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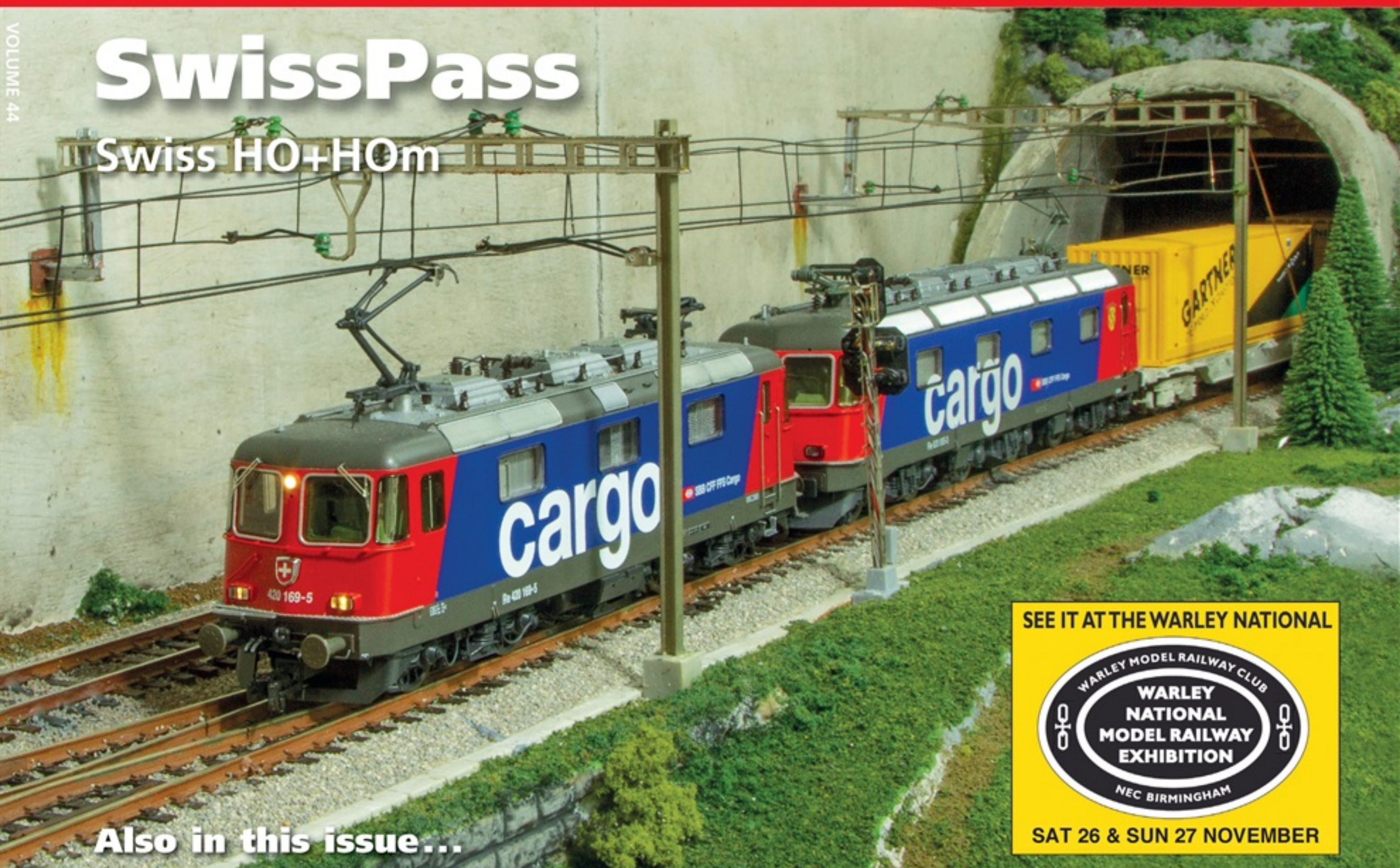
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VOLUME 44

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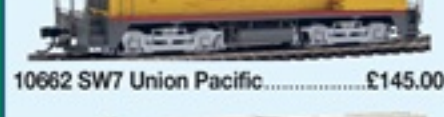
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10662 SW7 Union Pacific£145.00



10377 SD50 Reading & Green Mountain£148.00



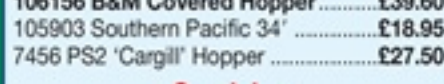
104501 ACL 50' Pulpwood£21.50



104511 IC 50' Pulpwood£21.50



106156 B&M Covered Hopper£39.60



105903 Southern Pacific 34'£18.95



7456 PS2 'Cargill' Hopper£27.50



6216 DRGW/Railgon£27.50

Box Cars



1163 40' Box Car Great Northern£27.00



1173 40' Union Pacific£27.50



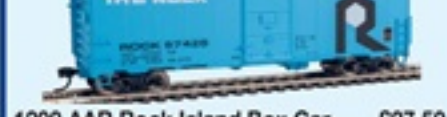
1198 Northern Pacific 40'£27.50



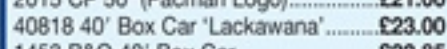
1185 C&NW 40'£27.70



1436 Vermont RR 40' Box£29.50



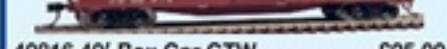
1200 AAR Rock Island Box Car£27.50



2015 CP 50' (Pacman Logo)£21.00



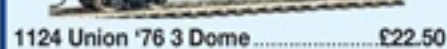
40818 40' Box Car 'Lackawana'£23.00



1453 B&O 40' Box Car£22.85



40816 40' Box Car GTW£25.00

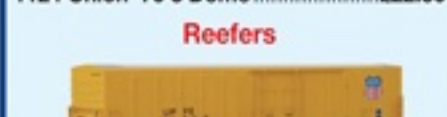


40804 C&NW Box Car 40'£27.00

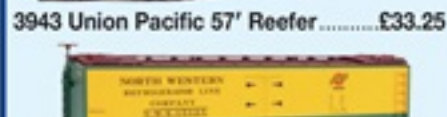
Tanks



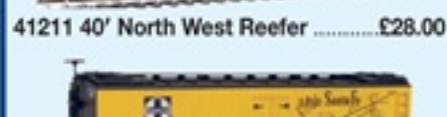
1124 Union '76 3 Dome£22.50



3943 Union Pacific 57' Reefer£33.25



41211 40' North West Reefer£28.00



41218 SF 40' Wood Reefer£27.70

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A3028 Pennsy RS3 DCC Ready£150.00



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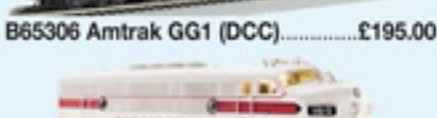
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A3727 Burlington Northern SD24£175.00



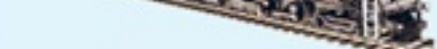
B65306 Amtrak GG1 (DCC)£195.00



BR4828 CB&Q F3a£285.00



BR6264 S.P. Lines Cab Forward£590.00



BR6262 Southern Pacific Cab Fwd£590.00



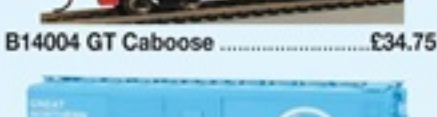
B51610 Baldwin Works 0-6-0£130.00



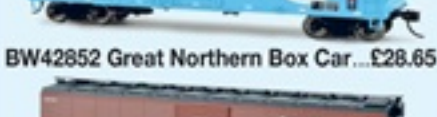
A3281 British Columbia C425£150.00



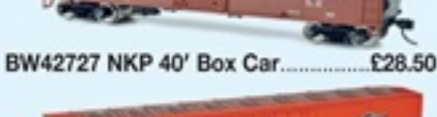
B14004 GT Caboose£34.75



BW42852 Great Northern Box Car£28.65



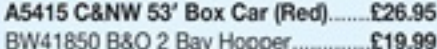
BW42727 NKP 40' Box Car£28.50



A5415 C&NW 53' Box Car (Red)£26.95



BW41850 B&O 2 Bay Hopper£19.99



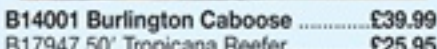
BW42055 H21A Pennsy Hopper£25.60



BW41850 B&O Hopper£19.99



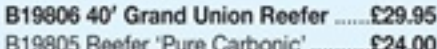
B14001 Burlington Caboose£39.99



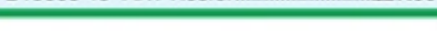
B17947 50' Tropicana Reefer£25.95



B19806 40' Grand Union Reefer£29.95



B19805 Reefer 'Pure Carbonic'£24.00

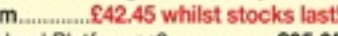


B19803 40' ART Reefer£27.00

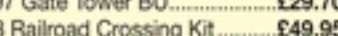
'O' Gauge buildings p&p £4.99 (BU - Built up)



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



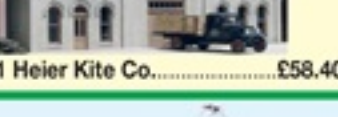
A6902 Island Platform x 2£35.95



MTH9097 Gate Tower BU£29.70



L612888 Railroad Crossing Kit£49.95



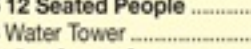
DPM951 Heier Kite Co.£58.40



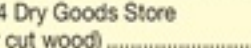
Lattice Footbridge£27.95



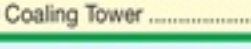
B33165 12 Seated People£16.50



B45978 Water Tower£25.70



AMB494 Dry Goods Store (laser cut wood)£46.20



A6916 Steel Water Tower£44.10



B45979 Coaling Tower£31.20

HO Scale

Broadway 6368 Pennsylvania GG1

Single Stripe, Keystone Logo£399.00

Walthers Trainline post & packing £4.20



2500 GP15 BNSF£78.00



102 GP9 Union Pacific£69.00



103 GP9 Santa Fe£69.00



113 GP9 AT&SF£69.00



2503 GP15 CSX£78.00



451 GP9 Boston & Maine£69.00



1501 Burlington Northern£24.00



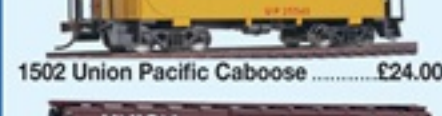
1503 Santa Fe£24.00



1505 CSX£24.00



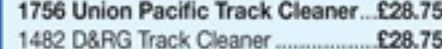
1502 Union Pacific Caboose£24.00



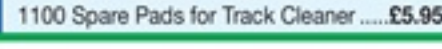
1756 Union Pacific Track Cleaner£28.75



1482 D&RG Track Cleaner£28.75



1753 B.N. Track Cleaner£28.75



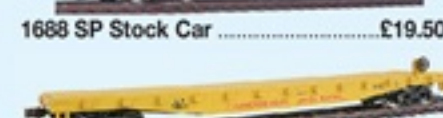
1100 Spare Pads for Track Cleaner£5.95



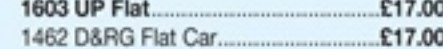
2505 Union Pacific GP15£78.00



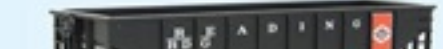
1688 SP Stock Car£19.50



1603 UP Flat£17.00



1462 D&RG Flat Car£17.00



1601 Burlington Northern Flat£17.00



1842 Reading Coal Hopper£19.50



1426 Illinois Central Hopper£17.50



1655 Offset Hopper N&W£17.50



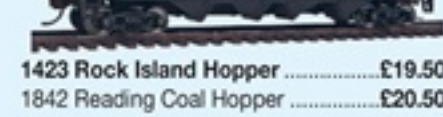
1844 Union Pacific Coal Hopper£19.50



1403 NYC 50' Box Car£17.00



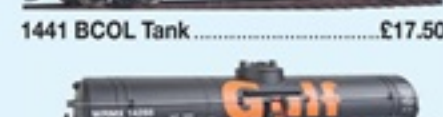
1805 50' Union Pacific£19.50



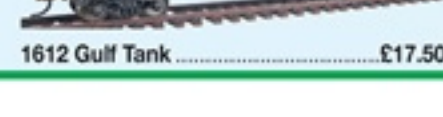
1423 Rock Island Hopper£19.50



1842 Reading Coal Hopper£20.50



1441 BCOL Tank£17.50



1612 Gulf Tank£17.50

CONTINENTAL MODELLER

November 2022

Volume 44

Number 11

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Editor ANDREW BURNHAM

Associate Editor & Photographer CRAIG TILEY

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Editorial Assistants CALLUM WILLCOX

Art Director ADRIAN STICKLAND

Graphic Illustration

DAVE CLEMENTS, GARY BICKLEY, STEVE CROUCHER

Review Photographer JOLYON SARGENT

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

Advertisement Assistant NICOLE CHARLTON

Direct Subscriptions ALICIA FLINT
subscriptions@peco.co

Chairman C.M.PRITCHARD

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Back numbers – for information, see

the classified advertisement under 'Trade Sales Books'.

RAILWAY MODELLER

For all modelling British railway practice.

Published on the second Thursday
of the preceding month.



Cover

Swiss super power – SBB Cargo
'Re10/10' (Re4/4 + Re6/6)
speeds an intermodal freight
on the new base tunnel line.
SwissPass will be at the NEC.
Photo: Ian Edwards.

Warley show back at the NEC

After two years interruption due to Covid, it is good to be planning for the Warley National Model Railway Exhibition at the National Exhibition Centre in Birmingham on Saturday 26th and Sunday 27th November.

Among the more than 80 layouts is a good selection of overseas prototypes. We were particularly pleased to learn that the Swiss Railways Society has been able to reprise the plans to celebrate its 40th anniversary with 'an exhibition within an exhibition'; despite being postponed for two years, only one layout had to be changed.

Celebrating 40 years of the Swiss Railways Society

Die Lötschbergbahn	N	Alison Poulter	CM Swiss Special 2018
Bärental und Dorf	HOm	Mike & Steve Ausden	CM December 2004
Beckenwick	HOm	Simon Ellis	CM September 2012 & October 2022
Neuburg 1913	HOm	Jim Finlayson	CM Swiss Special 2018
Neuburg 2013	HOm	Jim Finlayson	CM November 2020
SwissPass	HO & HOm	Barrow in Furness MRC	CM October 2022 & in this issue
Chlätère	HO	Paul Russenberger	in this issue

Somewhere in France	OO9 France	Peter Capon	CM June 2019 & in this issue
Schwingischerplatz	N	Germany Mark Fuller	
Pottendorf	HO	Germany Paul Taylor (Tim Hale)	CM July 2018
Diano Marina	HO	Italy Rod Mackay	
Kozel Cement	HO	Czech Dave Paylor (Alan Wardman)	CM March 2013
Spencer 20 Heritage	N	USA The Rail Splitters Group	
Tipton Sub Division, PA	N	USA Nigel Harrold	
Chica	HO	USA Ron Bailes (Peter North)	CM August 2018
Snowy River Railroad	On30 USA	Midland Moonshiners	
2nd (Hand Yard)	On30 USA	'Arry Dodd	

Full details of opening times and admission prices in *Exhibition Diary* on page 19a.

Rhätische Bahn world record attempt

On Saturday 29th October the Rhätische Bahn will make a world record attempt for the longest passenger train with a consist 1,910m long on the Albula line from Preda to Bergün and on over the Landwasser Viaduct. The 100 vehicle train will be made up of twenty-five of the latest 'Capricorn' four-car units built by Stadler Rail (not all under power).

By chance, *The Andeer Line* HOm layout was due to have one of its periodic operating sessions at Pecorama on that date, the last day of the season. It was suggested that this might be an opportunity to match the real RhB in HOm! The 'Capricorn' units have not (yet) been modelled, but it has been possible – with the kind co-operation of several other RhB modellers – to assemble a train of 100 vehicles, with 'distributed power'. Haulage capacity is not the problem – the Bemo 'Allegra' units and Ge4/4^{III} locos are powerful – the limiting factor is drag around curves. So far test runs have achieved 86 ... nearly there! The team are confident of reaching the target on the day.

HM Queen Elizabeth II 1926 - 2022

This issue provides the first opportunity for us to express formally our sincere condolences to the Royal Family following the passing on 8th September of Her Majesty Queen Elizabeth II. The accession to the throne of King Charles III marks the dawn of a new era. We wish him well as he commences his royal duties as the new British monarch.

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Designed for display yet suitable for operation – John Davis created a compact dépôt layout to house his collection of French HO locomotives.

658 SWISS RAILWAYS SOCIETY 40th ANNIVERSARY

Two years later than planned, this major anniversary will be marked with an 'exhibition within an exhibition' as part of the Warley show at the NEC.

662 CHLÂTÈRE

A fictional Swiss – French interchange: Paul Russenberger reveals his HO layout, set in an imaginary border territory.

670 SWISSPASS – A SECOND VISIT

Watching trains in an impressive mountain landscape – Ian Edwards shows more of the multi-level HO and HOm exhibition layout by the Furness Model Railway Club.

676 GRAFFITI

An unwelcome fact of life – in the name of realism, Peter Marriott reluctantly disfigured several HO wagons based on observed Swiss examples.

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682 NEUBURG THEN AND NOW

A wayside station on the Rhätische Bahn in 1913 and 2013 – Jim Finlayson compares the two stages of his Swiss metre gauge exhibition layout project.

688 REAL TIME DISPLAY

Boyd Misstear shows how you can add a genuine working real-time arrival and departure board to your layout.

690 SOMEWHERE IN FRANCE

A letter from the Front: Peter Capon presents his new OO9 First World War layout, the product of much meticulous original research.

698 HOW SMALL CAN IT BE? – PLAN OF THE MONTH

An approach to the cameo concept – Stein Pünther describes his compact Norwegian branch terminus in HO.

704 EASTERN SHORES WHARF

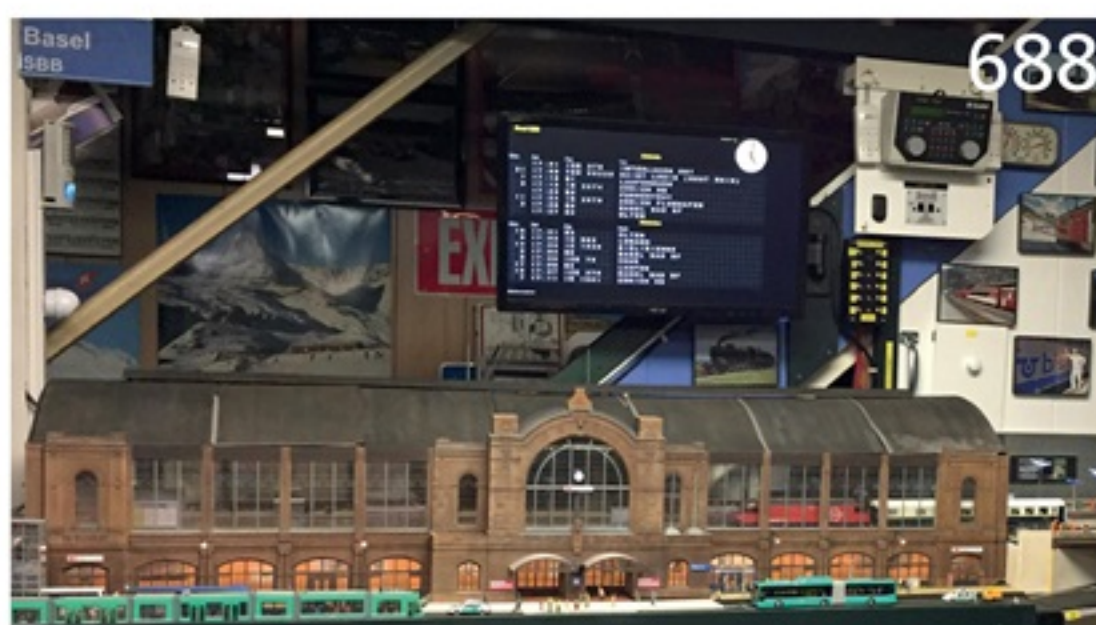
Bernard Hill presents his Gn15 large scale micro layout.

706 PRODUCT REVIEWS

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17a EXHIBITION DIARY





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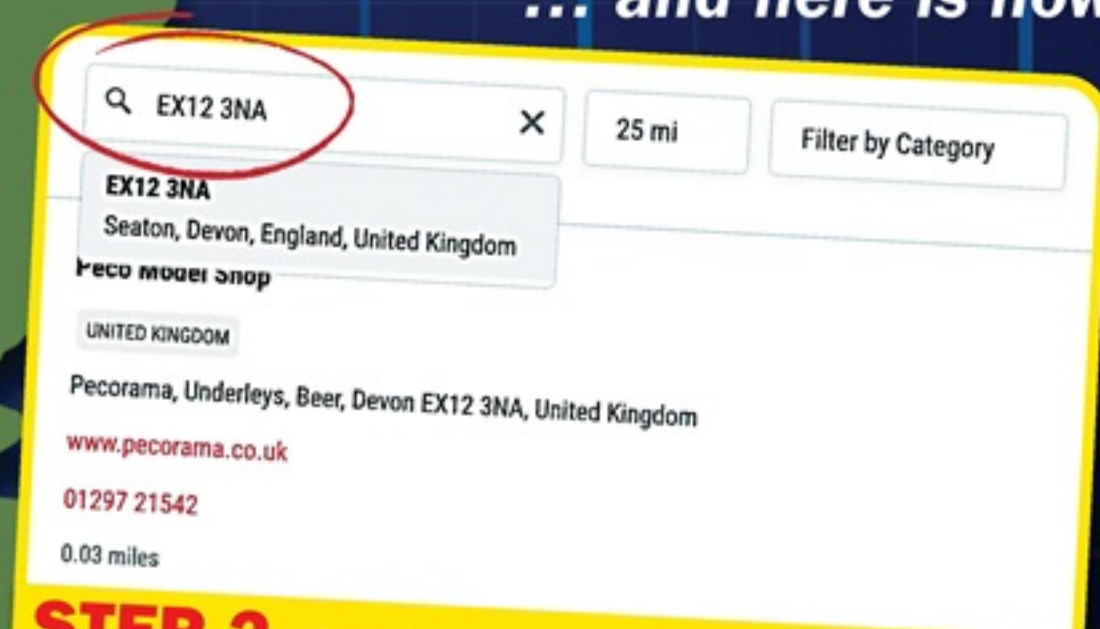


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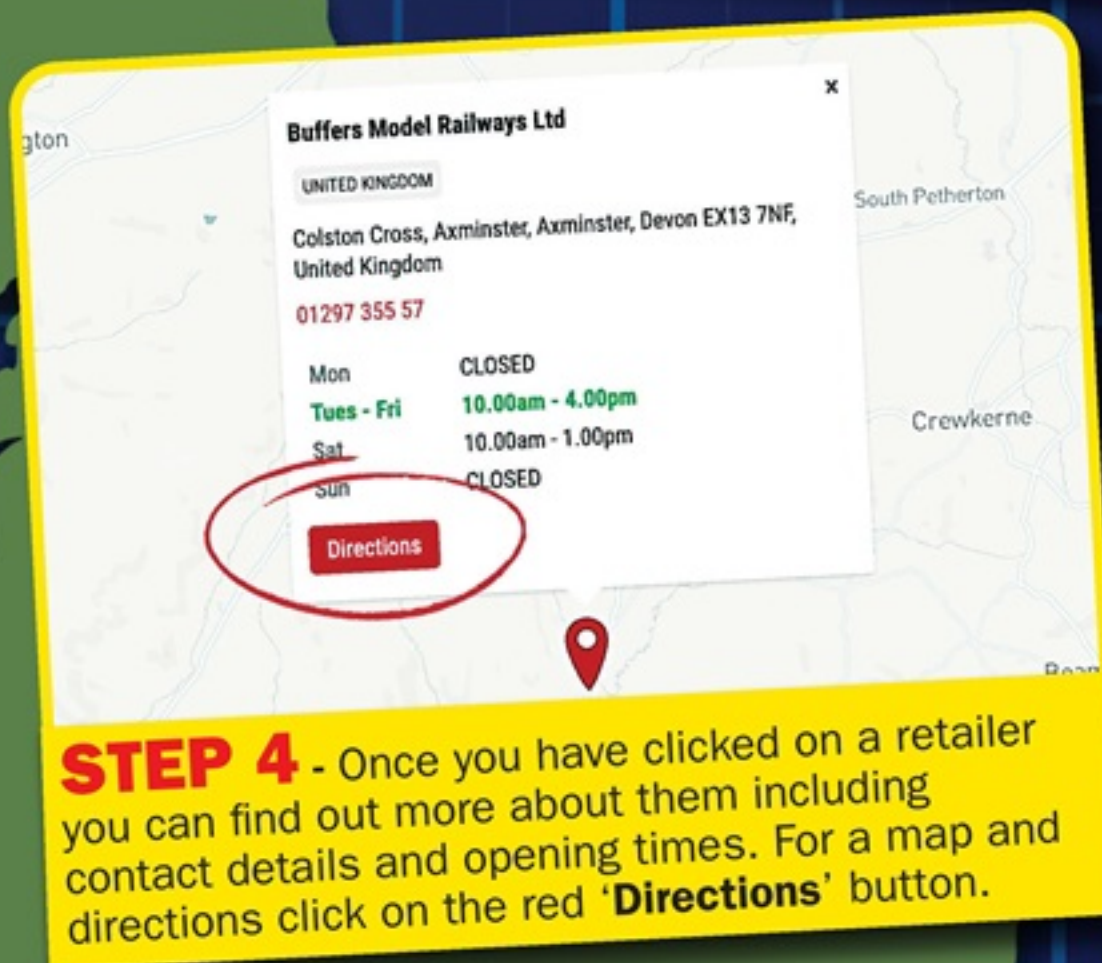
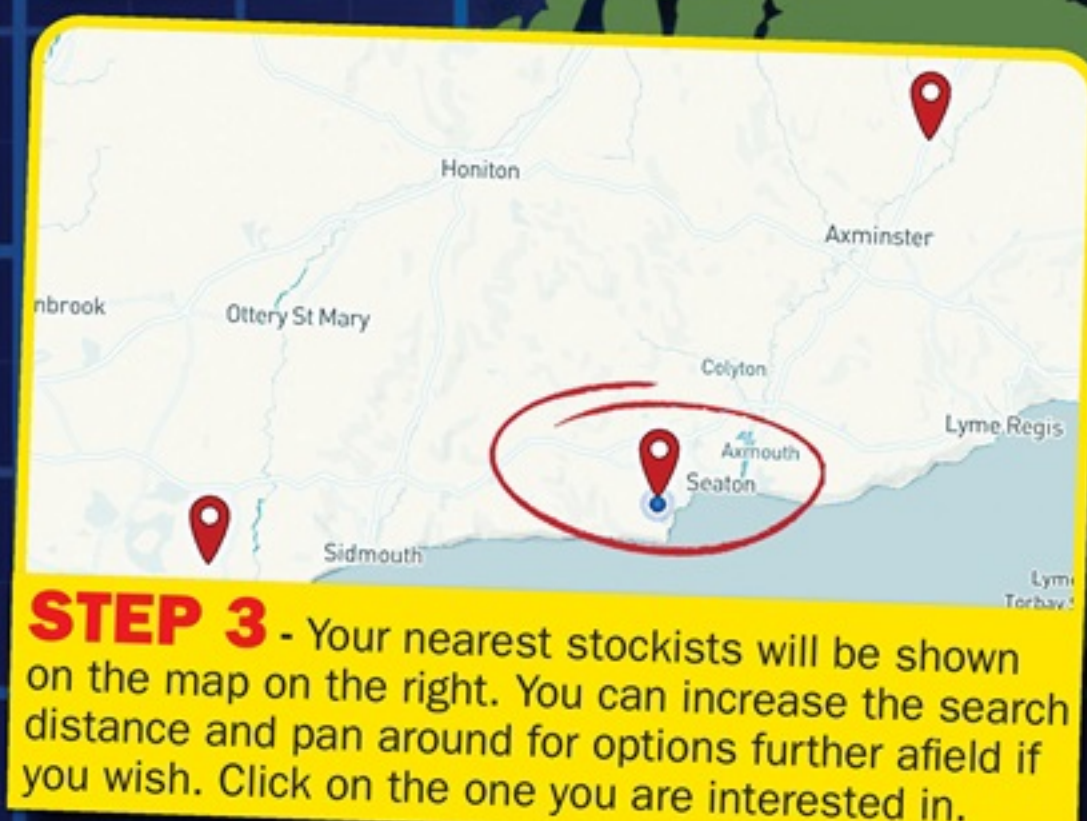
THE PECO RETAILER NETWORK

Great ambassadors for our hobby

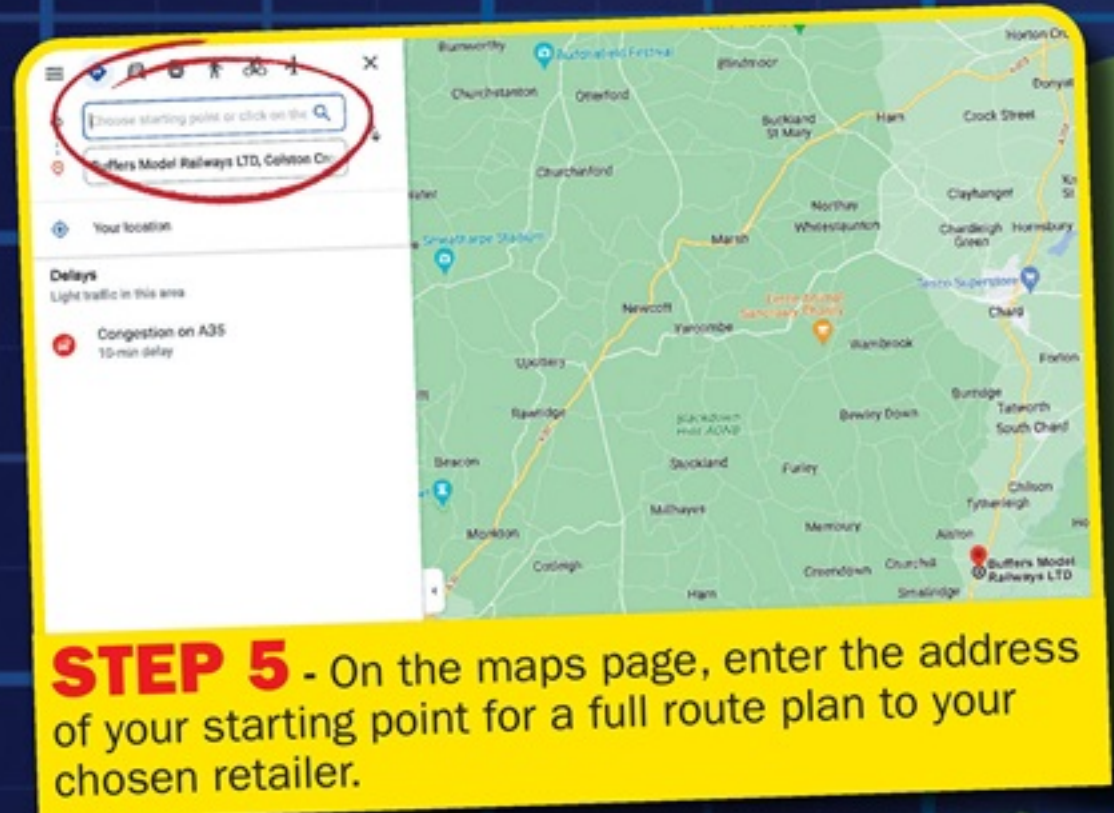
The easiest way to find your local model shop is by using the search feature on the PECO website ... and here is how



STEP 2 - Choose the search distance from your location and click into the 'Enter a location' box. Type in your town name or post code in the box and click on the correct location from the drop down list.



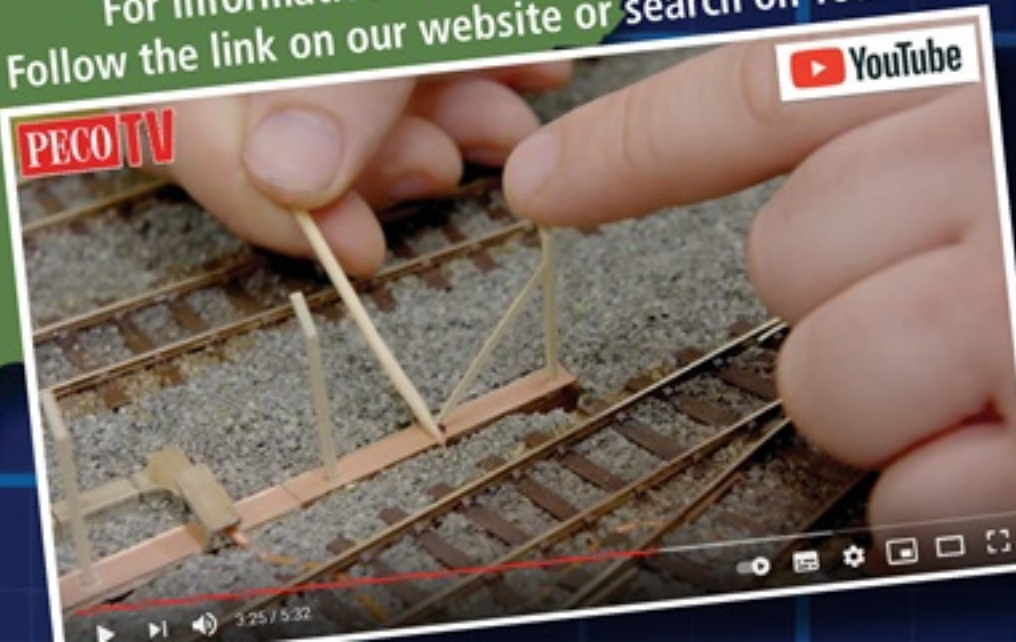
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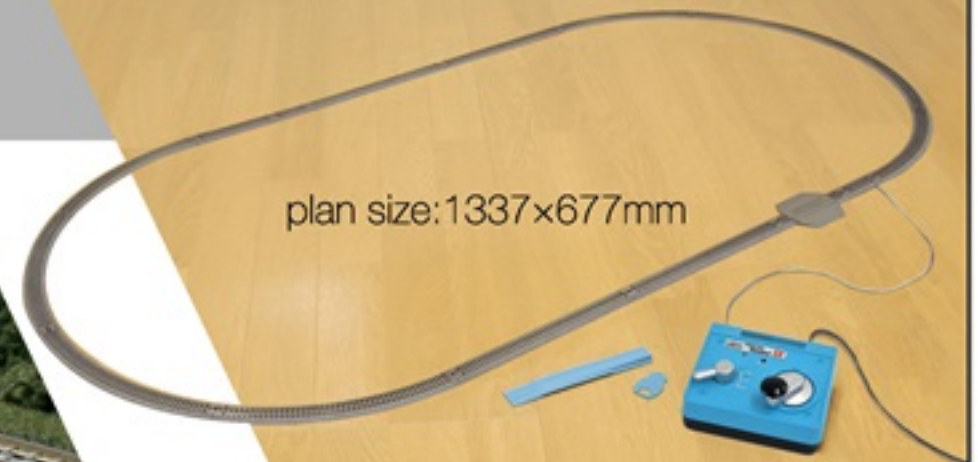
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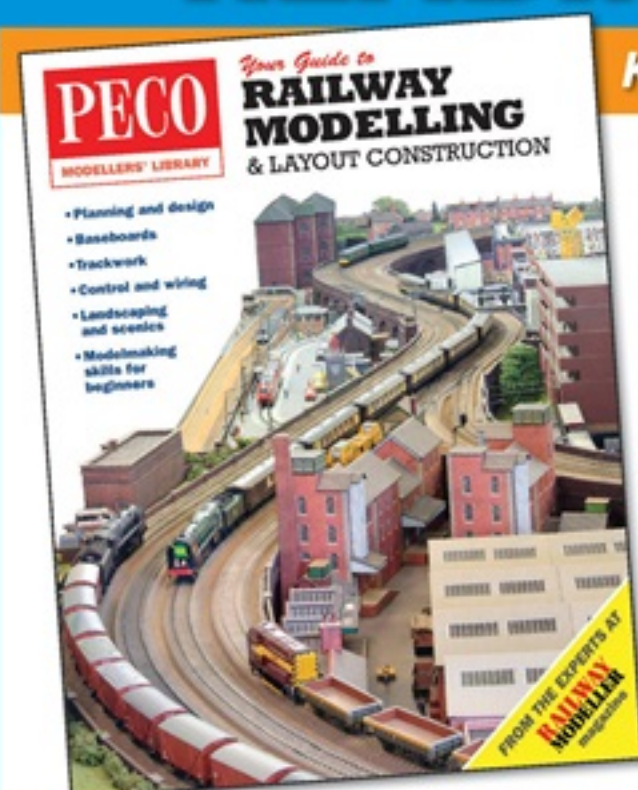
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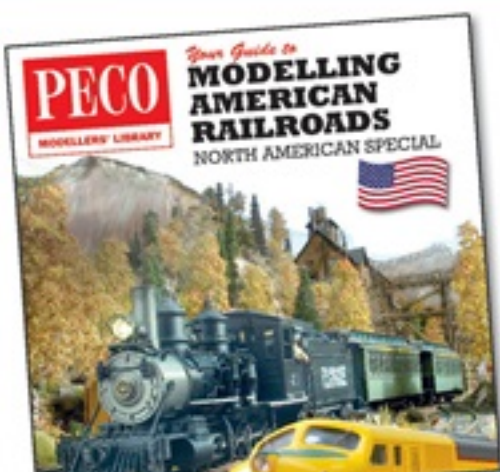
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John Davis started out to make a depot to house his collection of French locos and has created a compact layout with many scratchbuilt structures.



Dépôt Nord

Designed for display yet suitable for operation

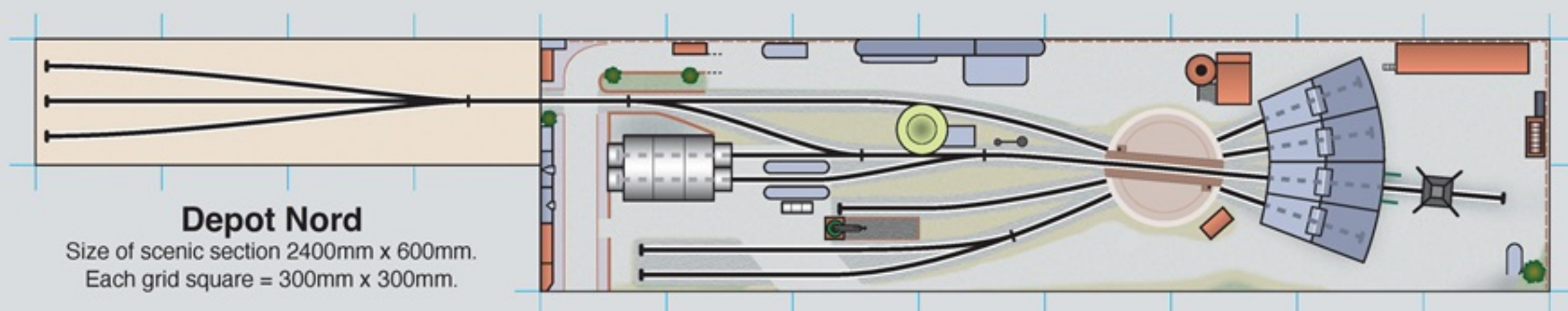


My interest in French railways began a number of years ago when I was working as a fisherman.

I was a regular visitor to French ports on the Channel coast to offload catches, and saw the railways serving the ports. Following a change of job, my visits were confined to holidays, but this gave me the opportunity to explore other areas of the country.

Over a period of years I have built up a collection of French locomotives and rolling stock covering a period from the 1950s to the present day. Not having space at home to construct a layout on which to run the models, I was restricted to using the test tracks of the North Road Railway Club (Plymouth).

Top
060 DB 7 (VB body on a Lima chassis)
prepares to leave the dépôt as 030 TU 16 (Jouef)
delivers a wagon to replenish the coal bunker.



Following discussions at the club, it was agreed I could construct a layout in the clubrooms and thoughts turned to what to build. Like many modellers, I have more locos than rolling stock and made the decision to build a loco depot with a chosen time period of the 1960s.

The layout has a scenic area of 2.40m by 0.60m with a small fiddle yard at one end to facilitate changing the locos on show. Two depot buildings are included: a partial roundhouse around a turntable for the steam locos, and a small straight road diesel shed.

Below
Beyond the coal stage and water tower – essential elements of a steam dépôt – a new shed has been built to accommodate diesels.





I am not one who decides in detail what to build in advance of construction and much was made up 'on the hoof' as work proceeded.

Baseboards are of traditional softwood and plywood construction, supported on metal trestles.

The models used on the layout are of varying ages and wheel standards, so Peco Code 100 track was used, suitably ballasted and weathered.

Control is by means of a Signatrack DCC controller with servo operation of the points, using Gaugemaster frog switching units. Two handheld controllers are used – one for the locos and a second for the operation of the turntable.

With two exceptions all the buildings are scratchbuilt using mounting card or foamboard as a shell finished with materials using downloads from the internet printed onto self-adhesive photographic paper. The exceptions are the coaling stage (a Kibri kit) and the diesel refuelling point (a modified Knightwing kit). The partial roundhouse is based on a download for a single bay multiplied to provide four roads leading onto the turntable. A removable roof exposes the roof trusses, which were cut from mounting board, and a partly detailed interior. Windows in the roundhouse (and indeed all the buildings) are made to give an impression of being glazed but are not actually see through.

One road of the roundhouse runs through to the rear to a locomotive lift (a Mike's Models kit, built by John Long) which does not look out of place despite being to 1:76 scale.

Buildings were constructed to fit the available spaces and although made with reference to photographs they are not based on any particular prototype. Although not visible from

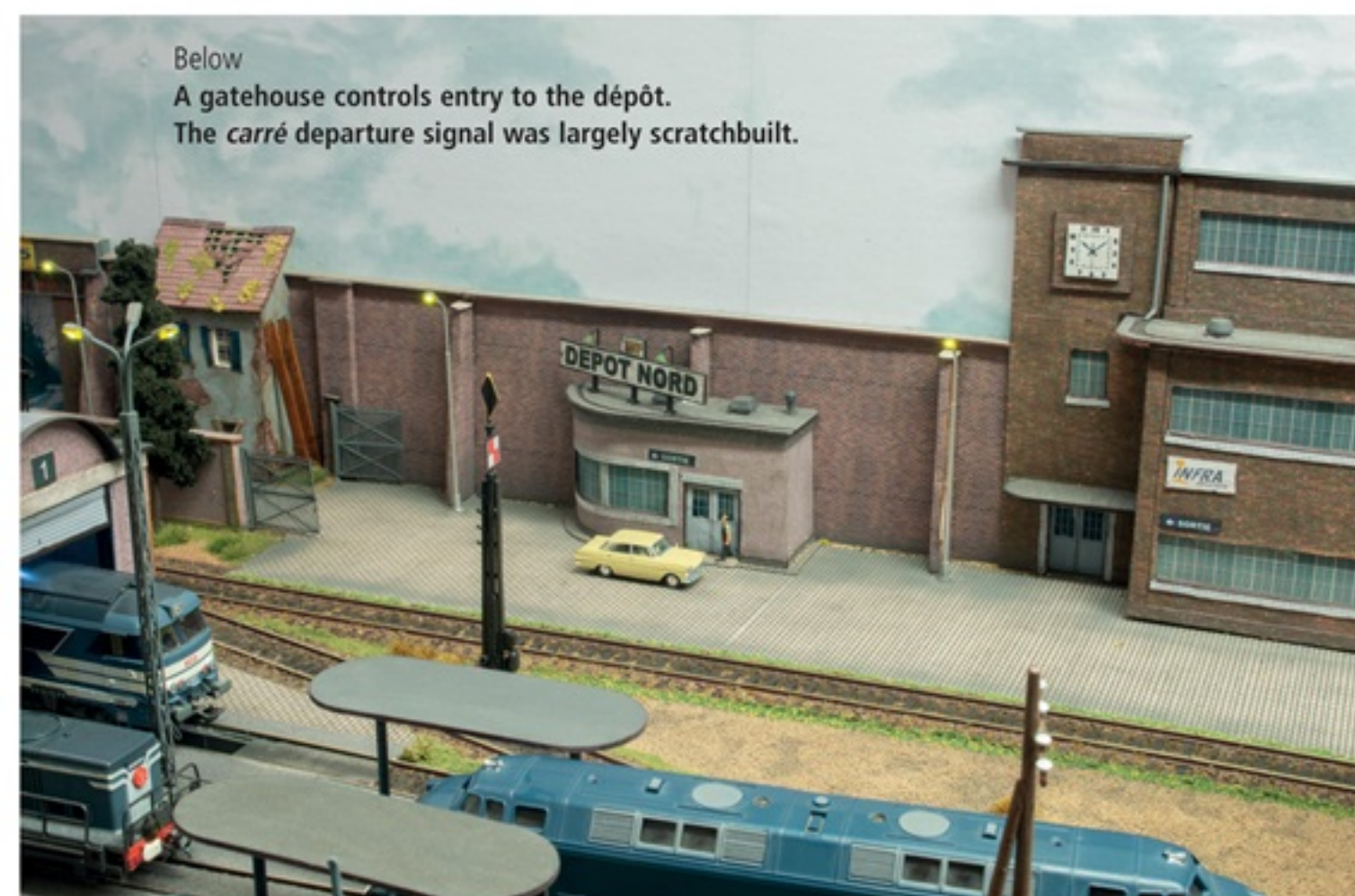
Above
Venerable 'Bourbonnais' 0-6-0 3 A 1 (Rivarossi) and 141 TA 485 (Jouef). The shops beyond were scratchbuilt and have detailed window displays.

Below
The street outside the dépôt. Authentic road vehicles contribute to the atmosphere.





Below
A gatehouse controls entry to the dépôt.
The *carré* departure signal was largely scratchbuilt.



normal viewing angles, the shops fronting onto the street have detailed window displays and include baguettes in the bakery (*boulangerie*) and fish in the fishmongers (*poissonnier*). The fish were printed to scale (no pun intended!) and individually cut out. The interior of the hairdressers (*coiffeuse*) is also detailed. A gents toilet is located in the rear yard of the roundhouse, detailed and suitably weathered! Lighting is installed in some buildings including the two engine sheds.

Right
The imposing *château d'eau* and its pump house.

Below
Diesels on shed –
BB 67405 (Piko)
and A1AA1A 68013 (Roco).





Below
030 TU 16 delivering to the coal stage.

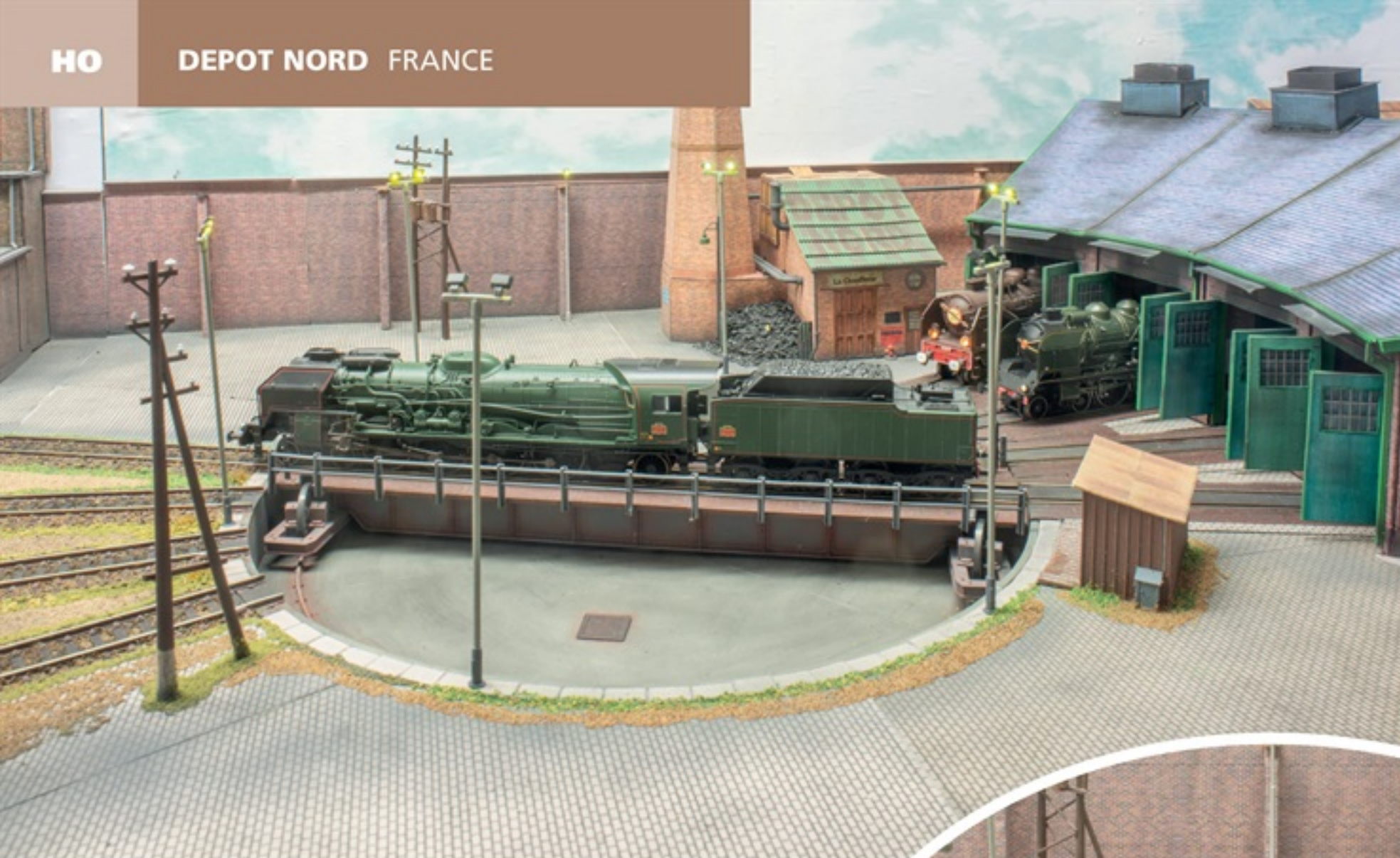
Right
Nord Pacific 3.1177 rolls onto the turntable.



Left
S160 2-8-0 140 US 2287 (Roco)
leaving the roundhouse
which houses three Pacifics –
Nord 3.1177 (Rivarossi),
231 K 8 (REE),
and 231 G 161 (REE).

Right
Outside the sand house
is a stack of coal
for the drying oven.





Left
The Jouef 241 P 1
only just fits on the
motorised Peco turntable.

Right
The S160 2-8-0 on the track
which passes through
the roundhouse to the hoist.

Below
141 TA 485 (Jouef)
on the turntable.



The turntable is a Peco unit fitted with a motor/gearbox ordered online and which arrived by way of Kazakhstan. The motor provides very smooth and controllable operation but does not include indexing thus requiring the operator to line up the rails by eye.

Working lamp standards are provided in road and yard areas using a 3 volt DC supply. The lights were purchased via an internet site and the LEDs have been painted to give a more prototypical output than the bright white as supplied.

A selection of appropriate road vehicles can be seen parked around the layout.

There is just one signal, protecting the exit from the shed area. This was scratchbuilt using brass tubes and parts recovered from a German signal.

Below
Nord Pacific 3.1127 (Rivarossi), 231 K 8 (REE), and 241 P 1 (Jouef) on shed.





All locos used on the layout are DCC fitted (but not with sound), some requiring much more work than others for the conversion from analogue DC. This was particularly true of the older Fleischmann and Rivarossi models. A number of manufacturers are represented including Jouef, Roco, Fleischmann, Piko, Rivarossi, REE, and VB (retrofitted with a Lima chassis) there is even and a venerable K's kit of a railcar. The largest loco is a Jouef 241P, which is a very tight fit on the turntable!

Conclusion

Dépôt Nord started simply as a display for my collection of locos but it has now attended two local exhibitions and is available for others. Further details can be obtained from John Long of the North Road Railway Club.

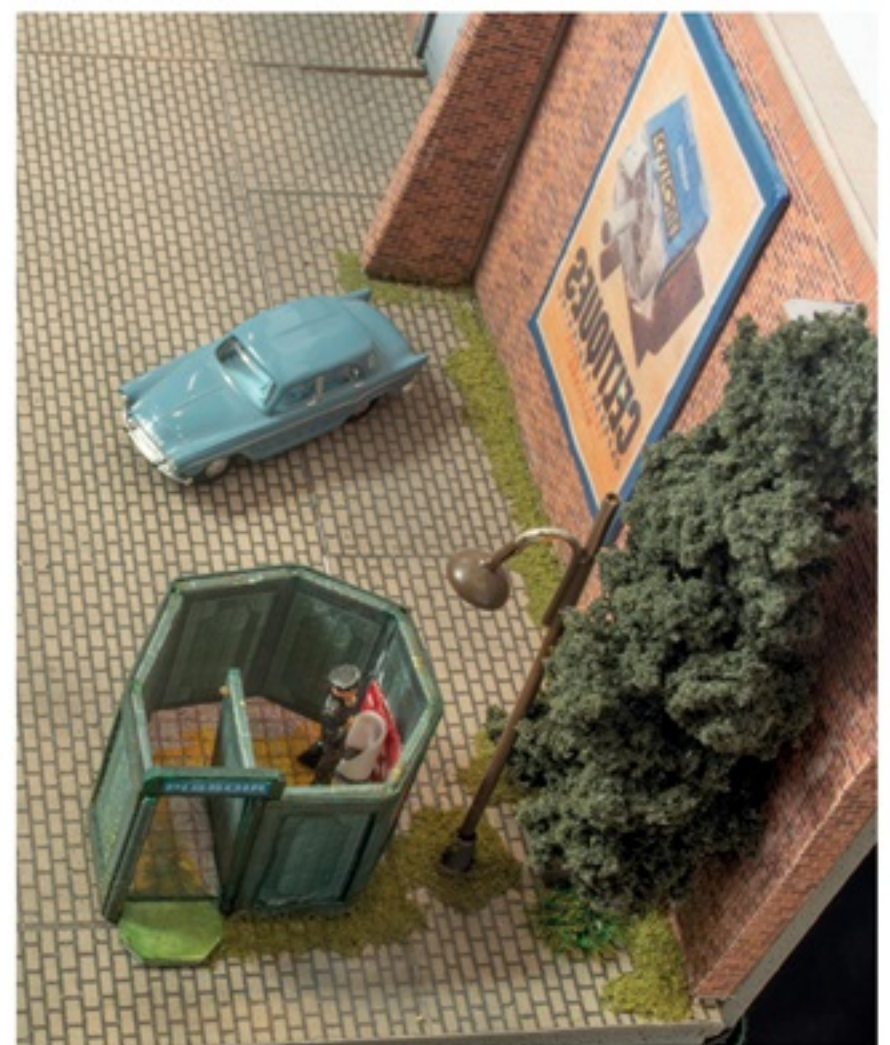
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Above
The maintenance workshop.

Left
The loco lift was adapted from a Mike's Models kit.

Right
Another essential French feature – the open facilities!



Photographs by the editor.



SWISS RAILWAYS SOCIETY

Celebrating its 40th anniversary – two years late!

This significant anniversary will be marked – two years later than planned, due to Covid-19 – with an 'exhibition within an exhibition' as part of the Warley show at the NEC in November.

The layouts illustrated here will be among those on display.

Photographs as credited.

The Swiss Railways Society (SRS) was formed in 1980 to bring together those interested in Swiss railways, both prototype and model. The SRS was founded in the United Kingdom and to this day the majority of its members (just over 1,200 at the end of 2019) live in Britain but over 130 are in other parts of Europe or further afield, notably the USA and Australia; indeed there are members living in Switzerland itself.

The Society's original focus was on Swiss railways but over time the remit has broadened to cover other forms of public

transport in Switzerland and, of course, the scenery. Indeed, there are many members whose technical knowledge of railways is slight but who love Switzerland in general and use public transport to see what the country has to offer the visitor.

The Society does not itself build and maintain model railways but several members do model Swiss railways.

Below

Bärental (Rhätische Bahn HOm) by the late Ray Williams and now cared for by Mike and Steve Ausden was featured in CM December 2004.

Ge4/4^{III} No.652 passes with panoramic coaches as a local shuttle service leaves on the high level.

Photo: Len Weal.



Some have layouts which are displayed at model railway exhibitions around the UK and so help to promote both the SRS and Switzerland.

The most popular gauges are HO, HOm, and N but others such as G and Z can also be found. Some layouts are based closely on real locations while others are fictitious.

All members receive the *Swiss Express* quarterly magazine, now in colour and A4 format. It provides information, photographs, and easily understood technical data about new developments, as well as historical articles, not just on railways but other forms of public transport too. Details of SRS sales items are included.

Over the last ten years the Society has also produced a series of books about Switzerland, all reviewed in CM as they appear – and as revised and updated. There are currently seven travel guides (A5 format) which between them cover the country, plus a series of larger (A4 format) books about subject such as SBB electric locomotives past and present, trams and trolleybuses, the lakes, and the various forms of public transport up the mountains. A much-expanded and more detailed book about Swiss Postbuses was published in April 2019. These books are also available to non-members – details of those currently available may be found at

<https://swissrailsoc.org.uk/shop/>

Right

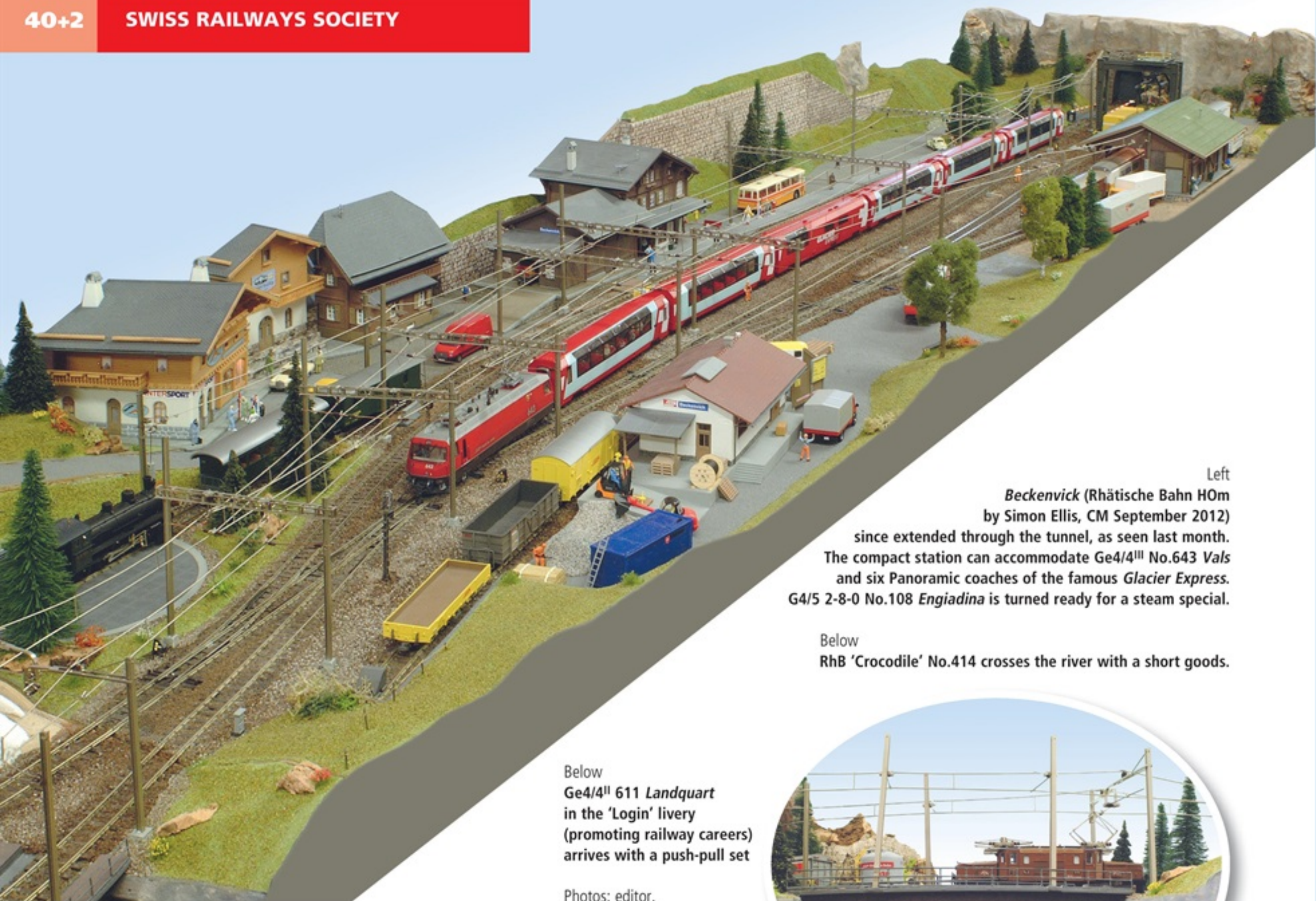
A Be4/4 railcar leads a local shuttle train with a driving trailer as a Ge4/4^{III} passes below with the *Glacier Express*.

Below

A special service waits to leave Barental.

One of the open observation coaches was actually fitted with 'snowmen' passengers for a special event on the RhB
Photos: Steve Ausden.





Left
Beckenwick (Rhätische Bahn HOm
 by Simon Ellis, CM September 2012)
 since extended through the tunnel, as seen last month.
 The compact station can accommodate Ge4/4^{III} No.643 *Vals*
 and six Panoramic coaches of the famous *Glacier Express*.
 G4/5 2-8-0 No.108 *Engiadina* is turned ready for a steam special.

Below
 RhB 'Crocodile' No.414 crosses the river with a short goods.

Below
 Ge4/4^{II} 611 *Landquart*
 in the 'Login' livery
 (promoting railway careers)
 arrives with a push-pull set

Photos: editor.



The SRS has a number of local branches where members meet, mostly monthly, and listen to talks or look at photographs usually about Switzerland. There are presently active branches in London (King's Cross), Bristol & Bath (meeting in Bath), East Midlands (Derby), Manchester, West of England (Newton Abbot), the West Midlands (Kidderminster), and Yorkshire (meeting in south Leeds).

The Society holds an Annual General Meeting each spring (usually April). The location varies but is often in Derby. The formal AGM is run in conjunction with an exhibition with layouts and trade stands – mostly books, DVDs, and model railway equipment.

The Society was re-constituted in 2017 as a Company Limited by Guarantee. Activities are broadly governed by the Memorandum and Articles of Association, a copy of which is provided to new members on joining. The general administration of the Society is handled by a management Board comprising up to ten directors.

For further information visit the Society's website www.swissrailsoc.org.uk



It has details of Society membership as well as information about all SRS activities, details about the Board, the latest news we have on developments in Switzerland, and an on-line shop for buying the Society's sales items.

Above
Die Lötschbergbahn
(Bern Lötschberg Simplicon N by Alison Poulter, featured in CM Swiss Special 2018).
A BLS 465 hauls a long rake of SBB EWIV coaches.

Swiss layouts at the Warley show at the National Exhibition Centre 2022

<i>Die Lötschbergbahn</i>	N	Alison Poulter	CM Swiss Special 2018
<i>Bärental und Dorf</i>	HOM	Mike and Steve Ausden (built by Ray Williams)	CM December 2004
<i>Beckenwick</i>	HOM	Simon Ellis	CM September 2012 & October 2022
<i>Neuburg 1913</i>	HOM	Jim Finlayson	CM Swiss Special 2018
<i>Neuburg 2013</i>	HOM	Jim Finlayson	CM November 2020
<i>SwissPass</i>	HO & HOM	Barrow in Furness MRC	CM October & November 2022
<i>Chlâtère</i>	HO	Paul Russenberger	CM November 2022

Below
A veteran BLS Ae8/8 hauling modern bogie opens crosses an Re10/10 combination in SBB 'Cargo' colours with a long set of Hupac intermodal wagons loaded with trailers and swap bodies.

Photos: Rebecca Flynn.



Paul Russenberger describes his layout,
located in an imaginary border territory.

Photographs by the author.

Chlâtère

A fictional Swiss – French interchange

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The background

The Principality of Zargia originally occupied a position between France and Switzerland similar to that of Liechtenstein between Switzerland and Austria. All was quiet until the Franco-Prussian war loomed in the nineteenth century. France had long wanted to annex the principality and financed a joint PLM-Est branch from the Belfort – Besançon line. Although it was constructed, the people felt more of an affinity to Switzerland and the Prince did not want his country drawn into the war.

This led to secret negotiations with the Swiss Confederation and in 1870 Zargia formally became canton Zargovie, or Zargau in German. The Jura Bernois Railway was encouraged to apply for a concession to construct a branch from Le Locle which was rapidly granted and the line opened in 1874, absorbing the French-built line on the Swiss side of the frontier.



Above
Staff and passengers await the train.



Above
The SBB train arrives behind a Be4/6; the SNCF 'Picasso' autorail will provide an onward local connection to France after the Swiss RBe4/4 railcar has left. Meanwhile the SBB E3/3 'Tigerli' 0-6-0T assembles a goods train.

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Like the Cadenazzo–Luino and Oberglatt–Niederweningen lines, it somehow avoided the general electrification of the 1920s and 1930s, but in the early 1960s it was electrified at the standard Swiss 15kV ac, though the goods siding remains unelectrified, a small fleet of steam locomotives being retained at Le Locle shed.

In France there is a delay to the electrification as the route lies between the Est 25kV ac and the Sud-Est 1500V dc. Dual system locomotives have not yet appeared and there is uncertainty about how to proceed and deal with it, especially

as the Swiss system is already in place. Steam locomotives displaced by electrification elsewhere on the SNCF have migrated and provide the local enthusiasts with a variety beyond their wildest dreams.

The original independence of Zargia led to its occasional use for international conferences, notably now between the eastern and western blocs. These are served by special workings, bringing rather more exotic stock than is normally seen on a central European branch line!

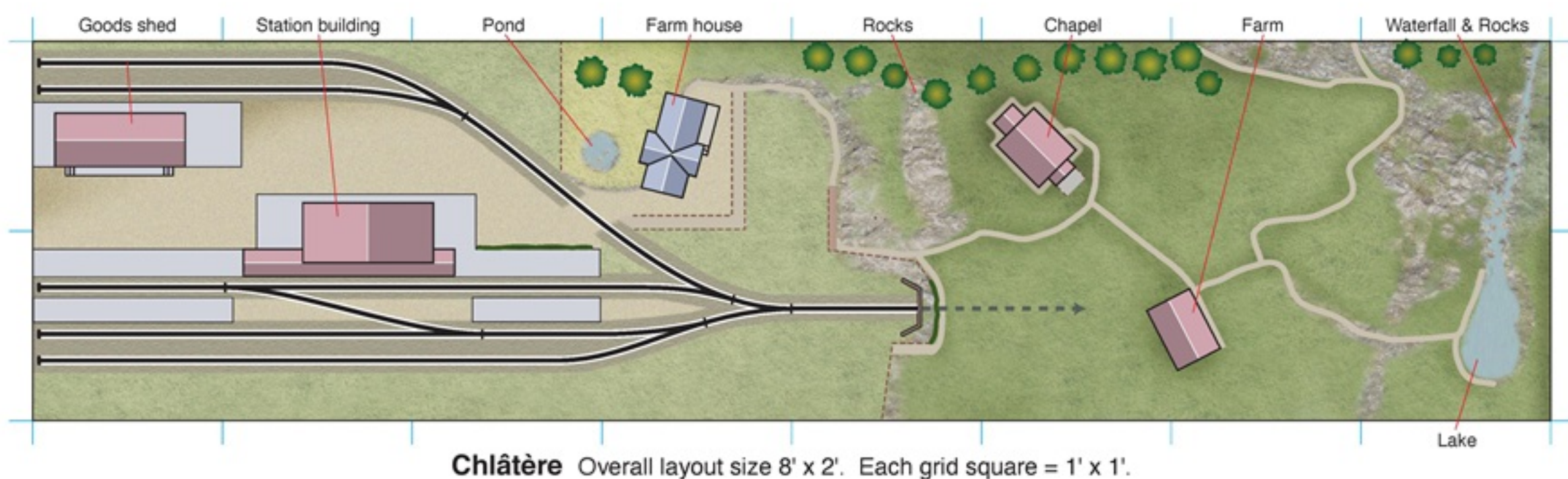
And now the reality ...

Above
**Swiss and French railcars
await their departure times.**

Right
**SNCF X3800 'Picasso'
autorail at Chlâtère.**

Below
SBB Ae3/6^{II} 10453 arrives.





Since I took the decision to 'go Continental' in modelling terms shortly before leaving school in 1968, I had been collecting French and Swiss HO stock for many years, together with some mainland European vehicles which might work into Switzerland, with the ultimate aim of building a layout to recall childhood holidays in France and Switzerland. Domestic constraints prevented me building a larger permanent layout until an off-cut from a board purchased for our younger son's layout became available.

Measurements showed that a small branch terminus accommodating scale length French 'Forestière' and Swiss 'Light Steel Coaches', together with a headshunt capable of taking the bigger Swiss electric locomotives and a run-round loop, would just fit, provided I accepted shunting into the fiddle yard. An SNCF 141R or 231K, let alone a 241P, is just too long for the headshunt, but that leads to more operational interest.





Provided an item was in use between 1960 and 1969, it is permitted; after all, if the line is fictional, then so can be some of the railway history!

Construction is along very conventional lines.

The track is on cork underlay which is rather too thin at 2mm thick; in retrospect I would probably double that to provide a better ballast shoulder.

The platforms were constructed with 5mm square section wood strips as the edges, with Woodland Scenics 'Smooth-It' road system surface as a filler, sometimes filled itself with wood to reduce the quantity needed. It sets rock-hard like stone, will take acrylic paint to colour

it, and seems to adhere to any surface. Knowing that two bases of overhead line supports would eventually rest on the platform, balsa wood inserts were placed in anticipated locations.

Various kits have provided the buildings. The station building is classic Kibri model of Blausee-Mitholz on the northern ramp to the original Lötschberg Tunnel, the farmhouse is also Kibri, and the goods shed by Piko. I found the chapel at the former Wheels of Steel near Bond Street. I have no idea what scale it is, but I needed to fill the place where the farmhouse now stands and it fitted. It has been repainted taking the colours from a chapel above Lake Lucerne.

Above
A TEE RAm on a special.

Right
An SNCF 141TA emerges from the tunnel; the SBB Ae4/7 will power the onward connection into Switzerland.

Below
The SBB Ae4/7 leaves with the passenger service while a C5/6 waits in the siding.







The overhead is Sommerfeldt. The critical dimension was the catenary length along the locomotive release crossover as I had to use the longest available. That specified the positions of the portal structures and everything else followed. The joint between the baseboards was bridged by looping the catenary onto the mast, but not soldering it in place, and hooking the other end of the contact wire round a ridge in the tunnel portal so it is removable at both ends. The tunnel

portal is high enough to allow a raised pantograph to pass through it which then comes into contact with the catenary before reaching the first mast.

I have heard the comment about the release road running through the platform being "a very good idea, but is it prototypical?" The answer is yes. At least as late as 1974 there were tracks running across platforms at the country end of Zürich main station. Today at a junction station on a

Above

The SBB Ae4/7 waits with the onward connection as the train arrives from France behind a PLM 231K.

Above right

There seems to be something wrong with the tractor.

Left

Who is chatting up who as the Ae4/7 runs round its train?

Right

The historic chapel makes a good place for a holiday snap.

Centre right

The farmer's daughter dares to tease the swan.





Swiss metre gauge line handling a half-hourly service in each direction, one route cuts across one of the main platforms. At Swiss stations laid out with platform access across tracks, passengers were only permitted on the platforms away from the station buildings when they needed to access trains.

The surface of the ground above the storage cassette is thin and very strong, but brittle, so the trees, sign posts, and buildings on it are secured using 'Smooth-It'. It has enabled the buildings to be firmly set with the gables horizontal.

The backscene is from a conventional digital photograph of a wide valley in north east Switzerland, printed to be 1.3m long – it is a 'grab shot' which I suddenly saw and realised it was what I was looking for. The backscenes above the storage cassette are a combination of views from central and western Switzerland.

There is a history to the storage cassette. I had envisaged straightforward sidings as the fiddle yard, but they were clearly going to be restrictive in every way. When I casually mentioned this to a friend, Geoff Thorne, he replied that he had something which had been languishing in his garage for 25 years awaiting a good home.

The storage cassette has been rebuilt from the one originally constructed in the 1970s for an O-16.5 modular layout – the *Cottesmore Light Railway* – which was exhibited at the founding meeting of the 7mm Narrow Gauge Association. The layout group disbanded in the 1990s, the sections going to various members of the group. Neither use nor home had been found for the cassette, which was still in Geoff's garage. Examination showed that the turntable could accommodate four HO tracks – the original had just three to allow for the overhang of the narrow gauge stock – and each could be divided electrically into three sections, enabling two



railcars and a light engine to be stored on each track. Geoff very kindly rebuilt it far better than I could have done, and I am very grateful to him. Avoiding having to handle stock has made the layout much more fun to operate!

'Chlâtère' is derived from a transliteration of the nickname of the Swiss home of the Russenbergers – Schleithelm gets corrupted to 'Schlaate', which is intended to comment adversely on the way Swiss German is heavily accented there.

Above
The lineside photographer should get a good shot of the 231K leaving on the day train to Paris.

Below
Just a little more fruit to pick ...

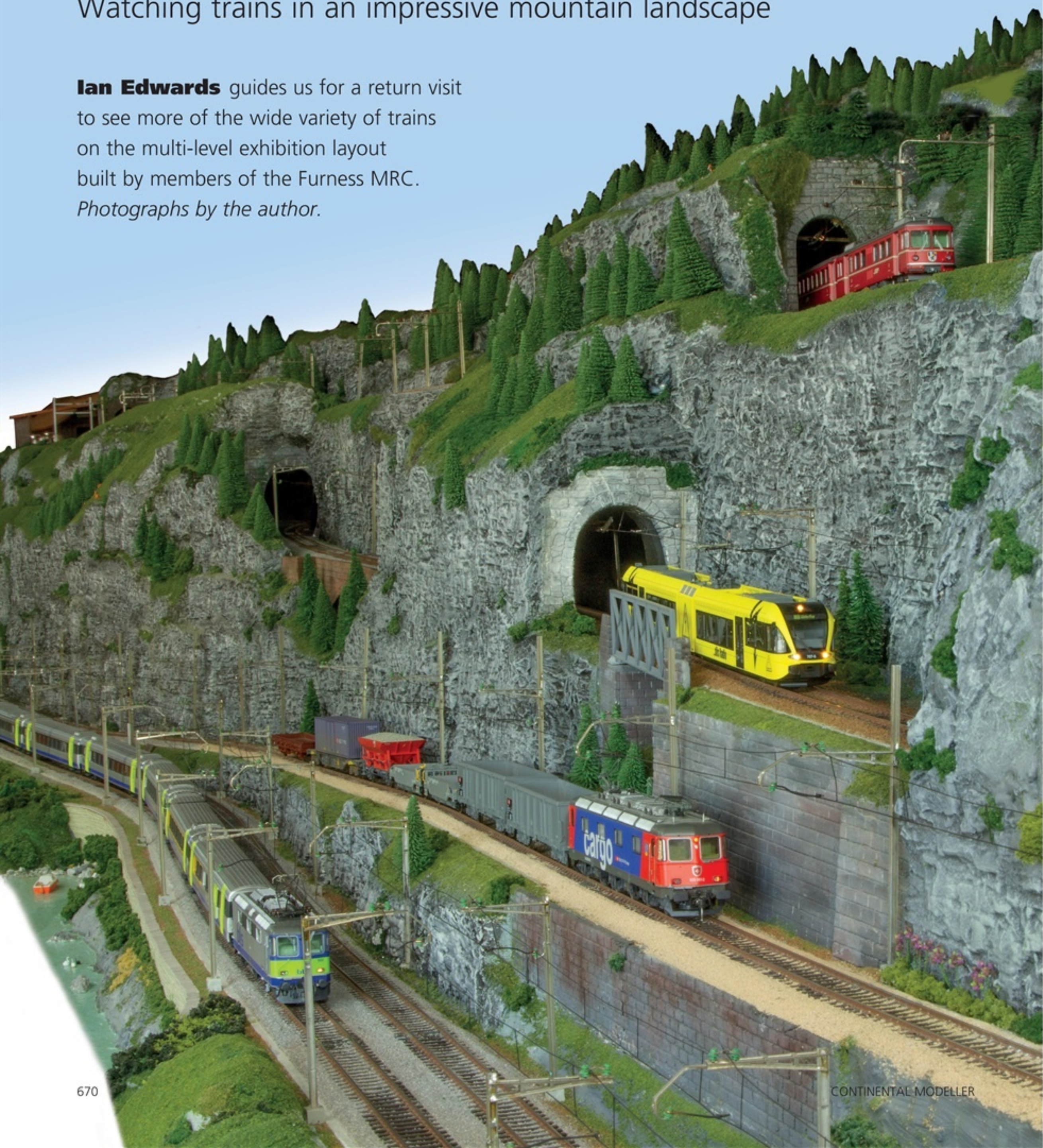


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SwissPass – revisited

Watching trains in an impressive mountain landscape

Ian Edwards guides us for a return visit to see more of the wide variety of trains on the multi-level exhibition layout built by members of the Furness MRC. *Photographs by the author.*



SEE IT AT THE WARLEY NATIONAL



WARLEY NATIONAL MODEL RAILWAY EXHIBITION

SATURDAY 26 & SUNDAY 27 NOVEMBER

NEC BIRMINGHAM

Left

An excellent illustration of both the volume and variety of trains typically observed amidst spectacular scenery: from the top – Rhätische Bahn metre gauge Be4/4 512 railcar and train; Stadler GTW2/6 railcar in 'Radio Top' advertising livery; SBB Re6/6 620 091-2 on a works train; and BLS Re4/4^{II} 502 with EWIII stock in the latest livery.

Right

From the top – RhB ABe8/12 Allegra on the metre gauge, SüdOstBahn e.m.u. with intermediate coach added, and Re10/10 combination (Re4/4+Re6/6) on an intermodal.

Below

SBB rotary snow blower X-rotm 96 on the link line between old high level and new low level main lines and Re6/6 as 610 492-1 *Erstfeld* with gravel hoppers.





Above
BLS 465 003-2 on a 'rolling road' train of lorry trailers.

Below
BLS driving trailer Bt 914 leads the tunnel car shuttle train.





Left
SBB ICN RABDe 500 040-1
Graf Zeppelin tilting train
on the low level main line.

Above
bls MaK 1700 diesel Am843 503-4 on the single track old line.
Note the Rhätische Bahn Ge6/6! 'Crocodile' with a charter train
on the metre gauge above.

Below
Venerable BLS Ae6/8 206 hauling Swiss Classic Pullman stock
as a 'Turbo' GTW2/6 railcar leaves the station above.
Some hardy souls enjoy the lakeside beach.





Left
SBB Cargo 482 002-3,
one of the TRAXX series,
on a long train of gas tanks.

Right
SBB Cargo Am843 diesel
caught between two tunnels
on the old main line
as a regional train
powered by a Re4/4^{II}
with a BDt driving trailer
negotiates the steep link.

Below
The 'Turbo' GTW2/6
continues on its way
as Re4/4^{II} 11320 ex SBB
in Interregio Cargo livery
speeds by with a train of
Swiss Post containers.

Below right
SBB Re460 emerges from
the tunnel under the village.





In the name of realism,
Peter Marriott reluctantly
 disfigured several wagons
 based on observed examples.
 Each took less than an hour.
Photographs by the author.

Graffiti

An unwelcome fact of life

It always amazes me that there is so much beautiful countryside in Switzerland and other European countries but so many of the wagons and coaches are covered in graffiti. Only brand new stock seems to be free of graffiti, the rest gets liberally covered with motifs by various 'artists'. The railway companies seem to have given up trying to clean their wagons though most containers do stay pretty free of graffiti. I am sure many modellers feel the same way as I do – we just do not like graffiti!

In Switzerland there are strict rules about everything from rubbish bags to Sunday DIY but vandalism of railway vehicles and infrastructure by graffiti 'artists' cost Swiss Federal Railways CHF 5.4 million in 2017 which was an increase compared to 2016 (around CHF 5 million) but less than the all-time record of CHF 6.3 million in 2015.



Above
 SBB ETR610 at Spiez working
 between Milan and Basel
 on 4th December 2018
 showing the damage done
 to this relatively new unit.
 Passengers will not be able
 to see out of the windows.

Right
 All of the graffiti on this
 SBB Gbs van was done
 using only white paint.

Below
 SBB Cargo sliding door van
 at Rheinfelden
 on 5th December 2018.





Above
VTG Rilns tarpaulin covered
bogie bulkhead flat at
Frauenfeld, 25th April 2022.

Right
SBB double-deck stock
at Zürich Hauptbahnhof
on 4th December 2018.



Below
SBB Cargo Hbbillns
sliding side four-wheel van,
Frauenfeld, 25th April 2022.

Below right
Part of an SBB van
with graffiti. Various signs
and notices have been
re-applied over the 'artwork'
rather than any attempt
being made to remove it.



Model 1



1. SBB Cargo Hbbilns sliding door van by Roco as it came out of the box. It looks ex-works and in real life would not remain in this condition for long.

SBB aims to remove sprayed vehicles from circulation within 24 hours if possible to avoid encouraging others to follow suit, with trains being transferred to a workshop for cleaning which can take dozens of hours, with consequent cost. Of course the vandals risk their lives while they spray graffiti and are liable to prosecution.

In an effort to reduce vandalism before it starts, SBB offer schoolchildren special prevention classes where they can learn about the legal consequences of damaging trains as well as how to prevent accidents around the railway.



2. The two sheets on the left are by Railtec, the one on the right by Ancorton Models. It is advisable to cut transfers on a self-sealing cutting board.



3. A small pair of scissors can be used to cut around the transfers. The Railtec transfers are on a clear backing sheet so it is not crucial to cut away all of the sheet around each transfer.



4. The transfers by Ancorton Models have a white backing sheet which must be removed from around each image as closely as possible.



5. Before adding the graffiti transfers I decided to weather the lower part of the body of the wagon and around the wheels, using small brushes and Vallejo paints.



6. I brushed on a little brown acrylic paint and after a few minutes it dried to give this weathered look around the wheels.



7. I cut one of the larger Ancorton images to make two transfers.



8. The transfers loosely positioned, with a small dish for the water, a piece of kitchen towel, and a cotton bud.

9



9. Removing excess water from the transfer which has just been positioned on the wagon.

10



10. Using a small piece of kitchen towel I gently pushed the transfer in place and 'squeezed' it around the details on the body of the wagon.

11



11. Once the transfers had dried, after c.30 minutes, I painted the entire wagon with matt clear varnish which sealed the transfers.

across the transfer to remove excess water, carefully smoothing it along its length.

I left the transfers to dry for 30 minutes then gently brushed painted the side with Revell Aqua Color acrylic matt clear varnish; this dried nice and flat and successfully sealed the transfers to the model.

Adding graffiti to models

For years I have run much of my rolling stock in clean 'out of the box' form but I thought that for a change, and arguably to make my layout more realistic, I would add graffiti to a few wagons.

If you have an artistic flair, you could design and paint your own miniature graffiti on wagons or buildings and walls, but there are companies producing graffiti transfers that are easy to use. I decided to use three sets from Ancorton Models (www.ancortonmodels.com) and Railtec Models (www.railtec-models.com).

I have seen lots of SBB Cargo Hbbillns vans and tanks with graffiti so I decided to experiment on Roco HO models of these types.

The first step was to carefully cut around the graffiti design on the sheet of transfers over a self-sealing cutting board using a sharp knife and a steel ruler. The Railtec transfers are on a clear backing paper but the Ancorton ones have a white backing sheet so it was important to remove all of the white backing sheet 'border' around the transfers with a knife or a small pair of scissors.

I dusted the wagon sides and wiped them clean to give the transfers the best chance of sticking well. While transfers stick best to a gloss surface, I decided to see if they would fix adequately to the matt sides of the wagons – which they did.

After cutting out the transfers, I placed them one by one in a small dish with a little warm water and left them to soak for around 30 seconds or until the transfers slide easily off the backing sheet. I only dealt with one transfer at a time.

Introducing the wet transfer to the wagon is the tricky bit, and I carried most of them on the tip of my craft knife. The transfer should still be wet so that it will stick to the wagon; if it dries out it will not stick to anything!

With the transfer in place I dabbed it with a cotton bud to remove any bubbles under it then gently wiped a dry tissue

12



12. Both sides of the Roco Hbbillns van after the addition of different graffiti.



13



13. Roco Uacs tank after the addition of graffiti. The chassis has also been lightly weathered.

Model 2

1



1. Roco SBB Cargo Hiimrrs vans, sold as a pair (ref.66736), out of the box.

2



2. Busch Cyber Clean is a dirt absorbing cleaning material that removes dirt and dust and eliminates bacteria. Just press some of the flexible green gel material carefully onto the model, then remove it. Most surfaces can be cleaned with this material, and it is usable many times until it is full up with dirt.

3



3. Sheet of rub-on graffiti measuring 210mm x 148mm by Busch (ref.6035) with over fifty typical graffiti motifs for rubbing on with the supplied wooden stick.

4



4. Using the wooden stick to carefully rub one transfer onto the side of the wagon. Make sure that you rub over of the transfer so that it is complete on the wagon side.

Rub-on alternative

Pleased with the results using the waterslide transfers, as an alternative I decided to try out a 210mm x 148mm sheet of rub-on transfers by Busch (ref.6035) which provides over fifty typical graffiti motifs for applying directly to wagons, etc. A small wooden stick is supplied for applying the graffiti, which vary in size from 70mm long to less than 5mm across.

To prepare the sides I used Busch Cyber Clean (ref.1690, 80g sachet), a cleaning material that removes dirt and dust (and eliminates bacteria from models). Just press some of the flexible green gel carefully on the model and remove it. It is safe on most surfaces and can be used many times until it is full up with dirt (see the illustration on the packing). After use, it should be stored in the re-sealable packing to prevent it drying out. Cyber Clean is made of environmentally friendly material and is biologically degradable.

5



5. The two sides of one of the wagons with transfers rubbed on. At this stage I rubbed my finger firmly over the transfers to ensure that they were fully fixed to the sides.

6. After adding the transfers, I weathered the body of the wagon and the underframe using small brushes and MIG paints.

It was not necessary to cut around each of the graffiti before removing them from the backing sheet. It is simply a case of using the supplied wooden stick to rub the selected transfer onto the wagon, taking care not to stray onto adjacent images.

6



7



7. I brushed on a little brown acrylic paint on the body sides to creep into the raised details to give a weathered look.

8. Removing excess water during the weathering process using a piece of kitchen towel.

8



The stick has nicely rounded ends for pushing the image into place and smoothing any creases. After the transfer was on the wagon, I carefully but firmly rubbed my fingertip over the transfer to ensure it was fully fixed.

A couple of the transfers showed a little fragmentation over raised details and maybe using a little Micro-Sol would have reduced the small cracks seen when a photograph is enlarged.

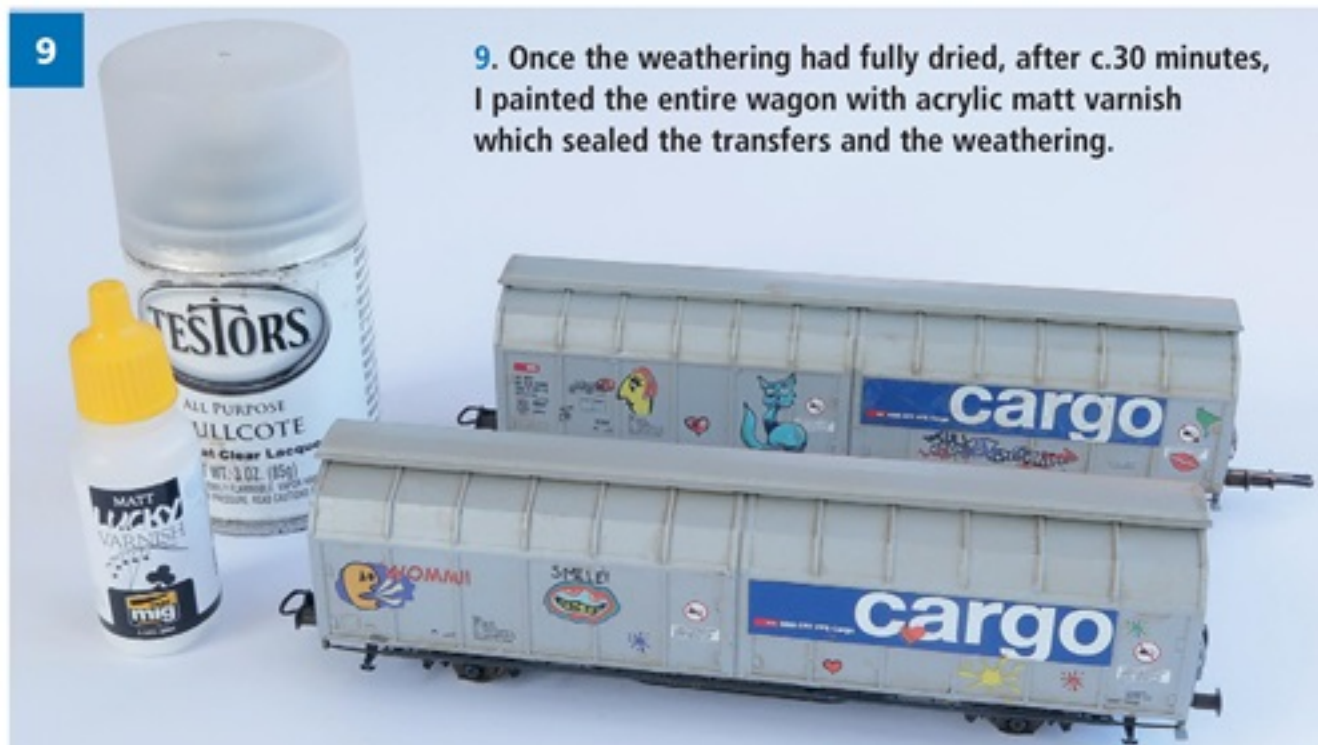
I then gently brush painted the sides with matt clear varnish to seal the transfers; this dried nice and flat.

Conclusion

It took less than an hour to add graffiti to each wagon.

I was pleased with the results and the wagons looked more realistic – but I would still rather both real and model wagons were kept in pristine condition!

9



9. Once the weathering had fully dried, after c.30 minutes, I painted the entire wagon with acrylic matt varnish which sealed the transfers and the weathering.

10

10. Finished wagons on the layout.





Jim Finlayson compares the two stages of his Swiss metre gauge exhibition layout project. *Photographs by Rebecca Flynn.*

Neuburg

A wayside station on the Rhätische Bahn in 1913 and 2013

The *Neuburg* project is unusual. My aim was to create two working layouts depicting the same location but separated by a hundred years, a bit of imaginary time travel! Each layout is self-contained, and the years depicted are 1913 and 2013. Throughout the design and build process the theme has been "the same but different", seeking to show changes over time, some quite stark and others quite subtle.

A large part of the pleasure in the project for me has been researching the history of the Rhätische Bahn (RhB), the Albula valley, and the social history significantly influenced by the railway.

The location is completely fictional, but the layouts incorporate individual buildings and features based on prototypes in the region and changes based on developments which have occurred over time.

The 1913 version was built first – logically – and was featured in the CM Swiss Special in November 2018. The 2013 layout followed in the November 2020 issue.



Above

1913 – a busy day, with the band and local dancers entertaining a VIP party while their luggage is transferred to coaches bound for the Grand Hotel. The classic RhB timber station building was 3D-printed in wood filament.

Left

1913 – the station has a two track shed for locos accessed by a turntable. Timber is an important part of the freight traffic.



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Above

2013 – as well as obvious evidence of electrification, much has changed since 1913: cement silo, loco shed now a workshop, no turntable, raised platforms, platform canopies, extended station, widened and surfaced roads, motor vehicles, new houses, a suspension footbridge – and a helicopter!

The story

Somewhere in the Grisons region of Switzerland might have been the small village of Neuburg with its station on the RhB. It is a classic three platform station which initially had a locomotive servicing facility.

A large part of the economy has been driven by tourism with visitors to the nearby Grand Hotel using the station. To attract the English crowd, the 1913 Bradshaw's Guide states "the hotel is surrounded by pine forest and has tennis courts, its own toboggan run and skating rink, along with tea parties". The hotel was amongst the first to offer guests the opportunity to see the Alps from a hot air balloon, but with the passage of time this has been replaced with helicopter charters. The area still enjoys two distinct tourist seasons, winter sports and summer walking.

Recent development has seen the introduction of structured footpaths and adventure trails with scenic viewpoints to give greater access to the natural beauty of the area to tourists, linked to UNESCO world heritage status. Clearly the road network has been developed to meet modern traffic requirements, including the station access and parking, as well as further residential buildings for the local population and an extension of the chapel.

The most obvious transformation on the railway was the introduction of electric traction and the associated overhead power infrastructure. The absence of naturally occurring coal in Switzerland prompted a rapid move from steam to electric traction as a result of the First World War when imported coal became very scarce. Electrification in this region, using hydro-electric power, was completed by 1922.



Right

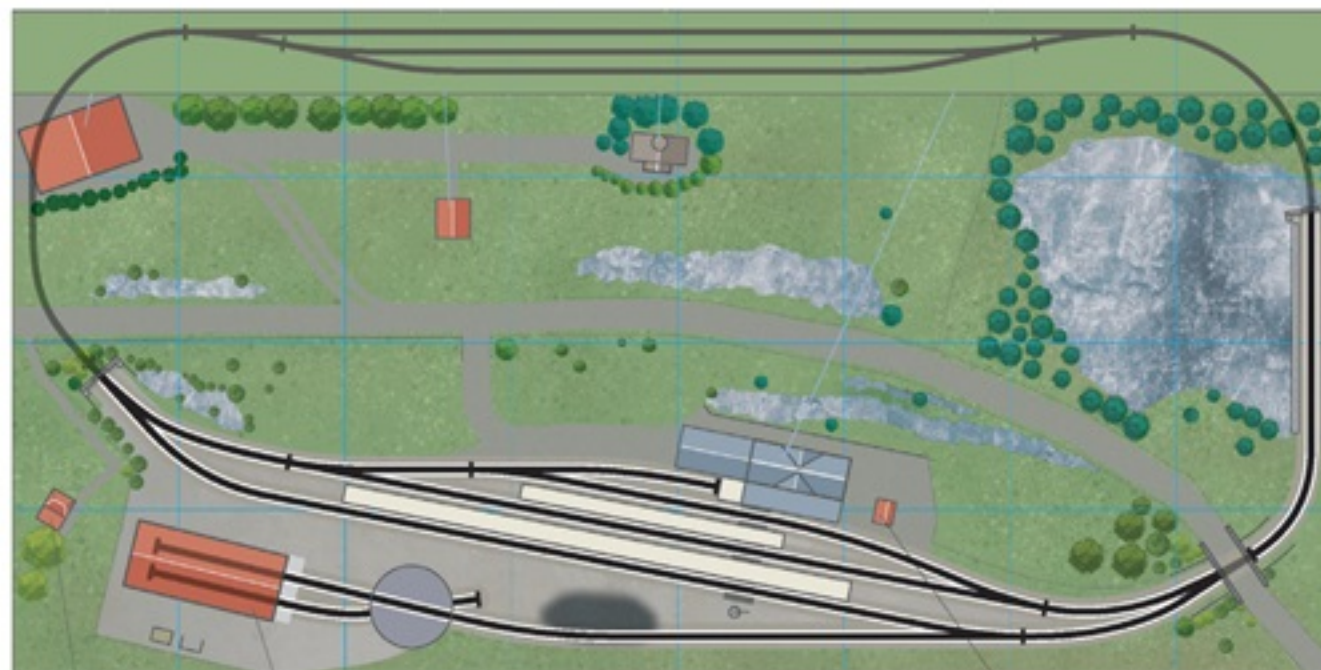
2013 – a bit of welding going on in the workshop (the former loco shed, now served by just one track) with a cement silo beyond.



More recent changes have seen realignment of the track and construction of higher platforms with underpass access rather than allowing passengers to cross the tracks.

The old loco shed now houses the infrastructure support team and the turntable has been lost but a new siding added to allow access to a temporary cement silo which supports the expansion and upgrade of the hydro power plant. This allows bulk cement to be brought in by rail, held in the local silo, and transferred the short distance to the construction site by road.

From this evolved the idea of building layouts in a similar vein, depicting the same location in different time periods. It had to meet my own requirements, specifically, it had to be Swiss, scenic with a vertical component to the scenery, and it had allow me either to sit back and watch trains run or be more proactive in operating them. Each layout also had to be compact enough to allow me to build them with the level



NEUBURG 1913
Overall size: 8' x 4'. Each grid square: 1ft x 1ft.

Above
Neuburg 1913.

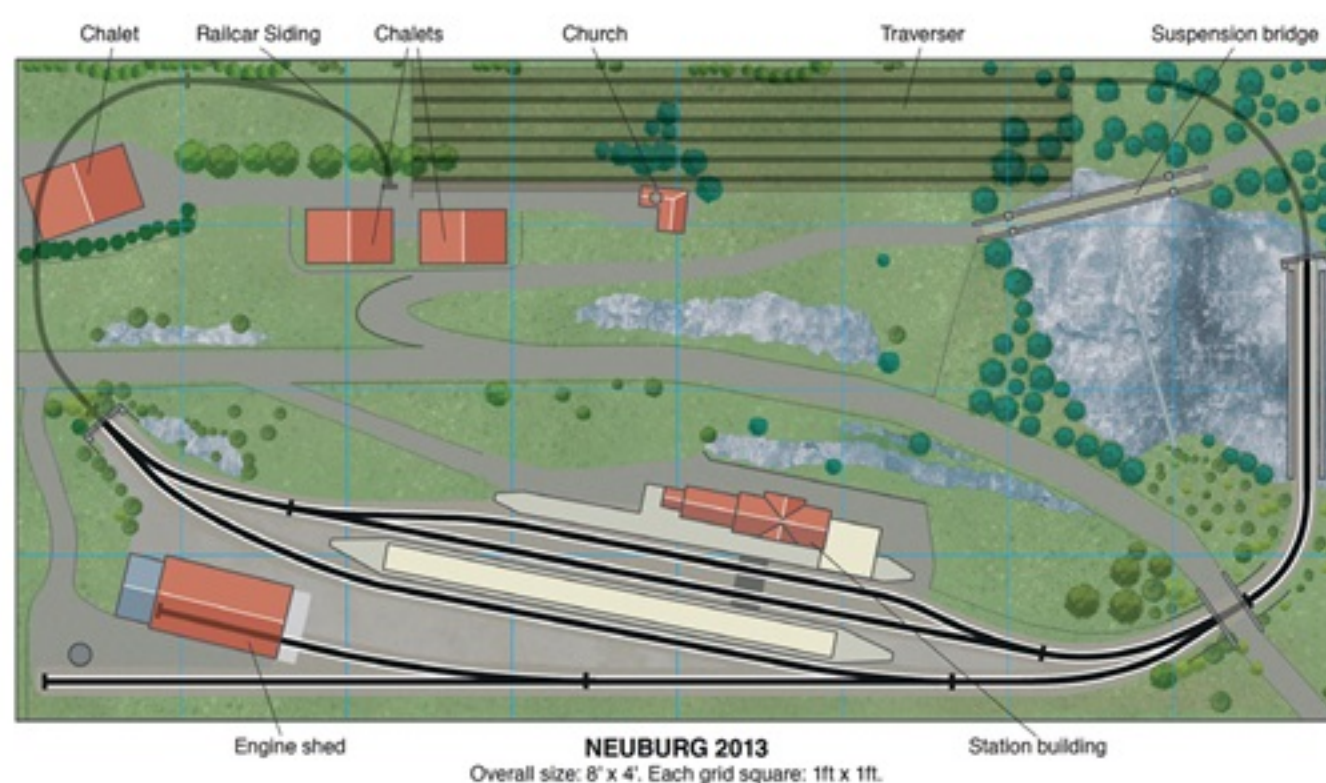
Below
Neuburg 2013.





SWISS
RAILWAYS
SOCIETY

Rh.B.
Neuburg
1913



of detail I sought in a reasonable period of time, as well as being capable of transport for public display.

In the broadest sense, choosing the years was always about the split between steam and electric traction and led to selecting 1913 for the first layout. This allowed the use of the widest variety of steam locomotives the RhB ever had. From that starting point, I selected 2013 as the period for the modern version as it shows the most dramatic changes and is conveniently advanced by one hundred years.

The track plan for 1913 bears more than a passing resemblance to Bergün in 1903, with the loco facilities and turntable, along with passing loops to allow through traffic, and a modified headshunt to fit the layout dimensions. 2013 is based on the current Bergün configuration with the loco facility having become an infrastructure support depot and the turntable removed. The museum sidings have been omitted.



685

KUONI
TRANSPORT

SWISS
RAILWAYS
SOCIETY

RhB
Neuburg
2013

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Most of the trains running on the 2013 layout are a lot longer than on 1913 and the fiddle yard was too short! This required a fairly major redesign at the back of the layout to incorporate a 1.2m long traverser, difficult as the baseboards are only 0.8m wide; the traverser has ended up being a separate module spanning two boards and is located with three over-centre clips. The design had to allow the traverser to operate in the space below the scenery which made a practical limit of six roads. For transport and storage, the detached traverser is rotated through 90° and stored in the space under the station on the centre baseboard.

As the fiddle yard in the 1913 layout and the traverser in the 2013 layout are behind and below the scenery, LED lighting strips are installed under the hillside to let the operators see what is going on in the bowels of the earth.

The backscenes have evolved from experience of exhibiting 1913, starting as off the shelf commercial photographic scenes which were not completely typical through an interim self-printed but authentic Swiss scene which has now been commercially printed onto signboard with some subtle editing between the two. Jet vapour trails and a hilltop radio/TV transmitter appear in 2013.

Significant changes to the landscape between the two models include the addition of a new hiking path incorporating a pedestrian suspension bridge over the gorge, the pipeline associated with the hydroelectric plant, and new residential housing.

Roads, paths, and station yard are finely crushed stone in 1913 and a more refined representation of asphalt in 2013 using cork track underlay painted, detailed, and weathered.

Buildings and ancillaries

All the buildings bar one (the 1913 chapel) are scratch built based on prototypes. Since appearing in the CM Swiss Special the main station building in 1913 has been replaced with one more prototypical for the area and entirely 3D-printed. It takes Stugl/Stuls as a basis as it is a typical RhB standard design. Google Street View allows a full view of the whole station complex, the front from a Google camera mounted on an RhB train and the rear from a walking camera on the Albula Adventure Trail.

Similarly, the 2013 loco shed, new chalets, and revised chapel have been printed but using appropriate materials. These have been interesting projects in themselves using real wood and stone filaments, as appropriate, to get natural texture and colour into the buildings.

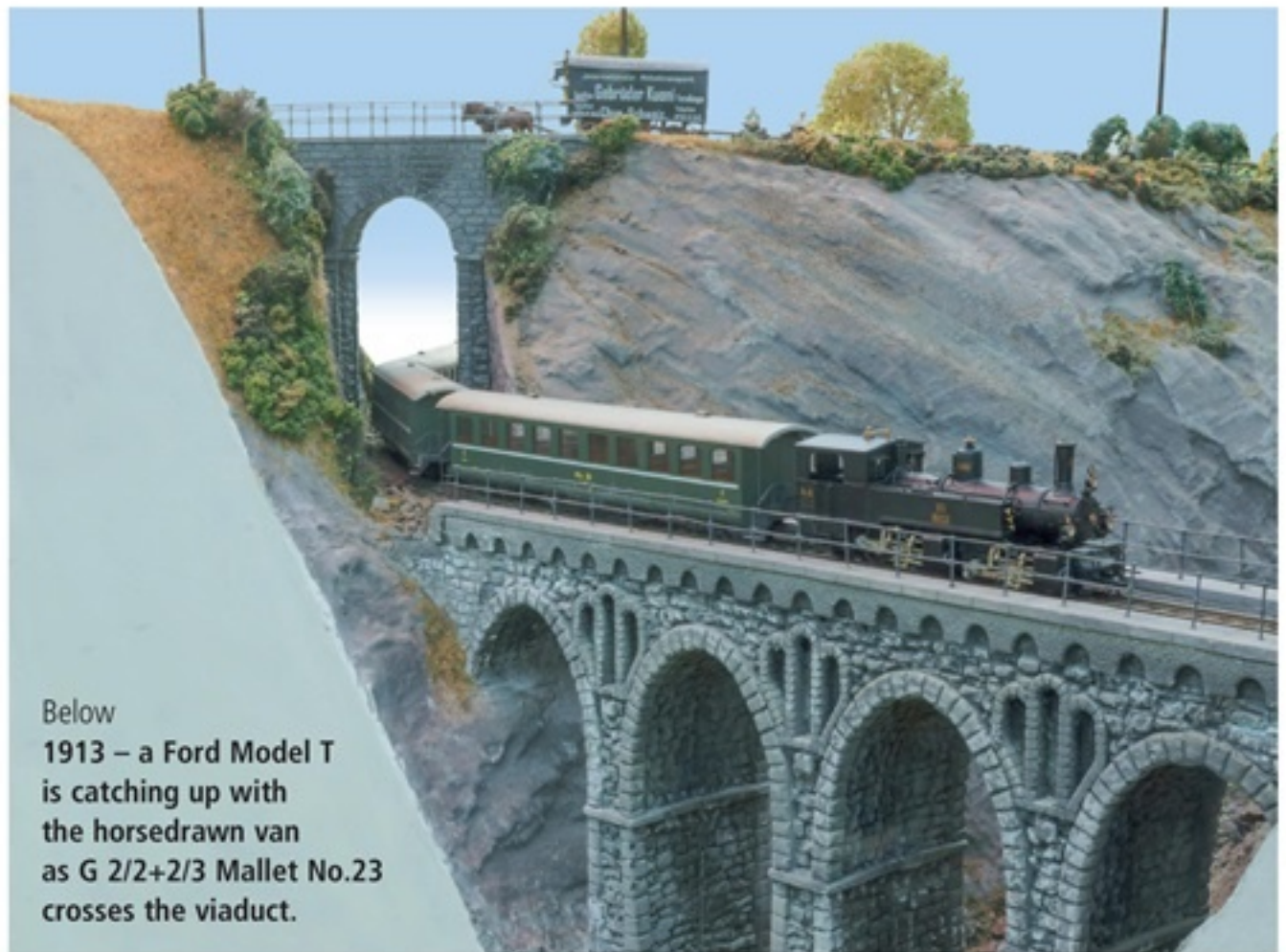
Accessories which add depth to the model are a variety of modified kits and scratchbuilt, 3D-printing being used quite extensively. Each has been chosen based on research and photographs. For example, the Model T Ford is midnight blue as, contrary to popular opinion, black only became an option in 1913! The Saurer brewery truck is based on a vehicle at the Saurer museum and is modified from a Jordan Mack truck kit. The Kuoni horse-drawn wagon is scratchbuilt based on a photograph from the history page of the Kuoni Transporte website and by 2013 has been replaced with a Mercedes Actros lorry in their current livery. Possibly my favourite vehicle is the 1913 dog cart for milk deliveries, but I cannot find reference to a modern equivalent and was



Above
1913 – only an isolated barn lies between the hotel and the small chapel (right).



Below and below right
Contrasts in motive power – on road as well as rail.



Below
1913 – a Ford Model T is catching up with the horsedrawn van as G 2/2+2/3 Mallet No.23 crosses the viaduct.





Above
2013 – new houses and an improved access road allow coaches to bring visitors to the extended chapel (left).

Below
2013 – Ge4/4^{III} No.646 hauls classic Pullman stock.



Below
2013 – the viaduct remains but much else has changed.

tempted to add a tanker to the back of the post bus! The period hotel coaches are brass and whitmetal kits with detailing from Artitec and Weinert. In the modern period Herpa, Rietze, and Wiking provide the transport.

Rolling stock

Almost all stock is proprietary, coming predominantly from Bemo, with some Ferro Suisse, STL, and D & R, but I have one scratchbuilt loco – and plans for more.

For the 1913 layout, all three types of steam loco which RhB used are represented: G3/4 (2-6-0T), G4/5 (2-8-0) and Mallets – G2/3+2/2 (2-4-4-0T) and G 2/2+3/2 (0-4-4-2T) along with a self-propelled rotary snowplough G2x3/3 (0-6-6-0).

Coaches and wagons are of the period; balcony coaches, both four-wheeled and bogie, baggage vans, and a variety of open and covered goods wagons with appropriate loads. The rolling stock had details added and is lightly weathered to contribute to the effect.

The 2013 layout is served by Ge4/4^I, 4/4^{II}, and 4/4^{III}, Ge/6^I (the famous Crocodiles) and 6/6^{II}, along with various tractors and the new 'Allegra' 8/12 multiple units

Coaches and wagons are mainly modern bogie stock with some shorter intermodal container wagons and cement silo vehicles, again detailed and lightly weathered.

Just occasionally, a heritage train or the Bernina snowblower may escape from 1913 to 2013 for everyone's enjoyment.

Peco HOm track has been used throughout.

Conclusion and thanks

Building these layouts has been a challenging project, with several thousand miles covered, literally. Research into the period, the social history, and the features needed to capture the detail has been very interesting.

Constructing the layouts has also been a learning curve, being my first venture into DCC, and the use of servos, not to mention LED and SMD lighting, together with a range of materials and techniques I had read about but had no experience of using. I also developed CAD skills for 3D-printing.

I have received positive feedback from those who have seen the layouts, and I feel I have achieved most of the objectives.

I could not have done this without the unwavering support and encouragement from my family, and especially my wife Margery, who has accompanied me to Hamburg, Filisur, Bergün, Davos, St.Moritz, and all points in between while I was conducting research.

Membership of the Swiss Railway Society has also been very helpful, as has the Railway Museum Albula at Bergün – their bookshop and willingness to answer e-mails with obscure questions written in poor German were very helpful with details for 1913. Also thanks to the RhB for permitting me to use their copyright logos.

Particular thanks are due to Euan Mitchell and Barry Pinkerton, who have literally moved mountains for me and shared the operating sessions, Gerald Burnett in helping to put this article together, and to those organisations who invited me to exhibit.

Boyd Misstear explains how you can add a genuine working real-time arrival and departure board to your layout. *Illustrations by the author.*

Real time display

Swiss or German public transport arrival and departure information

Following the article in the July 2021 CM, which showed how I installed a miniature bus departure sign to keep the little Preiser figures well informed, here is how you can add an actual real-time working Swiss or German public transport arrival and departure board to your layout.

The internet age is one of data feeds and information flow that would have been hard to imagine in days gone by, and this also enables things in numerous hobbies, including our interest in Swiss and German public transport.

A recent update to some software written by a good friend in our Colonial Chapter of the European Train Enthusiasts (www.ete.org), Dale Schultz, allows you to bring Swiss train, tram, and bus information into your own home – or office!

It uses real-time Swiss transport data direct from Switzerland; an alternative source is also available which provides schedule data for German long distance train schedules, but for clarity I will focus on Switzerland. This schedule data is combined with a realistic looking station display he has composed and displayed on a computer screen.

You can pick most any Swiss rail, tram, or bus station and elect to see either arrivals and departures, or both. You can also adjust the number of lines that are to be displayed, and the clock size and style to suit the size of your monitor

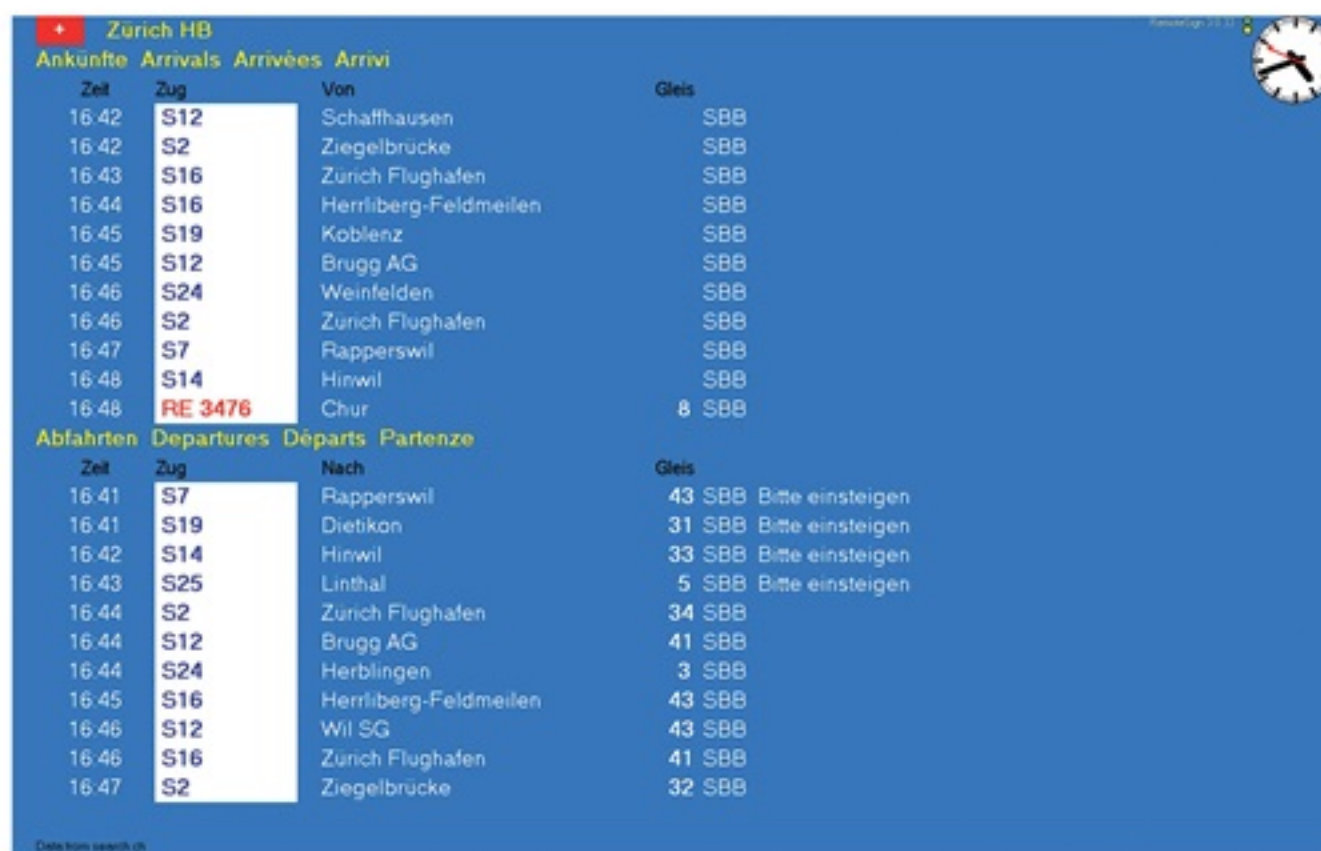
If you would prefer to see (and hear) the old split-flap style station display, one can pick that too!

The modern screen has more room for additional information, such as train surcharges, and it also displays the appropriate colour for each train. The split-flap display is of course limited to white text but you do get the animation of the changes and the (optional) sound effects of the clicking.

What is needed?

The software only runs on Windows.

There are two parts to the software. "RemoteSign" is used to display the data, while "Arrivals and Departures" does the work of fetching the data and relaying it to RemoteSign. The Arrivals and Departures requires Windows 8 or later (due to the security protocols demanded by the data suppliers). The Arrivals and Departures installer installs both parts for you.



Zürich HB

Ankünfte	Arrivals	Arrivées	Arrivi
Zeit	Zug	Von	Gleis
16:42	S12	Schaffhausen	SBB
16:42	S2	Ziegelbrücke	SBB
16:43	S16	Zürich Flughafen	SBB
16:44	S16	Herrliberg-Feldmeilen	SBB
16:45	S19	Koblentz	SBB
16:45	S12	Brugg AG	SBB
16:46	S24	Weinfelden	SBB
16:46	S2	Zürich Flughafen	SBB
16:47	S7	Rapperswil	SBB
16:48	S14	Hirwil	SBB
16:48	RE 3476	Chur	8 SBB

Abfahrten	Departures	Departs	Partenze
Zeit	Zug	Nach	Gleis
16:41	S7	Rapperswil	43 SBB Bitte einsteigen
16:41	S19	Dietikon	31 SBB Bitte einsteigen
16:42	S14	Hirwil	33 SBB Bitte einsteigen
16:43	S25	Linthal	5 SBB Bitte einsteigen
16:44	S2	Zürich Flughafen	34 SBB
16:44	S12	Brugg AG	41 SBB
16:44	S24	Herrliberg	3 SBB
16:45	S16	Herrliberg-Feldmeilen	43 SBB
16:46	S12	Wil SG	43 SBB
16:46	S16	Zürich Flughafen	41 SBB
16:47	S2	Ziegelbrücke	32 SBB

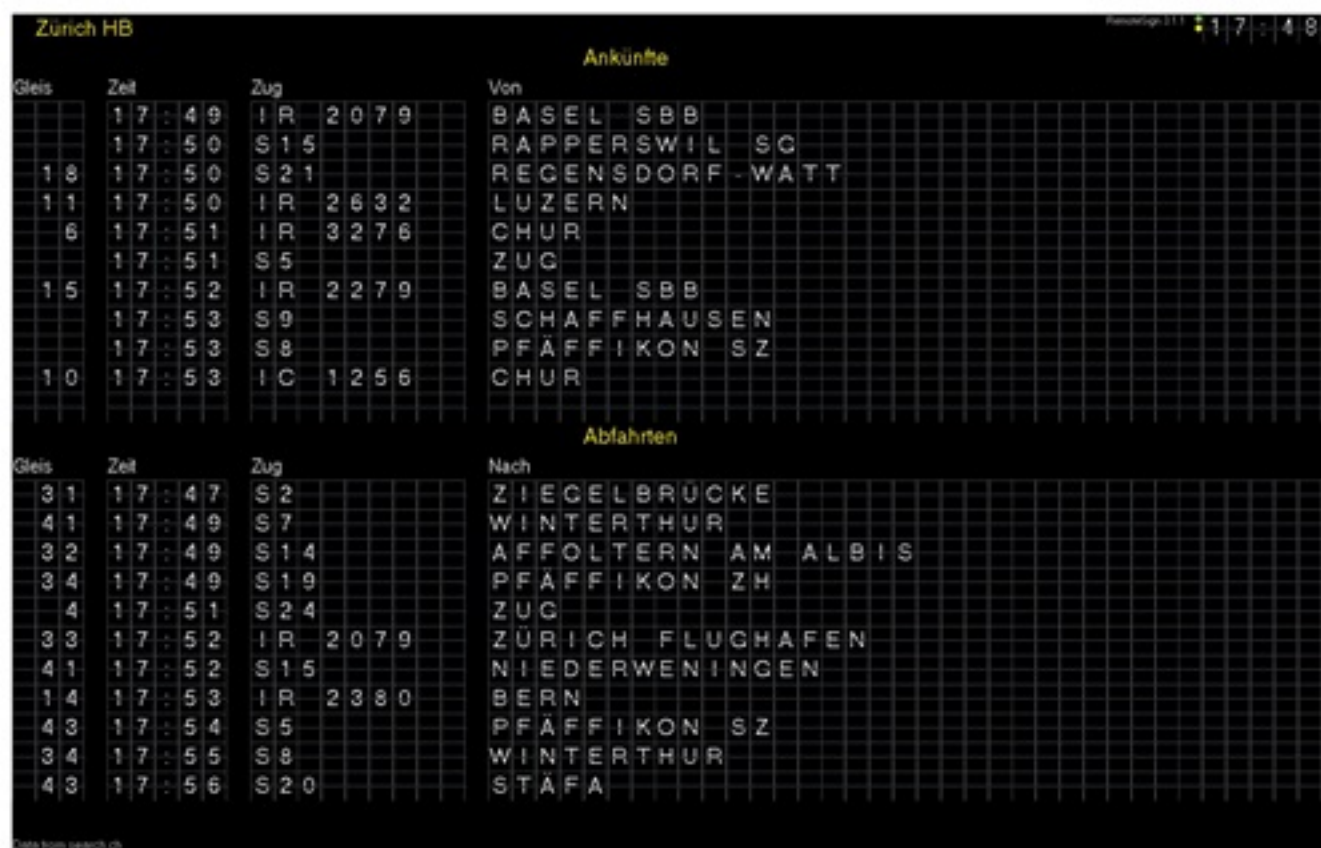
Data from search.ch

Above

Modern arrivals and departures display.

Below

Older split-flap style display.

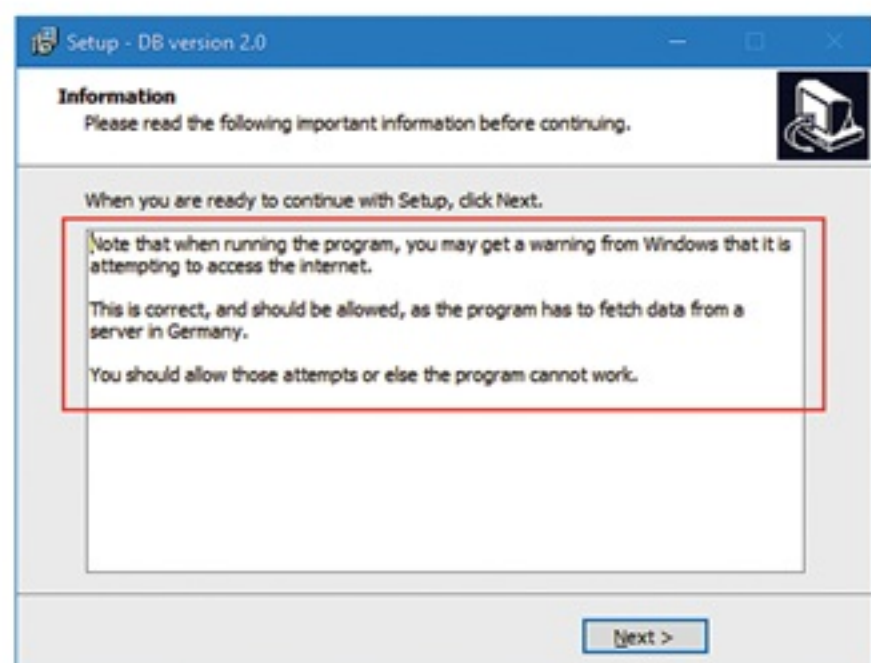


Zürich HB

Ankünfte	
Gleis	Zeit
1	17:49
1	17:50
1	17:50
1	17:50
1	17:51
1	17:51
1	17:52
1	17:53
1	17:53
1	17:53

Abfahrten	
Gleis	Zeit
3	17:47
4	17:49
3	17:49
3	17:49
4	17:51
3	17:52
4	17:52
1	17:53
4	17:54
3	17:55
4	17:56

Data from search.ch



The RemoteSign part that produces the fancy display can optionally be on a second PC (even running an older version of Windows) on your network, or on any monitor connected to the same computer.

Installing the Arrivals and Departures program

I followed the instructions at

<https://remotesign.mixmox.com/p/db.html>

and found that the installation is via a typical Windows installer. You can pick the UI language of the installer and agree to a disclaimer, etc. One should heed the warning that once the program runs, your Windows system might ask if it is acceptable for it to access the internet (see above). You must allow it to do so as it has to fetch the data.

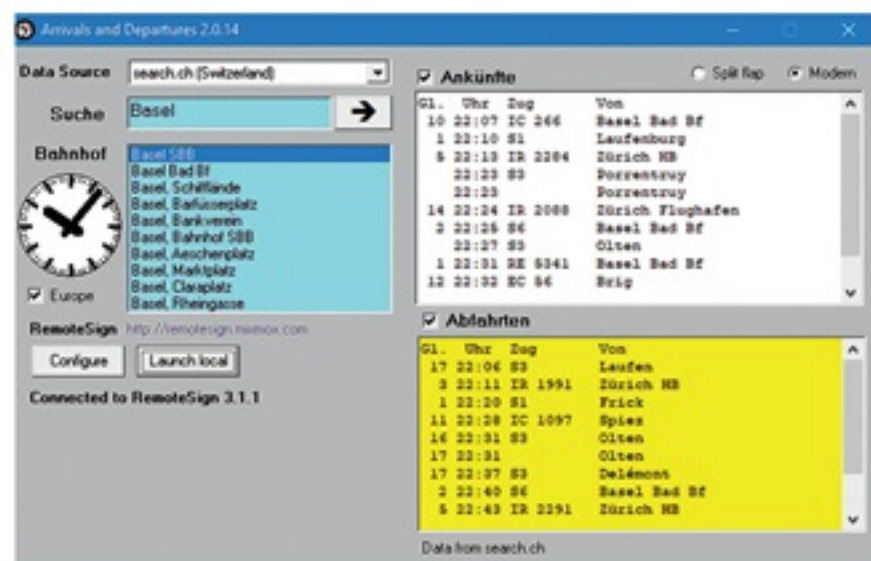
Once installed, the Arrivals and Departure program can be launched from a desktop shortcut and then one is presented with the selection screen (below).

Two sources of data are available. I selected the Swiss option, the alternative being for German long distance trains. You can then enter any city or stop name in the search box ("Suche") and press enter, or click the big arrow, to find matching stations and stops. This appeared to give me most locations, although lake steamer schedules were noticeably absent. Clicking on any of the found stops will fetch the current data and display it on the right-hand side of the screen. You can also select which time to display, Swiss/German ("Europe") or the local time setting chosen on your PC.

To have RemoteSign display the data on the same machine, simply click the "Launch Local" button.

If you wish to use RemoteSign on a separate computer, there are instructions on how to do that also at

<https://remotesign.mixmox.com/p/db.html>



Above
Basel SBB Hauptbahnhof on
my Weston BLS/SBB layout,
with monitor screen above.

Once you have configured your second PC, the program will connect within ten seconds. This has enabled me to use an old Windows 7 PC to run the display over my Basel SBB station and I can pick the stations and display options from my current laptop!

The two styles of display (split-flap or modern) can be selected in the top right corner of the Arrivals and Departures screen. I have an affinity for the split-flap with its ticking as data scrolls, but then I might be considered a dinosaur!

Cost

After downloading and setting up the programs, the opportunity is presented to licence the RemoteSign part with a single US\$10.00 registration fee.

The Arrivals and Departure program is free.

Conclusion

Before the recent availability of this real-time data access capability, I had been running an earlier version of RemoteSign for a number of years to display a cycle of chosen imaginary train arrival and departures. Placing the monitor at the bottom of the basement staircase access to the Weston BLS & MGB and a secondary monitor above a main layout station, it has proved to be a great talking point and 'ice breaker' for first time visitors.

I would like to add my appreciation to Dale for his friendship and to recognise his considerable talent in producing this very interesting application which has opened further enlightenment and enjoyment.

A version of this article first appeared in *Swiss Express*, the journal of the Swiss Railways Society.

www.swissrailsoc.org.uk

Links

Arrivals and Departures

<https://remotesign.mixmox.com/p/db.html>

Download

<https://remotesign.mixmox.com/p/db.html#download>

RemoteSign website

<https://remotesign.mixmox.com>

Data sources

search.ch and DB Vertrieb GmbH

Peter Capon describes his new First World War layout, the product of even more meticulous research, as a successor to the layout seen in CM June 2019.



Somewhere in France

A letter from the front

Dear Mum

Still here – somewhere in France – but not allowed to say where.

No need to worry as I am in a rear area resting after a spell of duty in the trenches. I lost a few mates during our time in the trenches, mainly due to the air burst shells the Hun send over. Anyway, we are receiving replacements, about a dozen, who are marching up the road unaware of their fate. The locals are all cheering and they are even filming it for the folks back home.

It is interesting here. Not far away is a field hospital with buildings and tents they use for operations with others they use for recovery. Ambulances arrive all the time full of casualties and some even come by rail. The lads get the best treatment available and there are some lovely nurses – they are as brave as the men since this area is not free from occasional shelling. Not everyone makes it, though, and there is a small cemetery next to the hospital with four poor lads who won't be going home.

Right
Ambulances are constantly arriving with casualties from the front line trenches. Beyond, on the stores siding, is a French Péchot-Bourdon articulated locomotive.

Below
Reinforcements on the way to the front line passing the well-equipped field kitchen.





There is a tank nearby which did not get very far before it was hit. When they tried to recover it, it sank into the boggy ground so just sits there now and they are removing the engine for spares.

Not far from the hospital is the field kitchen where we get fed, certainly better than the trench food, and with the food parcels from home we live pretty well. There is even a 'thunderbox', a wooden toilet, for us – almost all the luxuries of home!

There is a stores depot with large crates arriving regularly and vehicles coming in to collect stores for their units, with a steam crane for heavy lifting.

Below

The field hospital is busy as a newsreel camera crew film the reinforcements marching up to the front.



Below

Bridge repairs under way over the canal as refugees pick their way through the ruins. Beyond what had been a small wood an artillery battery returns fire.



Below

A damaged tank is being salvaged by the engineers.
The stores distribution depot has a traction engine with a crane to assist with heavy crates.





Right

The stores distribution depot is well fenced and guarded. The 'thunderbox' latrine is almost luxury! The ruined stable still serves its intended purpose.



Right

The engineers will soon have a replacement road bridge in place over the canal.

Above

The Sappers lifting the engine from the damaged tank.



Right

The stores depot is served by two narrow gauge sidings on which essential supplies are brought in from the rear.







Above
The artillery battery.
Note the spotter
on the elevated platform.
The water pump allows for
some welcome ablutions.

Left
Troops struggle through the mud
in the devastated wood.

Right
"It must have been a nice town once ..."



Below
A group of musicians rehearse amongst the ruins.

Below right
The ammunition store, with another 60-pounder gun being delivered.

I think this must have been a nice town once but it is just full of damaged houses and rubble now. I pity the poor locals who lived here. There are always French refugees moving through carrying their possessions and pulling carts with all their worldly goods on.

We are billeted in one of the wrecked houses and there are a few of us so we have a laugh. I sit on the doorstep looking out at the countryside and hoping this awful war will soon be over. We get a chance to do our laundry here and get a haircut, plus there is even a small group of musicians who give us concerts some nights.

They are building a new road bridge across the canal using one of the new bridge laying tanks that will lay girders across the gap while the Sappers lay planking over it so the vehicles and men can cross.

Unfortunately there is artillery nearby and the constant bombardment they deliver keeps us awake at night. There are two 60-pounders there but a third one is going in soon as we had to help dig an emplacement for it yesterday. When they stop the bombardment, it will mean us infantry will have to go over the top again and there will be many more ambulances needed. I just hope I am still here in the rear when it happens but I suspect I will be back in the trenches and going over the top.

Well, Mum, don't worry. We take care of each other and I have lasted this long.

*Your ever loving son,
Bert*





Stein Pünther describes the Norwegian branch terminus he created on returning to the hobby. Photographs by Lars Andreas Berg and Marcus Dingstad.

How small can it be?

An approach to the cameo concept

Being a modeller for close to fifty years, starting with Airfix plastic kits at the age of 7 or 8, you will most likely take some steps of development and walk different paths over the years. At the age of 10 I got my first Märklin start set and it did not take long before I started to modify the models. Then there were some years with inspiration from the German and American ways of railway modelling, but it was actually one of my first trips abroad, to London in 1985, that were a defining moment for my modelling.

I discovered not only RAILWAY MODELLER and CONTINENTAL MODELLER but also issue No.2 of *Model Railway Journal* (which I still have on my shelf!) and of course the British way of railway modelling.

I was immediately caught by the small branch line themes, the stations with shunting, and short trains coming and going from and to an offstage fiddle yard. Imagine – you could build a working layout without owning a large basement and a lifelong collection of locomotives and coaches and wagons! And on top of all that, it was possible to build most of it by yourself without ruining a young student's wallet. And all this could be adapted from British to Norwegian prototype, which at the time was rather limited in terms of ready to run rolling stock, buildings, etc.

The years ran away, and I built kits, converted rolling stock, scratchbuilt buildings and rolling stock in different scales from Z to O, of course mainly HO, but also some N scale narrow gauge. I have to say styrene became my preferred material, not necessarily by choice, but more by

adopted experience during the years. For some years I even had a cottage industry serving the Norwegian market with small buildings, accessories, and details, all cast in resin from my own patterns and masters mainly made from styrene.

During all these years I made several plans for a small branch line layout but never ended up building any of them. In fact, the only layout I built in all these years was the standard 6' x 4' board with a Märklin oval and some sidings and a bridge – I believe most of us start there.

Below

Right at the end of the line is a small shed which houses the class Skd 206 shunter. The small white car is a Troll, the only attempt at car production in Norway, from the 1950s. I made the master from styrene and cast models in resin.

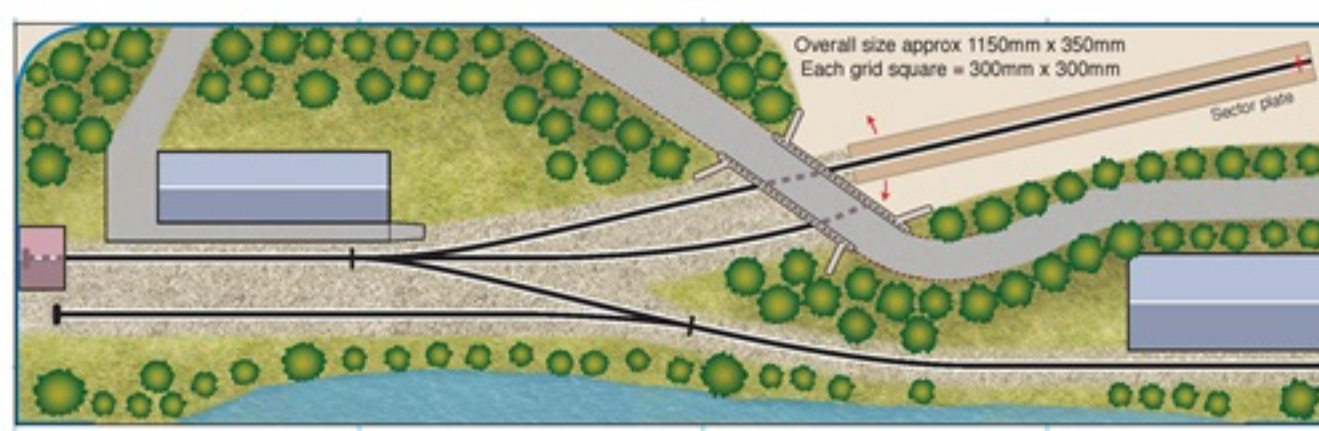




Then at some point I put the hobby aside for a few years. With my cottage industry, the hobby had turned from an enjoyable pastime into a duty of delivery, so I stopped everything, packed it away, and did not pick it up again before 2016. It was a time for consolidation and clean up, but also to sort out what I wanted with my modelling and what I wanted to build for the future. A fully working cameo layout that could be exhibited was one of the things I wanted.

Over the years I had been very inspired and influenced by the work of Gordon Gravett and Iain Rice. The layouts *Elan* and *Orford Haven* by Iain Rice had a design and track plans I could modify and translate to a Norwegian setting suitable for my purpose. For the concepts and total appearance, *Ditchling Green* and *Pempoul* by Gordon Gravett inspired me quite a lot.

I first decided on the theme (a small, quiet branch line station and rolling stock consisting of a small railcar, a small shunter, and three short goods wagons of different types to



give variety. This gave the premise for the track plan, and together with an overall idea to make the layout as small as possible, I ended up with a Peco three-way point, a medium radius point, and a 40cm sector plate hidden behind a bridge to assist as a short run-round and a hidden storage track behind the backscene. All this was crammed in to an area of 115cm x 35cm (approximately 45" x 14").

Below
The station building is Grundset on the Røros line which contains a waiting room, office, and a goods office. The building was scratchbuilt in styrene, with a roof from a paper sheet.



Baseboard

The baseboard was built as a box from 6mm plywood with a built in backscene and a top which provided a place for adjustable LED lights. For the legs I bought two Ikea IVAR shelves – which was actually cheaper than buying the wood to make the same legs!

To ease the carpentry work, I carefully constructed the baseboard 'kit' and measured each plywood part in advance and got them cut precisely at the timber yard.

Everything is glued and screwed together and it has ended up as a reasonably lightweight and stable construction. I can carry it and install the legs alone. Everything fits in the back of my car and there is still plenty of room for other luggage as well.

Track

Track is Peco code 75 flexible track with one three-way point to save space and one medium radius point. I modified the tiebar and removed the spring from the points and added new sleepers made of styrene. I also added point levers made from Weinert brass castings which are suitable for the Norwegian branch line look.

The sector plate was made of 3mm Masonite glued to 15mm x 10mm aluminium angles to add to the strength. This is controlled manually by a rod which is hinged so it can be turned parallel with the sector plate for storage and transport purposes.

I made manual turnout throws from aluminium angle with a slide switch mounted under the baseboard and controlled by a rod extended to the fascia with a knob that can be pushed/pulled.

The track was mounted on cork underlay and finally weathered with Vallejo acrylics and washes to give an

impression of old worn ties and rusty track. To get the right colour, tones, and variations, I used several photos of real track for reference. To get the right look (if that is important for you) you simply must use photos for reference, and this goes for everything you create. Sometimes we modellers are very careful with the documentation for our trains but tend to create most of the surroundings by pictures in our mind and how we think things look. That will almost never look convincing in the end.

I used very fine graded sifted sand as ballast which was secured with diluted white glue. To make the track bed a bit more overgrown, as might be typical for a quiet branch line, I created small dots of static grass which were glued one by one to the trackbed, being careful to avoid interfering with the flangeways for the wheels. Such tufts of grass can be bought, but you can easily make them. Put some static grass in a plastic box (4" x 6" will do). Then you take a sheet of baking paper at a size covering the box. I then put a number of white glue dots on the paper, then cover the box with the glue dots on the inside and shake so the static fibres stick to the dots. Leave the glue to dry for some hours and then you can easily release the tufts with the tip of a scalpel when you want to place them in your scenery.

Electrics

One of the parts of the modelling I have no experience with is the wiring. I decided to go the analogue way with a Gaugemaster controller and track sections for the sidings, sector plate, and staging track. I was very careful keeping the cabling tidy which in the end proved to be quite valuable when it comes to testing, and identifying and locating faults.

For uncoupling I installed Peco N scale coupler electromagnets controlled by simple push buttons.

Below

The bridge represents a standard design used almost everywhere in Norway where a road crosses a railway. It was built from Evergreen H-profiles. For the railings I glued together 0.5 and 0.75 strips to form an L-shape.





The building and outdoor lamps were made with the Woodland Scenics 'just-plug' system which was as simple and easy as it should be for a non-electrician like me!

For the overall layout lighting, I installed two LED strips from Clas Ohlson with a remote controller for colour and intensity. This way I kept all the electrics integrated in the layout; it is only necessary to plug in the leads when setting up the layout for operation.

Buildings

For the station building I tested mock-ups of several buildings but ended up with a long and narrow station building from Grundset station on the Røros line which contains a waiting room, office, and a goods office. The building was scratchbuilt in styrene, with a roof from a paper sheet with 5mm squares that was first given varied slate colours with acrylics. Then I cut the slates simply following the pattern on the paper and finally guide lines were drawn on the roof before laying individual slates by gluing them to the roof one at a time. This way you will get a roof with slightly individual coloured slates but at the same time within the same colour range.

As the building of the layout proceeded, I discovered that for the end of the platform track it was very difficult to give a realistic transition to the backscene. I decided to build a short part of an engine shed that would not only work as a transition to the backscene but also give an impression that the layout is larger than it is. The prototype for this engine shed is located at the end of an industrial line at a former paper mill at Klevfos, approximately a mile from Ådalsbruk station on the Røros line.

The storage building by the siding is freelance, but heavily inspired from older storage buildings and barns from the Ådalsbruk area. It was scratchbuilt from plasticard and brick sheet from Slater's. The purpose of this building is to give a reason for the siding, besides hiding the sector plate. This building also extends beyond the backdrop, and I cut off a Roco goods wagon and placed it at the end of the track to add to the illusion of the track extending into the backdrop, after an idea I saw on Gordon Gravett's *Ditchling Green*.

For the outdoor lights I modified Woodland Scenics just-plug N scale lamps with new white shades made from styrene to make them look quite similar to typical older Norwegian railway lamps. For the interiors, I used Woodland Scenics just-plug interior lamps placing them in the roof inside the building.

The woman and man in front of the station are actually 3D-printed items from Modelu – we got ourselves scanned when we visited a show in London!. We were quite amazed by these figures!

The small white car beside the station was scratchbuilt by me. It is a model of a Troll, the only attempt at car production in Norway, in the 1950s. I made the master model from styrene and cast them in resin – and sold quite a few of them some twenty years back.

Scenery and vegetation

The scenery is built in the a traditional way using Kappaboard, clad with newspaper strips, white glue, and a topping of flexible tile glue. No particular reason for using the tile glue, just that I had some left over from a tiled floor project in our

Above

The NSB class Skd 206 shunting tractor was widely used all around Norway. The model is an etched brass kit from Skala Design (<https://skaladesign.no>) designed to be used with a Halling Varioantriebe drive. I painted it in the green used during the 1960s and weathered it rather heavily. The low side stake wagon is NSB type T3 which was used between approximately 1920 and 1970, mainly transporting timber. The model is an etched brass kit by Steinar & Steinar. The red van is representative of one of the most widely used designs, NSB type G3, which also was in use over a fifty year period until the 1970s. This is an etched brass kit from Scandinavian Miniatures who have produced a wide range of etched brass kits of Norwegian coaches and wagons, both pre- and post-war. My model is heavily weathered and sooty, as some of them could be seen at the end of the steam era.

house. It has some flexibility which is an advantage for a portable layout.

For vegetation I used a mixture of leaves, foliage, and static grass from various producers, mainly Woodland Scenics, Heki, and MBR. I was careful choosing a colour range that would blend in with the backdrop, from Auhagen. As the depth of the layout is very narrow (approximately 12"), I was very careful with creating detailed vegetation in the foreground gradually making it more like treetops which blend into the backdrop. Looking from the top it looks quite awkward but from the front I hope it creates the required illusion of depth and distance.

Water is made from Woodland Scenics water products, I believe they are acrylics and I find them quite easy to use and give a good water effect.

The bridge

The bridge is a representation of a standard bridge used almost everywhere in Norway where a road crosses a railway. It was built from Evergreen H-profiles. For the railings I glued together 0.5 and 0.75 strips to form an L-shape. It is fragile but as the bridge is placed in the background I considered it to be safe enough as no-one (not even me as an operator) should need to have a hand in this area of the layout.

The abutments for the bridge are a story in themselves. First, I made a plaster casting approximately 5mm thick on a styrofoam sheet. Before the plaster set, I made parallel grooves about 5–6mm apart with a needle. When everything was dry, I broke the plaster strips into individual stones and shaped them before gluing them one by one as a dry stone wall onto a piece of chipboard. Again, when the glue was set, I had a pattern for making stone walls. To make a mould,

I simply press plasticine over the pattern, pressing carefully and everywhere to make sure you get a good imprint. When the mould is ready, I simply pour in plaster. When you have removed the casting, you can simply knead the plasticine again and use it to make other 'masters', such as using stones to create rock formations. I have used this method quite a lot sometimes and it is cheaper and not so messy as using silicon or latex to create moulds.

The leftover bits and pieces of plaster are not wasted – I crush them with a hammer or something suitable in a box and this way I end up with a good range of broken stones of various sizes that can be sifted and sorted and coloured with various grey and brown washes as required.

Rolling stock

The rolling stock consist of two railcars, one shunting tractor, and three goods wagons.

The small four-wheel Hilding Carlsson rail bus is a common Swedish type which was also used in Norway. This was made by Perl-modell in the early 1980s. I have modified and superdetailed it to represent the one that was in use on the Solbergfoss – Askim industrial power plant line until 1965, mainly for transporting children to the school. A new drive unit from the Swedish company Skultorp Vagn & LokVerkstad (www.svlv.se) allowed fitting an interior with a driver and passengers in some of the seats.

The larger red railcar is a German prototype (VT 137). Three of these were left in Norway after the Second World War and painted in Norwegian state railway (NSB) livery. This excellent model is from Brawa. The only thing I have done is to paint the silver window frames black which gives a better impression of how they looked in Norwegian service.

Right

The Hilding Carlsson rail bus was widely used on branch lines in Sweden but a few were used in Norway, some by NSB in the typical red livery with yellow stripe and lettering. The silver version ran on the Solbergfoss, and was in use until 1965. The NSB class was Cmb 16, but the Solbergfoss line had no class definition, only a nickname: the toad! I have superdetailed the model inside and out and installed a new drive with excellent running characteristics.

Below

The bogie railcar, NSB class Cmo type 9, is a Brawa model of the German VT137. During the Second World War a certain amount of rolling stock of various kinds was transferred to Norway and left there after the conflict. I have slightly modified the vehicle with black window frames, and weathered it.





The small tractor is a little gem of a brass kit from Scala Design with a Halling drive unit. This class (type 206) was built with both petrol and diesel engines and was in use in Norway both in green and red liveries for over fifty years from the 1930s. I chose the green livery mainly because I wanted some variation in colour of the rolling stock.

The wagons are typical Norwegian state railway vehicles which were in use from around 1920 to the end of the 1960s. All were made from etched brass kits from Steinar & Steinar which I built and painted with a rather well-worn look and weathering. The flat with stakes is a very common type used for planks, lumber, etc. The dark red van was also a common type, while the white van with brake platform is refrigerated and mostly used for transporting fish.

I also plan to convert a Brawa Köf into NSB livery and give three German wagons Norwegian markings. This way I can vary the operation with two trains, one with original NSB stock and one with stock of German origin.

Operation and exhibition

After completing the stage and lighting, it was time for exhibiting at the annual show in the Norwegian Railway Museum in November 2021. I learnt a lot from this, from track cleaning to testing operations. One of the main challenges of creating a quiet branch line station is the fact it is rather – quiet. Not too much happens at a station like this during a normal day. A couple of passenger trains arrive and leaves, and maybe a short goods train comes, is shunted, and leaves. I did not create a plan or schedule for the trains, but ended up demonstrating the possibilities for such a small layout by showing how trains arrive and leave, how to use the sector plate, and uncoupling with the use of the delicate Dingham auto-couplers which certainly attracted some attention. Both days at the exhibition turned into quite a lot

of discussions and conversations with other modellers. It seems this way of building a layout also appealed to some of the wives who most likely were a bit afraid of getting their house overcrowded with half-finished model railway empires!

Conclusion

So to sum up, I have learnt a lot from both building and exhibiting the layout, and it has brought me much enjoyment. I certainly hope to participate in more exhibitions.

And of course there are future plans and I have already started building a new layout to exhibit, this time based on a real place, the terminus of Flaksvatn on the former Lillesand – Flaksvand Railway. This was small private narrow gauge line in the south of Norway, operating between 1895 and 1953.

Below

The storage building by the siding is freelance, but inspired from older storage buildings and barns from the Ådalsbruk area. It was scratchbuilt from plasticard and brick sheet from Slater's. I cut off a Roco van and placed it at the end of the track to add to the illusion of the track extending into the backdrop.



Eastern Shores Wharf

Small is beautiful

Bernard Hill describes his large scale micro layout.

Photographs by Jared Fein.



This compact layout depicts an industrial waterfront with a brewer's supply and a ship chandler on the left and a brewery on the right. The overall length is just 40" and the depth varies from 14" to 18".

The layout was built in two sections, with the brewery a few years ahead of the wharf.

I had read an article in the May 2007 *Narrow Gauge and Short Line Gazette* by the late Carl Arendt. It described a Gn15 micro layout showing a maple syrup operation. The large scale in such a small area appealed to me, and I built my version, changing the operation to a small brewery.

6mm plywood was used for the top, sides, and intermediate ribs. The Peco On30 track was laid directly onto it. The turntable was made from a CD in its case, and as it only has to turn 90° it is rod operated.

Carl had also described a battery powered 'critter' which I built and mounted on a Kato mechanism. A Bachmann On30 Davenport provided the chassis and hood for the second locomotive.

Four-wheeled OO chassis are the basis for the open wagon, stake wagon, and the water tank.

The brewery building was made from foam core board covered in wood planking; the corrugated roof is from beer can aluminium corrugated by a craft store paper crimper. Roofing felt was used on the smaller roof.

Two fermenting tanks can be dimly seen through the dusty windows. A small work bench is tucked in beside the entry track.

The brew master standing by the door is commercial figure but his crew were all made from Sculpy clay.

Above right

The two parts of the layout – left to right: Eastern Shores Brewing Supplies Company, The Sail Loft ships chandler, and The Old Frothingslosh Pale Stale Ale Brewery.

Above

Looking along the wharf.
Photo: author.

Right

Loading sacks of hops, oats, and barley for the brewery, under close supervision.

Left

Wharfside activity unloading brewery supplies from the barge to the warehouse and railway.

Right

The brew master overlooks activity outside the building, mending crates, with a fresh supply of spring water on the turntable.

Far right

The brewery, with cases of beer in transit. In the foreground one of the staff is dealing with a nuisance rattlesnake. The sign shows the special feature of this beer with its unique heavy head.





Exhibiting the brewery at the Narrow Gauge Show in Schomberg, Ontario, demonstrated that very young customers did not appreciate the constant shuttling back and forth required to switch the stock around and soon lost interest. As the layout was basically half a loop, it became obvious that completing the loop would be easy and continuous running would appeal to dissatisfied customers!

With the brewery in place I decided that a brewer's supply company would fit, and if supplied by barge, I could add a chandlery for interest. With this plan in mind, I built the second section of the layout, which is dowelled to join up with the brewery. Both sections are supported on a lightweight frame that also clamps them together.

Foam core board was again used as the base for the buildings, which are clad with plastic sheet of clapboard profile. Wooden planks cover the lean-to workshop.

All the interior furnishings of the offices and store rooms are scratchbuilt.

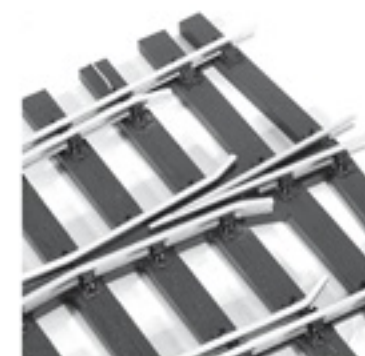
The barge is a combination of foam core and wood.

Five of the people on the deck and in the offices are also built from Sculpy modelling clay, using guidance from articles in *Garden Railways* magazine (December 2009 and January 2010). They are somewhat amateurish but add character. The sacks are made from cheesecloth soaked in white glue, shaped and cut to size. Most of the barrels come from craft stores and the crates are wooden blocks covered in scribed wood.

LED strips provide lighting in the buildings, and the whole layout is illuminated by an overhead strip of LED lights mounted in an aluminium angle.

The combined layout was exhibited at the next Ontario narrow gauge show, and this time it was chosen as 'best in show mini-layout' by popular vote. Who says small people do not count!





HO

Austrian variant of BR86 new from Roco



The BR86 was a standard tank locomotive built in large numbers by numerous German locomotive factories for the Deutsche Reichsbahn. Some found their way to Austria as Rh86 and were used for passenger and freight traffic. One of the most spectacular tasks was double heading heavy ore trains with Rh52 2-10-0s. These machines were based at Hieflau, Selzthal, Linz, Bischofshofen, and St. Veit/Glan, among other places. The last were withdrawn in 1972.

Roco have recently released a new variant of their successful model with significantly modified tooling, representing an ÖBB Rh86 in Epoch III condition as 86 785 with welded long cut-out water tanks and all typical Austrian features, such as the whistle.

The model is very accurate, according to published dimensions.

The body is a combination of plastic and metal parts: the tanks and bunker are metal, the cab and boiler plastic.

The main components are detailed with many separately applied parts, including turned brass whistle, generator, brake pumps, and feedwater heater, along with most handrails, conduits, and pipework (all but the smallest lubrication lines). It is quite tricky to remove the body (in two stages), with several fine pipes and handrails to be disengaged.

Rivets are subtle, almost scale size.

The open front deck with fine steps and struts, and chequer plate surfaces, is particularly notable.

The coal bunker access ladders are resilient plastic.

There is an unobstructed view through the cab, though the lower part is full of the mechanism so crew figures (supplied) have to be legless.

Supplied accessories include piston tail rod covers plus full and attenuated brake hoses and dummy scale couplers so either end can be fitted out for operation or display.

The wheels are metal, and have the correct axle ends (as usual for Roco). The fine motion is also made up of metal and plastic parts, with jointed coupling rods, and return cranks correctly at different angles each side – commendable. The keeper plate includes the brake shoes, in line with the wheel treads, with the rodding added.

The metal chassis carries a small five-pole motor with flywheel horizontally in the boiler, with double reduction worm and gear drive to the rear axle; the other drivers are coupled by the rods. The second wheelset has some vertical play, the third is allowed lateral movement.

The minimum recommended radius is 358mm.

With a weight of 355g and traction tyres on the rear pair of driving wheels, haulage capacity should be more than adequate.

The model runs smoothly and quietly, controllable from a crawl to a realistic maximum. The digital version is exactly matched to the prototype's top speed.

All wheels collect current – there are wipers on the drivers, and the pony trucks are equipped with split axle wheelsets.

A PluX-22 decoder socket in the cab floor allows for a digital decoder. The model is also available with a Zimo sound decoder factory fitted, with two small speakers under the cab floor and a chunky 'stay-alive' capacitor in the boiler.



A Seuthe smoke generator can also be installed (No.10 analogue, No.11 digital).

The lighting is by LEDs, which change according to the direction of travel.

The standard couplings are fitted in NEM 362 pockets, flexibly mounted on the frame.

The model is 160mm long over buffers.

Manufactured by

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

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

PRICE ref.73030 DC £275.00.



As announced in the 2022 new items brochure, Trix has released a modified model of the P8/BR38 4-6-0 in Epoch IV condition as a Deutsche Bundesbahn BR038.

038 382 was withdrawn from service on 29th April 1974. A crack in the boiler put it out of action shortly before its ticket was due to expire in July that year. Since the beginning of July 1973 it had been stationed, along with 038 771 and 772, at Rottweil and hauled passenger trains in the Black Forest area and the Neckar Valley. After being withdrawn, it found a place in the German Steam Locomotive Museum in Neuenmarkt-Wirsberg, with its old number 38 2383.

The P8 was one of the most successful Prussian locomotive designs. Over 3,500 were built up to 1923 for German railways. Almost all of the German locomotive builders participated in the manufacture. Just over 1,200 passed to the DB after the Second World War, and the roster did not start being thinned out until the end of the 1950s.

The model features prototypical tooling changes for Era IV, with triple headlights, two boiler domes, a bell, standard Prussian cab, small Witte smoke deflectors, coal bunker extension, and Indusi signalling magnet, representing the locomotive as it was around 1970/71. It is of mostly metal construction with much intricate detail and many separately applied parts.



Piston rod tail covers, brake hoses, and dummy scale couplers are provided for the modeller to fit if required.

The model is equipped with a dual DCC/mfx digital decoder with numerous operation and sound functions.



These include: headlights; cab lighting; flickering firebox; double A shunting lights; shunting speed range + shunting light; direct control (no inertia/momentum); smoke generator; operating sounds; whistle; guard's Whistle; shunting whistle; generator; injectors; letting off steam; safety valve; coal being shovelled; squealing brakes; tipping grate; water pump; air pump; sanding; couplers engaging; uncoupling; replenishing coal; replenishing water; replenishing sand; and rail joints.

The model has a high-efficiency motor with flywheel mounted in the boiler. Three axles are driven, and two drivers carry traction tyres.

The headlights are directionally controlled. Maintenance-free warm white LEDs are used for the lighting. Cab lighting and the flickering of the fire

can be controlled. An optional smoke unit (ref.72270) can be installed and will work both in conventional operation and under digital control.

The minimum radius recommended is 360mm.

Length over the buffers is c.213mm.

NEM coupler pockets are provided at both ends.

An AC three-rail version is offered in the Märklin HO range (ref.39382).

Manufactured by

Trix
Stuttgarter Straße 55-57,
D-73033 Göppingen, Germany.
www.trix.de

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

PRICE ref.22895 £475.00.





Brawa have recently released a new variant of their successful model from 2020 depicting the long-lived V60 0-6-0 diesel shunter, this time in DBAG traffic red as 362 768-4.

The design of the V60 dates back to 1951. In 1955 the first prototypes, V60 001–004, were delivered by Krupp, Krauss-Maffei, MaK, and Henschel, each having different engines. Almost all the major locomotive firms were involved in the development and production. Later that year orders for the first production machines were issued; they were to have GTO 6 or GTO 6A engines from Maybach. Several were given a stronger frame and had a higher adhesive weight of 53 tonnes instead of 48.3–49.5 tonnes. In addition these could carry up to an extra 6 tonnes of ballast for heavy duties, though they were still classified V60. A total of 942 were built. In 1968 they were given computer numbers, divided into BR260 (light variant) and BR261 (heavy variant).

They were not just used for shunting but also for light goods and even some passenger service. They were also employed on departmental trains.

After 1982 several measures were carried out to improve their economy.

In 1987 the type was redefined as a Kleinlok and reclassified: 260 became 360 and 261 became 361. This saved staff costs, because DB no longer had to employ "engine drivers", only "Kleinlok operators", whose training was cheaper. The installation of radio control enabled one-man shunting using remote control; the fully radio controlled models were classified 364 (light) or 365 (heavy).

From 1997 the Maybach engines were replaced during refurbishment by Caterpillar twelve-cylinder units generating 465kW (632PS), this conversion only being done on locos with radio control.

Those without radio control were gradually retired by early 2003, but around 400 of the radio controlled locos were still working for the DB in 2004. Several of them have ended up on private or industrial railways in Germany and elsewhere. In 2008 more than 70 were owned by German private and industrial lines, the majority working in construction, logistics, and local goods.

The model has a moulded plastic body with etched radiator grille and separate handles and handrails. The chequer plate walkway surfaces and see-through etched metal footsteps are particularly impressive.



There is a clear view through the cab, with the control desk visible within.

The working directional head and tail lights are achieved with maintenance-free LEDs.

The chassis is also finely detailed, with a reproduction of the brake linkage. The frame and wheels are metal, and running is enhanced by three-point suspension.

NEM pockets are fitted on close coupling mounts at each end, and standard couplers are provided, along with brake hoses, scale couplers, and representa-

tions of the yellow automatic shunting couplers for the modeller to fit if required.

The model is also available factory-fitted with a decoder in the Plux22 socket which is compatible with all common digital systems; it features energy storage which buffers the motor, lights, and sound. There are comprehensive sound, light, and operating functions (21 in total), including cab lighting, flicker-free thanks to a separate capacitor. The sounds were recorded from the original with the latest technology.



Motor and load control settings can be programmed for perfect running characteristics, and the couplings can be worked remotely.

Manufactured by

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

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

PRICE DC ref.42408 £256.50.



In the 1920s the Deutsche Reichsbahn Gesellschaft set itself the goal of having rolling stock wagon components manufactured in accordance with standardised specifications to drastically reduce the cost of subsequent maintenance at its own works through the use of interchangeable components. Against this background, the DRG commissioned the Gesellschaft Deutscher Waggonfabriken (D.W.V.) to develop and deliver standard four-wheel gangway coaches.

The specification for the standardised Austauschbauart meant it was no longer necessary to produce around 1,400 drawings for each individual type. Instead, there was now one basic type that provided the basis for modified designs which required approximately just 150 drawings.

Starting in 1928, almost 5,500 cars of the various classes BCi-28, Ci-28, CDi-29, Pwi-28, Ci-29, BCi-29, Pwi-29, Bi-29 and Ci-30 were produced in several series. These coaches met the expectations of the DRG and meant that many older state railway coaches could be withdrawn. The running characteristics of these coaches, which were not particularly satisfactory for the passengers, soon earned them the nickname Donnerbüchsen - Thunderboxes.

The turmoil of the war years inevitably led to these vehicles subsequently finding their way into the rosters of many European railway companies. However, they all shared a common fate - by

the late 1960s/early 1970s all had been removed from traffic, though some lasted as service stock. Some still exist at various railway museums in Germany and further afield.

Brawa have recently released a further batch of their highly detailed models of these vehicles with Deutsche Bundesbahn Epoch III markings - baggage, first with enclosed vestibules, first/second with open balconies, and second with open balconies (choice of two numbers).

We illustrate:
type Pwi baggage van number 114 695 Ksl (ref.46705)
type Bi second number 84 132 Ksl (ref.46708)

All markings are very sharply printed, right down to the data on the solebars.

The plastic body of the model is detailed with finely engraved panels and rivets.

Balcony railings, handrails, brake standard, lamps over the balcony, footsteps, and the Wendler ventilators on the roof are separately added parts.

Details supplied for the modeller to fit as required include not only brake hoses, steam heat pipes, electrical connectors, and dummy scale couplings but also closed gangway gates and raised fall plates.

The glazing is slightly inset, as per prototype, with representations of the window handles.

The internal fittings correspond to the original, and the model is ready for optional LED interior lighting - the blackened metal disc wheels run in metal bearings which serve as pick-ups. The wheel have stub axles and are mounted on plastic tubes as insulation.

The underframe is fully detailed, with all brake components added, along with battery box and toilet outfalls; even the springs and axle box covers are separate parts. The brake shoes are in line with the wheel treads.

The frame is equipped with NEM pockets on close-coupling mounts, and standard couplers are supplied.

An impressive specification for humble vehicles.



Manufactured by

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

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

PRICE each £66.50.





At the beginning of the 1970s, the catering provision on the Deutsche Reichsbahn's inland express trains was in need of improvement. Many of the pre-war dining cars still in use were



due for decommissioning. The DR therefore examined the procurement of new dining cars. The carriage and wagon factories were already working at full capacity, so the only alternative was production in railway workshops. Although the Mitropa factory in Gotha had rebuilt six cars from older vehicles in 1960, it was decided to create a new design based on the Bghw reconstructed coaches manufactured at Halberstadt, but these were completely new builds and did not contain any old parts. A total of fifty, designated WRge, were built in two series in 1973 (20) and 1977 (30). They wore the typical wine-red Mitropa livery with signs in four languages but

without the decorative lining previously used. The only difference between the two series was the two windows in the kitchen section, which were intended to improve the lighting conditions in the second batch. With a top speed of 140 km/h and multi-voltage heating, these coaches could be used internationally and so also reached destinations in West Germany and Czechoslovakia. In 1989, after most had been converted, just five original dining cars were still in use. Although they were reclassified 541, they were completely phased out by 1993. Due to their short length and robust equipment, many found new homes on museum railways.



Recently released by Brawa is a new model of this type to complement their range of DR reko short coaches, as type WRg, number 51 50 88-15 021-1.

The finish is good, with even coverage and clear definition of the main colours. Markings are clearly printed.

The body shell features accurate replicas of the doors, properly fitted windows, and simulated rubber corridor connections.

The interior is painted in several colours, and the models can be equipped with optional interior lighting.

The underframe is accurately reproduced with many added parts, including a full representation of the brake system.

The Görlitz V bogie side frames are moulded in good relief and exhibit a high level of detail, with the generators added. The brake shoes are in line with the wheel treads, with full brake rigging.

The models run 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.

The models are equipped with NEM pockets on close-coupling mounts, and regular couplers are supplied.

The overall length is 214.4mm.

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.45398 £77.00.



Pretty cheeky! A greedy seagull pounces on the freshly prepared fish'n'chips. The woman backs away horrified, but the seagull does not care!

As well as the figure and the bird, the set includes tables, benches, and litter bin, all moulded in plastic and neatly painted as appropriate.

The benches and tables come as a kit, but assembly should be straightforward. The plastic parts are neatly formed with no flash.

The description 'action set' does not imply that the model is animated in any way but rather that it depicts more than a simple static scene.



Manufactured by

Busch GmbH & Co KG,
Heidelberger Straße 26,
D-68519 Viernheim, Germany.
www.busch-model.com

DISTRIBUTED IN THE UK BY
Golden Valley Hobbies
79, High Street, Sandown,
Isle of Wight, PO36 8AD.
www.goldenvalleyhobbies.com
Note new address.

PRICE ref.7994 £16.99.

Large and heavy loads require special wagons. In 1928, Rheinisch Westfälische Elektrizitätswerk A.-G. of Essen (RWE) placed an order with Maschinenfabrik Augsburg Nürnberg (MAN) for the construction of two new heavy transport vehicles to carry transformers for the constantly growing network of electricity substations. These were listed as Diagram 125 in the Deutsche Reichsbahn's directory of wagons for exceptional transport. The maximum load capacity was 168 tons, distributed over eighteen axles: one four-axle and one five-axle bogie each carried a bridge on which was mounted a support frame of distinctive riveted truss construction. Unloaded, the two support frames were coupled with bolts, so that even when empty these wagons reached a length of 27.525m over buffers. The dead weight was 97.2t. For loading, the two halves were separated and a self-supporting transformer or a lattice framework 8.4m long was suspended between the supports.

These privately owned vehicles were initially registered with the DRG and later by the Deutsche Bundesbahn. They were initially based at Cologne Kendenich, operated by the K.B.E. Two more SSt 125s were built by MAN in 1940 and for Preussen Elektra of Hanover and Elektrowerke A.-G. Berlin; the latter remained in the Soviet zone after the war and later passed to the Deutsche Reichsbahn.

Due to the dimensions of the load, which often exceeded the edge of the vehicle, these wagons were only permitted to travel at a maximum speed of 40km/h when loaded, and on narrow bridges this was further reduced to walking speed under observation. For this reason, journeys were mainly carried out in the early morning or late evening. Empty wagons could be transported by regular goods trains, albeit only at 65km/h, the standard maximum speed for goods trains at the time. Under the DB, the maximum speed was increased to 80km/h when roller bearings were installed.

Wagon 84 80 995 8 001-3, last based in Dortmund, was donated by RWE Rhein-Ruhr Netzservice GmbH to Bahnwelt Darmstadt Kranichstein as a museum exhibit in 2011.

The new models by Brawa have the relevant differences in construction features according to period (e.g. with and without brake houses). Numerous details such as the replica of the truss support frame as a multi-part construction

ensure that the reproduction is true to the original. There are many separately applied detail parts, including the steps, railings, and handrails. The brake gear is full represented on each end.

Supplied accessories include standard sprues of brake hoses, dummy scale couplings, etc., plus load securing pins. The transformer is surprisingly heavy so the loaded vehicle will need a good powerful loco!

The chassis is no less detailed, with the brake system full depicted.

The model rolls freely on metal wheels.

It can be used empty or loaded, which only takes a few minutes to change over, just removing two connecting clips, then fitting the transformer in which is held in place by four pins. Loaded, the overall length is a massive 411.6mm and the transformer swings out substantially on

curves. As a result the minimum radius recommended is 420mm, though the bogie pivots have an alternative position which will allow 360mm.

Standard couplers are provided to fit in NEM pockets on close-coupling mounts.



Imposing size and impressive detail.

Our sample is numbered 537 629 [P] registered with the DB, with Epoch III markings.

The model has also been produced as DRG type SSt 125, DR type Uaai⁹⁹⁵⁰, DB type Uaai^{672.9}, and DBAG type Uaai^{672.9} (the latter two without brake houses); all are noted as sold out at source but retailers may still have stock.



Manufactured by

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

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

PRICE ref.50508 £220.00.



Below
In traffic on the *Steintalbahn XII* layout.
See CM German Special 2017.
Photo: Graham Lightfoot.

DB UIC-X second baggage 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 they have recently been released. All markings are clearly printed.

We illustrate the type BD4üm second class express train passenger car with baggage compartment.

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.

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.

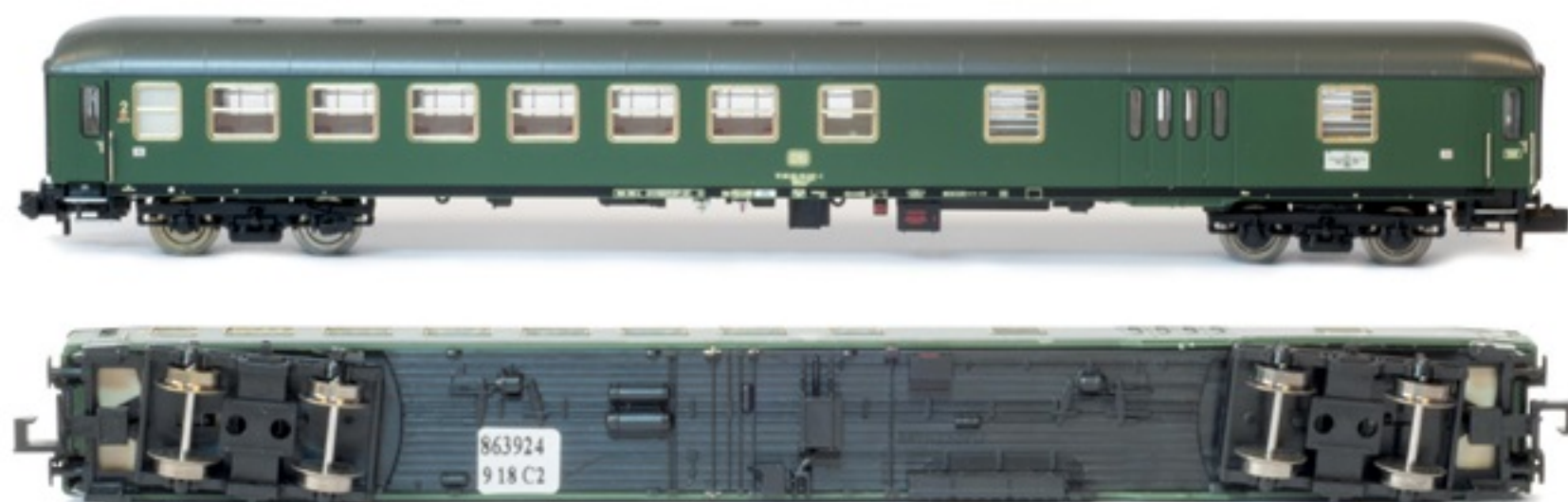
Length over buffers is 165mm.

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.863924 £45.50.



Megafret container flat wagon new by Brawa

The type Sffggmrss Megafret container wagon, introduced in 2001, is a double unit consisting of two close coupled bogie wagons which cannot be separated during operation. It has a deep loading area at 825mm above rail level so that the 'high-cube' containers can be transported, with heights of 2.80m or even 3.20m and lengths up to 45' (such as the curtain-sided Transfesa containers). To ensure that these wagons are used most efficiently, up to four 20' or two 40' standard containers can also be carried. The wagon can run at speeds of up to 140km/h, and the unit has a payload of 87t. These wagons are used in traffic on all European railways, including Great Britain.

The model is built around a cast metal open frame for rigidity and a low centre of gravity, enhanced with many separate detail parts. All accessories are fitted, with the handrails and steps commendably thin.

All markings are clearly printed; our sample represents FS number 31 33 490 9 817-4. Other administrations, liveries, and loads are available.

The connecting drawbar links the two sections at a scale distance.

The brake system (visible from above) consists of separate components, with the pipework and linkages made of painted steel wire and sections.

The bogie side frames are very well detailed. The model rolls freely on blackened metal disc wheels on pinpoint metal axles, insulated one side with plastic centre bushes.



West Edge 3D is a colour 3D-printing company in the Newcastle/Hunter Valley region of New South Wales, Australia. Using a state-of-the-art Stratasys J55 Prime colour polyjet 3D printer, they are developing a range of products, starting with figures and scenic accessories for scale modellers. The Stratasys J55 uses full-colour UV-set photopolymer resins to create up to 500,000 colours. Similar to 2D inkjet printing, these colours are mixed from the printing primary colours of cyan, magenta, and yellow, plus white and black or clear.

The figures are created from West Edge 3D's own colour scans of real people, and will initially focus on 'contemporary citizens', moving on to period figures later. The current range features clothing that should be universal across the world. Note the detail in the clothing, especially the ability of the printer to render details like patterned fabrics and checked shirts in small scales. The amount of detail evident in the prints naturally increases with the size.

These figures can be printed in any scale from N to G; the larger the scale, the more detail is evident.

Figures are stocked in three widely-used model railway scales: N (1:160), HO (1:87), and O (1:43.5). They can also be supplied in other common scales such as 1:148 (UK N), 1:76 (UK OO), 1:48 (US O), 1:64 (S), 1:22.5 (G), 1:20.3 (F), etc.

Any figure can be printed in any size from 1cm tall to 30cm tall, and in any scale from 1:160 to 1:6, as a special order.

A range of cemetery headstones and memorials is being produced by the photogrammetry process in co-operation with Rookwood Gothika. These are reproductions of memorials found in Sydney cemeteries, including Rookwood, the city's largest. Special attention has been paid to sculptural and visually striking examples in styles that are common across the western world. They feature authentic reproduction of the effects of exposure to the elements for over a century: close examination will even reveal the geographical orientation of

HO 1:87



N 1:160

the originals – this can be seen in a sun-bleached, clean surface on one side, and a darker, damp, and mildewed opposite side, an effect that has rarely, if ever, been modelled in any scale. Some of the engraved text is legible in the larger scales.

The range of colour accessories will expand and is planned to include structures, station, platform, and yard details, and architectural components.

West Edge 3D welcomes contacts from 3D-model CAD designers who have the capacity to create colour models and would like their creations printed, or would like to add their products to the range available through the West Edge 3D website.

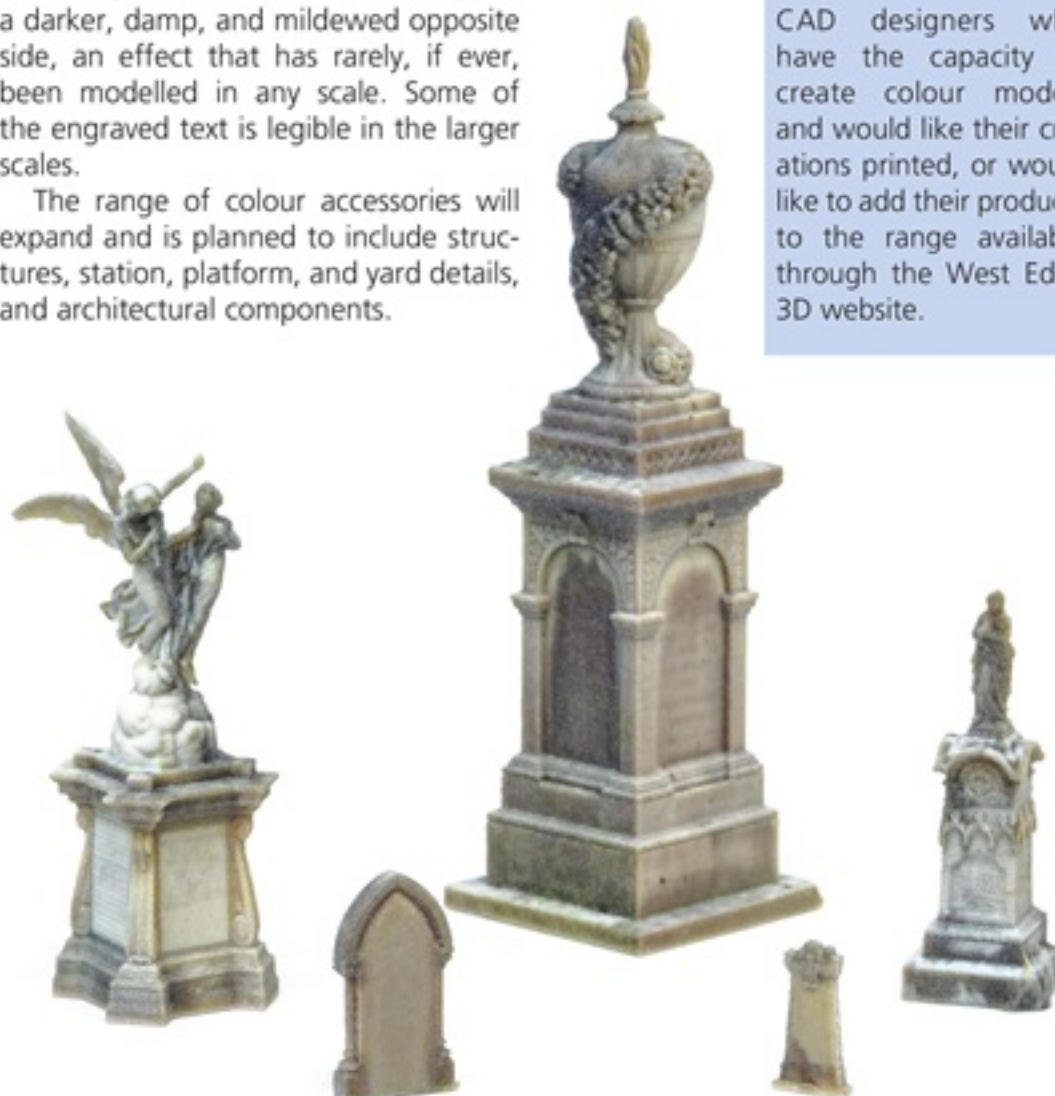
Some scenery and detail items, such as bridges, are not scanned but designed and drawn in CAD and digitally painted and weathered in specialist software before printing. Products can be printed in any scale from 1:160 to 1:12, though some of the finest details may be lost in N.

Products can be purchased from the website. Prices are in Australian dollars, which will be converted in the checkout to the purchaser's currency if buying from overseas. Standard shipping is listed there to Australian addresses; international shipping is by AusPost parcel satchel. These satchels, which can contain up to 0.5kg, are charged at a flat rate to the UK of \$29.40 – around £17.00 at the current exchange rate.

Manufactured by

West Edge 3D Pty Ltd
1505, George Booth Drive,
Buchanan,
New South Wales 2323,
Australia.
www.westedge3d.com.au

PRICES typical pack of 4 figures –
A\$19.95 (N) – A\$47.95 (O).



There are NEM pockets on close-coupling mounts, with standard couplers provided.

The length overall is 418.8mm.

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.48103 £99.00.

Indian Rolling Stock in HO scale

by Glyn Thomas

Edited by Julian Rainbow (B.O.R.H.T.)

Published and printed by IngramSpark.

297mm x 210mm 184pp

Softback UK £24.99

ISBN 979-8-218-03652-2

This book is a companion to the author's previous large landscape format book on the development of the steam locomotive in India in the 20th century on all the main gauges (broad, metre, 2'6", and 2') and deals with the rolling stock that would have been used with those locos in the same period. In the colonial period, running gear and underframes and sometime entire vehicles were imported from Britain, but Indian railway companies had latitude with regard to body designs, to suit local requirements. After independence, India became self sufficient in building rolling stock and designs were standardised.

By the nature of the subject matter, it is inevitably somewhat more superficial (in the author's own words) because although there was a vast number of carriages and wagons in traffic, reference material is scarce.

The collection includes eighteen broad, fifteen metre, ten 2'6", and one 2' gauge subjects, illustrated with 148 diagrams, two maps, and a hundred photos.

Each type is described and illustrated with representative photographs, most of which have not been published previously, along with side, end, and plan outline diagrams to 1:87 (HO); all were drawn by the author

between 2019 and 2022 in a clear and consistent style – a remarkable body of work. Dimensions are noted on the drawings (including wheel diameters), and a scale bar is included. Principal dimensions are also provided in tabular form.

Enlargement ratios are given for copying to other common modelling scales – with a warning of the inaccuracies of photocopies.

The section introductions and accompanying notes are packed with interesting information and details.

The photos have come from the author and other enthusiasts, plus a lot from manufacturers' records and official archives; many were sourced from the editor's collection – a useful collaboration. The majority are black & white, with some colour.

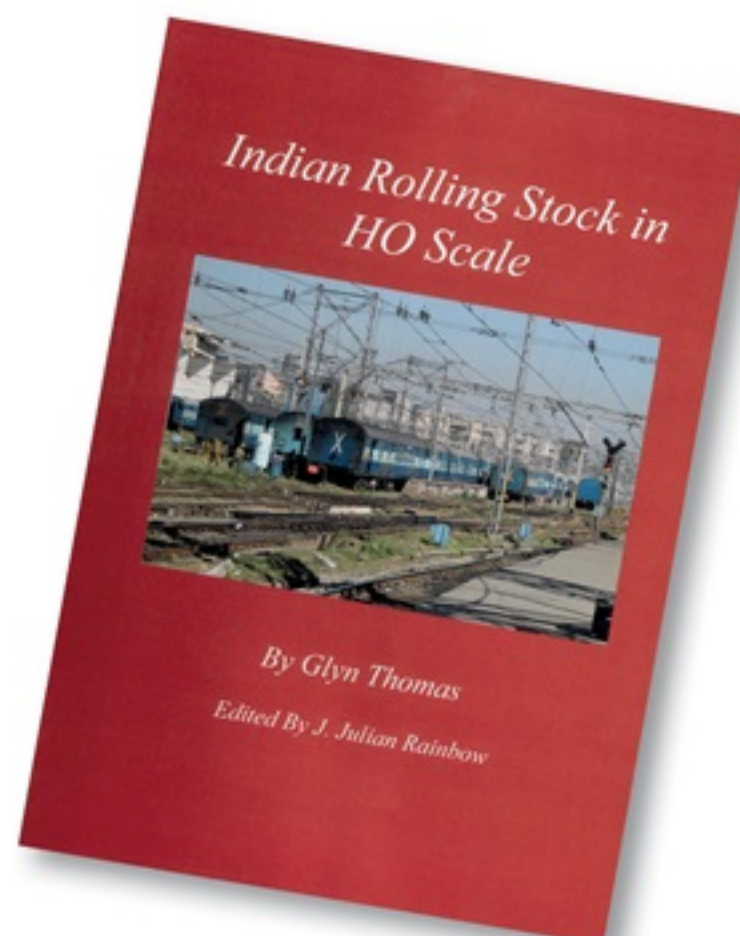
The book is printed on good quality paper, providing good reproduction of the drawings and photos.

There is a list of sources in addition to the bibliography provided in the loco book, and references to other published drawings (including several in CM).

The author is a CM contributor who has achieved NMRA Master Model Railroader status. He began an Indian layout in the 1990s but had to give it up when work took him to America.

This is a fascinating collection, clearly the product of a great deal of work by the author, and it should inspire some interesting modelling.

The book is printed on demand via IngramSpark in the US, UK, and Australia, and can be ordered via bookstores using the ISBN. Wholesale rates are available for distributors. Printing usually takes about a week. International sales will be fulfilled from the USA and will use an untracked mailing service.



Individual orders can be placed online at

www.ebay.com/itm/175398991611

or contact the author at

glynthomas42@gmail.com

for more shipping options.

Indicative prices, excluding shipping:

UK £24.99 EU €29.99

US \$29.99 Canada \$38.99

Australia \$43.99 Worldwide US\$29.99

Germany's Railways 30 Years After Re-Unification

by Keith Fender

Key Books

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

www.keypublishing.com

243mm x 170mm 96pp

Softback £14.99

ISBN 978 1 913870 06 5

Germany, divided after the Second World War into two separate countries, was re-unified on 3rd October 1990. For the country's rail system, the challenge was the complex task of unifying two networks which had developed very different stock and systems. New lines and stations were built to reconnect the network physically, and new trains were introduced to transform services. Many rural regional lines closed as car ownership in the former East Germany increased dramatically. Amazingly, however, none of the former narrow gauge lines that were still steam-operated in 1990 have shut; most still offer daily services whilst other closed narrow gauge lines have been rebuilt and re-opened by enthusiast groups.

This book, third the *The World's Railways* series, written by the Europe Editor of *Modern Railways* magazine and illustrated with over 130 pictures, most of which have never been published previously, traces the development of the unified German rail network

and new national operator Deutsche Bahn (DB AG). It also looks at the wider rail industry in Germany and the introduction of market reforms leading to one of the most dynamic rail markets anywhere, with over three hundred rail freight operators, open access competition for inter-city passenger services, and more than a hundred regional passenger concession contracts replacing the two state railway companies.

Looking to the future, the book examines plans for new high-speed lines and a national regular-interval timetable from 2030.

After an introduction and historical overview, the chapters are: two countries – two systems; 1994 – one national railway; lines re-open and close; traction transition 1990 – 2010; high speed network grows; stations transformed; international connections enhanced; rail freight adapts to globalisation; open access expansion; narrow gauge survives and thrives; towards *Deutschland Takt*. A short glossary is included, and select sources are mentioned in the preamble.

Although far more than a photo album, the work is copiously illustrated with colour photographs, all bar a handful by the author, and all well reproduced on quality paper. They date from April 1990 to February 2020.

The captions (in dark blue rather than black, presumably to distinguish them even more clearly from the main text as well as using a different font) are long and informative; most are specifically dated, which helps for modelling reference.



Overall, this is well researched, interesting, informative, and eminently readable. It sets thirty years of rail development in context, striking a successful balance between detail and the broader picture. If nothing else, it should help modellers make sense of all the private operator liveries!

The world's last steam trains – China

by Chris Davies

Key Books

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

www.keypublishing.com

169mm x 245mm 120pp

Softback £17.99

ISBN 978 1 913295 97 4

Under the brand of *Modern Railways* magazine, this landscape format book takes us to China, the last country in the world to build and operate steam

locomotives. In the early 1980s, there were still an estimated 10,000 operating there, but by the 1990s diesels and electrics had started to replace them on main lines and the number in service reduced substantially as the millennium approached. The last steam locos were finally withdrawn from China Rail in 2003. After that, some continued to operate heavy freight trains on local railways for a short while, but most were used on industrial railways, mainly at coal mines and steel works. This trend continued into the first decade of the 21st century, but subsequently, the number of steam engines in service declined dramatically, confined to just a handful of industrial locations. Steam operation in China is now facing extinction. The

modernisation of the railways, the closure of unsafe and loss-making collieries, and China's drive to reduce pollution and combat climate change from burning coal, have all contributed to the demise of industrial steam in China.

This book looks at the last of the standard gauge steam operations, including Sandaoling, the last steam-worked open cast coal mine in the world; Fuxin, a coal-mining city in Liaoning Province, which until recently operated the largest surviving fleet of SY class 2-8-2s; Baiyin, in Gansu Province, which operated some of the last steam-hauled passenger trains in the world; and Wu Jiu, a remote coal-mining outpost in Inner Mongolia.

German Express Steam Locomotives

by Andreas Knipping

Pen & Sword Books

47, Church Street, Barnsley,

South Yorkshire, S70 2AS.

www.pen-and-sword.co.uk

289mm x 268mm 196pp

Hardback £27.00

ISBN 978 1 526795 74 8

The author defines express steam locomotives on the basis of the essential criterion of large driving wheels (6' or 1.8m). This book studies the evolution of the type from around 1850 to the last refinements made in the 1960s, with many wrong turns and great successes along the way. There are unique experiments with short careers and successful designs built in quantity and long lasting.

The account involves over 6,000 locomotives, including the oldest, the 1A1 and the Crampton; the most numerous, the Prussian S3 4-4-0; arguably the most successful, the Bavarian S3/6 Pacific; the fastest, the Reichsbahn's BR05 4-6-4; and the most powerful, the Bundesbahn's oil-fired three-cylinder 01¹⁰ Pacific. The variety of designs built for the initial independent companies and the separate state enterprises will be a revelation to those only familiar with the DRG standard designs of the 1920s – and shows why they were so necessary!

After the foreword, chapters deal with moving away from narrow gauge railways; creative wheel arrangements (from 2-2-2 to the universally successful 4-4-0); the basic European pattern for the 20th century – three coupled axles; express locomotives for republic and

dictatorship (heavy Pacifics); final upturn and later brilliance (world-class designs from both DB and DR).

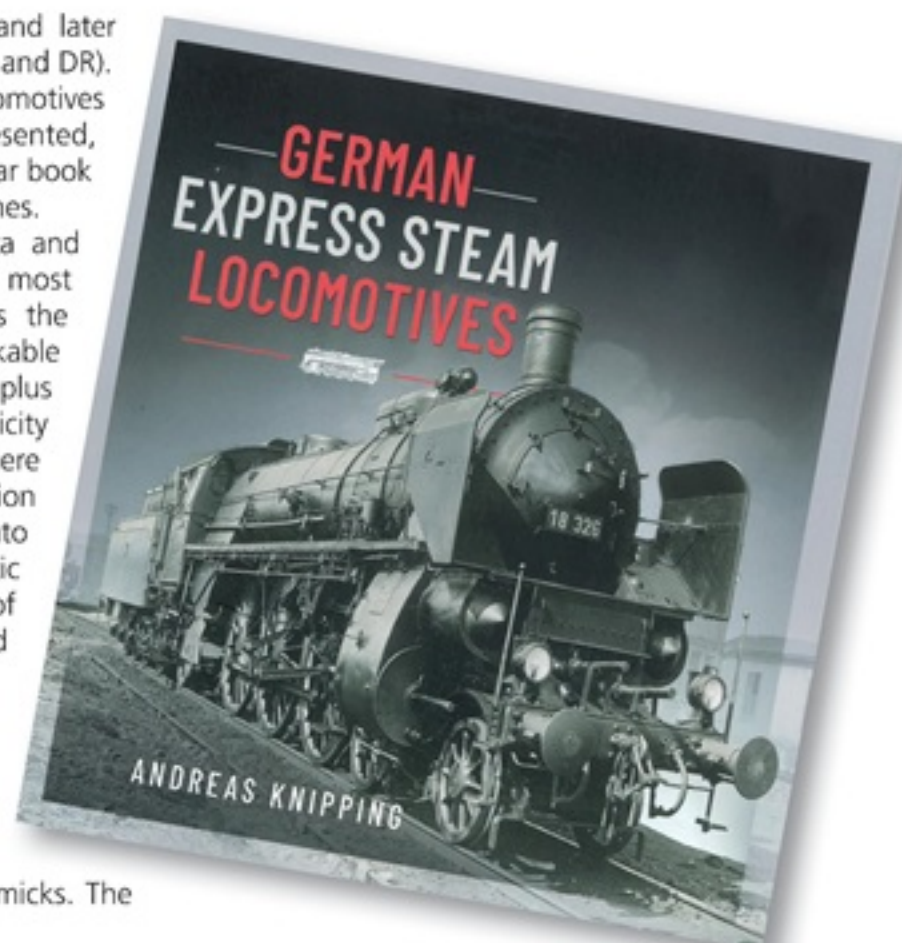
Concentrating on express passenger locomotives enables a coherent narrative to be presented, though this is only part of the story – a similar book could be compiled dealing with goods engines.

The text is supported by tables of data and dimensions and some 250 illustrations, most in black & white, reproduced as well as the originals will allow. There are some remarkable early images from archives and artworks, plus builder's official portraits, postcards, publicity material, and latterly from enthusiasts. There is an unnumbered sixteen page colour section between pages 96 and 97, subdivided into sections matching the chapters. Schematic maps are appended to illustrate the use of steam traction on expresses in 1955 and 1961.

This book first appeared in 2020 published by Geramond in German as *Die deutschen Schnellzug-Dampflokomotiven*. We do not have the original version to compare layout and style, but this is simply presented without unwelcome graphic gimmicks. The photos are as large as possible.

The translation seems competent and technically accurate (no mean feat for a specialist subject), though a few misprints were noted which may be due to the German original.

The captions are lengthy, detailed, and informative, often going well beyond simply identifying the subject of the image, though they cannot cope with super-script class designation suffices. Wheel arrangements are given in Whyte notation to be familiar to the English reader.



A broad survey, in terms of both time and scope, but also full of detail and clearly presented by an author whose knowledge of the subject is evident throughout.

Full marks to the publisher for producing an English version.

Andreas Knipping was born in Munich in 1952 and now lives in Eichenau. He has been photographing railways since the 1960s, collecting historic railway photographs, and writing books on railway history.

German Locomotives 2022

Compiled by Guy Houston & Tom O'Donnell

Edited by Barry Jones

ST Publications

51, Kendal Street, Wigan, WN6 7DJ.

www.stpublications.co.uk

210mm x 150mm 184pp

Spiral bound £15.00 incl. UK p+p

ref.STP00159

This A5-size spiral bound book gives details – current up to January 2022 – of all German registered locomotives, irrespective of country of operation, and all locomotive fleets operating to/from and within Germany that are registered outside Germany, including a full fleet list for classes 182, 185, 186, 189, and 193, irrespective of country of registration and operation.

The book has been completely revised since the 2021 edition with data kindly supplied by contacts in the German rail industry. It has also been expanded to include details of all foreign registered loco fleets likely to be seen in Germany.

Following a brief introduction, acknowledgements, and notes on the format of the book, there is a useful list of German to English railway terms.

DB depot codes are then given for each of the fifteen operating divisions, together with a list of all depots and stabling points.

The bulk of the book provided a fleet list of locomotives, starting with the Deutsche Bahn AG BR101 electrics, through to the steam and diesel loco of the narrow gauge companies. All DB and Private Owner locos are listed in class number order for ease of reference, along with the current operator code and (where known) previous running numbers. Details such as builder, power output, length, weight, and maximum speed, etc., are given, plus (where known) the home depot.

The work is illustrated with just four colour photos, showing 111 025-3, 193 604-0, 228 321-6, and 271 021-8.

One error was noted in the details (on page 93) for diesel-hydraulic 219 001-5, which states that this loco has a C-C wheel arrangement when it should be B-B. It also notes that it was built as a gas turbine loco: this is not strictly true – it was built as a diesel with a gas turbine 'booster' power unit. (Since publication of this book, this loco has been purchased from EVB by a driver with the firm Lok Rapid.)

The book is rounded off with an alphabetical list of all the operator and leasing company codes featured.



The inside front and back covers and back cover carry advertisements for other books from ST Publications.

This publication is excellent value, and should be ideal for the locomotive observer and collector of numbers, as a comprehensive guide to any loco likely to be seen operating in Germany, as well as every loco registered in Germany but presently abroad, in a handy size, with a convenient spiral binding.

There are useful descriptions of the operations, supported by route maps, but the book is essentially an album of over 120 photographs taken with high specification compact digital cameras. The majority are in colour, with a few rendered in black & white for effect. Most are lineside views, with a fair number of wider shots showing trains in the landscape, plus some detail close-ups.

All the are by the author, and date from visits with Far Rail Tours in November/December 2015 and February 2017. The cold weather makes for many dramatic steam and exhaust effects, and there are some atmospheric night pictures.

It is a remarkable collection by one enthusiast.

The images are presented mostly one to a page, but sometimes two, three, or even four, as appropriate for the subject matter, in simple style without unwelcome graphic gimmicks. Reproduction is good.

The captions are informative, identifying locos along with locations and services; most are specifically dated, which helps for modelling reference.

The introduction contains useful references to publications and online sources which inspired and informed the author.

An impressive evocation of some of the last regular steam railway operations in the world.





New items news from Noch



The German model landscape specialist Noch recently delivered the following new items to hobby shops:

- many HO, N, and TT figure sets;
- Profi bushes;
- burial mound (HO, TT, and N) and car graveyard (HO) made of hard foam;
- Laser-Cut building kits in HO;
- Laser-Cut minis kits (HO and N);
- Laser-Cut accessory sets (HO).

Just in time for the autumn modelling season there are more exciting new products.

The hand-painted 'Abandoned Places' models are made of hard foam, with fine details, 3D-printed accessories, and

premium wire trees. The *Fountain* is available in HO, TT, and N, the *Ruin of a Building* and *Adit* in HO.

A new advent calendar with figures in HO, TT, or N will be available at the end of October.

The brand new catalogue for 2023/2024, with 436 pages and over 2,000 products, is also now available, in German, French, and English versions. A valuable reference guide for keen modellers!

The leaflets and catalogue can be downloaded from the website.

www.noch.de / www.noch.com

Loss at Loughborough

We were saddened to hear that Mount Tabor Models was one of the traders targeted during a break-in at Loughborough Grammar School during the night of Friday 19th August after setting up for the Soar Valley MRC exhibition there that weekend.

This was no opportunist rush job as approximately £22,000 worth of goods was taken from Mount Tabor alone. Even at today's prices, that is a considerable volume of models to carry, load, and transport!

The list includes some rare limited edition models and other specialist items which would not have been imported in large numbers.

The thieves may have been attracted by the high price tags but may find it is not so easy to find markets for European

models – these were not toys or locos that most members of the public would recognise, so it may be that they will surface in specialist markets.

It has been reported that calls have been made to model shops trying to move the goods on – though at least one item was recovered from a local garden! Dropped in haste, or discarded as undesirable?

Some of the products had been put out on display and so did not have the full packaging, which may make them identifiable if offered for sale.

So if you spot anything suspicious for sale – at shows, in shops, or on line – please report it: the case is being dealt with by PC Simon Hincks of Leicester City police.

Collection missing in Kent

A longstanding reader who prefers not to be identified reports that most of his very large collection of Märklin and Trix HO items has 'disappeared' and been reported as stolen. The models cover provincial German railways (Epoch I), the DRG (Epoch II), and post-war both DR and DB (Epochs III and IV).

Also missing are N gauge European, American, and British models.

Whilst the collection was insured, many of the models were limited editions and no longer available, so virtually impossible to replace – though this may also help to trace them if they are offered for sale.

The case is being handled by Kent Police, crime number 45/161278/22. Please get in touch if you are offered models without adequate provenance.

Latest information from Faller

You can now find the Faller autumn/winter new items on line. With the second part of this year's program, Faller is ringing in the new model making season.

You can look forward to many great model highlights and top themes for the HO, N, and Z as well as layout construction. Among other things, you can expect many fascinating products:

- tunnel boring machine, with construction site;
- Engadin farmhouses;
- hardware store and accessories;
- 50 years of Z! Three-sided courtyard; five different economical promotional sets; twelve monthly models; sets of Old Town Houses and Old Town Walls; hand-painted characters to bring your scenes to life; trees; lighting; tools and supplies.

www.faller.de



Oktoberfest figures in HO by Osborns

Osborns Models have released a new pack of fully finished painted HO figures, a set of six Bavarian Oktoberfest beer drinkers (ref.OSBF110, £15.99). They are manufactured in North Devon.

Osborns Models
7, Honestone Street,
Bideford, North Devon,
EX39 2DL.
www.osbornsmodels.com



US stock car project for Gauge 1



Gauge 1 modeller Steve Jackson was disappointed that MTH never adapted their box car to provide a simple single- or double-deck stock car. There have been hand-made brass models in 1:32 from Korean firms as limited editions, and if you are happy with 1:29 then you can try and find the old Aristo-Craft offerings, but these look odd mixed in with proper Gauge 1 standard gauge.

Although MTH has recently announced a handful of repaints of existing diesels, Steve does not predict any rapid expansion with new 1:32 tooling so he has been developing a 'home-brew' using 3D-printing.



The initial proof-of-concept print seems to have worked, though it lacks the door slides and latch or the mounting points for the side ladder or steps.

The main disadvantage is that you have to sacrifice an MTH box car to provide the other parts. It also requires some confidence to cut the sides from said box car!

sjackson@dpassociates.co.uk

New from Cités Miniatures



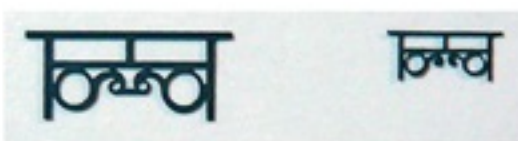
The idea of creating a concrete railway footbridge to complement the bow string girder bridge dates back several years but the project was repeatedly shelved for lack of a simple and robust way of making the stair treads. 3D-printing was the missing link!

This new kit (ref.OA-004-4v-HO) is the first 'hybrid' comprising both laser-cut and 3D-printed parts. (The 3D-printing is by Galopin Models.)

The kit was inspired by a footbridge crossing the SNCF tracks downstream of the Vanves station in the département des Hauts-de-Seine. It was deliberately designed in a very refined and light concrete style.

The first kit offered makes it possible to cross two fairly close double tracks as well as a central platform. The span is 25.5cm, and height clearance is 74mm (so suitable for electrified lines.)

A shorter model is planned if there is demand. Note that the span can be quite easily modified before machining and adapted precisely to customer requirements. Versions with a single staircase can also be considered.



New accessories in N and HO

A new window railing has been added to the range in both HO and N.

ref. ED-055-1b-HO / ED-055-1B-N

Two new sets of large windows (155mm x 195mm or approximately 100cm x 170cm in real life), one offered with wooden shutters, the other with rolling shutters.

ref. ED-018b-HO / ED-018r-HO

Cités Miniatures

145 Avenue Henri GINOUX

F-92120 Montrouge

www.cites-miniatures.com



American Z Line new releases



The Alco PA1 A unit is available as Cotton Belt with a choice of two numbers (#300 and #301) and Gulf Mobile & Ohio, also as two numbers (#290 and #292).

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

The GM-EMD SW1500 is now coming in Southern Pacific "Kodachrome" livery as #2575, and for the MKT with a choice of two numbers, #50 and #51.



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

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

www.americanzline.com



RhB Ge4/4^{II} in Nm by AB-Modell



Following the red livery version of the Rätische Bahn Ge4/4^{II} 611 – 632 announced in our October edition, AB-Modell is now delivering the loco in the original green, with raised chrome letters on the sides. The skirt was painted light grey, separated from the green body by a silver trim strip.

Two numbers/names are offered, 612 *Thusis* and 616 *Filisur*, both from the first batch.

Pre-ordered models will be delivered to customers soon. Both models can

still be ordered while stocks last, though AB-Modell points out that new orders have a delivery time of 12 to 18 months as the models are produced to order as a strictly limited edition; they will be delivered with a certificate and there will be no subsequent production. The price is €869.00.

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

Water tank in HOe from Halling



To support the nostalgic steam operations on the Mariäzellerbahn, the Mh6 Club put six-wheel water wagon #1 into service in 2020. Although it is not an historic freight vehicle, it is used to transport water for the steam loco from Laubenbachmühle – sometimes even from Mariäzell – to Obergrafendorf. The use of the much 'softer' water is very advantageous for reducing limescale deposits in the boiler.

The model is a development of the popular six-wheel ballast hopper, without resorting to a single component of the old models.

The hand-made small series model has an extremely high level of detail.

The running characteristics of the model have also been significantly improved compared to the ballast wagons. It runs freely, and the spring-loaded couplings and movable centre axle allow smooth operation on even the sharpest curves.

The model is fully detailed but comes with a small sheet of decals. The 'big' signs were not always attached to the wagon, so modellers can decide if they want to apply them.

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

New railcar for HOe by Bultrains



Bultrains are offering a model of the 760mm gauge diesel railcar that operates on the Mocanita at Viseu de Sus in Romania. In origin it is a Russian AM1.

The design was made by Andrew Ward and the model is 3D-printed, with an interior. It has all-wheel drive with two brass flywheels, and the electronics

board has an eight-pin socket for a digital decoder.

The models are made to order, and other liveries are also possible.

The price is €340.00, with half payable in advance, as usual.

Contact Slav Stoyanov,
ride_dogg@abv.bg

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

CANCELLED

Saturday 29 & Sunday 30 October ABERDEEN, Scotland

Organiser: Aberdeen MRC.

Venue: unavailable due to continued use as Covid vaccination centre.

Events

Saturday 22 October WINCHESTER

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 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://railex.taunton.uk>

Saturday 22 & Sunday 23 October LEEDS, West Yorkshire

Organiser: Leeds MRS.

Venue: The Grammar School at Leeds, Alwoodley Gates, Harrogate Road, Leeds, LS17 9NA.

Open: Saturday 1000-1700

Sunday 1000-1630

Admission: adults £8.00, accompanied children under 16 free.

Amenities: free parking,

refreshments.

Features: layouts include *Irgendwohn im Allgau* (German N, CM April 2013), *City Limits* (US HO, CM June 2013), *New Sharon* (US On2), and *Laramie Engine Terminal* (US O, CM November 2017). Demonstrations, trade.

Contact: 07900 338215.

Website: www.leedsmrs.org

Sunday 23 October DISS, Norfolk

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*.

On this day the real Rätische Bahn will be attempt a world record with a train of 100 vehicles on the metre gauge; *Andeer* will try to match this!

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 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, CM October 2022).

Website:

<http://bracknellrailwaysociety.co.uk>

Saturday 5 November CREWE, Cheshire

Organiser: NMRA-BR Annual Convention – Public Day

Organiser: National Model Railroad Association – British Region.

Venue: Wychwood Park Hotel,

Weston, Crewe, CW2 5GP.

Open: 1000-1600

Admission: NMRA members £5.00, non-members £10.00. (Join on the day and get £5.00 off.)

Amenities: free parking;

refreshments.

Features: layouts in N, HO, and other scales. Clinics. Trade, bring and buy.

Website: www.nmrabr.org.uk

Saturday 5 November SHEFFIELD

Organiser: Sheffield MRE.

Venue: Carterknowle Methodist Church Sunday Schoolrooms, Edgedale Road, Sheffield, S7 2BQ.

Open: 10.00-1630

Admission: adults £3.00, accompanied children under 16 free.

Amenities: layouts, sales stand, and refreshments on ground floor; clubrooms accessible by stairs.

Features: Open Day & Mini Exhibition. 7+ layouts of various gauges, scales, and sizes.

Contact: Kevin Rayworth,

07768 513880

Saturday 12 & Sunday 13 November CREWE, Cheshire

Organiser:

Alsager Railway Association.

Venue: Legends Conference Centre, Bentley Motors Ltd, Sunnybank Road, Crewe, CW2 8WD.

Open: Saturday 1000-1700

Sunday 1000-1630

Admission: adults £7.00, children £2.50, family (2+2) £16.00.

Amenities: parking; disabled access; light refreshments.

Features: layout include *Kleine Rundfahrt* (German N), *Cedar Canyon Junction* (US N), and *Karolina Falls* (US On30, CM September 2014). Trade.

Contact: 0774 708 7050

E-mail: jrfcox93@gmail.com

Website:

www.alsager railwayassociation.co.uk

Saturday 12 & Sunday 13 November HULL, East Yorkshire

Organiser:

Hull Miniature Railway Society.

Venue: Walton Street Leisure Centre, Goathland Close, off Walton Street, Hull, HU3 6JB.

Open: Saturday 1000-1700

Sunday 1000-1630

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

Amenities: wheelchair access; light refreshments.

Features: layouts include *Millers Lock* (US HO). Demonstrations of scenery, tree-making, soldering, and weathering. Trade, club second-hand stand.

Website: www.hullmrs.org

Saturday 12 & Sunday 13 November NEWCASTLE-UPON-TYNE

Organiser: Newcastle & District MRS.

Venue: Jesmond Park Academy, NE7 7DP.

Open: Saturday 1000-1800

Sunday 1000-1600

Admission: £8.00, accompanied children free, family £16.00.

Amenities: free parking; full disabled access; refreshments.

Features: 14 layouts including *Neuburg 1913* (Swiss HOm, CM Swiss Special 2018 and in this issue) and *Franklin Falls* (HO). Demonstrations, trade.

Facebook: <https://m.facebook.com/Newcastle-and-district-model-railway-society-622994208118776/posts/>

Saturday 12 & Sunday 13 November TOLWORTH, Surrey

Organiser: Hampton Court MRS.

Venue: Tolworth Recreation Centre, Fuller's Way North, Tolworth, Surrey, KT6 7LQ.

Open: Saturday 1000-1730

Sunday 1000-1700

Admission: adults £9.00, children £3.00, family (2 adults & 2 children) £19.00. Special Sunday deal – one child admitted free with every paying adult.

Amenities: free bus service from Surbiton station. Local bus services 71, 465, K1 and K4 stop within five minutes walk. Parking; fully accessible venue; light refreshments and hot drinks.

Features: *Kleine Albula* (Swiss HOm), *Weidenstein* (German HO, CM January 2022), *Solent Summit* (US N), *Pine Bluffs* (US HO), and *Kamiak Falls* (US HO, CM April and July 2022). Demonstrations, trade.

E-mail:

exhibitionmanager@hamptoncourtmrs.com

Website:

www.tolworthshowtrain.co.uk

Friday 18 & Saturday 19 November HINCKLEY, Leicestershire

Organiser: Three Counties Area Group of the G Scale Society (3CAG).

Venue: Hinckley Methodist Church and Halls, Albert Road, Hinckley, Leicestershire, LE10 1PL.

Open: Friday 1600-2000

Saturday 1000-1600

Admission: Friday: by donation. Saturday: adults £3.00, accompanied children under 10 free, otherwise £1.50. Fundraising for BBC Children in Need, Hinckley Methodist Church, & 3CAG.

Amenities: car park in Alma Road LE10 1PN, also street parking. Exhibits on ground and first floor, lift available, some further steps to stage.

Refreshments.

Features: 10+ layouts from T to G.
Contact: 07751 898619

Saturday 19 & Sunday 20 November ASHFORD, Kent

Organiser: Ashford International Model Railway Education Centre.

Venues: The Elwick Club, Church Road, TN23 1RD; Ashford College, Elwick Road, TN23 1NN; and The Swan Centre, Cudworth Road, TN24 0BE.

Open: Saturday 1000-1700
Sunday 1000-1600

Admission: a wristband giving entry to the three venues on both days costs £10.00 for adults and over 14s; under 14s are free. Accompanying free events are listed below.

Amenities: venues located within easy reach of Ashford International station, or use town centre car parks. Elwick Club has external access ramp and internal stair lifts to exhibition areas; Ashford College has step-free access to ground floor and lift to first floor; Swan Centre has step-free access. Refreshments and toilets available in all venues.

Features: celebrations to mark 180 years since the railway arrived in Ashford. In addition to model railways, traders, films, artwork, and society stands in the three main venues, there are open days at the Town Museum, a photographic display at Ashford Gateway, a beer festival at the Coachworks, and the story of Newtown railway workers' village in the Alfred Arms. A classic bus service will link the seven venues.

E-mail: friends@aimrec.co.uk

Website: www.aimrec.co.uk

Saturday 19 & Sunday 20 November GRANGEMOUTH, Falkirk

Organiser: Falkirk MRC.

Venue: Grangemouth Athletic Stadium, Kersiebank Avenue, Grangemouth, FK3 0EE. (New venue.)

Open: Saturday 1000-1700
Sunday 1000-1630

Admission: adults £8.00, children £4.00, family (2+2) £18.00, under 6s free.

Amenities: parking; disabled access; refreshments.

Features: *St. Adrian* (Swiss Z, CM February 2003), *Aldorf* (HO), *Masonville* (HO), and *Coeur d'Alene Railway* (US On30, CM April 2012). Demonstrations, societies, trade.

Website: www.falkirkmrc.com

Saturday 19 & Sunday 20 November WORKINGTON, Cumbria

Organiser: Solrail Ltd.

Venue: Energus Building, Blackwood Road, Lillyhall, Workington, Cumbria, CA14 4JW.

Open: Saturday 1000-1700
Sunday 1000-1600

Admission: adults £5.00, accompanied children free, unaccompanied (age 5-16) £1.00.

Amenities: regular bus service from town and railway station on Saturday. Free parking; full disabled access; refreshments.

Features: *Train Freight USA style* (Z). Demonstrations, societies, trade.

Contact: Philip Tuer 01228 522118.

E-mail: Philip@steamale.co.uk

Website: www.solrail.co.uk

Saturday 26 & Sunday 27 November NATIONAL EXHIBITION CENTRE, Birmingham

Warley National

Model Railway Exhibition

Organiser: Warley MRC.

Venue: Hall 5, National Exhibition Centre, Birmingham.

Open: Saturday 0945-1800
Sunday 0945-1700

(0915 for advance ticket holders)

Admission: On the day: adult one-day ticket £20.00, two-day £35.00; child (5-16) one-day £1.00, two-day £2.00; show magazine £4.00. Advance: adult one-day £18.00, two-day £33.00; child one-day £1.00, two-day £2.00; show magazine £7.50 including postage & packing. Under 5s free. One carer for disabled admitted free.

Amenities: parking (fee payable – discount if booked in advance); disabled access; catering facilities.

Features: layouts of foreign interest include: a section celebrating 40 years of the Swiss Railways Society – *Die Lötschbergbahn* (N, CM Swiss Special 2018), *Bärental und Dorf* (RhB HOm, CM December 2004), *Beckenwick* (RhB HOm, CM September 2012 and October 2022), *Neuburg 1913* (RhB HOm, CM Swiss Special 2018 and in this issue), *Neuburg 2013* (RhB HOm, CM November 2020 and in this issue), *SwissPass* (HO & HOm), CM October 2022 and in this issue), *Chlätère* (HO, in this issue). *Somewhere in France* (WWI 009), CM June 2019 and in this issue), *Schwingischerplatz* (German N), *Pottendorf* (German HO, CM July 2018), *Diano Marina* (Italian HO), *Kozel Cement* (Czech HO, CM March 2013), *Spencer 20 Heritage* (US N), *Tipton Sub Division PA* (US N), *Chica* (US HO, CM August 2018), *Snowy River Railroad* (US On30), and *2nd (Hand Yard)* (US O). Junior modellers' corner and workshop, demonstrations, societies, and over 130 traders and manufacturers.

Contact:

Ticket Factory, 0844 5810737.

www.the.ticketfactory.com

(N.B. £2.00 administration fee applies.)

Website: www.thewarleyshow.co.uk

Meetings

Tuesday 8 November – 19.30

Wells Railway Fraternity

Cuba during the Sugar Harvest
by Mike Walker

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

Contact: Andrew Tucker,
01749 830695.

Saturday 19 November – 14.00

British Overseas Railways Historical Trust

AGM via Zoom

The meeting will be followed at 14.30 by a illustrated talk by Julian Rainbow on Rhodesia Railways using slides mostly from the collection of the late R.A.H. Baxter, formerly Deputy Civil Engineer of RR and NRZ which show the Wankie line, Bulawayo, branch lines, and the Umtali line.

If interested, contact B.O.R.H.T. via the website for an invitation to join the meeting.

www.borht.org.uk

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Latest Reviews ... and much more



• Filisur

For the last fourteen years, Michael Rumsey has been working towards a scenic HOm layout based on the Rhätische Bahn junction of Filisur.

• Christmas market

The magic of Christmas in just over half a square metre! Jacques Poré made a micro layout with HO narrow gauge on the theme of a Christmas market in the mountains.

• Western Maryland

An experiment in seasonal modelling – Davide Raseni created a small HO diorama to explore American rural railroading in the 1950s/60s.

• Old King Coal

Emmanuel Nouaillier continues the theme of old shops, this time with a completely scratchbuilt structure depicting a closed coal merchant.

• Steiermark narrow gauge

Peter Dale delves into his extensive archives once again to explore some Austrian lines as they were in the 1980s.

... and much more!

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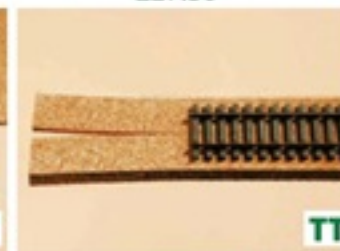
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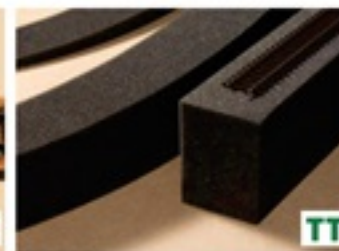
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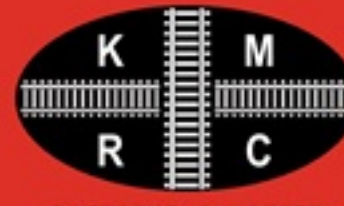






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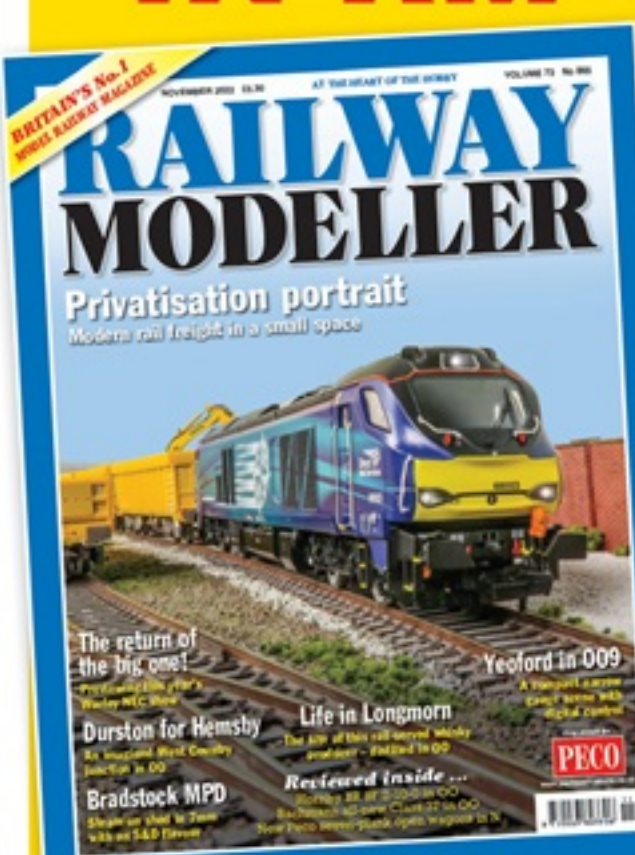
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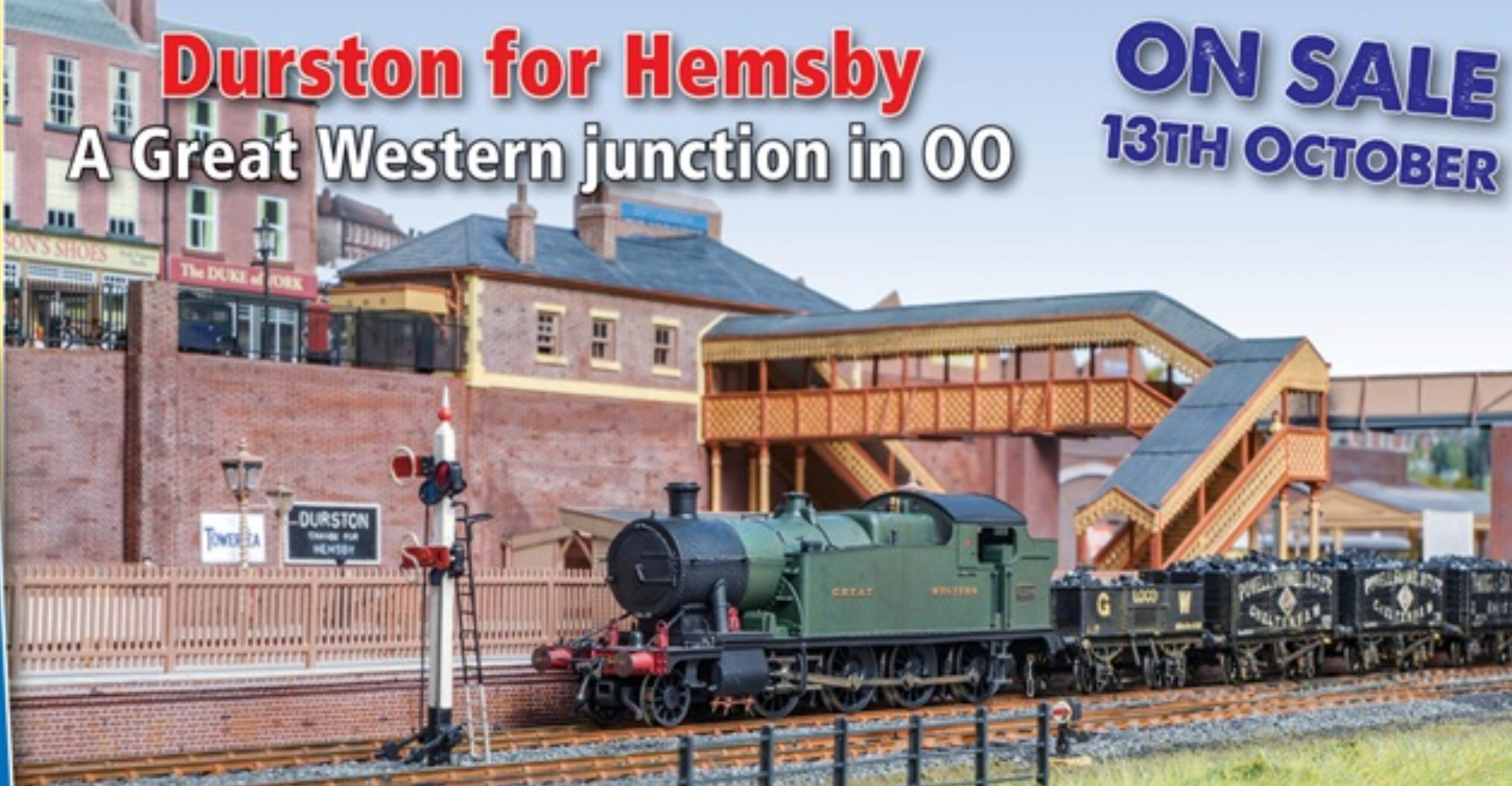
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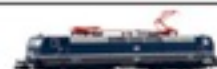
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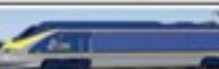
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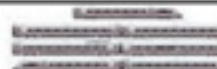
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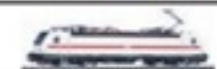
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