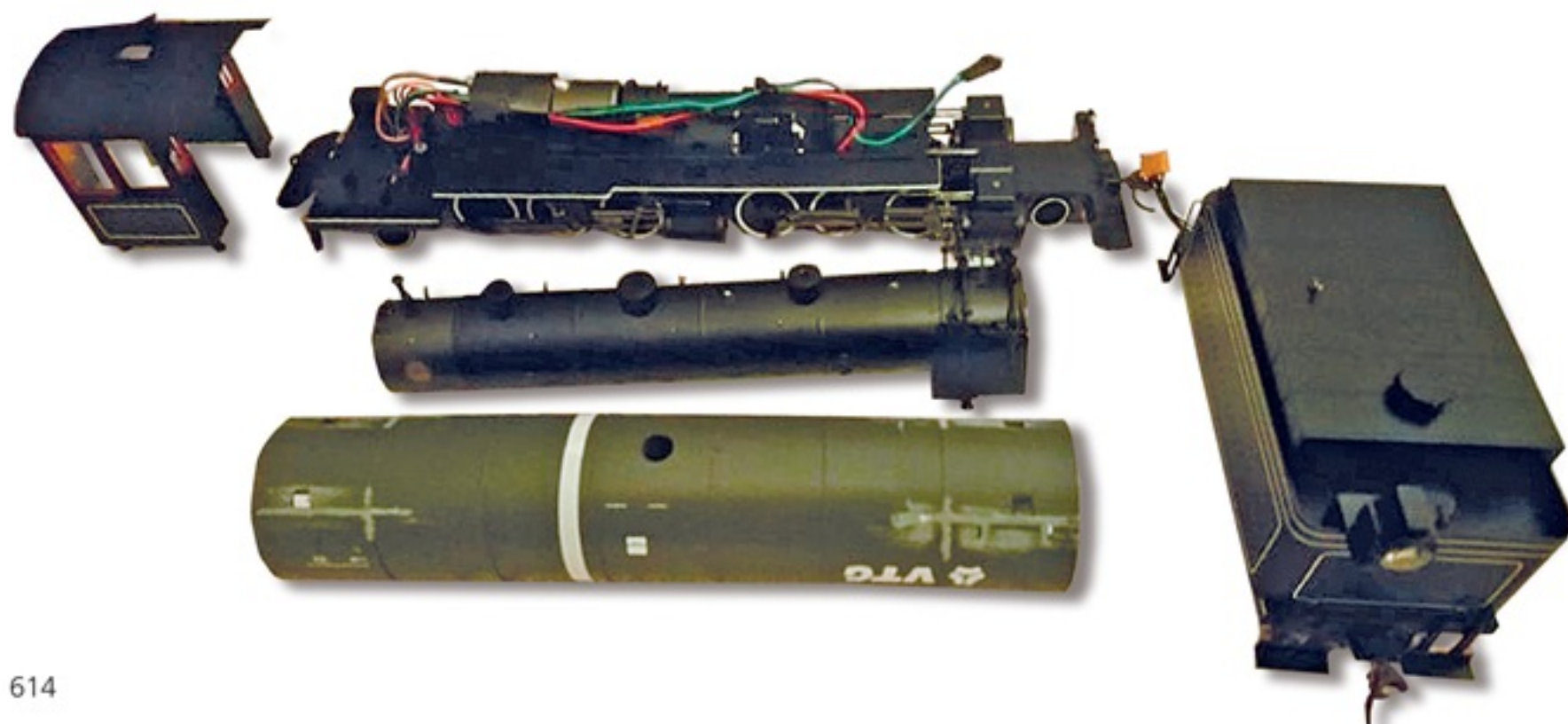
The story behind this project is that faced with an increase in traffic flow and a shortage of ex-D&RGW motive power, an additional locomotive was constructed by the C&CSRR from scrap parts. These comprised the boiler of K-36 #485, wrecked when it fell into the turntable pit at Salida, Colorado (which actually happened in December 1953) but now found to be recoverable, and, lying in the yard of a nearby defunct logging railroad, the frames and motion of a Mallet articulated locomotive. Given the problems associated with operating through the long and confined Rockery Ridge tunnel, it was decided to make the new locomotive an oil burning cab forward.



Above
 The Bachmann model of a 30" gauge Baldwin 2-6-6-2.

The truth is that in 1994 I attended a conference on the impact of mining on the environment in Sacramento. Driving into the city I saw signs for the California State Railroad Museum and decided that I just had to investigate. Included in the museum's collection of beautifully restored rolling stock I found the Southern Pacific cab forward #4294. This was quite the biggest locomotive I had ever seen!

The 2018 edition of *The On30 Annual* included a fascinating article on the building of a narrow gauge version of this machine, based on a Bachmann articulated 2-6-6-2. Having a liking for making exotic rolling stock, I decided that I would try constructing something similar.



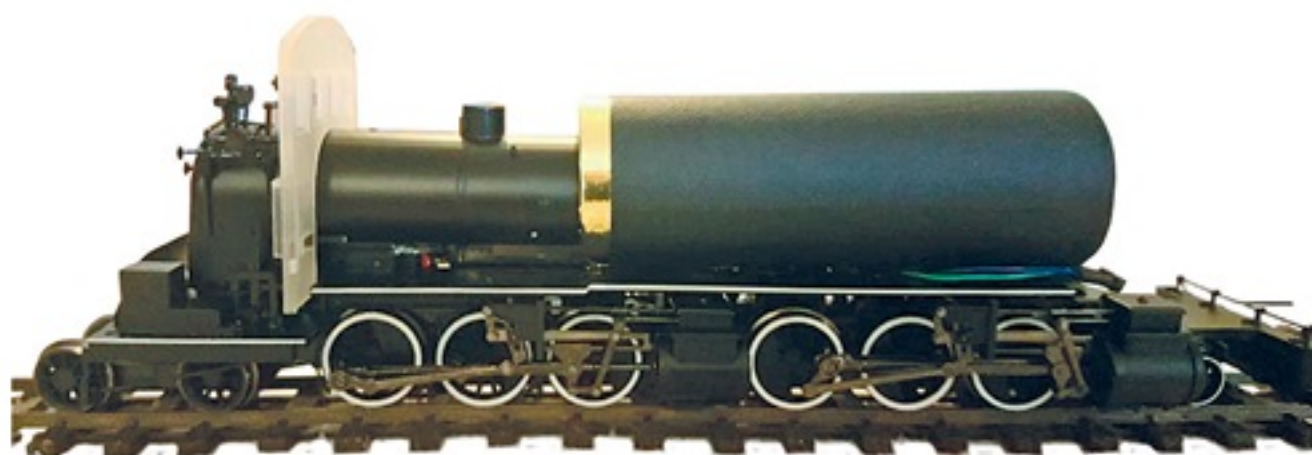
Left
 Bachmann articulated cab, frames, original boiler, replacement boiler (HO tank car), and tender.

My lockdown locomotive

In April 2020 we were due to visit Peru, Chile, and Argentina. Earlier that year I began to accumulate parts for this project, with the intention of starting work on our return from South America. Then came Covid-19, our lovely holiday was postponed, and I had more time at home than expected.

On receipt of the Bachmann model the start, as usual, was to pull the thing to pieces. I decided that my cab forward would need a much larger boiler, saddle tanks for water, and an oil tender (to provide space for the batteries, radio control, and sound card).

A quick look at the articulated's tender showed that it was much too small to contain the batteries and controls, so a Bachmann flat car was purchased to form the base of a new tender. This also required surgery as it appeared too long when compared with the loco. An HO tank car from the 'spares box' was used to form the basis of the new boiler, but before cutting a trial was made with a cardboard tube of a similar diameter.



Above

Trial fit of the card tube. Note the new bogie under the cab.

Below and below left
Shapeways cab and tanks, replacement boiler, plus smokebox and tank fillers from Precision Scale Co.



The original plan was to use a Shapeways conversion kit for saddle tanks and cab.

<https://www.shapeways.com/product/8X3NSD8WT/on30-2-4-4-2-2-6-6-2-side-tank-engine-conversion-k>

However, on fitting the saddle tanks to the new boiler they appeared too short.

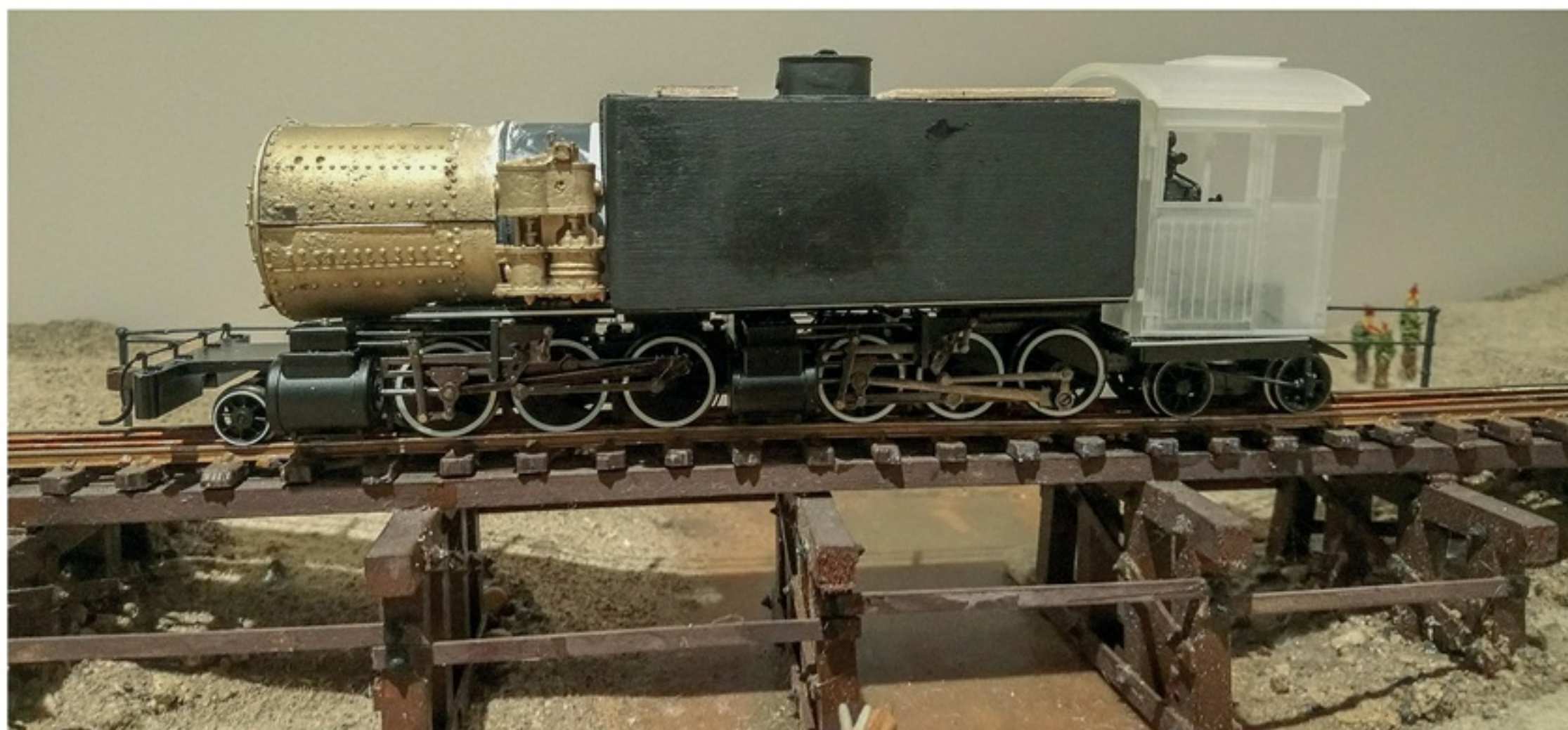
I therefore decided to lengthen the saddle tanks to give the locomotive the brutal character I wished to portray. The cab forward is actually quite small when compared with a K-27 'Mudhen' 2-8-2, itself the smallest of my Mikados.

Wood was used to build the sides and top of the tender, the saddle tank tops and sides, and the 'fish belly' chassis of the tender. This is a most forgiving medium as it can be cut, re-cut, and then glued if the 'surgeon' is too frisky with his knife. Also, wood does not show its nature after the application of several coats of spray paint, rivet decals, and a final coat of spray paint.



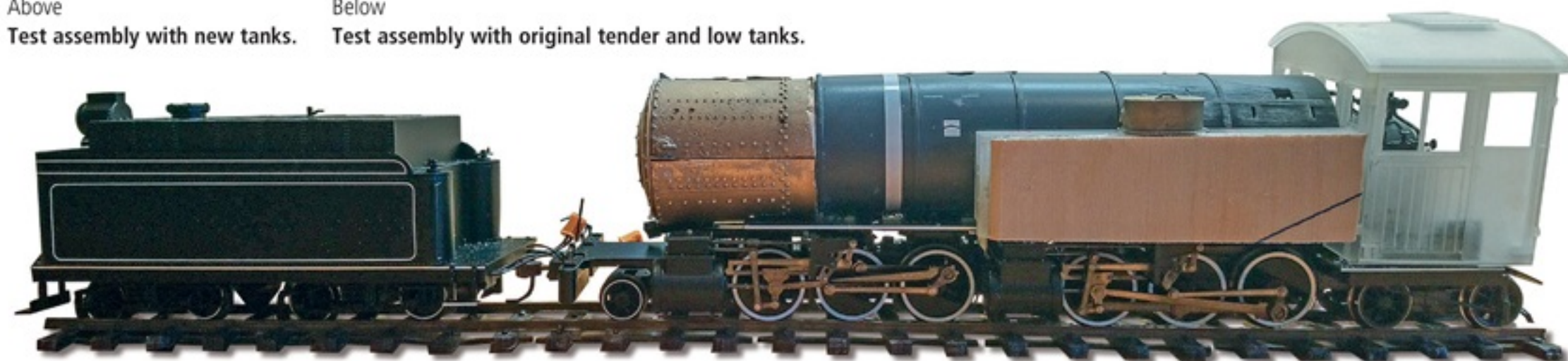
Above

Cab forward Mallet #501 alongside K-27 'Mudhen' #463 at Rockery Ridge.



Above
Test assembly with new tanks.

Below
Test assembly with original tender and low tanks.



As lockdown continued, I progressed my cab forward but, with time, some of the original ideas were discarded. I would certainly do things differently if I was starting on a second one!

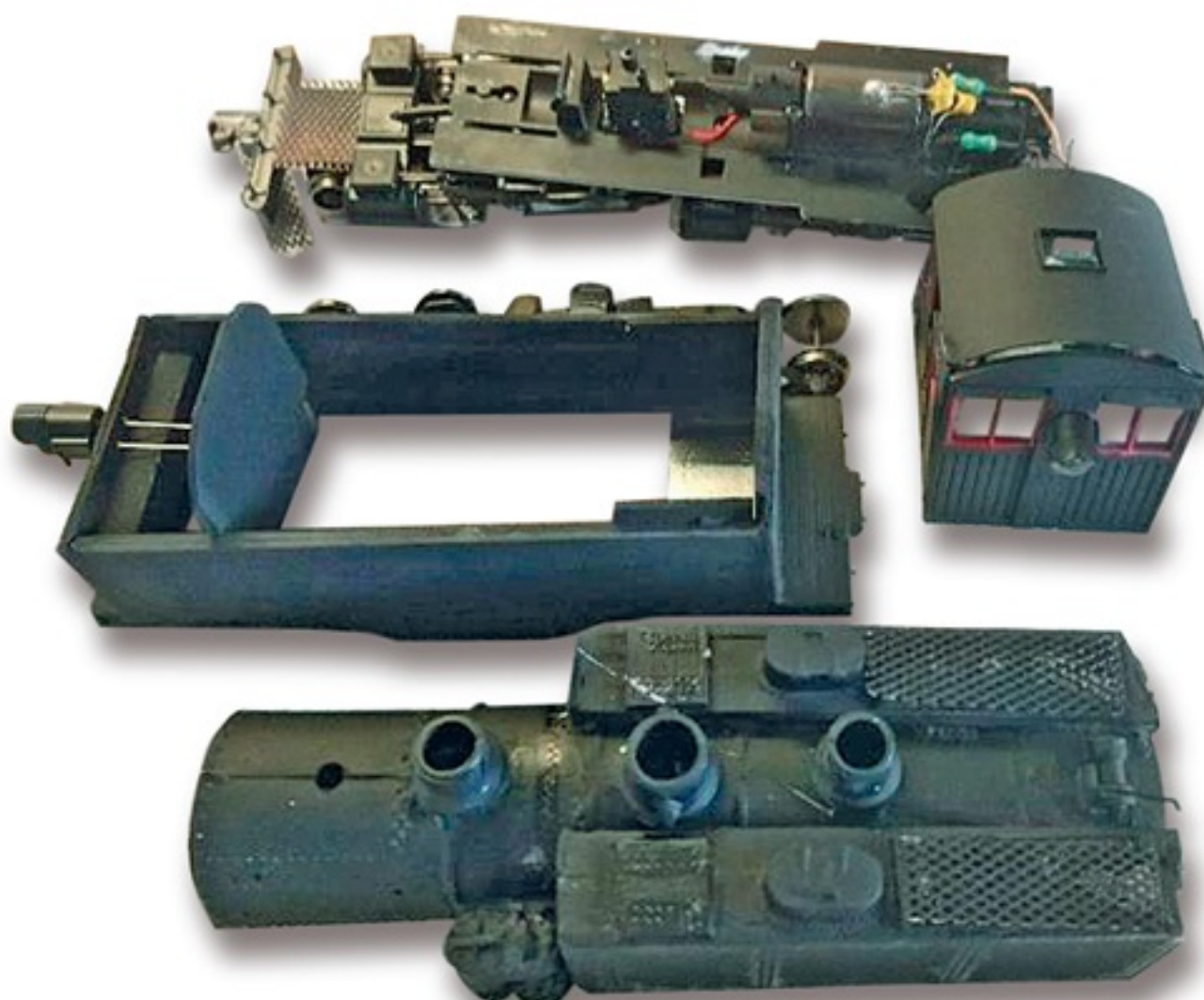
Changes to my plans included not using the original boiler shell as a mount for the new larger boiler as this prevented the addition of weights inside the saddle tanks.

The oil tender now has a flat top. I had wanted it to have a round top (as for the early SP Cab Forwards) and planned to make the top from brass sheet. However, I quickly came to the conclusion that I would never manage to bend the sheet to my satisfaction.

I also decided that I preferred the look of the original Bachmann cab but used part of the Shapeways one for the front, although I added an extra section in the middle.

I also had to remove a section of the cab floor to allow clearance for the larger wheels of the new pony truck and replace it with a piece of the brass originally designated for the tender top. Nothing is wasted on the Cumbres & Cat Shed Railroad!

Right
A kit of parts: Bachmann motor and motion, new tender (but still with ends for a round top), modified Bachmann cab, and new boiler unit.





Above and right
The finished loco.

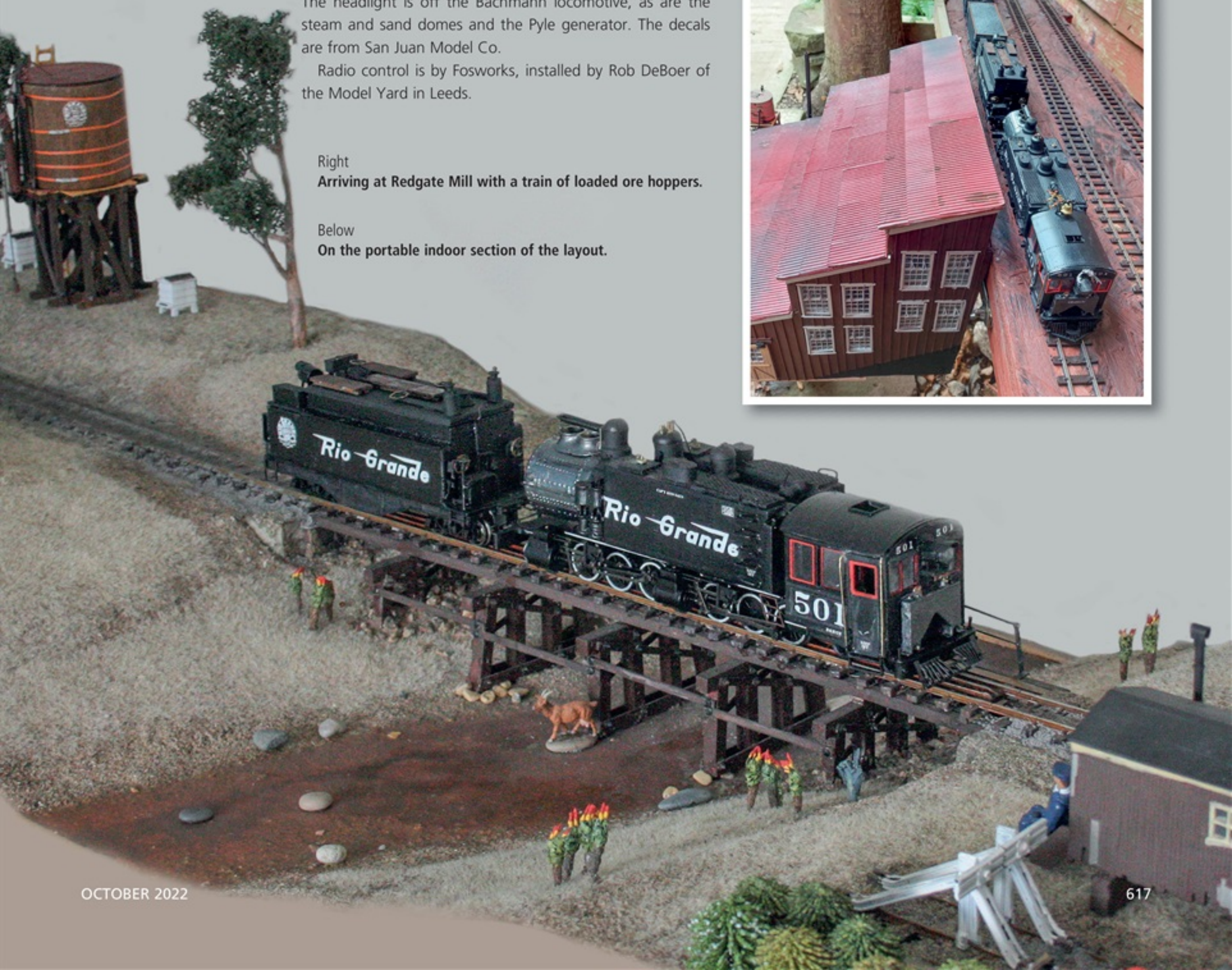


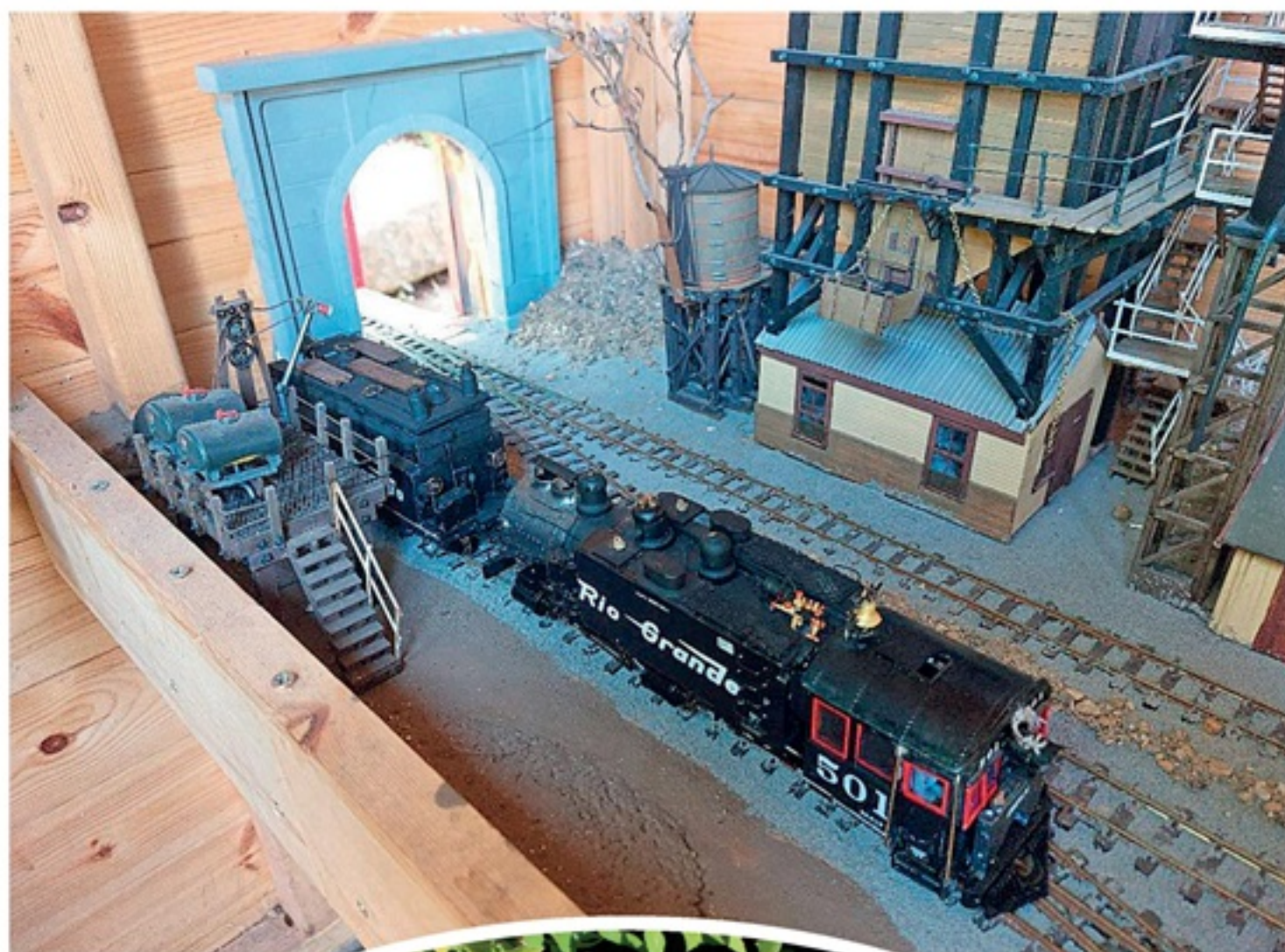
So here is my cab forward oil burning Mallet 4-6-6-2. Detail parts, such as the double chimney, the blast deflector (apparently the un-deflected blast from the SP Cab Forwards was so sharp it damaged the snow sheds on Donner Pass), the bell and the sandbox (off a Shay) on the front of the cab are from Precision Scale Co. (www.precisionscaleco.com). The headlight is off the Bachmann locomotive, as are the steam and sand domes and the Pyle generator. The decals are from San Juan Model Co.

Radio control is by Fosworks, installed by Rob DeBoer of the Model Yard in Leeds.

Right
Arriving at Redgate Mill with a train of loaded ore hoppers.

Below
On the portable indoor section of the layout.





Above left
#501 at the newly-installed oil fuelling dock.

Above
Leaving the shed by the covered bridge.

Left
Passing Donkey Corners with empty hoppers.

Below
#501 just fits on the turntable in the shed.





Above left
#501 switches box cars at Donkey Corners Yard ...

Above
... and then makes a caboose hop back to the engine terminal.

Left
Waiting for the K27 to pass with the daily mixed
before making up a train of loaded hoppers at Rockery Ridge.

Below
Arriving at the end of the line adjacent to the house.





Alan Monk describes his new ultra portable project.

A České Dráhy Epoch V branch terminus micro layout

Nové Město na Nedostatku

In October 2017, I spent an enjoyable train-related long weekend in Czechia with a group of friends. This included a rather eventful class 749 'Grumpy'-hailed two-day railtour which wound its way along sleepy North Bohemian branch lines, passing through numerous small stations which retained freight facilities and a lot of very nice rural character.

On my return to the UK, I began to consider recreating some of that in miniature, sketching out some rough plans and doing some window shopping online to see what was available. A branch terminus would allow passenger and freight working, and the need to reverse/run-round would add operational interest. A simple 60cm fiddle-stick simply plugged into the layout could represent the rest of the world.

I initially considered HO, being familiar with the scale through my varied British, East German, and American modelling interests, until a friend pointed out the growing availability and popularity of Czech models in TT (1:120 on 12mm gauge track). Always on the lookout for something different, further investigation showed that I could get all the stock I wanted (and more) in the smaller scale, with the

added bonus of permitting more 'railway' in the same space, whilst still retaining enough detail to keep the modelling aspect interesting.

The scale now decided, I began to look more seriously at acquiring the various items on the list, which of course grew as I discovered more goodies! I also tweaked the track plan through a few iterations until I was happy, with the final adjustment being to skew the whole arrangement slightly to avoid the tracks being parallel with the board axis.

The plan is essentially a typical Czech three loop arrangement, sidings to the left and right off the rear line and a low open platform between the two front lines.

Having decided to use Kühn TT track, I used the Anyrail software package to double-check my plan and give me a shopping list. Fortunately, the bulk of the track components needed were included in the Kühn TT track starter pack (ref.72800), and I found one for a bargain price on a well-known online auction site. The additional three points and a few other components were easily ordered online from one of the larger German retailers (in happier, pre-Brexit times).

Above
A peak period service – diesel loco 742 148-0 and a type Y coach.

Right
Passenger services are more usually provided by the ubiquitous class 810 railbus. Note the rack of wheel chocks for securing wagons during shunting operations.

Photographs by the editor.

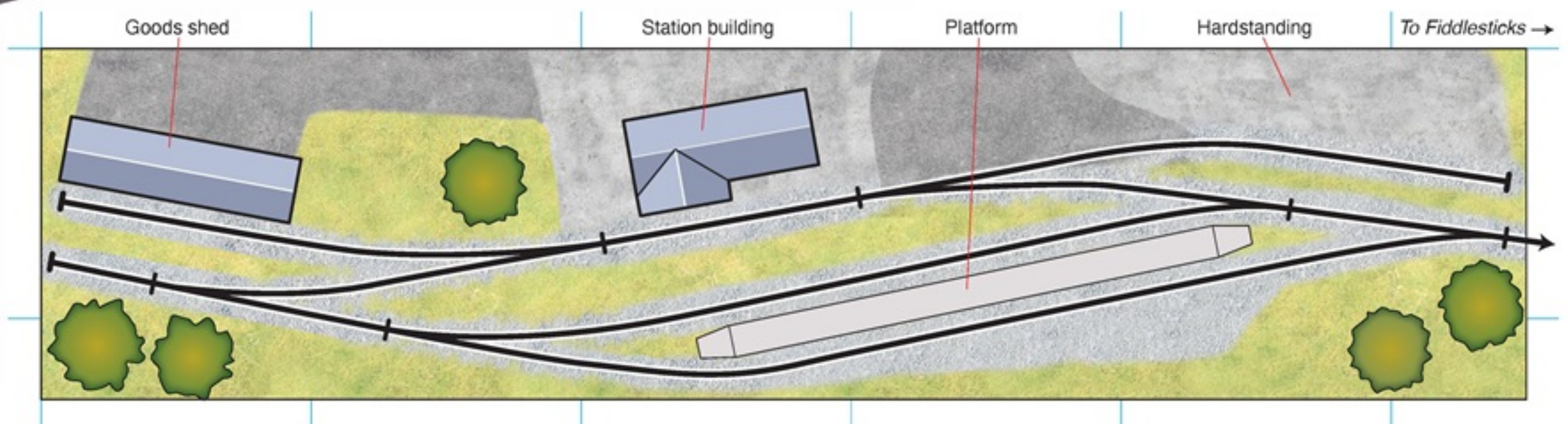


Baseboard

The baseboard was also straightforward, as I have been building a series of micro layouts using the Ikea 'Lack' 110cm x 26cm floating shelf. Nové is the third such micro in the series, with two complete, another two under construction, and two or three more at the planning stage! The Lack shelves provide a strong, rigid, lightweight, and cheap baseboard.

A simple 4mm ply display 'box' is glued and pinned to the Lack, consisting of backscene, end plates, and a front fascia with a suitable viewing window cut using a jigsaw, plus a horizontal strengthening top beam which also forms the lighting rig. The display box is finished in my preferred light grey colour scheme, as I find it less visually harsh than the traditional black. Finally, a paste-table style handle is screwed to the front fascia to permit easy carrying of the layout.

2mm thick EVA foam sheet was laid over the whole upper surface of the Lack to form a resilient trackbed. Into this the wire-in-tube point rodding was inset, running to and



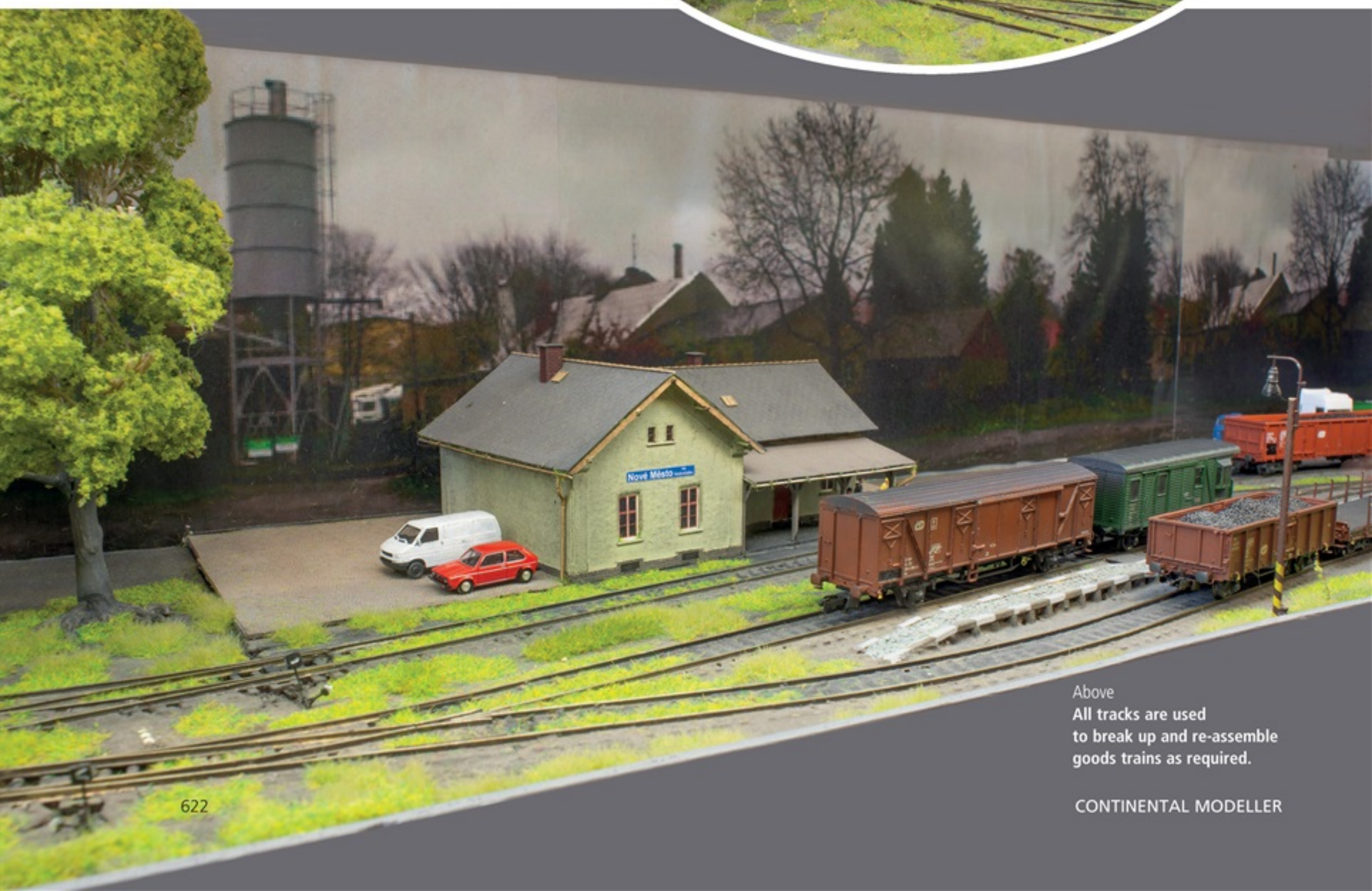
Nové Město Overall layout size 1100mm x 260mm approx. Each grid square 200mm x 200mm.





through the front fascia – all of my Lack-based micros are front-operated. I use 0.9mm brass wire in 1/16" square brass tube, with the wire bent up through the point tiebar and at the fascia end clamped into a modified single section of 'chocolate block' electrical joiner to form the operating knob. Simple, cheap, and reliable.

Underneath the Lack, sets of simple wooden battens are arranged in a V shape, into which folding ply risers, common to all the layouts, are a push-fit. These raise the layout 19cm off a standard tabletop, to align the rail level with a Tim Horn laser-cut display stand which acts as fiddle-stick support and stock storage/display area.



Above
All tracks are used
to break up and re-assemble
goods trains as required.

CONTINENTAL MODELLER



Above
The layout at a glance.
Note the carrying handle –
the whole thing is one piece
and very easy to transport.

A suitably-wide strip of fabric (taken from the matching grey sheet used as a tablecloth at exhibitions) is attached with Velcro to the lower edge of the fascia and ends hides the supports and gives somewhere to keep stock boxes and other clutter out of sight at exhibitions.

A Czechia flag completes the look for exhibitions.

Trackwork

The track was then fixed down with PVA and allowed to set. I pre-wired two pairs of rail joiners (one pair each for the exit to fiddle and headhunt) and also soldered all the track joins solid, so the whole layout is electrically live. The feed wires

from the headshunt are fed along the very front edge, hidden just below the lip of the viewing window. These join with the fiddle end feed in a 5.5mm socket mounted in the end plate.

A second such socket takes the feed in for the LED strips fixed to the underside of the top bar. I used one strip of warm and one of cool white to give good even overall illumination. I usually use a mains plug-in unit to power the lights and a simple analogue DC controller, but I can also run 'off-grid' using an 8 x AA pack for the lights and my DIY hand-held 6 x AA DC controller, both using rechargeable batteries.

Left
The goods shed tucked away
behind the trees, served by
a siding off the station track.



Above
A class 749 'Grumpy' diesel
shunts the siding
by the hardstanding area.

Scenics

With the track fixed and thoroughly tested, attention turned to scenic work. The track was ballasted with a thin layer of fine ballast, fixed with Johnson's Kleer. Once the ballast had set hard, DAS modelling clay was pushed down into the track to give the effect of very fine cinder infill. Working a small section at a time, this was smoothed with fingertips, spatulas, and stiff brushes, plus a few drops of water until the desired effect was achieved. Once the DAS had set, the whole lot was painted with a thick coat of darkish-brown acrylic paint, then subtle variations of the same were stippled randomly, followed by a much darker shade where locos and units would be expected to stand idling.

Structures

The two major structures, the station building and goods shed, are laser-cut card kits from KBModels while the platform edging and ramps are also laser-cut card by JMDetail, who also supplied the two typical Czech station lamps. These were all sourced direct from some of the excellent suppliers in Czechia. Station signage and indeed the layout signage was all created on the PC from images cut and pasted from the CD website, as close a match for the font as I could find. The platform infill is also DAS, stippled to represent packed earth and cinders, the edging slabs painted alternate black and light grey, and the whole weathered down with washes of acrylic paint. The hardstanding loading pad is Auhagen 'concrete slab' and the block-paved area around the station building is moulded plastic sheet, again from the Auhagen range.

With the ground cover down, the five large trees were 'planted' to disguise the fiddle exit and visually close up the headshunt end, then the static grass and clumps were put in place. Reference to photos of the 2017 trip showed I was initially far too sparing with the grass, so a second, much heavier-handed dusting was added!

There are a number of small details obtained via the network of small-series manufacturers in Czechia – etched point lever/lanterns, derailleurs, the rack of wheel chocks.



The layout will be at the Bracknell show on Sunday 30th October.

Vehicles are from various sources and the handful of waiting passengers are Preiser in origin, bought in bulk unpainted, with the surplus then shared around a group of UK-based TT modelling friends.

Lastly, the photographic backscene is a DIY production, using a panoramic photograph I had taken from the train at Nove Mesto Pod Smrkem. This was set up in Posteriza (a free poster-making software package) and laser-printed at home on A4 sheets which were then glued together and attached to the backscene, then blended in along the bottom edge with paint and static grass.

Rolling stock

A class 749 'Grumpy' Bo-Bo diesel was a must, mine being the excellent Kühn product. A Tillig class 742 diesel provides a suitable alternative loco, and a second 742 may yet be procured, possibly the MTB version.

Passenger services are mostly provided by the ubiquitous 810 four-wheel railbuses, using the excellent value LPH plastic kit. One has an ALSRacing motorised chassis, while another is a dummy for pairing with the powered one. A further six kits have been modified into the 010 unpowered trailer variant, either to work with the 810s or as loco-hauled coaches behind the 742. One very interesting feature of the class is that the 010 trailers have no control gear, so an 810 + 010 formation requires the 810 to run round its trailer in order to change direction of travel. This occurs even in large stations, as witnessed at Praha hl.n. during our visit.

Also available are four type Y coaches (a pair each from Kühn and Tillig) plus a Kühn double-deck coach, as occasional alternatives to the railbuses.

Seated passengers are scattered throughout the passenger stock, all from the Preiser range, painted by myself.

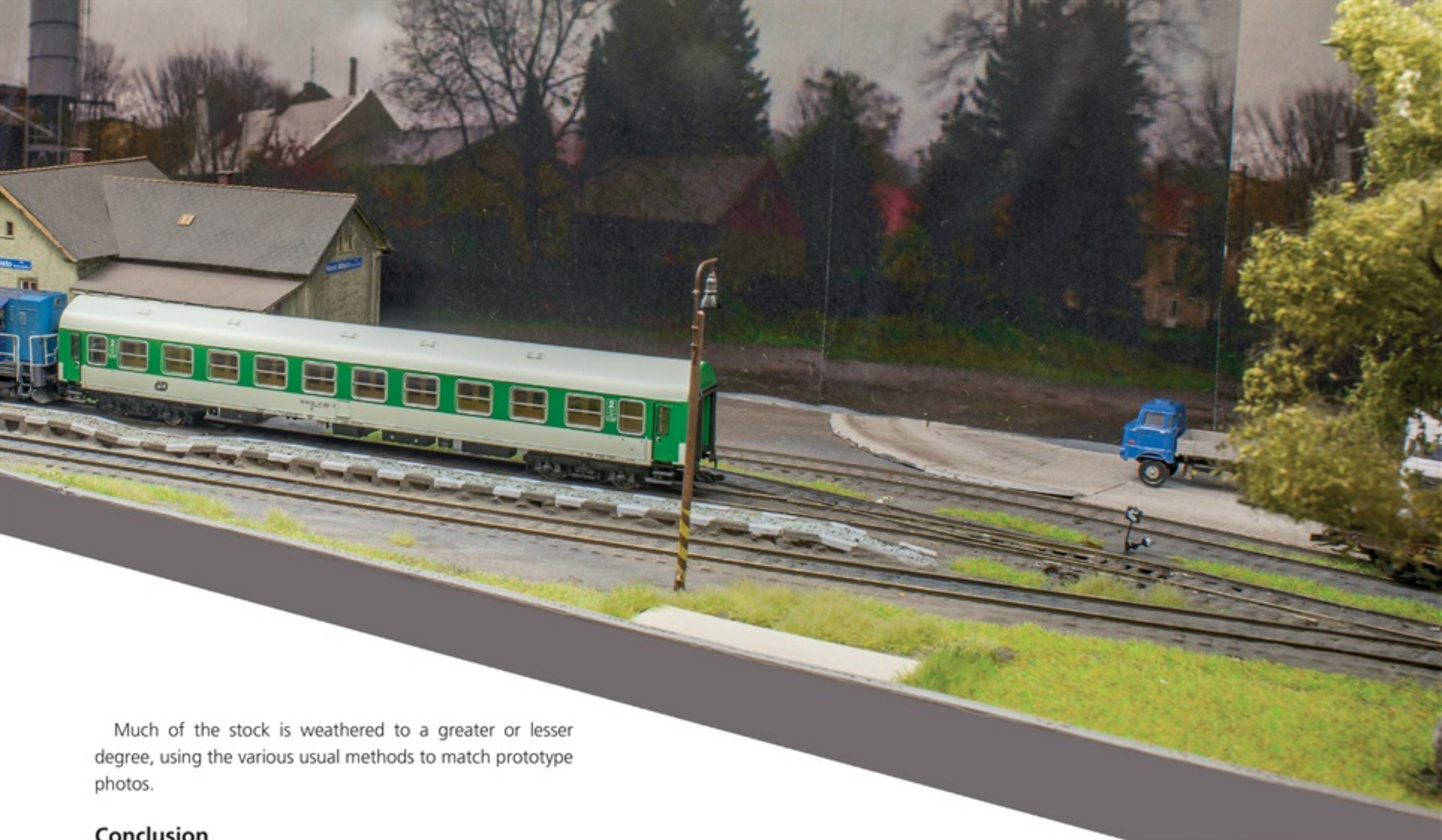
On the freight side, much of the fleet of opens and vans are from the various small-series manufacturers catering for the Czech TT modeller – SDV Model's injection moulded Es and Eas-u steel opens, Smmps and Kbkks flats, and Hadgs and Gags bogie vans, ES Pecky's resin four-wheel Gbs vans, while the very distinctive Daak guards vans and Uas four silo 'onion' cement wagons are from LPH plastic kits. Many of these kits come complete with etched detail parts and decals and are generally a joy to build. The timber wagons are laser-cut card kits by Malá železnice. A few Tillig and modified BerlinerTTBahnen ready-to-run opens and vans round out the freight stock.

All stock uses the Kühn version of the Tillig TT coupler, manually uncoupled as required.

Below

A class 810 railbus stabled by the station building. Note the point levers and the rack of wheel chocks.





Much of the stock is weathered to a greater or lesser degree, using the various usual methods to match prototype photos.

Conclusion

So far the layout has been to two exhibitions in the UK – further booked appearances during 2020 and 2021 were of course cancelled due to Covid.

The layout, support box, stock boxes, etc., are all portable enough to make public transport a viable option, either by bus or train. I have not yet tried taking it on the bicycle, but as another of my Lack micros has travelled to a local show that way, it may well be possible!

The layout can be set-up and running in about fifteen minutes and dismantled in a similar time, one of the benefits of micro layouts.

While I do not run a formal operating sequence at shows, I tend to alternate freight and passenger workings to keep things moving and interesting for the viewer. I am also not

averse to handing the controller to a viewer to have a supervised play! I generally run on a 'one train in section' basis, with the resident 'redcap' and train crew responsible for local control and despatch, much as the prototype. The loading pad is for coal or timber in opens and flats, whilst vans usually end up at the goods shed and loading ramp.

All told, the layout took about ten months from idea to an exhibitable state, though of course there are always small scenic titivations still to do, along with ever more stock acquisitions.

Finally, my grateful thanks to Rich Self, Ian Lampkin, and 'JBr' for their guidance and support in bringing *Nové Město na Nedostatku* to fruition. (The name roughly translates as 'New City on Lack'.)

Above

No doubt once the crew have finished their break, the 742 will run round for the return working.

Below

The crew van usually stands on the 'main' line as wagons are shunted to where they are needed and then made up again into a train ready to depart.





Ian Edwards introduces the multi-level standard and metre gauge exhibition layout built by members of the Furness Model Railway Club.

Photographs by the author.

SwissPass

Watching trains in an impressive mountain landscape

SwissPass was built by members of the Furness MRC as the replacement for *Oberfriedhof*, which featured as Railway of the Month in CM in December 1994.

It was designed as an exhibition layout to allow us to operate as many different Swiss trains as possible, on both standard and metre gauge lines.

The standard gauge features ICN sets, double-deck Intercity trains, Zürich commuter 'Lion' sets, and the *Voralpen Express* among many other passenger workings. Freight

includes 'rolling road', containers, stone, and tanker trains. Alongside these are some trains from neighbouring European countries which can be seen in Switzerland on a daily basis, including TGV, ICE, Cisalpino, and Railjets.

High above is a metre gauge line where well-known trains from the Rhätische Bahn, such as the classic 'Crocodile' electrics and the Glacier and Bernina expresses and the new Allegra units, may be augmented the stylish Montreux Oberland Bernois panoramic stock.

Above

A Stadler GTW2/6 railcar in 'turbo' livery provides a local service on the old line as a so-called Re10/10 (Re4/4 + Re6/6 combination) in SBB Cargo colours hauls a long intermodal on the new base tunnel route alongside the lake.

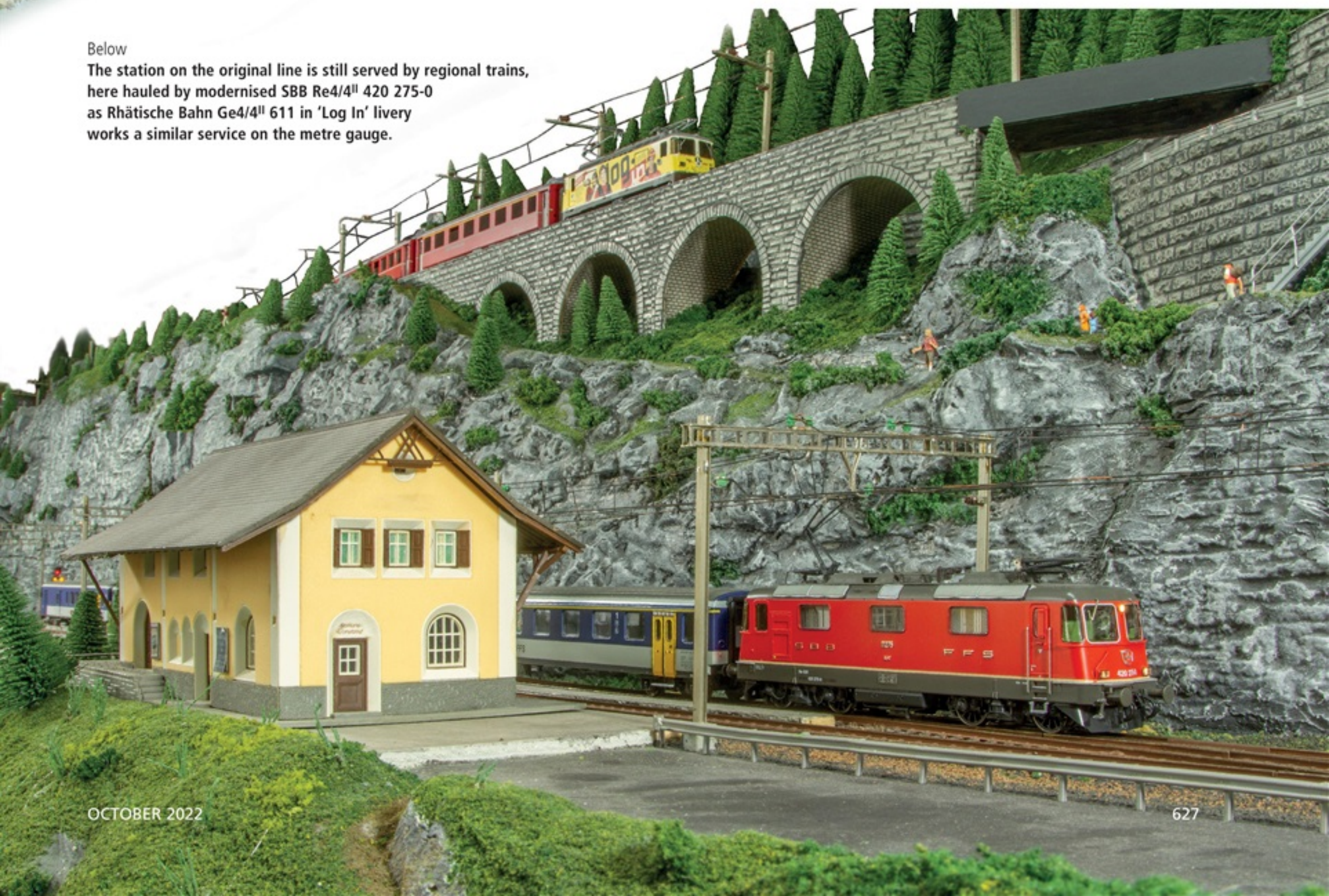


Right
Rhätische Bahn Ge6/6¹ 412
– one of the famous
'Crocodiles' – with a charter
on the metre gauge high line
as SBB Cargo Am843 866-2
deals with a works train
on the single track branch.



Below

The station on the original line is still served by regional trains,
here hauled by modernised SBB Re4/4^{II} 420 275-0
as Rhätische Bahn Ge4/4^{II} 611 in 'Log In' livery
works a similar service on the metre gauge.





At an exhibition a visitor would need to allocate over a hour to see all of the trains pass along the scenic section.

For various reasons, including a postponed start and period of modelling inactivity due to having to find, move into, and sort out new clubrooms, it has taken a long time to get the layout built.

Those who remember *Oberfriedhof* will know that in our world the layout was set near the top of the Klausen pass between Linthal and Altdorf. This time we have moved our situation further down the valley, where the SBB has constructed a new base tunnel to link the line up Linthal to the new low level route to the new Gotthard Base Tunnel.

Above

Ae6/6 11425 in classic green with metal trim works freight up hill as the GTW2/6 glides seemingly without effort along the intermediate line.



Left

Next generation stock on the metre gauge – RhB Allegra ABe8/12 3510 in 'ABB 2019' special livery.

Right

A train of steel coil wagons emerges from the tunnel behind SBB Re6/6^{II} 11689 in the special livery applied to mark one hundred years of the Verband Schweizer Lokomotivführer (VSLF), the Swiss train drivers union.



Our new base tunnel takes most of the traffic under the Klausen while the old main line over the pass has been reduced to a single track branch.

The layout is again built at a 45° angle to give the height we wanted, and once again we have utilised the same 30' long fiddle yard as *Oberfriedhof* (also used on our current British layout *Coppell* and its predecessor *Boldon Junction*) feeding over seventy standard gauge trains onto the visible scenic part of the layout.

Above
Veteran SBB Be4/6 12320 rod-coupled electric with vintage passenger coaches.

Above right
GTW2/6 RABe 526 707-5 in 'Radio Top' yellow passes refurbished Re6/6 620 061-2 on a freight.

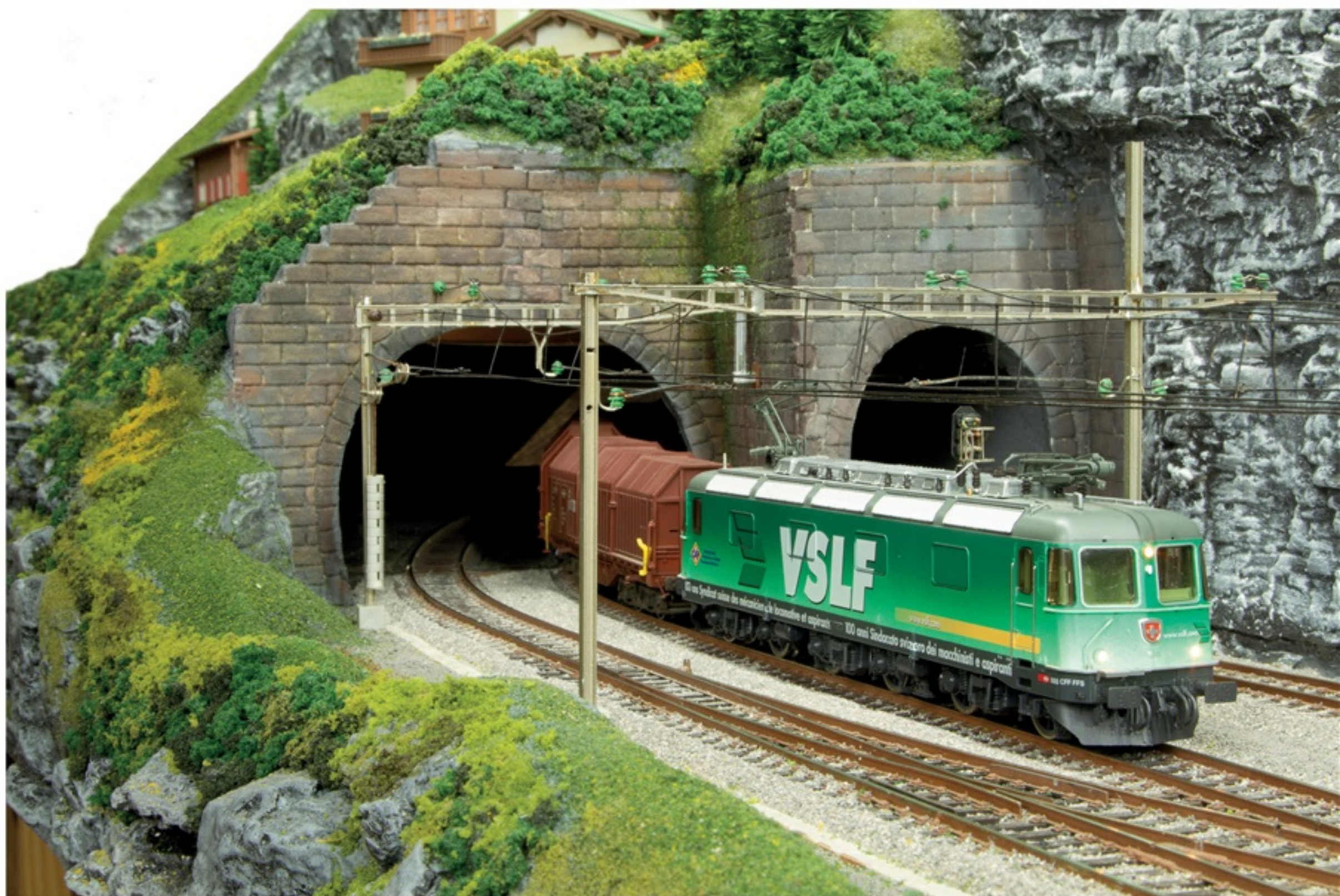


The track is Peco code 75, with Tortoise point motors on the front and solenoids in the fiddle yard.

One major change is that we have moved to full DCC operation on the standard gauge, using three Lenz 100 sets (one for each of the main lines and another for the branch) along with the Touchcab app to drive the trains using smart 'phones and tablets.

Catenary is the usual mixture of Sommerfeldt and scratchbuilt, with automated signalling on the main lines and manual on the branch, using Schneider signals.

The high level metre gauge line is served by its own fiddle yard with a capacity of over thirty trains, operated automatically by a system of programmable logic chips developed by one of our club members and prototyped on our Furka Oberalp layout.





Standard gauge trains are a mixture of Roco, Rivarossi, Lima, Liliput, Hag, etc. All locos and units have been equipped with decoders and about 70% also have sound.

On the metre gauge most of the stock is from Bemo, and is all analogue.

The rock faces were made with plaster in various moulds, then painted. The tunnel mouths and retaining walls as well as the bridges are also scratchbuilt.

Buildings are a mixture of kit and scratchbuilt.

SwissPass will appear at our own club exhibition in Barrow-in-Furness on Saturday 8th and Sunday 9th October.

It is also due to be at the Warley national show at the National Exhibition Centre on Saturday 26th and Sunday 27th November as part of the Swiss Railway Society anniversary display (unavoidably delayed by the pandemic).

Below
An alpine village clings
to the side of the mountain
above the tunnels.



Left
Two generations of
Bern Lötschberg Simplon
stock pass on the main line,
a Moderner Universeller
TriebZug (MUTZ) RABe 515
double-deck e.m.u.
and EW III coaches
with driving trailer.

Right
SBB Cargo International
Vectron 193 462 heading
an intermodal train.

Below
ETR610 / RABe 503 022-0
Johann Wolfgang von Goethe
250km/h tilting train speeds
along the new main line.





PDF NEWSPAPERS and MAGAZINES: WWW.XSAVA.XYZ





Above left
This train of Zürich S-Bahn double-deck stock is some way from home.

Left
A complete contrast in passenger accommodation – A3/6 4-6-0 + C5/6 2-10-0 with a set of historic stock.

Above
SBB Re4/4^{II} 11144 with a regional passenger, SüdOstBahn NPZ two-car set (RBDe 566 railcar + ABt control trailer), and SBB Re6/6^{II} 11644 on freight. The layout allows for a lot of simultaneous activity.

Right
The return working of the Zürich double-deck train, powered by Re4/4^{II} 420 227-1, updated in the LION scheme.



Nick Lewis describes his layout which represents a station in the Jura as it was from the early part of the 20th century to 1964.

Photographs by the author.

La gare de Saint-Claude

Inspired by a family connection

Saint-Claude is in the Haut Jura region of eastern France, an area of high pastures in a spectacular limestone mountain range. It is a small town isolated deep in the valley of the river Bienne at 435m, entirely surrounded by peaks of 900 – 1,000m. With an industrial heritage related to pipe making and the diamond industry, the population was 9,279 in 2017.

The inspiration for the *La Gare de Saint-Claude* diorama in 1:160 is a family link with John William Cole (1901-1976, known as Jack) and Jeanne Odobez-Cretin (1899-1972), the paternal grandparents of Elizabeth Lewis (née Cole). Jack was employed by GDB pipes and left London in 1919 to work at the pipe factory in Saint-Claude.

In 1925 he married Jeanne, the daughter of Augusta Odobez (1875-1965, née Cretin, restaurateur) and they had two children, Jacques (1926-2014) and Alain (b.1932). Jack and Jeanne lived all their married life in Saint-Claude, apart from a period in London during the Second World War. Elizabeth (b.1953) the daughter of Jacques and Audrey Cole (1926-1971, née Britton) was brought up in Saint-Claude in what was for several generations the family home before relocating to London in 1960 with her parents and brother Robert (1955-1998).

Below
The whole layout.
While necessarily compressed,
it captures the atmosphere
of the real location.





Above
 Passing the signal box is
 SNCF 232 TC 424.
 Twenty-seven Prussian type
 T18 (later BR78) locos
 were obtained for use
 in Alsace-Lorraine.
 Built between 1915 and
 1918 by Vulcan, they were
 stationed in Strasbourg,
 Haguenau, Sélestat, Colmar,
 and Mulhouse. Due to the
 large water capacity, a top
 speed of 100km/h,
 and smooth-running,
 they were mainly used
 for fast suburban traffic.
 The last was withdrawn in
 1966.
 The model is by Fleischmann.

Right
 SNCF diesel autorail X2803.
 This type was built between
 1957 and 1962 by Decauville
 with Renault engines and
 hydraulic transmission,
 and in service until 2009.
 This particular unit
 was based at Lyon Vaise.
 The model is by Mikadotrain.





Ligne des Hirondelles (the Swallows' Line)

The first standard gauge railway reached Saint-Claude from the south in 1889. This connected Saint-Claude to Oyonnax, La Cluse, and onward to Lyon and the main French network. Connecting Saint-Claude to the north through the gorges of

the Bienne would take many years before the link to Morez, Dole, and Besançon was finally completed. From the commencement of the work in 1865 it took until 1912 for the line to finally reach Saint-Claude. The line, known as the 'Ligne des Hirondelles', covers 120km between Saint-Claude



Left

Heading a short train of six-wheel clerestory roof coaches acquired as reparations after the First World War (models by Fleischmann) is SNCF 040 TF 13, a former Prussian T13 (built 1910–1916), one of nineteen reparation locos used on the Nord region and the last to be retired, in 1964.

The model is Fleischmann.

Below left

The *voiture postale ambulant* (post van) is by Mikadotrain, as are the DEV AO B10 seconds behind 232 TC 424.

Below

After the Second World War, ten German military WR360 C14 diesels remained in France. Mainly used for shunting, they operated until 1973. The model (SNCF 030 DB 6) is by Hobbytrain.

Goods vehicles are French versions of standard types by various manufacturers.



and Dole. The final stretch of 23km connecting Saint-Claude with Morez required the construction of eighteen tunnels and nine viaducts. This link, one of the rail wonders of France, includes gradients of 1 in 25 and a tunnel carving through 270° to reach Morez station.

The model

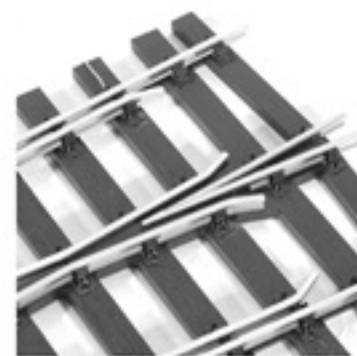
The N gauge layout including the station and nearby buildings was created following photos from the early 20th century. For practical reasons the principal buildings on the layout, evocative of the originals, are situated closer together than in reality. To enhance the layout, additional models based on French prototypes have been added – these include a water tower, sand tower, signal box, and a factory. Not included is the mid-century construction of the Jura Hotel and extensive apartment blocks situated opposite the station on the side of the Bienne ravine. A model representing the Café de la Gare from the earlier part of the 20th century is located on the side of the ravine.

The locomotives and rolling stock, and the road vehicles, are those which might have been seen in Saint-Claude up until 1964. The collection includes items from Epoch I (1835-1925), Epoch II (1925-1945), and the earlier part of Epoch III (1945-1970).



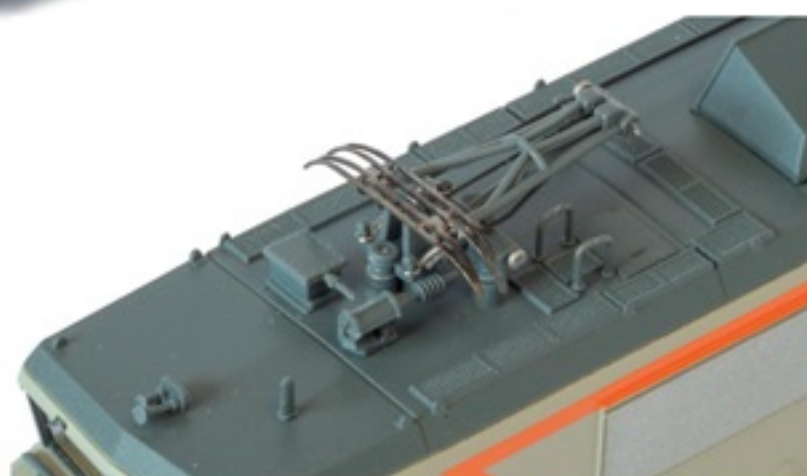
Above At the station is a Renault TN6A Parisian bus manufactured from 1932, the open rear deck version which was in service until 1969. Most road vehicles are RailNScale 3D-printed kits.





N

SNCF BB7200 electric new from Fleischmann



The SNCF class BB7200 is the 1.5kV DC version of the 'Nez Cassé' (broken nose) family styled by Paul Arzens and built between 1976 and 1985 by Alsthom. They are rated for 4,040kW (5,420hp) continuous power. (BB15000 is the AC version while the BB22200 is the dual voltage version.) Originally intended primarily for passenger service, increasing numbers were allocated to freight with lower-geared bogies as passenger work-

ings changed from loco-hauled coaches to TGV sets. BB7200s operate in south-eastern France, from Paris southwards. In 2016, 48 were allocated to freight, 58 to intercity passenger service, 50 to regional passenger service, and two to auto-train service.

The class was originally numbered 7201 – 7440. Some have cast plates. 7411-7440 are fitted with regenerative brakes for use on the steep Maurienne line in the Alps. Fourteen (7311, 7312, 7314, 7325, 7326, 7327, 7330, 7331, 7332, 7335, 7337, 7339, 7341 and 7342) were modified for push-pull operation on Transilien Paris – Montparnasse lines and became BB7600. 7209, 7210, 7308, and 7348 have been destroyed in accidents. Since 1999, the locomotives have been allocated to different business divisions and used in front of various types of trains.

Fleischmann have recently released a brand new model, announced in 2021, initially in standard SNCF concrete grey and orange livery, as 7301.

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

The plastic body shell is accurate according to published dimensions and has some features (e.g. louvres) moulded in place with the roof equipment (horns, aerials, insulators, cabling, and switchgear) as separate components. The vents are different each side of the roof pod.

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

Cab door handrails are supplied for the modeller to fit.

The underframe has a representation of the transformer casing.

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

The metal chassis carries an open frame five-pole motor with flywheels; all four axles are driven via worms and reduction gearing in the bogies. There are two traction tyres, on one inner wheel of each bogie, which with a weight of 77g should ensure good pulling power.

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

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

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

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

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

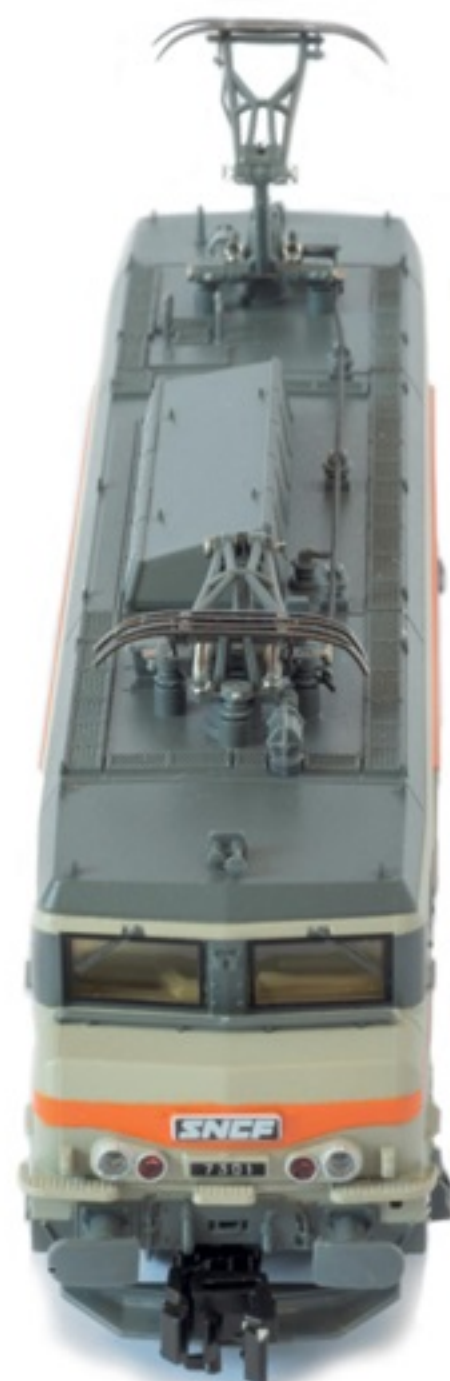
The model measures 109mm over buffers. The minimum radius is specified as 192mm.

Manufactured by

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

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

PRICE DC ref.732135 £200.00.





The Nederlandse Spoorwegen class 1600 B-B electric locomotives were built by Alstom; they were based on the SNCF class BB7200, styled by the French industrial designer Paul Arzens. The class was ordered in 1978 after several types had been tested, and 58 were delivered between 1981 and 1983. Thanks to the electronic power control, they were not only the most economical but also the most powerful locos on Dutch railways. With a service weight of 83t, they had a power output of 4,540kW and reached a top speed of 140km/h.

In 1999, the freight division of NS, NS Cargo, was sold to Deutsche Bahn and became part of Railion. The locomotives transferred to Railion kept their numbers (1601 – 1637). 1637 was painted red as an advertisement for the Heineken, and repainted yellow in 2004.



The locomotives that went to NS Reizigers (1638 – 1658) had their numbers raised by 200, thus keeping the running number but now in the 1800 series. In later years some of the 1600s were also sold to NS Reizigers and subsequently renumbered so the series was 1823, 1824 and 1826 to 1858.

The new model from Roco is initially available in grey & yellow Epoch IV livery, numbered 1631, named *Voorburg*. The main colours are sharply defined, and all markings are very clearly printed. Details such as the kick plates and door handles are neatly picked out in silver.

The moulded plastic body shell model is accurate according to published dimensions and photos, with well-formed vents added to the sides, and fittings on the roof – pantographs, insulators, and cabling, though the high voltage cable should be on top of the insulator and not in the middle of it. The model has the later 'rabbit hutch' horn housings, carrying angled GSM-R type aerials though these are only appropriate for the 1800.

Other separately-applied detail parts include cab door and nose handrails, grab handles, shunters' steps on the buffer beam, and buffer heads.

The windows are flush fitting, with neat black frames.

The cabs have interiors, with detailed control desks.



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

The bogie side frames are well detailed, moulded in good relief, with sand pipes in line with the wheel treads, and added shock absorbers and cab door steps. Note that when delivered, the bogie frames were a slightly lighter grey than the solebars, but soon weathered.

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

There are two traction tyres, on one inner wheelset, which with the considerable weight of c.488gr ensures good pulling power.

The wheels have low profile flanges.

A minimum radius of 358mm (R2) is recommended.

The pantographs have the characteristic double contact strip. There is no provision for current collection from the catenary.

The working headlights are illuminated by small LEDs, and change according to the direction of travel.

The model is available as analogue DC, with a Plux-22 decoder socket, or digital with sound.

The model has NEM pockets on close-coupling mounts. It comes fitted with attenuated brake hoses and dummy scale couplers to accommodate the working couplings both ends; full fittings are provided if the model is only required for display. Standard couplings are fitted, and Roco close-couplings are supplied as alternatives.



Manufactured by

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

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

PRICE DC ref.70160 £235.00.
DCC sound ref.70161 £340.00.



The DBAG BR101 is a class of three-phase Bo-Bo electrics built by Adtranz and operated by DB Fernverkehr.



145 were built between 1996 and 1999 to replace the BR103 as the flagship of the Deutsche Bahn, primarily hauling InterCity passenger services. They have a power output of 6,400kW and a maximum speed of 220km/h.

The class is expected to be withdrawn from 2023; the first few have already been scrapped.

As part of the new programme for 2022, Piko has caught the appearance of these locomotives perfectly. The model is accurate according to published dimensions and photos. This version carries Epoch VI markings, all very clearly printed on the traffic red body and grey solebar area. Door handles are neatly picked out in silver.

The moulded plastic shell incorporates various grilles and panels.

Details such as the type DSA 350 single arm pantographs have been finely reproduced among the added equipment on the roof (insulators, cabling, and horns). The windows fit flush and the cabs have interior detail. Etched metal windscreen wipers and separate handrails enhance the ends; the cab door handrails are also added parts, as are the textured steps over the buffers.

The bogie side frames are moulded with good relief detail even though they are mostly concealed behind the skirts. The underframe has features such as the sand delivery pipes and a representation of the transformer casing.

Within a metal chassis, a powerful centrally-mounted motor with two brass flywheels provides excellent performance. The model weighs 94g, and for

good traction it has two diagonally arranged wheels with traction tyres.

The circuit board includes a NEM662/Next 18 decoder socket; the model has the usual directional head and tail lights achieved with LEDs.

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

Length over buffers is 119mm.

The minimum recommended radius is 192mm.

Manufactured by

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

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

PRICE ref.40560 £180.00.



The most common type of baggage van used on goods trains in Germany was the Prussian design Pwg pr 14, of which 9,752 were built between 1913 and 1925. As well as the workplace for the guard and a roof lookout, there

was a baggage area for up to four tons of general cargo, loaded via sliding doors on each side. These useful vans had a top speed of only 65km/h; from the mid-1920s the Deutsche Reichsbahn needed vans that could run at up to

100km/h. After two prototypes derived from baggage vans for passenger trains (Pwgs35), the types Pwgs38 (35 examples) and Pwgs41 (687) were built in steel between 1938 and 1942. Some were equipped with roof lookouts,

of various designs. After the Second World War, those that remained with the Deutsche Bundesbahn were used in both passenger and goods trains. Use declined significantly in the 1970s but some lasted until the 1990s.

DB UIC type X half diner new from Fleischmann

The Deutsche Bundesbahn put more than 6,145 UIC type X express train passenger coaches into operation from 1952. These coaches offered a level of comfort never seen before in Europe beyond the few luxury trains. They quickly became standard in West Germany, and some were used in expresses for over half a century. They were also operated in inter-city traffic, international services, and the inter-zone workings to West Berlin. The existing long distance network (until 1956 with first and second classes but later only first) was soon operated with the UIC coaches, and by the mid-1960s all pre-war coaches in express train traffic had been replaced by UIC stock.

Fleischmann announced new models of these vehicles – first, second (choice of two numbers), and second baggage – in 2020, and the half diner second (type BR4ymg-51) in its distinctive green and red livery has recently been released. The main colours are even and sharply distinguished, and all markings are clearly printed.

The model has a detailed moulded plastic body shell with inset glazing with metallic frames (with droplights correctly outside the lower panes) and interior fittings. An interior lighting kit is available as an optional extra.

The handrails, corridor connections, fall plates, and buffer heads are added

parts. The buffer height is true to the prototype.

Underframe components are moulded in deep relief.

The bogie side frames are nicely detailed, with representations of the coil springs and anti-roll dampers.



Length over buffers is 165mm.

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

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

Manufactured by

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

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

PRICE ref.863921 £45.50.



Roco have recently released a brand new model of this long-lasting and widely used vehicle, without a roof look-out, initially with DB Epoch IV markings, all clearly printed. Other versions are planned.

The finely detailed model features several separately applied parts, including handrails at each end and by the doors.

The steps by the baggage compartment doors are the modernised, narrow type.

The baggage doors slide and can be positioned closed, half open, or open. There are interior fittings, and the glazing in the baggage area has a representation of the protective boards within. An optional interior lighting kit is available (ref.40361).



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

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

Manufactured by

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

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

PRICE ref.74220 £49.50.



The Deutsche Reichsbahn developed the BR02 Pacific in parallel with the 01 from 1925 in order to make a direct comparison between two-cylinder simple and four-cylinder compound designs. Evaluation was carried out in everyday operation at Erfurt, Hamm P, and Hof depots to test which would be more suitable. Due to defects in the steam passages, the 02 could not fully exploit the advantages of compounding compared to the simple 01. In addition, the higher maintenance costs ensured the decision to give preference to the 01 for series production. The ten 02 locomotives were converted to 01 at the Reichsbahn works in Meiningen between 1937 and 1942 and renumbered as 01 011 (ex 02 001) and 01 233-241 (ex 02 002-010).

All ten passed to the DB after the war, and 001 234-4 based at Hof was the last to be decommissioned, in 1972.

Brawa announced this new model in 2020. In Epoch II form it has large Wagner smoke deflectors, 850mm diameter front bogie wheels, cast motion brackets, and the 2'2" T34 tender.

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. 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 axleboxes 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 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.



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.40942 DCC Sound £499.00.



The UIC type X was based on the express coaches developed after the Second World War by the Deutsche Bundesbahn (DB). They were 26.4m long and had doors at each end, with compartments opening off a side corridor – ten compartments each with six seats in first class, and twelve compartments each with six seats in second class. Composites usually had five first and six second class compartments.

Type X coaches went into service in many countries, the largest numbers being deployed by the DB and the FS (Italian state railways). They were also the backbone of ÖBB international services in the 1950s and 1960s, and remained in traffic until the 1990s.

Following their HO models, Jägerndorfer have released in N both the second and the first/second composite, made for them in China.

As well as the original green, they also offer the so-called 'jaffa' orange and cream and the plain orange liveries.

They are available in each livery in packs of two seconds or two seconds and a composite.

The Epoch IV markings are neatly printed, and small features such as the brake controls carefully picked out.

The models are accurate, according to published dimensions, at 165mm long over buffers, and well detailed.

Separately applied parts include the corridor connections, buffer heads, steps, brake gear, and some underframe equipment. Scale coupling hooks (tiny!) are provided for the modeller to fit to the buffer beams if required.

There is flush glazing, with metallic frames, and a full interior.

The bogie sideframes are moulded in deep relief, with the axle-driven generator a separate added part.

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

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



The minimum recommended radius is 225mm.



Manufactured for

Jägerndorfer
Bundesstraße 20,
A-2563 Pottenstein, Austria.
www.jaegerndorfer.at

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

PRICE twin pack £110.00.
ref.60140 green
ref.60150 orange
ref.60160 jaffa



In the 1950s the Deutsche Reichsbahn had an urgent need for more freight capacity which repairs and modernisation of older stock could not satisfy, so it was clear that other solutions would have to be found. As a result, in 1965 RAW Leipzig designed the type Glmms van which substantially complied with the UIC standards. These vans were produced from 1968, classified Glmms 14.05 (later Gbs 1500).

Fleischmann have recently released brand new models, announced in 2021, representing several variants of these vans:

type Glmms, with plain doors (ref.826210);

type lbbpls refrigerated van, with reinforced doors (ref.826212);



The body, with its distinctive corrugated side panels, was a fully welded structure. The side panels continued down onto the lower edge of the solebars and were welded to the box profiles. This allowed for simplified side supports. To prevent damage to the sheet metal walls during loading, the vans were lined internally with wood. The floor consisted of pine planks and was suitable for loading with a forklift. Over 1,700 of this design were manufactured, plus a number of different variants, including insulated vans and express goods vans. Since there was no spare production capacity in East Germany, these vans were also constructed in neighbouring countries and even Spain. In all almost 7,000 were built. They could be used outside the DDR and so were often seen in the west even before the fall of the Iron Curtain.

type Gbqss-z1742 with reinforced doors, brake platforms, and 'express goods' inscriptions (ref.826214).

They are supplied in packs of two, and all carry Deutsche Reichsbahn Epoch IV markings, naturally with different numbers.

The side doors will slide open.

Parts such as the end handrails and vent operating rods are separately applied, as are the brake gear components and rigging.

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

Standard couplers are fitted in NEM355 pockets on close-coupling mounts.



Manufactured by

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

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

PRICE per pack of 2 – £61.00.

German ballast hopper new from Piko



In the 1920s, the Deutsche Reichsbahn introduced the first type Otu four-wheel self-unloading hopper wagons for transporting ballast to track construction sites.



The most important innovation on these wagons was a sophisticated system of flaps and chutes with which the ballast could be distributed very precisely alongside and between the rails.

For this new model, Piko placed great emphasis on this important property when designing and constructing the wagon and thus created a vehicle with a high 'play value': sand and fine gravel can be distributed via different flaps.

This first version of the model carries Deutsche Reichsbahn Epoch IV markings as type Otmu, all very clearly printed.

It is made in weatherproof materials so is suitable for use outdoors as well as inside.

Added parts include the end decks, railings, brake column, ladder, operating levers, and lashing hooks.

The interior is fitted out as per the original.

The axleboxes and suspension components are very nicely represented, and the underframe features brake equipment moulded in medium relief. Brake shoes are in line with the wheel treads.

The model runs freely on one-piece plastic wheelsets on metal axles. Metal wheels are available as alternatives.

The wagon has standard gauge buffers; alternative buffer beams with narrow gauge central buffer/couplers are not supplied but can be obtained as spares.

Regular large scale couplings are fitted, flexibly mounted on the subframes – the single axle wheelsets rotate

to allow for running on sharp curves, and should cope with 600mm minimum radius.

Length over buffers is 350mm.

Manufactured by

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

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

PRICE ref.37850 £160.00.

Brawa release DR version of 'pike' express coach

In the early 1920s the DRG was short of express coaches and embarked on a building programme of standard types. Due to the tapered ends, these vehicles gained the nickname 'pike'. They ran on American-style swan-neck bogies.

Brawa have recently released a new version of their model of the composite in Deutsche Reichsbahn Epoch III form, as a second classed B4ü and numbered 208-219. All markings are clearly printed, and brake controls neatly picked out in appropriate colours.

The moulded body has fine rivet detail. All handrails are separate parts, as are the corridor connections (with optional retracted versions), footsteps,



buffers, and electrical connectors. The model has interior fittings and can be equipped with optional interior lighting.

The underframe is accurately reproduced with many added parts.

The bogie side frames are moulded in deep relief. The brake shoes are in line with the wheel treads, with full brake rigging.

The model runs freely on blackened metal disc wheels on plastic axles in metal bearings.

Brake hoses, steam heat hoses, and dummy scale couplers are provided for the modeller to fit for display if desired.

There are NEM pockets on close-coupling mounts, with regular couplers supplied.

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.46328 €79.90.

Loco-Revue Hors-Série 86 Saint-Hilaire-La-Mine Votre réseau pas-à-pas en 21 jours!

by Jean-Baptiste Bournisien

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 8/2022, sets out to document step by step the creation of a layout – within 21 days! An impossible task? The author shows it should be within the capabilities of most modellers (though his workshop does seem very well equipped).

Granted it is a compact project – under 2m³, 1.9m by 0.95m – but it illustrates almost every aspect of layout construction. It was commissioned specially for this publication, and another consideration was cost – the budget was set at €500.

The scene has two levels and features both standard gauge and a narrow gauge feeder; the HO is digitally controlled, the HOe is analogue DC. Both sections use Peco track.

After introducing the project with the plan, chapters take us through the process step by step, or rather day by day:

- days 1 to 3 – a light but robust structure using L-girder construction;
- days 4 and 5 – wiring;
- day 6 – track laying;
- day 7 – weathering and ballasting the track;

- day 8 – a scratchbuilt loco shed;
- days 9 to 15 – other buildings (mostly built from suitable kits, in card or plastic);
- day 16 – platforms;
- day 17 – a home-made sector plate (arguably this should be associated with the track laying);
- day 18 – embankment and retaining wall;
- day 19 – roadways;
- day 20 – ground cover and vegetation;
- day 21 – the mine entrance (rockwork).

Of course, modellers can work at their own pace, and a while some steps have to be undertaken in sequence, other aspects are flexible.

We should always remember that the hobby is meant to be a pleasant relaxation, not a race under pressure!

The 'timetable' is augmented by sections on details made by 3D-printing, and the eventual operation of the layout.

There are actual size coloured templates for those structures not made from kits.

The work concludes with a review of the project – what could have been done different, or better – and some future possibilities – there is always scope for more detail. It is rounded off with a useful list of selected suppliers.

The presentation is in the usual LR style, simple and straightforward, with clear photos well reproduced in colour throughout.

Some impressive single image double page spreads punctuate the sections, showing the overall effect.

The materials required are listed at the start of each section, and tips or additional details are highlighted on side panels.

Reasonable knowledge of French will be needed to get everything from the text, but the strong pictorial content make its worth while.



The project is intended to encourage novice French modellers and while it may not include anything radically new, non-natives interesting in French railways should find that the French perspective helps to achieve an authentic look.

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

The On30 Annual 2022

Edited by Chris Lane

White River Productions,

P.O.Box 48, Bucklin, MO 64631, U.S.A.

www.whiteriverproductions

www.On30annual.com

275mm x 212mm 116pp

Softback US\$29.95

ISBN 978-1-932804-52-2

Sub-titled 'O scale narrow gauge railroading for everyone', this collection consists of twenty-two interesting articles and practical projects by a number of contributors. They vary from one to seven pages, with plenty of variety, dealing with whole layouts, dioramas, locomotives, rolling stock, structures, scenics, track, electrics, and operation, plus some prototype background.

Features include:

- the JB Logging and Mining RR;
- The Blue Sky Company, an abandoned backwoods outpost (by noted modeller Robert Goyvaerts);
- Mesa Roja, a diversion south of the border;
- the San Juan Mining District, with battery electric locos;
- Lucky Luke - Nugget Gulch, base on cartoon characters (by noted French modeller Franck Combe);
- East Broad Top Prairie No.11 on the basis of the popular Bachmann Mogul;
- the El Gato named train (by Bill Longley-Cook, well known to CM readers);
- adding bodies to six-wheel loco mechanisms (steam and diesel);
- another tank car for the SC&CR;
- painting a boxcar;
- the Quincy Mining Company assay office (with scale drawings);
- the Navarro County courthouse scratchbuilt, a massive structure;
- building a mixed media kit for a water tank;

- using a pipeline to cover a scenery join;
- new tips for making moulds and casting rocks;
- coal yard details;
- using 1:48 military kits;
- adding industrial hard hats to figures;
- a battery charging system for 'dead rail' layouts;
- making a model of a model to check the layout before being committed;
- enhancing the travelling toolbox (and some toolbox it is!);
- an old modeller reports on getting a new shed for his layout.

As before, there is no discernible logic to the order of the pieces.

The modelling standards are generally quite high, and the topics range from detailing commercial items through assembling kits to scratchbuilding.

Even if you do not follow the schemes precisely, the ideas may inspire something similar. Some would be transferable to other scales and gauges, and maybe also other areas.

The collection concludes with four pages which briefly spotlight selected new products, though topical material like this can hardly be a major element in an annual which is to remain valid until December.

The photos were mostly supplied by the authors and can vary, but are generally clear enough. Most are in colour, with a few archive prototype shots in black & white. All are well reproduced on good quality paper.

The presentation is similar in style to the *Narrow Gauge & Short Line Gazette* (from the same publisher). The page design ranges from straightforward with relatively small images (many of which might usefully have been larger) to considerable use of colour, graphics, and unusual typefaces, sometimes with widely spaced images. The layout articles tend to have a brief text introduction then pages of pictures, with short (if any) captions. It all gives the impression of separate articles rather than a coherently curated collection.



There are ten pages of advertisements from the publishers and relevant suppliers, from major companies such as Bachmann (and Peco!) through to specialists; these are arranged before and after the articles, not mixed among them.

This compilation should be of interest to anyone already into American narrow gauge, and not just On30, as some of the ideas and techniques would be transferable.

The Annual is available in the UK from EDM Models, 19, Briar Avenue, Acomb, York, YO26 5BX.

www.ngtrains.com

The price is £29.95; postage & packing £3.00.

Canadian Pacific in the Rockies

by Ian Lothian

Key Books

P.O.Box 100, Stamford, Lincolnshire, PE19 1XQ.

www.keypublishing.com

242mm x 170mm 96pp

Softback £15.99

ISBN 978 1 80282 001 0

The Canadian Pacific Railway was built to unite all the Canadian provinces with a transcontinental line running from the Atlantic to the Pacific. Many obstacles were encountered during construction, perhaps the greatest being the Rocky Mountains, a formidable range in western Alberta and eastern British Columbia. Originally planned to run further north, the eventual route crossed the Continental Divide at Kicking Horse Pass, a severe challenge to railway operation that remains today, even with the use of multiple high horsepower diesel locomotives.

Under the brand of Modern Railways magazine, this interesting book covers the line from Exshaw, where it first encounters the Rockies, to Golden, as well as the other CP line in the Rockies, south of Alberta, which traverses Crowsnest Pass.

The material is presented in sections, each with a page or so of text as an introduction to a collection of photos. These sections are: Exshaw to Canmore; Canmore to Banff; Banff to Divide; Divide to Field; Field to Golden; then Cowley to Blairmore; and Blairmore to Sparwood.

The variety of traffic found on these lines is shown against a backdrop of stunning scenery. There are regular freight services and special workings – track evaluation, maintenance-of-way, snow spreaders, charter passenger, the Rocky Mountaineer, and even steam specials.

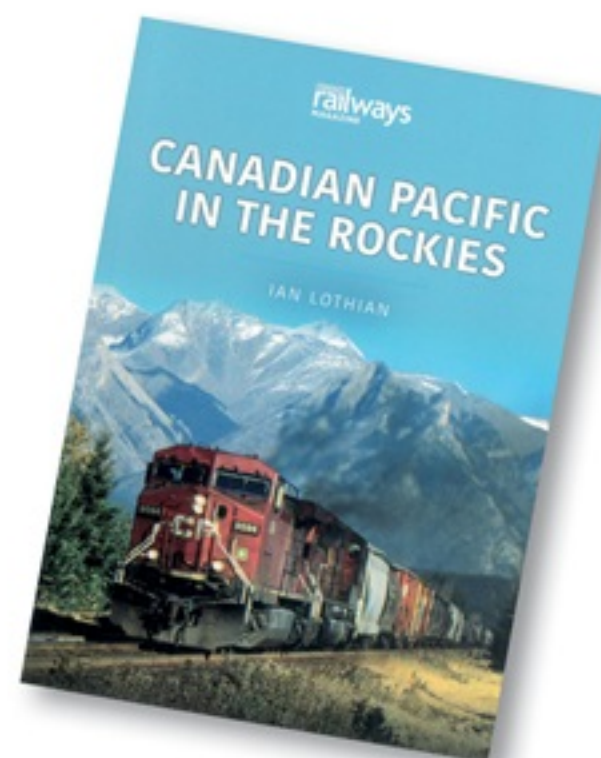
Most are lineside views, with some wider shots of trains in the landscape (and what landscapes), and some details (such as crew changes and roll-by checks). Naturally most of the motive power is mostly CP red there are some UP, KCS, and leased units, plus a few other operators.

All the are by the author, and seem to date from almost annual visits between June 2005 and September 2018.

This is quite a body of work for one enthusiast.

The images are presented mostly two to a page, sometimes three, in simple style without unwelcome graphic gimmicks, except that the captions are dark blue rather than black.

The captions are informative captions, identifying



loco types along with locations and services; most are specifically dated, which helps for modelling reference.

Reproduction is generally good.

An interesting and potentially inspiring collection, though the scope of the scenery and most of the operations makes a daunting modelling prospect!

Bern and the Bernese Oberland

by Bill Salter

Swiss Railways Society

Sales, 15, Kingsdale Croft, Stretton,

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

www.swissrailsoc.org.uk

210mm x 148mm 60pp

Softback £7.00

ISBN 978-1-9162968-8-6

Now available is a revised version of Swiss Travel Guide No.1, which covers Bern and Bernese Oberland, which includes some of the most dramatic mountain scenery in the country. The text has been updated to reflect the main change in transport provision in the area since the previous edition, the new tri-cable gondelbahn between Grindelwald and the Eiger glacier, which offers a faster journey time than the Jungfraubahn rack railway, and spectacular views.

The book uses the 'standard' A5 format of the Society's other Guides – a handy pocket size – and follows the same successful format.

After defining the scope, with the aid of a very clear map, the introduction includes advice on getting to the area by air, rail, or road, and provides useful information about rail fares and ticketing. There is also a potted

history of railways in the region.

The information is then presented in convenient sections: Bern; Thun and Spiez; Lake Thun; Simmental and Kandertal; Spiez to Interlaken; Lake Brienz; Meiringen; Lauterbrunnen and Grindelwald; Schynige Platte; Mürren and the Schilthorn; Wengen and Kleine Scheidegg; and Jungfrauoch, the 'top of Europe'. There is a detail map of the Bernese Oberland.

As usual the booklet is lavishly illustrated with a wealth of colour photographs, simply presented, and well reproduced. Some are by the author plus contributions from other Society members, official sources (tourist offices, etc.), and several from various online sites. All are informatively captioned, with credits where necessary. The size inevitably means that the impact of the attractive images is restricted – in some ways an incentive to go and see the locations for real!

The selection has been revised since the previous edition.

There are suggestions for places to visit and websites quoted so the reader can easily research additional information as required.

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

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



Finally there is a page of information about the Society, advertising their other publications, and the back cover is an advertisement for the Jungfrau.

A very useful guide for any traveller planning to visit the area, especially if making use of rail transport. At the price it is excellent value.

The price quoted above does not include postage and packing; for rates see the website.

LifeColor Painting Guide Volume 3

by Martin Hughes, Theodosios Giannakidis, and Christos Katselos

Mr Black Publications

The Airbrush Company

79, Marlborough Road (East),

Lancing Business Park, Lancing,

West Sussex, BN15 8UF.

www.airbrushes.com

297mm x 210mm 36pp

Softback £10.99

ISSN 2732-9224

This is the third painting guide produced by Astromodel from Italy in close collaboration with LifeColor Acrylic Paints. The guides includes painting and general modelling techniques covering a wide variety of scale models, with essential information for painting, weathering, and finishing models to the highest level, getting the best from LifeColor paints and products. Each feature has a full list of the LifeColor paints used.

The first article (ten pages) is by the well-known Martin Hughes, of "Scale War Machines" on the YouTube channel. It is about painting and weathering a 1:35 scale Leopard tank in monotone Dunkelgelb camouflage, illustrated with thirty step-by-step photos.

In the second article (eight pages) talented artist Theodosios Giannakidis reveals the secrets of achieving a natural and realistic finish on a Soviet wooden house using LifeColor wood sets and pigments, with more than twenty step-by-step photos, plus views of a winter diorama featuring the house.

The third article (thirteen pages) is by Christos Katselos and describes painting a 1:10 scale bust of a WWII German DAK soldier, with historical data about the insignia. There are sixty-four step-by-step photos on how to paint flesh, hair, eyes, uniform, helmet, goggles, leather and canvas equipment, plus metal and Bakelite parts. (Christos calibrated the six shades for the new LifeColor DAK Uniforms paint set ref.CS58 and painted the example used for the box art.)

While these are very specific examples, the materials and techniques could easily be adopted to paint almost any type of model.



Exhibition Diary

Dates, events, and information

Please send details for possible inclusion to:

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

Telephone: 01297 20580

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

Saturday 24 September COMPTON DUNDON, Somerset

Organiser:

Small & Delightful Railway Group.

Venue: Compton Dundon Village Hall, Ham Lane, Compton Dundon, Street, Somerset, TA11 6PQ.

Open: 1000-1600

Admission: adults £5.00, children under 16 £1.00, family (2+2) £11.00. Proceeds to Glastonbury & Street Lions Club.

Amenities: refreshments.

Features: *Kaninchenbau* (automated alpine HOe, CM February 2022) and *Murphy's Mill* (On30). Demonstrations, sales.

Contact: Howard Martin

01458 830542 or 07810 644661.

hmartin3611@btinternet.com

Saturday 1 October SHEFFIELD

Organiser: Sheffield MRS.

Venue: Grenoside Community Centre, Main Street, Sheffield, S35 8PR.

Open: 1000-1600

Admission: adults £5.00, children (5-16) £2.00, under 5s free.

Amenities: free parking; disabled access; refreshments.

Features: British, Continental, and American layouts in various scales/gauges. Trade.

Contact: 07903 272049

Website: www.sheffieldmrs.co.uk

Saturday 1 & Sunday 2 October BICESTER, Oxfordshire

Organiser:

Gauge 1 Model Railway Association.

Venue: Bicester Heritage, Buckingham Road, Bicester, Oxfordshire, OX26 5HA (entrance at South Gate on Skimmingdish Lane). Just over one mile from Bicester North station on the Chiltern Main Line; Stagecoach bus X5 passes every 30 minutes on Saturday and hourly on Sunday.

Open: 1000-1700 both days

Admission: On the day: £15.00 for one day, £20.00 for two days, under 16s free. Advance tickets: £13.50 for one day, £18.50 for two days.

Amenities: free parking; catering/bar. **Features:** includes a display of Gauge 1 South African locomotives. Societies, trade.

Website: www.g1mra75.co.uk

Saturday 1 & Sunday 2 October FOLKESTONE, Kent

Organiser:

Folkestone Hythe & District MRC.

Venue: Leas Cliff Hall, Folkestone, CT20 2DZ.

Open: 1000-1700 both days

Admission: adults £7.50, children £3.00, family £19.00.

Features: layouts include *Wegberg & Arsbeck* (German N), *Etchu Yamada* (Japanese N, CM July 2021), *Pruninger Alm* (Austrian HOe), and *Beckenvick* (Swiss HOm, in this issue). Societies, trade.

Website: www.folkestone-mrc.com

Saturday 1 & Sunday 2 October WIGAN

Organiser:

Wigan Finescale Railway Modellers.

Venue: Robin Park Leisure Centre, Loire Drive, Robin Park, Wigan, WN5 0UL.

Open: Saturday 1000-1630

Sunday 1000-1730

Admission: adults £12.50, accompanied children free. Discount tickets via website, allow entry at 0945.

Amenities: parking; catering.

Features: layouts include *Turtle Bay* (OO9, in this issue). Demonstrations, societies, trade.

Website: www.wiganfrm.org.uk

Saturday 8 October BEER, Devon

Organiser: Pecorama.

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

Open: 1000-1600

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

Amenities: parking; disabled access (N.B. hilly site); refreshments.

Features: visitors are invited to operate digitally controlled Swiss HOm layout *The Andeer Line* (full instructions will be given).

Website: www.pecorama.co.uk

Saturday 8 October WATFORD, Hertfordshire

Organiser: South West Herts MRS.

Venue: All Saints Church Hall, Horseshoe Lane, Leavesden Watford, WD25 0LU.

Open: 1000-1600

Admission: adults £4.00, children £1.00. Accompanied children under 15 – two free with each adult.

Amenities: limited parking at the church, on-street parking nearby; wheelchair access throughout; refreshments.

Features: includes a new American HO layout. Club and trade stands.

Contact: John Davy 07783 823457.

Jhdavy1@virginmedia.com

Website:

www.southwesthertsmrs.org.uk

Saturday 8 & Sunday 9 October ALDERSHOT, Hampshire

Organiser: Farnham & District MRC.

Venue: Alderwood Leisure Centre, Tongham Road, Aldershot, GU12 4AS.

Open: Saturday 1000-1700

Sunday 1000-1630

Admission: adults £8.00, children £2.00, family £18.00.

Amenities: refreshments.

Features: *Belgomine Works* (Belgian HO) and *Chateau Migraine* (French HO, CM December 2018), both coming from MSC Het Spoor in Belgium, *Marmagne* (French HO, CM March 2005), and *Clearwater Harbor* (US On30, CM September 2019). Trade.

Website: www.farnhammrc.org.uk

Saturday 8 & Sunday 9 October WAKEFIELD, West Yorkshire

Organiser: Wakefield RMS.

NEW venue: Queen Elizabeth Grammar School Sports Hall, Northgate, Wakefield, WF1 3QX.

Open: Saturday 1000-1700

Sunday 1000-1630

Admission: adults £8.00, children (12 to 16) £2.00, accompanied children free (maximum of two per adult).

Features: *Kleine Schweiz* (N), *Vals* (Swiss HOm, CM April 2020), *Chicago Belt Railway* (HO, exhibition debut), *Peforia Narrows* (US HO, CM October 2003), and *Ahrtalzweibrück* (German O, CM September 2012 and May 2018). Societies, trade.

Website: www.wakefieldrms.org

Saturday 8 & Sunday 9 October WALNEY, Barrow-in-Furness

Organiser: Furness MRC.

Venue: Walney School, Sandy Gap Lane, Walney, Cumbria, LA14 3JT.

Open: 1000-1700 both days

Admission: adults £7.00, seniors £5.00, children £3.00.

Features: layouts include *Ulvaryd Strand* (Swedish HOe, CM November 2019), and *SwissPass* (HO & HOm, in this issue). Societies, trade.

Contact: Ian Edwards 01229 583595 86254@gmx.com

Thursday 13 – Sunday 16 October LEAMINGTON SPA, Warwickshire

Midlands

Model Engineering Exhibition

Organiser: Meridienne Exhibitions.

Venue: Warwickshire Event Centre, near Leamington Spa. (Southam Road visitor entrance sat-nav CV31 1FE.)

Open: Thursday-Saturday 1000-1630

Sunday 1000-1600

Admission: adults £11.00, seniors £10.00, children (5-14 inc) £5.00.

NB tickets must be booked in advance.

Amenities: free parking; disabled access; restaurant, coffee shop.

Website:

www.midlandsmodelexhibition.co.uk

Saturday 15 October BECKENHAM, Kent

Organiser:

Beckenham and West Wickham MRC.

Venue: St. John's Church, Eden Park Avenue, Beckenham, Kent, BR3 3JN.

Open: 1000-1700

Admission: adults £6.00, children up to 16 free if accompanied by an adult.

Amenities: 10 minutes walk from Eden Park station on Lewisham-Hayes line. Via Tramlink change at East Croydon for Elmers End. Buses 194 (Sydenham-Croydon), 356 (Upper Sydenham-Monks Orchard) and 358 (Crystal Palace-Orpington) call at Eden Park. Free on-street parking; disabled parking on site; light refreshments.

Features: layouts include *Saltzgrave* (HOe). Demonstrations, societies, trade.

Contact: Greg Marshall 07545 469610.

Website: www.bwwwmrc.co.uk

Saturday 15 October ST.NEOTS, Cambridgeshire

Organiser: St.Neots MRC.

Venue: The Priory Centre, Priory Lane, St.Neots, PE19 2BH.

Open: 1000-1640

Admission: adults £5.00, accompanied 15 and under free.

Features: layouts include *Moos* (Austrian HO/HOe, CM November 2020). Demonstrations, trade.

Website: www.stneotsmrc.com

exhibitionmanagersnmrc@gmail.com

Saturday 15 & Sunday 16 October UCKFIELD, East Sussex

Organiser: Uckfield MRC.

Venue: Uckfield Civic Centre, Civic Approach, Uckfield, East Sussex, TN22 1AE.

Open: 1000-1700 both days

Admission: adults £9.00, up to two children (aged 5-15 inclusive) free if accompanied by an adult. Unaccompanied and additional children £4.00. Under 5s free.

Amenities: few minutes walk from railway and bus stations, adjacent to free High Street car park. Disabled access (lift to second floor). Restaurant.

Features: layouts include *Kamiack Falls* (US HO, CM April and July 2022). Demonstrations, societies, trade.

Contact:

Adrian Colenutt 01903 745759.

Website: www.uckfieldmrc.co.uk

Saturday 15 & Sunday 16 October WIRKSWORTH, Derbyshire

Organiser: Ecclesbourne Valley

Railway Association.

Venues: Wirksworth Town Hall, Parish Rooms & Memorial Hall.

Open: Saturday 1000-1630

Sunday 1000-1600

Admission: £6.00 per day covering all venues, seniors/under 15s £5.00, family (2+2) £15.00, under 5s free.

Amenities: refreshments.

Features: layouts include *Bregenbach im Schwarzwald* (German N, CM September 2022), and *A taste of Alber* (Czech TTe, CM March 2019). Demonstration, trade.

Website: www.e-v-r-a.com

Sunday 16 October KIDLINGTON, Oxfordshire

Organiser: Oxford & District MRC.

Venue: Edward Feild School, Bicester Road, Kidlington, OX5 2LG.

Open: 1030-1600

Admission: adults £6.00, children free.

Amenities: nearest railway station Oxford Parkway – vintage bus service from there to venue. Free parking; disabled access; refreshments.

Features: layouts include *Göppingen*, *Kenstadt*, *Kleindorf*, *Hauteluze* (CM October 2020) and *Schweizer Kleinstadt* (CM April 2020) – all Z – plus *Snake Bend* (US N), and *New Mexico RR Museum* (HO & HOm3).

Website: www.oxfordmrc.org.uk
oxfordexhibition@gmail.com

Saturday 22 October WINCHESTER

Continental & American O Scale Meet
Venue: Kings School, Winchester, Hampshire, SO22 5PN.

Open: 1000-1600

Admission: adults £7.00, children £2.00, wives/partners free.

Amenities: catering facility serving all day breakfasts, tea, coffee, and cakes.

Features: layouts include *Arcadia*, *Pennsylvania*. Four lane test track for visitors to run stock. Trade.

Contact: Alan Marlow 07914 978105

Website: <http://winchesterogaugemeet.co.uk>

Saturday 22 & Sunday 23 October BURNLEY, Lancashire

Organiser: Lancashire and Yorkshire DCC Model Rail Group.

Venue: Burnley Masonic Hall, Nelson House, Nelson Square, Burnley, BB11 1LA.

Open: 1000-1630

Admission: adults £7.00, accompanied children £1.00.

Amenities: parking; refreshments.

Features: layouts include *29th St. Wharf* (US HO, CM October 2010). Demonstrations including weathering and DCC decoder installation. Club secondhand stand, trade.

Contact:

01706 828868 or 07918 627448.

Website: www.lydcc.org.uk

Saturday 22 & Sunday 23 October RAIL-EX TAUNTON, Somerset

Organiser:

Somerset Railway Modellers Club.

Venue: Taunton School, Staplegrove Road, Taunton, Somerset, TA2 6AD.

Open: Saturday 1000-1700

Sunday 1000-1600

Admission: adults £12.00, concessions/seniors £10.00, children (up to 16) free; two-day ticket £13.00.

Amenities: free parking; fully accessible venue; restaurant.

Features: *Moos* (Austrian HO/HOe, CM November 2020), *Kozel Cement* (Czech HO, CM March 2013), *Broadford* (Australian HO, CM January and March 2010, January 2013, June 2018, and June 2019), and *Murphy's Mill* (US On30). Trade.

Website: <http://railextaunton.uk>

Sunday 23 October DISS, Norfolk

Organiser:

Bressingham Steam Museum.

Venue: Bressingham Steam Museum, Diss, Norfolk, IP22 2AA.

Open: 1030-1700

Admission: £7.00.

Amenities: parking; disabled access; café.

Features: layouts include *Eu (Le Tréport) Depot* (French O, CM November 2018), and *Oh Guano* (O-16.5). Scenery demonstration specialising in trees.

Website: www.bressingham.co.uk

Saturday 29 October BEER, Devon

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

Open: 1000-1600

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

Amenities: parking; disabled access (N.B. hilly site); refreshments.

Features: visitors are invited to operate digitally controlled Swiss HOm layout *The Andeer Line*.

Website: www.pecorama.co.uk

Saturday 29 October EXETER, Devon

Organiser:

South Devon Garden Railway Group.

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

Open: 1030-1630

Admission: adults £10.00, over 65 £8.00, accompanied children 14 and under free.

Amenities: free parking; level access; refreshments.

Features: layouts include *Indian Hills* and *Wolf Creek*. Trade, bring and buy.

Contact: 01548 559 283.

show.coordinator@sdgrg.org.uk

Website:

www.exetergardenrailwayshow.com

Saturday 29 & Sunday 30 October

GREAT BRITISH

MODEL RAILWAY SHOW

GAYDON, Warwickshire

Organiser: Publishing Works, with Leamington & Warwick MRS and British Motor Museum.

Venue: British Motor Museum, Gaydon, Warwickshire, CV35 0BJ.

Open: Saturday 1000-1700

Sunday 1000-1600

(0930 with pre-booked tickets)

Admission: pre-booked: adults £14.50, concessions £12.50, children £9.00, family £40.00. (Includes museum entry.)

Amenities: free bus from Leamington Spa on Saturday; free parking.

Features: layouts include *Bad Ischl Frachtenbahnhof* (Austrian HO/HOe, in this issue), *Eight Dollar Canyon* (US HO), and *Masonville* (US HO). Demonstrations, trade.

Website: www.gbmr.co.uk

Saturday 29 & Sunday 30 October SUNDERLAND, Tyne & Wear

Organiser: North East O Gauge.

Venue: Nissan Sports & Social Club, Washington Road, Sunderland, Tyne & Wear, SR5 3NS.

Open: 1000-1600 both days.

Admission: adults £5.00, concessions/children £3.00.

Amenities: free parking; wheelchair-friendly venue; café and bar.

Features: layouts will include *L&W Loco Depot* (US diesel). Demonstrations, trade.

Contact: 07900 431042.

northeastogauge@gmail.com

Sunday 30 October

WOKINGHAM, Berkshire

Organiser: Bracknell Railway Society

Venue: Pinewood Leisure Centre, Old Wokingham Road, Wokingham, Berkshire, RG40 3AQ.

Open: 1030-1630

Admission: adults £5.00, children £2.50, family £10.00.

Note new venue, adjacent to club room, which will also be open, with permanent layouts in OO and O.

Amenities: wheelchair friendly.

Features: layouts include *Nove Mesto* (Czech TT, in this issue).

Website:

<http://bracknellrailwaysociety.co.uk>

Coming next month

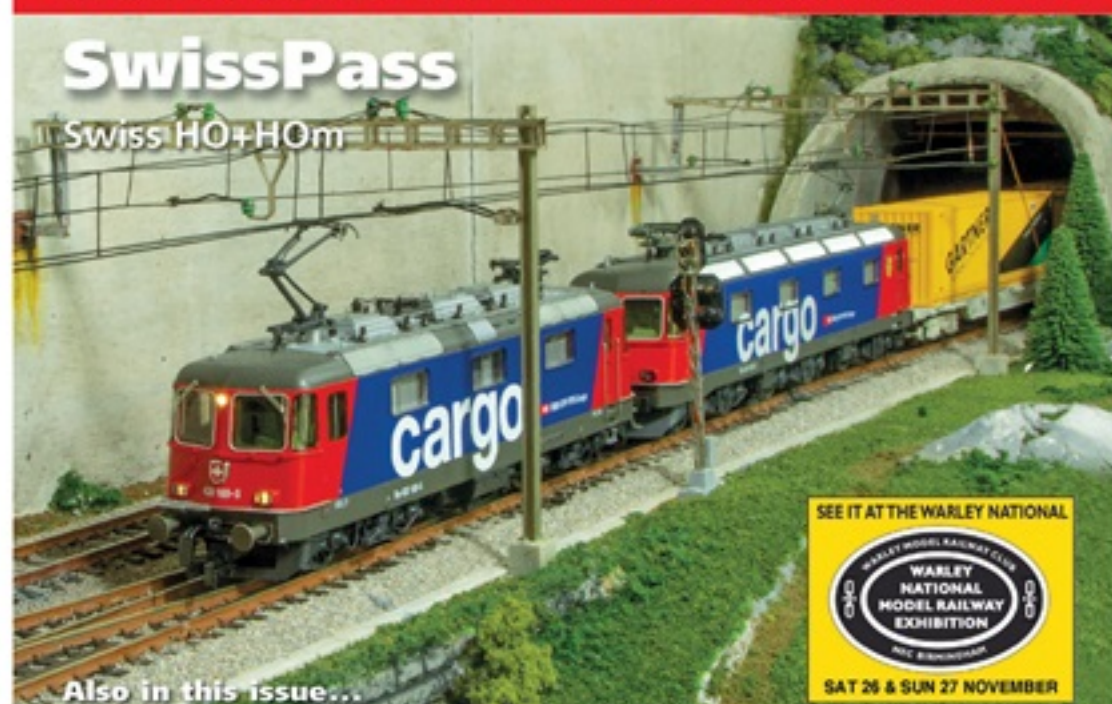
out 20th October

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FEATURING RAILWAYS FROM AROUND THE WORLD EACH MONTH



• SwissPass

A further look at the large multi-level HO/HOm layout which will be a major part of the Swiss Railways Society display at the Warley National Exhibition at the NEC.

• Chlâtère

Paul Russenberger introduces his HO layout, a fictional Swiss – French interchange which will also be part of the SRS presence at the NEC.

• Somewhere in France

Peter Capon reveals his new First World War OO9 layout, the result of meticulous research and attention to detail, which will also be on show at the NEC.

• How small can it be?

An approach to the cameo concept in HO – Stein Pünther describes the Norwegian branch terminus he created on returning to the hobby.

• Eastern Shores Wharf

Bernard Hill describes his novel Gn15 micro layout, a brewery wharf which is small in size but big on detail.

... and much more!



Latest from AB-Modell for Nm



Rhätische Bahn Ge4/4II 611 – 632

The Rhätische Bahn acquired 23 of these locomotives from 1973. The first ten were delivered in green livery. The next thirteen, delivered in 1984, came in red.

AB-Modell has modelled the prototypes very accurately in their own workshop, based on the model designed by N-Track, changing the rectangular headlights to the round type.

The body consists of many etched nickel-silver parts supplemented by a small number of 3D-printed components. All windows are made individually, with a clear view through the cab and the equipment room. The corner windows are curved by hand and have no magnifying glass effect. The cover over the brake resistors is finely etched. The pantographs are fine but not intended for current collection.

The chassis is milled from a solid brass block and carries a Faulhaber motor with flywheel, driving all four axles. Current is collected from all eight wheels, and no traction tyres are fitted. Despite its small size, the loco can pull five or six standard coaches up a 3.5% gradient. A minimum radius of 195mm is specified. The model is only made for 6.5mm gauge. MicroTrains® Z couplings are fitted. A Zimo MX616 decoder is installed, programmed so that the loco can be used on analogue as well as digital layouts.

Five numbers are offered: two (614 Schiers and 617 Ilanz) represent the first series, and three others (627 Reichenau-Tamins, 629 Tiefencastel, and 630 Trun) are from the second batch.

Pre-ordered models will be delivered soon. All five can still be ordered, while stocks last, but new orders should expect a delivery time of 12 to 18 months as the models are assembled to order.

The models are strictly limited and will be delivered with a certificate. There will be no subsequent production.

Three new RhB four-wheel wagons are now being delivered, completing this year's new introductions.

Type Kk-w low side opens 7324 and 7325 with white sides lettered for BARIT AG, a building materials supplier.

Type Lb-v container flats built on the chassis of four-wheel vans. Type Sbk-v bogie well wagons were also built to carry containers. AB-Modell has produced one Lb-v and one Sbk-v with new running numbers and loaded them with refrigerated swap bodies from the Co-op company (models by Minitrax), this time with the lemon motif. The containers are held on the vehicles magnetically and are removable.

The models are made of etched brass. All are 1:160 scale and run on Nm (6.5mm gauge) track. They roll on metal wheelsets and come with MicroTrains® Z couplings.

Existing orders will be delivered soon. New orders are being accepted, but the manufacturer points out that there are currently very long delivery times.

The containers are only available while stocks last.

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



New editions from Halling



Feistritzalbahnhof VL16 diesel in HOe

The Feistritzalbahnhof VL16 diesel was completely overhauled about three years ago by members of Club U44 and is now back in its full glory as a traditional museum machine.

Halling have not missed the opportunity to give their model of this type a general overhaul as well!

All of the more than thirty handrails have now been made as fine metal components and give the model an unprecedented level of detail, along with etched windscreen wipers and a new interior.

The chassis has also been revised and is significantly heavier, thanks to specially developed weights which now fill the interior, making for smoother running and greater pulling power.

In many respects, a completely new model.

Pinzgauer bicycle vans in HOe

The popular Pinzgauer bicycle vans are available again in very limited quantities, numbered SLB G/s 601 and 602. As a bonus, each now also comes with a bicycle! These vans were often used with the moss-green Krimml coaches to form the so-called 'National Park Train'. These coaches are also available!



Madeira rack railway stock in 1:87

The Caminho de Ferro do Monte was the only passenger railway on the island of Madeira. It ran from Pombal station in Funchal to Terreiro da Luta above Monte. Built in several stages, the line was eventually 3.9km long.

The company had five locomotives, four built by Maschinenfabrik Esslingen and one by SLM Winterthur. The trains each consisted of a loco and a single coach, which was pushed uphill. There was no need for a coupling.

Loco No.5 has been recreated by Ferro-Train in a starter set for HOm3.5z (10.5mm gauge rack) which also includes a coach and one metre of track. The models are also available individually.

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



Vale Neil Moxham

It is with great sadness that Tim Bartlett of the European Railways Association reports the passing of Neil Moxham on 19th July 2022.

Neil was a studious N gauge modeller, both early Bavarian and British. He was well respected and a very active member of the ERA, helping to run the book stall for many years.

Neil had retired from DB Schenker in 2019 and used the time well to catch

up with his interests, which also encompassed birdwatching, aircraft photography, and railtours.

Losing both his legs thirty years ago in a railway accident was no impediment to his enthusiasm for his activities, and his determination to get about was an inspiration to many in the community.

Neil is survived by both his brothers.

We have lost a lovely guy and a real gentleman.

Opportunity Yours

To buy, sell or exchange through the columns of
Great Britain's best selling magazine for enthusiasts
modelling overseas railways

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

Replies to box numbers should be sent to:
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Retailers Announcements

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

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

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

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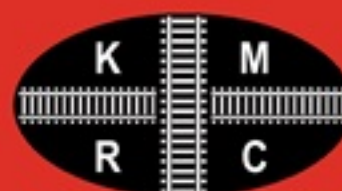
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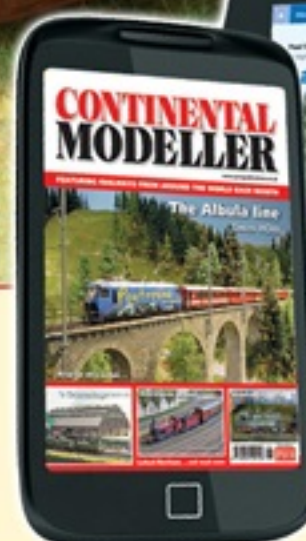


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