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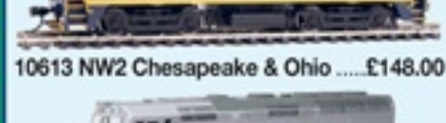
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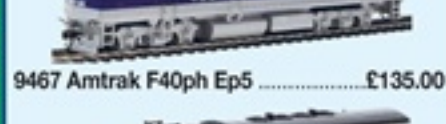
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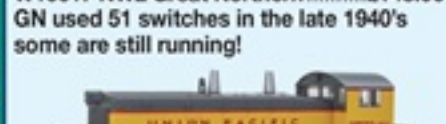
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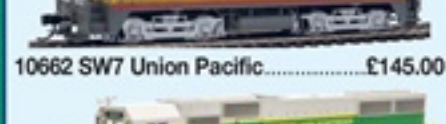
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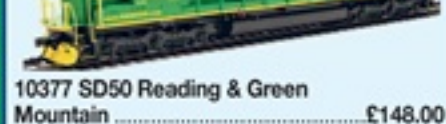
GN used 51 switches in the late 1940's
some are still running!



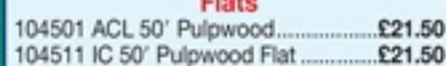
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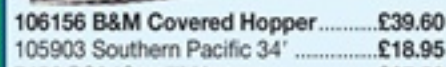
104501 ACL 50' Pulpwood Flat£21.50



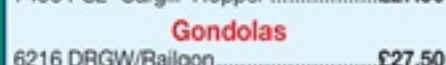
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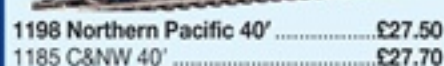
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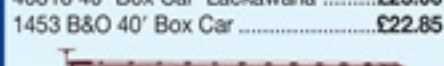
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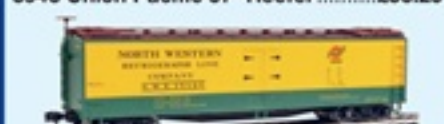


1124 Union '76 3 Dome£22.50

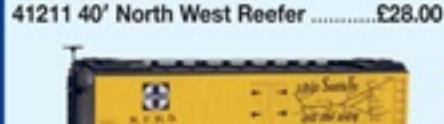
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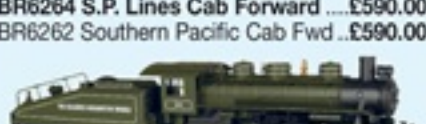
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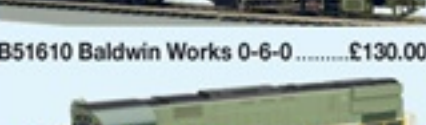
BR6264 S.P. Lines Cab Forward£590.00



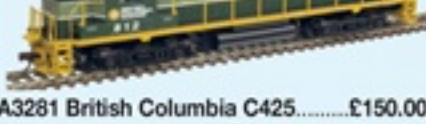
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B51610 Baldwin Works 0-6-0£130.00



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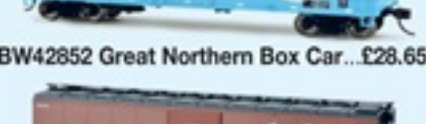
B14004 GT Caboose£34.75



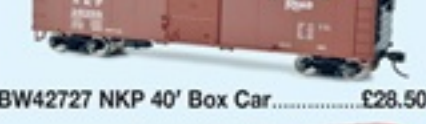
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BW41850 B&O Hopper£19.99



BW2689 Vandalia 40' Gondola£25.00



B14001 Burlington Caboose£39.99



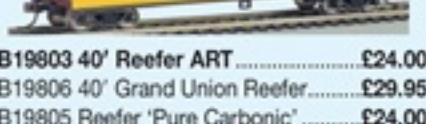
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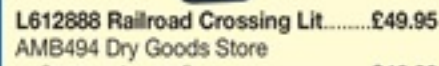
'O' Gauge buildings p&p £4.99 (BU - Built up)



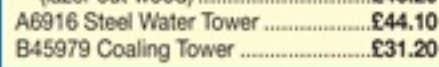
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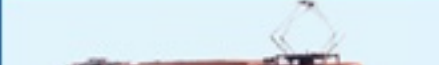
L612888 Railroad Crossing Lit£49.95



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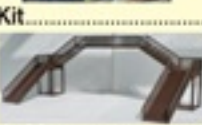
A6916 Steel Water Tower£44.10



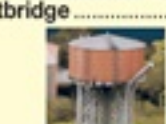
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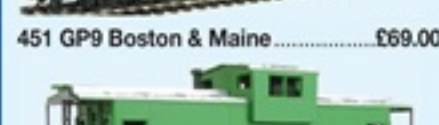
2503 GP15 CSX£78.00



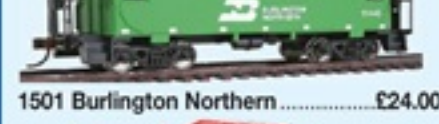
451 GP9 Boston & Maine£69.00



1501 Burlington Northern£24.00



1503 Santa Fe£24.00



1505 CSX£24.00



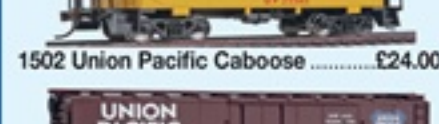
1502 Union Pacific Caboose£24.00



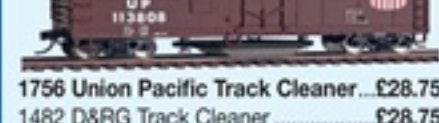
1756 Union Pacific Track Cleaner£28.75



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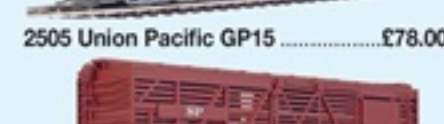
1753 B.N. Track Cleaner£28.75



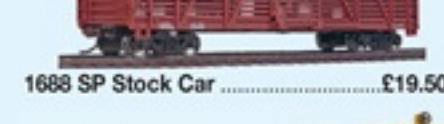
1100 Spare Pads for Track Cleaner£5.95



2505 Union Pacific GP15£78.00



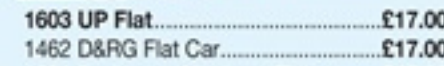
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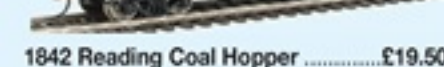
1462 D&RG Flat Car£17.00



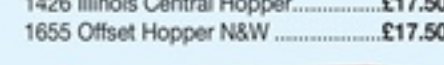
1601 Burlington Northern Flat£17.00



1842 Reading Coal Hopper£19.50



1426 Illinois Central Hopper£17.50



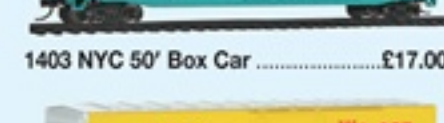
1655 Offset Hopper N&W£17.50



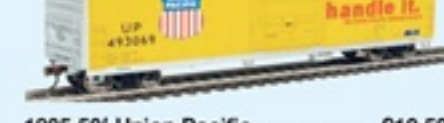
1844 Union Pacific Coal Hopper£19.50



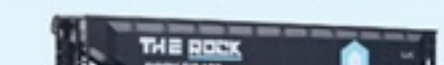
1403 NYC 50' Box Car£17.00



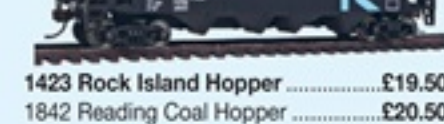
1805 50' Union Pacific£19.50



1423 Rock Island Hopper£19.50



1842 Reading Coal Hopper£20.50



1441 BCOL Tank£17.50



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CONTINENTAL MODELLER

January 2023

Volume 45

Number 1

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RAILWAY MODELLER

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



Cover

RhB Ge4/4II 623 Bonaduz
with the Glacier Express,
the world's slowest express,
drifts across a girder bridge
over a mountain stream
with a picturesque waterfall
on the Kreuzweg diorama.

Photo: Oliver Browne.

Happy New Year!

We wish everyone as peaceful and prosperous a New Year as possible. Whatever the year may have in store, we hope the hobby will continue to bring you enjoyment and relaxation.

Warley exhibition at the NEC

We write having just returned from the National Model Railway Exhibition organised by the Warley club at the National Exhibition Centre. After two years when it had not been possible to stage the show because of the pandemic, everyone was looking forward to the return. But there was considerable concern before the event that the rail strike would have a seriously detrimental effect on attendance, with no trains on the Saturday and continuing disruption on the Sunday. As it happened, advance tickets sales were almost back to pre-Covid levels, with a satisfying surge in the final week, much to the relief of the organisers. If there were not quite same frantic rush as the doors were opened on the Saturday morning, through the day the attendance was clearly good, while there is some evidence that a significant proportion of the visitors switched to Sunday, traditionally the quieter day – that certainly seemed to us to be busier than usual.

From visitors, exhibitors, and traders, the overall sentiment was: "It's great to be back!"

Thank you to all readers and contributors who stopped for a chat on the Peco stand.

Despite the lack of any layouts brought from the continent, previously such a successful element of this show, there was an excellent selection of foreign themed layouts.

By common consent, the collection assembled to mark the fortieth anniversary of the Swiss Railways Society (albeit delayed by two years!) was a highlight, and among them the twin *Neuburg* layouts by Jim Finlayson, representing the same Rhätische Bahn station one hundred years apart, in 1913 and 2013, were a hit not only with existing Swiss fans but also the general public. It was deservedly awarded the CONTINENTAL MODELLER trophy for the best overseas layout.

Our congratulations to Jim, who is seen receiving the award from Pete Waterman.

Talking of awards, it is time to consider your choices for the 2022 CM Cup competition. The formal entry form is on page 19a.



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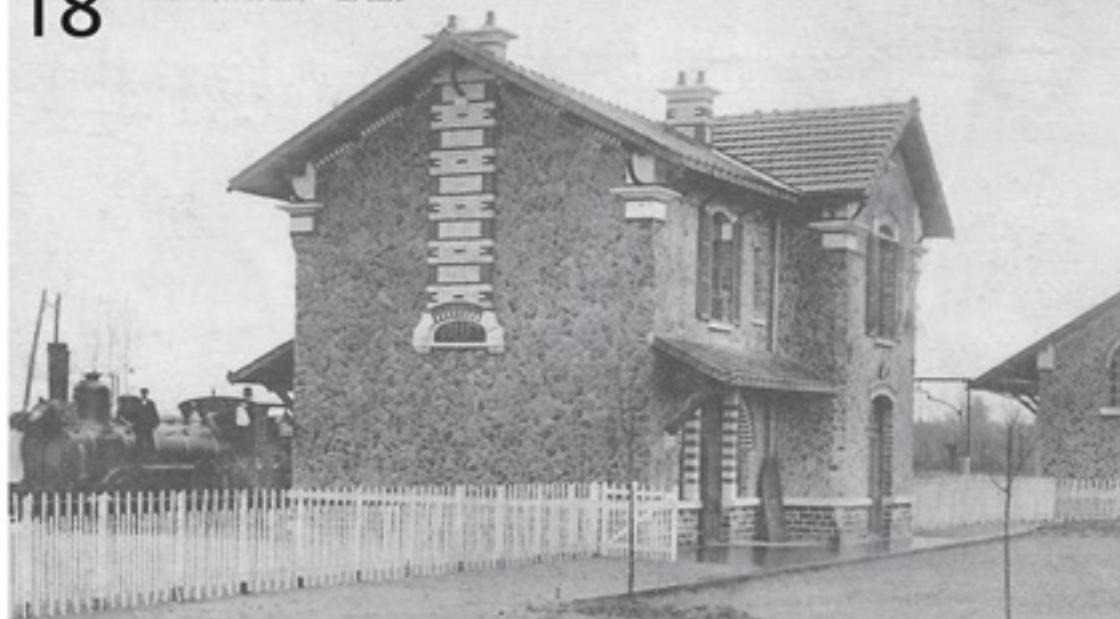
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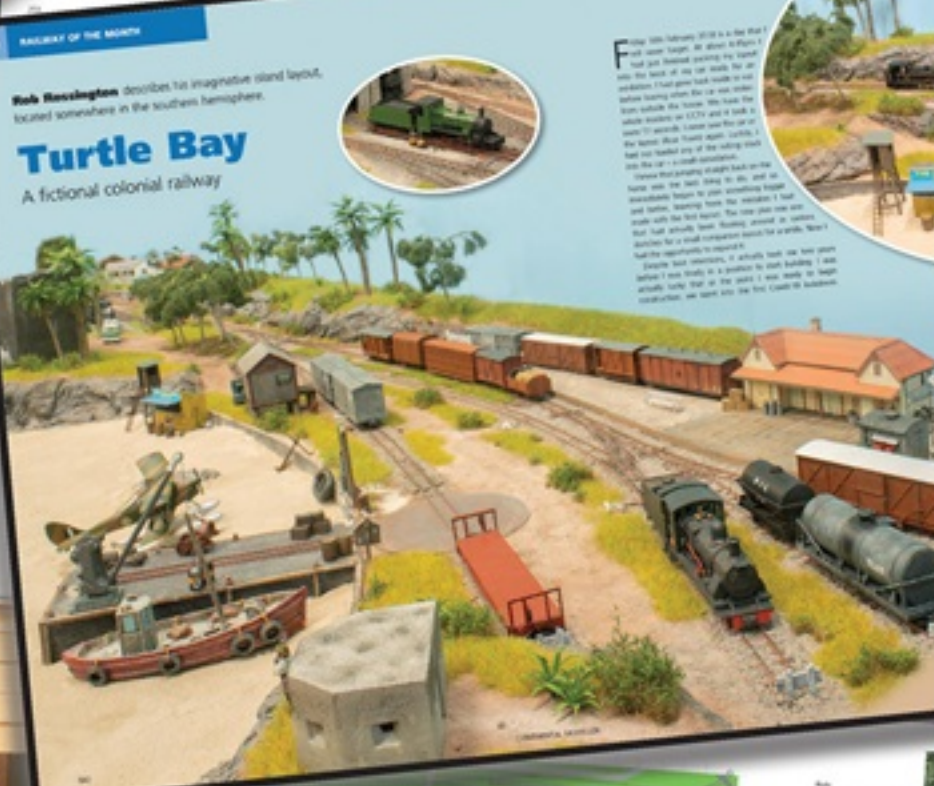
Christmas market French HOI

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A scene on Bob Harper's On2 layout 'Franklin'.

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FALLER



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1:87

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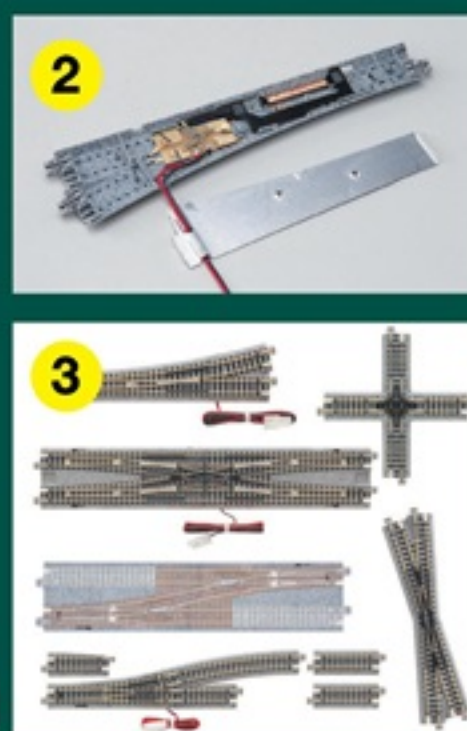
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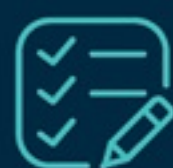
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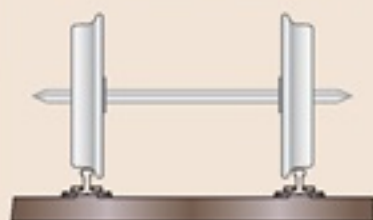
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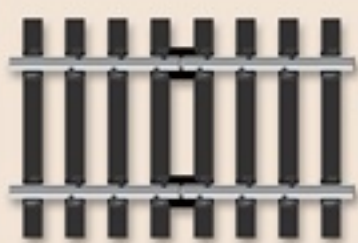
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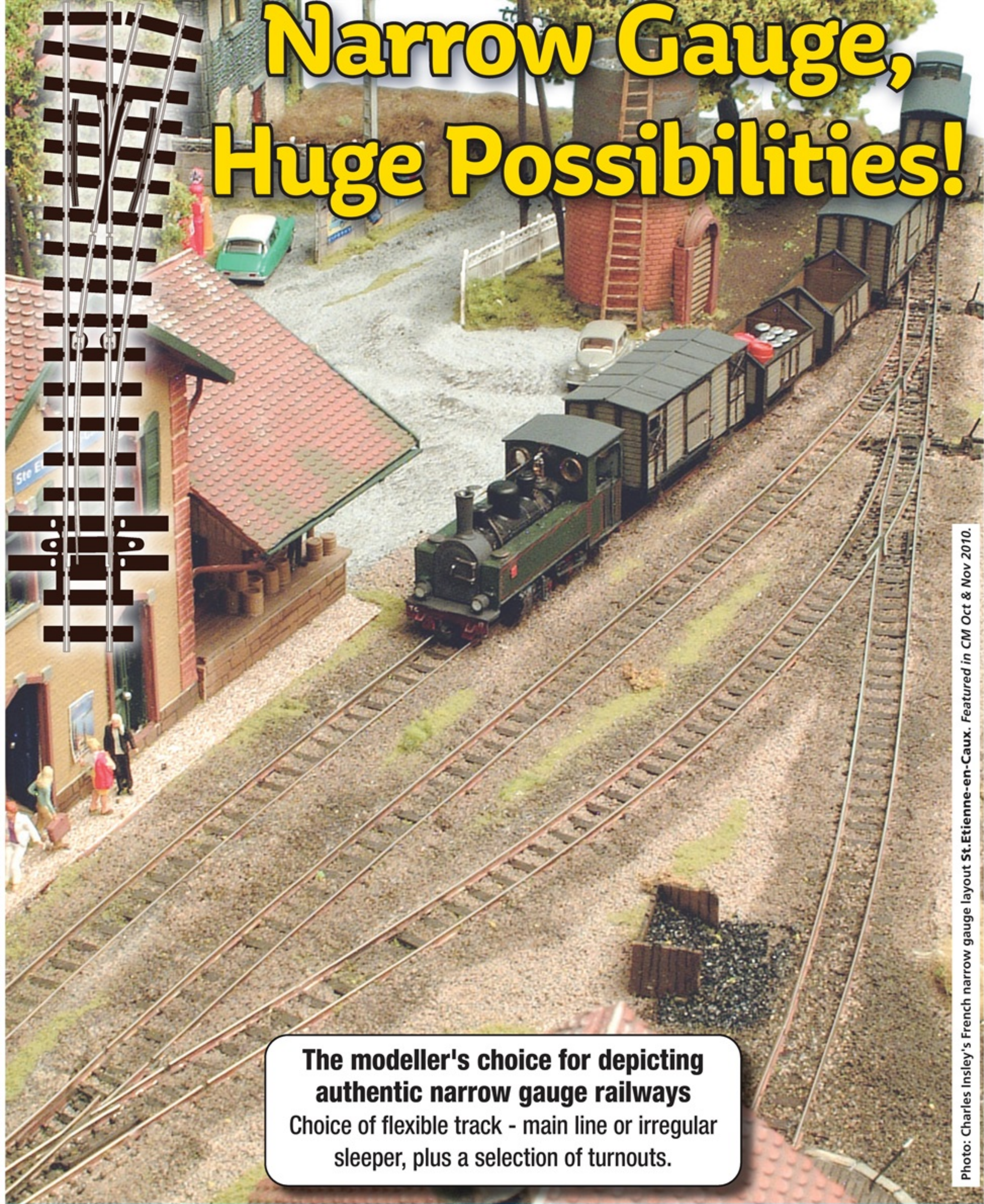


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Eric Fresné introduces a scene set in the *Régions Libérées* following the First World War.
Photographs by the author.

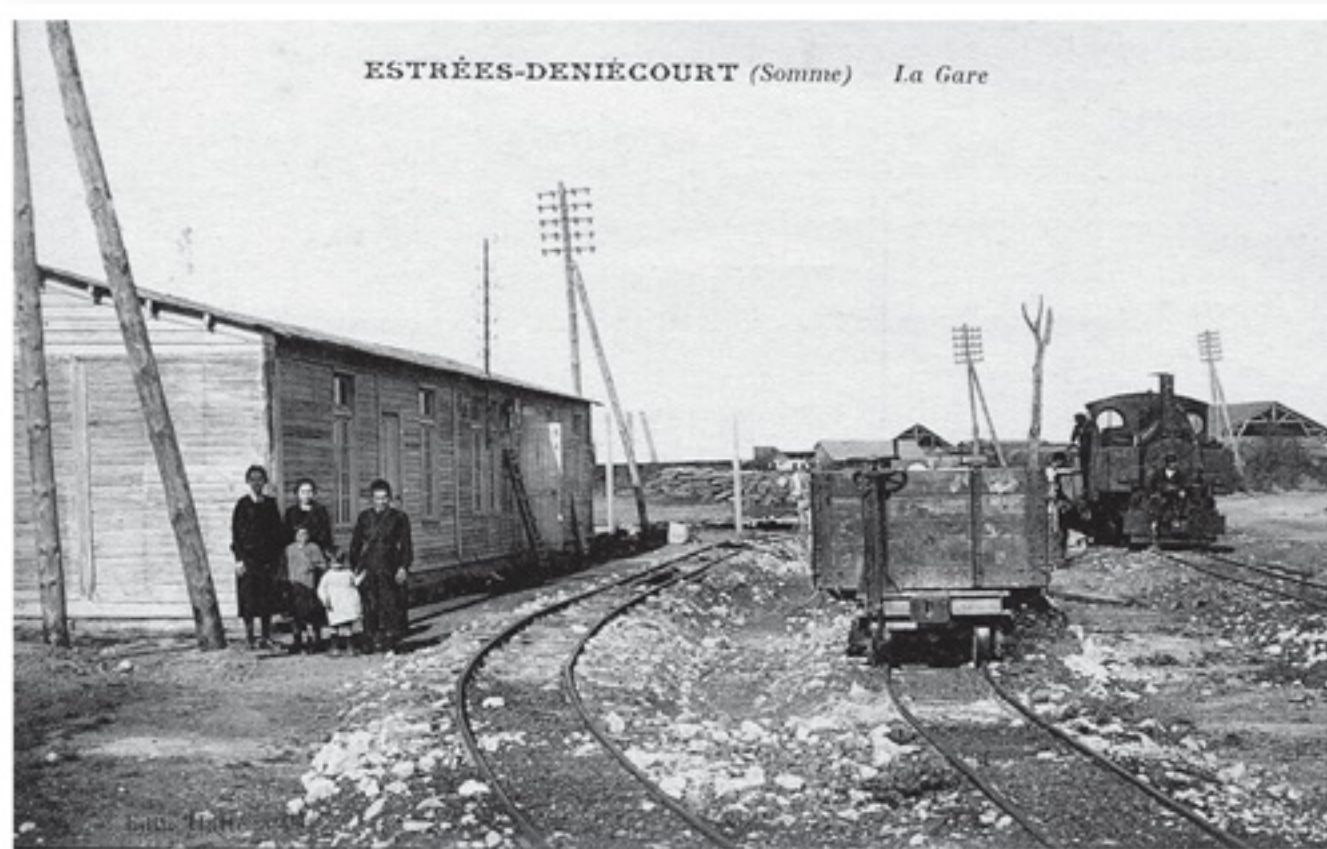
Quittancourt

Somewhere between the Somme and Scarpe rivers

I have been modelling narrow gauge railways for rather a long time now, mainly in 7mm scale on 16.5mm gauge. But in 2013 I began to collect some OO9 rolling stock from MinitrainS, Peco, Bachmann, and various small specialists. I am not exclusive in my choices but a large part of the collection features military 60cm gauge railways. The logical step was to build a layout. That is why I imagined *Quittancourt*.

Some historical background

In 1917, the French Government anticipated the recovery of the territories occupied by the German army since 1914, especially those recently liberated by the German retreat from the Hindenburg line. Georges Clémenceau decided to create the *Ministère du Blocus et des Régions Libérées* (M.R.L.) in order to administer and rebuild these lands. At the end of war, the responsibility of the ministry was extended to a large territory around the 'Red Zone' entirely destroyed by four years of fighting.



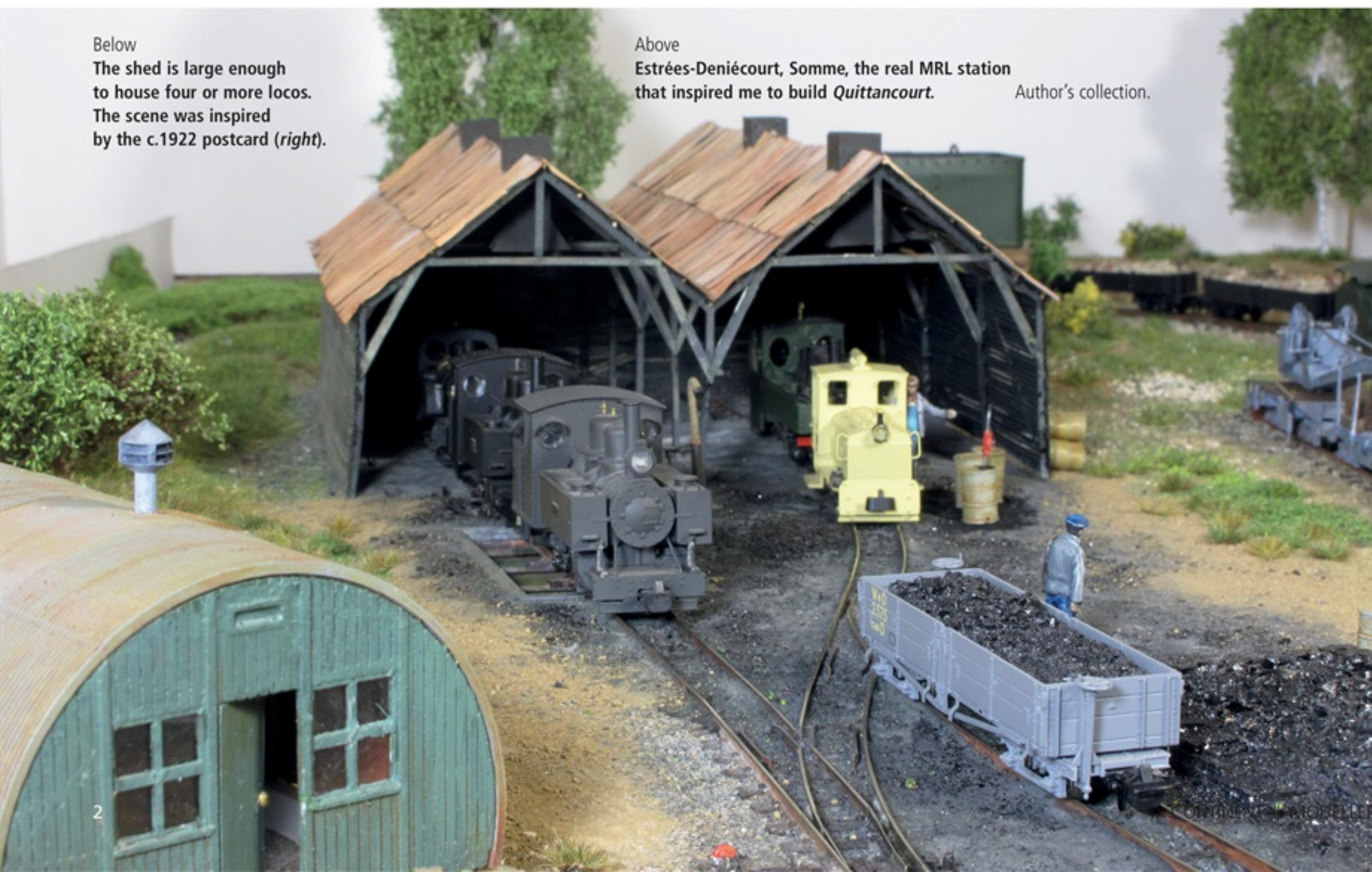
Below

The shed is large enough to house four or more locos. The scene was inspired by the c.1922 postcard (right).

Above

Estrées-Deniécourt, Somme, the real MRL station that inspired me to build *Quittancourt*.

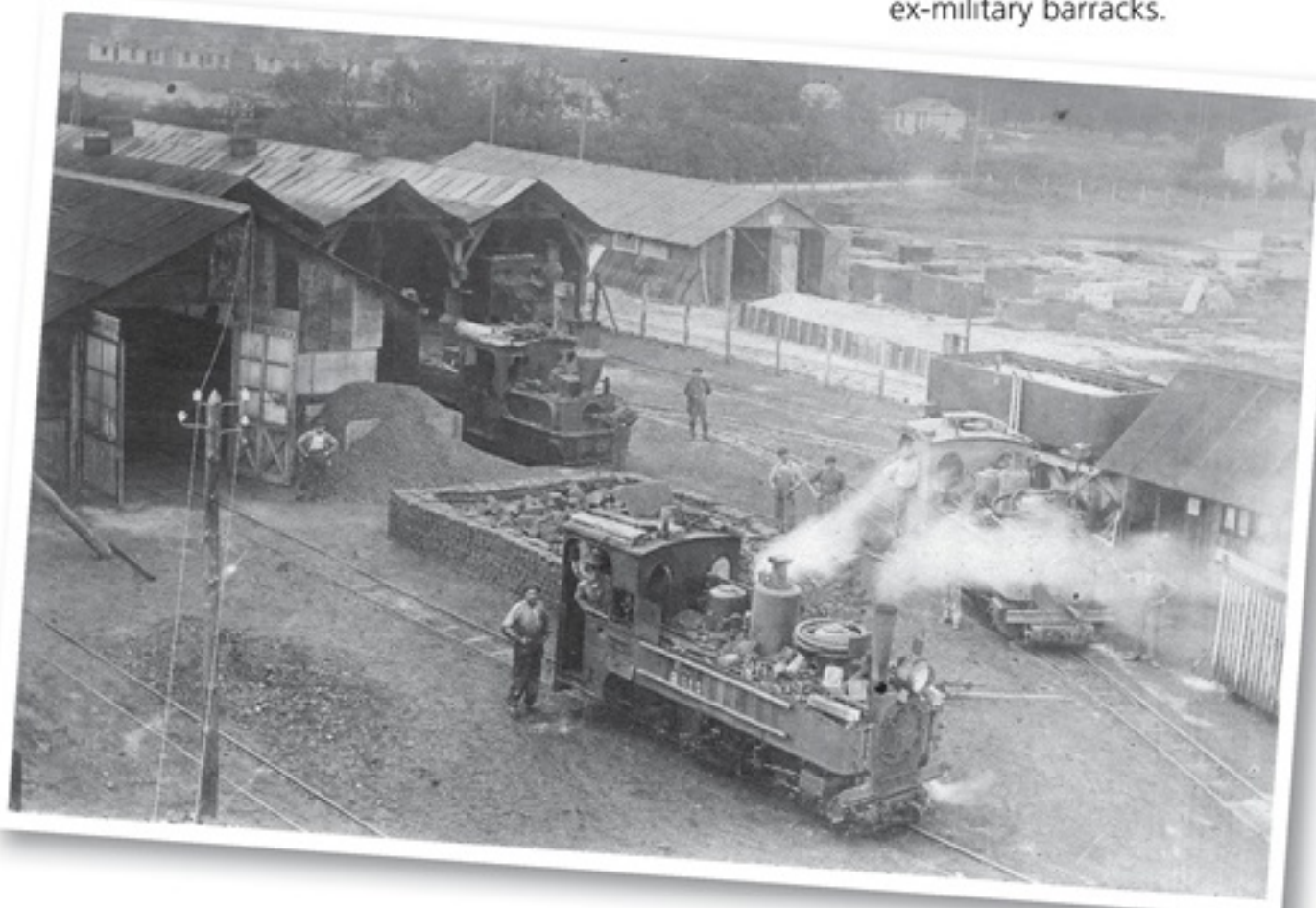
Author's collection.





Above
The station and yard area.
A MinitrainS Decauville 0-6-0T
hauls a camouflaged van
used by the French army
in the Vosges sector during
the war for carrying meat.
The body of the model
was laser-cut from wood.

The ministry obtained track and rolling stock from all the armies, including the German. From 1919 to 1923, a large number of new lines were laid. Military locomotives and wagons were repaired and used to carry building materials, goods, and even passengers in coaches roughly built from flat wagons or goods vans. The passenger trains were duly scheduled on Chaix timetable. Station buildings and loco sheds were also rather special because they were mainly ex-military barracks.



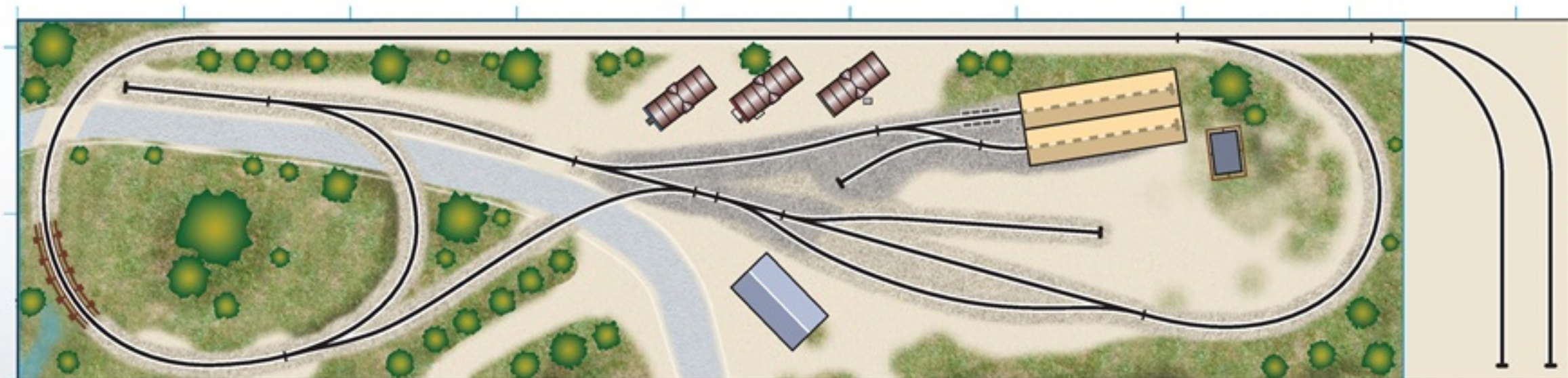
From Pas-de-Calais to Vosges, each *département* has its own railway but only two survived after December 1923, as sugar beet railways in the Somme and the Pas-de-Calais. The well-known *P'Tit train de la Haute Somme* is the last remnant of these lines.

Between the Somme and Scarpe rivers

Do not try to find Quittancourt on a map. The name is a pun on the French *kit en cours* which could be translated as 'model in progress'. Quittancourt is a fictitious location situated in the former British sector of the front line, somewhere in Somme or Pas-de-Calais *départements*. The town is served by a *Régions Libérées* line but the station and depot are half a mile from the village. The railway staff and their families live in a row of Nissen huts pretentiously named *Quartier de la gare* ...

When I started this project, I had two main goals. First, I wanted to have the rather primary pleasure of seeing trains running along the line. So, the main track is a large loop, 2.40m long. But I also wanted to have some shunting possibilities. The centre of the loop is occupied by the station with three tracks where I can cross trains and store wagons, a reversing triangle, and the loco shed, large enough to store half a dozen locomotives. Later, I added a little fiddle yard on the right-hand side to expand the operating potential.

The baseboard is built to fit upon three 83cm x 50cm 'ivar' bookshelves from IKEA. It is made from 5mm and 10mm plywood.



Quittancourt Overall layout size 2800mm x 600mm. Each grid square 300mm x 300mm.

Below

A Baldwin 10-12-D 4-6-0T with a train of LROD wagons (all models by Bachmann) arrives at the station. Beyond is a Decauville 1915 tank wagon with pump and two crude open wagons built on the front line – from *Les P'tits Kits N°3 – la rame Decauville 1915*.

The track comes from Peco, mainly HOe/OO9 Streamline except for two Setrack turnouts in the loco shed. It is glued and ballasted directly onto the baseboard. Each section is isolated and wired to switches on the front of the layout. Depending the locomotive, I can operate either with an analogue Gaugemaster controller or with a Roco DCC Multimaus. Points are operated by Blue Point turnout controllers and 3D-printed levers screwed to the front of the baseboard.

A green layout

I happened to find on the Internet the photo collection of Albert Kahn (<https://albert-kahn.hauts-de-seine.fr/>). It is a remarkable archive of a thousand colour pictures taken in the first quarter of the 20th century. These pictures show a green landscape and camouflaged barracks in the former fighting zone. It was tempting to reproduce that.

The landscape is not very pronounced. It is made of corrugated cardboard glued in layers along the level lines. The steps are masked with craft paper coated with paper pulp. All the surfaces are covered with sieved earth or stone, depending the effect I want. The main road is paved; I used some 3mm featherboard with the card peeled off one side and the foam stamped with the ferrule of an old brush handle. Cobbles are painted in various acrylic grey, brown, and blue paints.

Once the whole surface is covered with mineral soil, I begin to reproduce the vegetation. The grass is made with Peco spring and summer 2mm and 4mm static grass fibres, in patches. When dry, I add Woodland Scenics fine and medium turfs. I also add many tussocks made from Peco static grass prepared on aluminium foil. Bushes, shrubs, and trees come from the MBR range. These Polish craftsmen offer economical but very good looking plants. I also use 'Java moss', common in the aquarium trade. Painted in green and brown, it represents common bracken very well.



Right
The reconstruction effort made use of any available motive power; on shed are a German Heeresfeldbahn 'Brigadelok' 0-8-0T (model by MinitrainS), a French Decauville 0-6-0T (also by MinitrainS), and a War Department Baldwin 10-12D 4-6-0T built in America (Bachmann).



The background scene is a panoramic picture taken from Menez Hom, a hill near Châteaulin in Brittany, where I live. The picture has been professionally printed in a matt finish and glued to a vertical plywood sheet.

Buildings

Visually, the layout is divided into two parts. On the left, the main track and the triangle are set in the rural landscape. On the right, the station, the loco shed, and the 'quartier de la

gare' are much more 'humanised'.

The station is a laser-cut model created by Christophe Constant from Architecture & Passion. All the other buildings are scratchbuilt. The loco shed is laser-cut from 2mm card and paper. The corrugated roof was made with wet paper embossed between two plastic dies. The whole building is painted with acrylic inks.

The water tank was made from Evergreen styrene sheet, rods, and strips.



Right
Baldwin WD No.628 passing the large water tank which supplies both the locos and the 'quartier de la gare'.



The three Nissen huts are 3D-prints. Like the prototype, they are made from basic sections, glued to each other. Windows and ends are also 3D-printed. The colours are not imaginary but real. The pictures in the Kahn collection show variously coloured temporary houses. I tried to reproduce this characteristic feature using some red, blue, and green paints on my huts.

Some details like crates and oil drums are also home-made 3D-prints. The Kato 'Figu-animal' cats give life to the loco shed.

Above

The Schneider 0-6-0 diesel is another MinitrainS model while the Decauville 1915 wagons are from P'Tits Kits.

I have still to find more figures and objects to detail the empty areas.

Too much rolling stock?

If you like to collect 60cm gauge military models, the *Régions Libérées* railways are for you. Anything built for French, British, American, or German armies between 1888 and 1918 can be employed on the M.R.L.

In 1:76, many products are available, both from larger companies and smaller specialists, the latter mostly as kits. MinitrainS offers German, American, and French locomotives. Bachmann began its narrow gauge range with the beautifully made Baldwin 10-12D 4-6-0T, class D open wagons, and vans. I also have in my collection wagons from W-D Models, Meridian, and Dundas.



Left

The Nissen hut segments are basic PLA 3D-prints made separately and glued together.

Below

The 'quartier de la gare' is a row of Nissen huts which now accommodate the MRL staff families.



Right
I very much enjoyed building this Magnard crane. The crane itself is an old Backwoods Miniatures kit mounted on 3D-printed Péchot bogies; the Péchot platform wagon is also a 3D-print.



But French rolling stock was missing. To fill this enormous gap, I decided to use my 3D modelling skills. First, I drew a Decauville 1915 bogie that can fit under an open wagon, a water tank with pump, or bolsters. I also drew the famous Péchot bogies and platform wagon. All this was professionally 3D-printed by Shapeways. Thanks to my French publisher, LR Presse, they are available under the *P'Tits Kits de Voie Libre* label.

I used the Decauville and Péchot bogies to build various wagons from scratch or by 3D-printing. Most of the drawings I used come from an excellent book of plans published by some years ago by Christian Cénac, *La Voie de 60 sur Les Fronts Français de la Guerre de 14-18*.

I think I now have enough locomotives and wagons to operate at least three layouts!

Operation

In analogue mode, I can only run one train at a time. Typically, I begin the sequence with the milk train coming from the fiddle yard. The train travels once or twice round the loop and stops at the station, where I shunt some wagons. I can reverse the locomotive on the triangle and send it back to the fiddle yard. Then I take a loco from the shed and make up a train with the wagons left at the station.

Below
The WD 'protected' Simplex tractor was made from a Mosskito (ex-Meridian) kit on a Tomytec TM-TR02 drive with a 3D-printed adaptor. The Feldbahn 0-8-0T and Schneider 0-6-0D are both from MinitrainS. Details such as the oil drums and cats add life to the scene.





Left

These two wagons were in use on the front line in the Vosges on the Bussang to Saint-Amarin line. The long flat was scratchbuilt using Evergreen styrene and brass on 3D-printed bogies. The meat van is a home made laser-cut wood body on a 3D-printed Péchot well wagon..

Right

The left of layout features a green landscape crossed by the reversing triangle. The vegetation was made with Peco static grass, MBR bushes and trees, and some Java moss (*tropica taxiphyllum barbieri*) painted brown and green.



Above

Using the reversing triangle – 1. The train comes from the station, loco in front. The Brigadelok is hauling 3D-printed sugar beet wagons (which I designed) marketed as *Les P'Tits Kits N°1 – la rame betteravière*.

Below

3. The points are changed behind it and the train reverses carefully round the second leg of the triangle ...



Above

2. A whole train (here a Baldwin 4-6-0T and three Light Railway Operating Division bogie wagons) can just fit on the spur at the head of the triangle.

Below

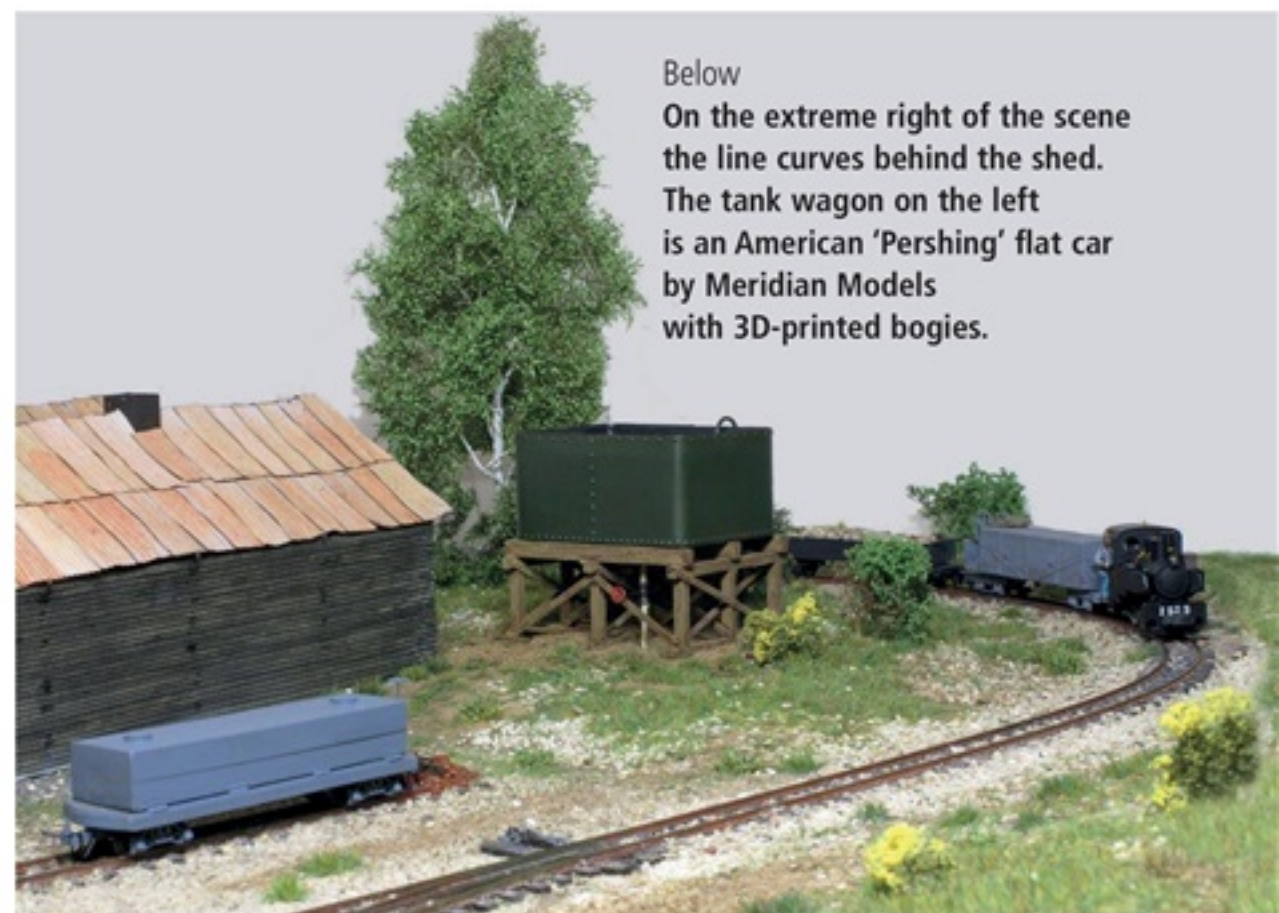
... then goes back to the station, with the locomotive always in front. The train crew take care to look out for any road traffic.





Left
The Schneider *locotracteur* crosses a small marsh on a wooden bridge, a standard LROD design.

Below left
The reversing triangle can be used in either direction. A Decauville 0-6-0T returns to the yard with two Decauville 1915 wagons.



Below
On the extreme right of the scene the line curves behind the shed. The tank wagon on the left is an American 'Pershing' flat car by Meridian Models with 3D-printed bogies.

Oliver Browne describes a compact snow scene constructed as test for future scenic modelling.

Photographs and drawing by the author.

Kreuzweg

The Rhätische Bahn in the snow

Background

Before this diorama came into being, I had started designing an accurate plan for an exhibition layout depicting the iconic Landwasser Viaduct. I like railway structures, I like dramatic landscapes, and I like watching trains travel through their environment. I did not want a complex station or freight terminal to operate, so this seemed like a perfect solution. Buoyed with enthusiasm, my first Rhätische Bahn HOM loco arrived courtesy of an online auction win and construction began on the substrate for the viaduct structure.

I booked some flights, and between Christmas and New Year 2019 I travelled to Filisur to soak up the environment

and conduct some real-world research. While there I also took the train to Bergün and saw the excellent OM layout which is housed in the museum adjacent to the station. The following morning I sought advice from the hotel owner and ventured up the valley to Davos. Going up in altitude brought blanket snow, and I was hooked: this was the effect I wanted to replicate. A few days later, I had a moment of realisation: the planned layout was simply too big and complicated for a first attempt at scenic modelling, and to do such a scene justice it would require skills that I did not possess. However, in the meantime more stock had started to arrive, and I was in too far to simply give up on Swiss HOM modelling!

Right

A mixed freight heads down the valley with Ge6/6^{II} 704 Davos in charge.

Below

Ge6/6^I 'Krokodil' 414 hauls a special charter train, consisting of Alpine Classic Pullman Express coaches, a Gourmino restaurant car, and the RhB Piano Bar.







Concept

I still wanted a piece of landscape for my increasing collection of stock to run through, so instead a much more achievable diorama was envisaged. It was to be the practice run for the Landwasser layout, so it needed to incorporate all of the features and techniques that I will call upon in the future, i.e. topography, rocks, structures, fast moving water, snow, trees, catenary, and a colour light signal.

The revised plan was for a two metre long diorama, divided equally into two modules, both 325mm deep. Once bolted together, the modules would allow a single track line on a gentle sweep to pass through the landscape. I knew from the beginning that it would not simply be a flat baseboard with scenery placed on top, instead I drew inspiration from what I had seen modelled in Bergün, boxes whose shaped edges described the pre-planned contours. The trackbed runs through the scenery, and intermediate frames provide additional support.

This can be quite something to get your head around, and to a large extent it locks in the final look of the model at a very early stage. This lack of flexibility might be seen as a negative by some, but it really makes you consider what you are about to start building, and it means your railway is properly in its setting rather than just placed on top.

In order to understand this concept more clearly, I elected to make a quick maquette – a 1:10 scale model of a 1:87 scale model! Satisfied with my plan, I set to and started construction proper.

Above

Ge4/4^{III} 642 Breil/Brigels is at the head of a full seven coach AGZ push-pull rake as it climbs up the valley heading for St.Moritz.

Inset

Model of a model – the maquette produced to study the concept.

Right

The completed woodwork base for the scenic modules.

Right

The card lattice that creates the landscape is clearly seen, along with the substrate for the ski slope, raw plaster rock castings, and the right-hand tunnel portal.

Construction

The track is Peco HOM code 75 flexible track glued to 5mm foam laminate flooring underlay, which in itself is glued to the ply trackbed. It was sprayed with sleeper grime aerosol paint, and the rail heads were later cleaned with a track rubber.





Next the tunnel portals and stone embankments were made from ply, skim coated in plaster, and scribed by hand. There is a real evolution of technique on display here. Photos were shared in various online forums as I completed each one, feedback was received, and lessons were learned. I am not going to reveal the order in which they were worked on – try to determine that for yourselves!

Likewise, producing and painting the geology was a skill that advanced through online video tutorials and experimentation. All of the rocks were cast from moulds made of scrunched up aluminium foil, apart from those directly around the waterfall. Here, they were carved *in situ* as the plaster began to cure.

Landscaping was achieved by weaving strips of cereal packet card and using a staple gun to fix them to the ply edges of the modules. Two layers of brown paper mâché were then applied, followed by two coats of plastercloth. This provides a nice strong but lightweight shell which is thick enough to drill holes in to accept trees.

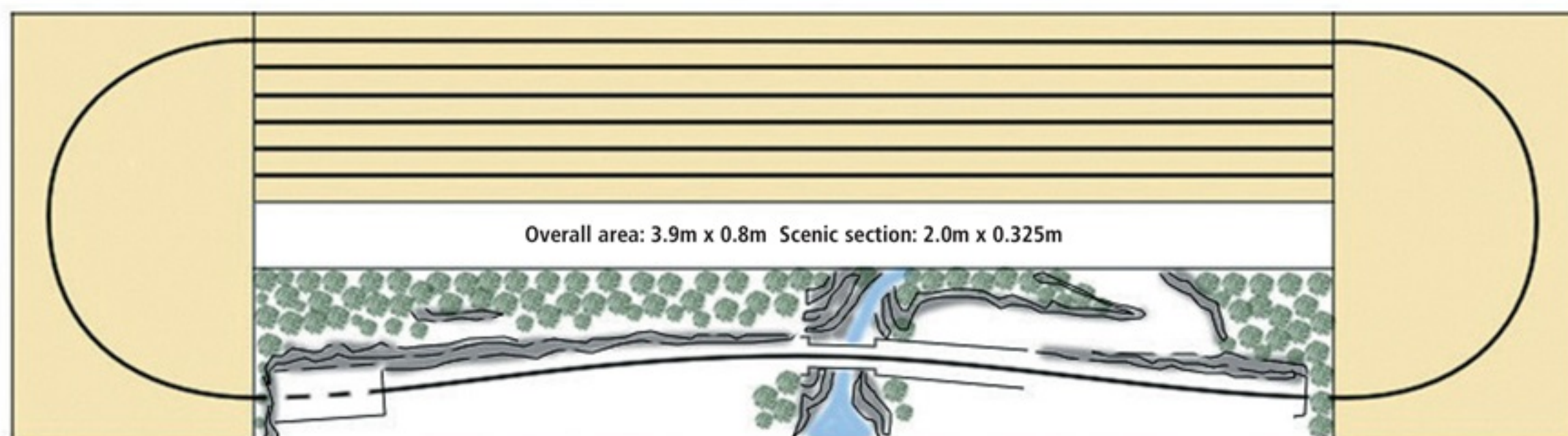
Two techniques were used for snow. That in and around the track was created as if it was traditional ballast, but with Woodland Scenics 'Snowflakes' instead of stone chippings. All other snow is bicarbonate of soda sieved onto wet PVA. Once set, this is held in place with strong hair spray, and finally a good coat of aerosol matt lacquer. It is probably best not to go too near the model with a naked flame!

Catenary is all by Sommerfeldt, with some pre-assembled spans modified to transition down into the tunnels. The masts were painted with Halfords 'aluminium' spray paint to – rather ironically – better represent the galvanised steel of the prototypes. I left the wires to tarnish naturally, as I feel that a layer of paint on 0.5mm wire often gives a noticeable visual weight to the spans.



Above
The driving trailer of an AGZ set operating a Regio Express service passes under the snow gallery and into the tunnel.

The snow gallery at the left-hand tunnel portal and the avalanche fence above it are probably the only features that were not planned prior to construction. However, as I conducted more and more research they seemed like logical items to add character to the scene. The fence is made in accordance with examples found in many locations along the various RhB routes; from sections of old rail stacked in a staggered fashion.





Above
Ge4/4^{II} 623 *Bonaduz* snakes across the layout with the *Glacier Express*.

Right
Ge4/4^{II} 619 *Samedan* waits for the road with a local stopping service.
The signal was made from my own 3D-printed parts.

Below
Skiers make their way down the Kreuzweg ski piste that gives the layout its name as passengers on the *Glacier Express* ready their cameras for the scenery.

In stark contrast, the ski piste – with its red safety catch net – was an integral feature right from the outset. This is based on the Kreuzweg run that drops down into Klosters, and a slope that I skied during my second visit to Switzerland just prior to the pandemic in March 2020. That was one of my best ever days on the slopes and created such an impression that it really set the tone for this diorama, as well as providing the name.

Woodland Scenics 'Pouring Water' and 'Water Effects' were used for the waterfall. They are not cheap, but I am really impressed with the results, and all I did was follow their online tutorials.

The final feature is the lone signal. I really was not taken by commercial offerings so I decided to develop my own CAD and produce 3D-printed resin parts. I would say I am satisfied with the result, but it required a large amount of effort to achieve something only marginally more detailed than the proprietary alternative.





Right
Preserved steam locomotive G4/5 108 *Engiadina*
on the girder bridge that crosses the mountain stream
with its picturesque waterfall.





Due to the sheer number required (approximately 180), I elected to purchase cheap trees in bulk. Out of the box they required some effort to bring them up to a desirable level. They had way too much flocking, most of which was shaken off in a bag and saved for greenery on other future projects. They also required de-squashing and teasing back into shape. Finally, they were temporarily planted on a card base and dusted from above with white spray paint. I am trying to represent the Alps on a crisp, sunny, winter's day, so just a hint of snow on the tops of the needles is all that was required. The viewing angle really does affect how snowy they look, just as in the real world.

I did not want to manhandle the rolling stock if at all possible during exhibitions, so for the off stage areas 180° end loop modules and a six-road traverser were constructed to transform the model from a scenic diorama into a exhibitable layout.

Stock

Locomotives and rolling stock are all by Bemo and were carefully selected to represent the specific period that I visited during winter 2019/2020. Everything I have acquired is an example of something I either saw first hand or was known to be in service on the RhB at that time.

Above
Ge4/4^{III} 642 *Breil/Brigels*
with an AGZ push-pull rake
crosses the bridge
as skiers zip down the slope.

Below
Ge6/6^{II} 704 *Davos* leads
a mixed freight
down the valley.





There was no point buying more models than the layout can handle – not to mention the cost of Bemo products! This targeted approach has resulted in a fleet that gives a good representation of operations on the railway. Although the layout takes its name from a location near Klosters, the trains are more representative of those on the Albula route.

Currently all of the stock is in 'as new' condition, with the exception of the *Glacier Express* rake, which has had headrest covers painted in white on the seats and has been populated with passengers. Now that the scenery is complete, my attention will turn to adding pipes, hoses, handrails, crew, and passengers to the trains, as well as light weathering (light, thanks to the Swiss obsession with cleanliness!).

All locos are currently analogue DC, and with little justification for digital operation on this type of layout, they will probably remain as such.

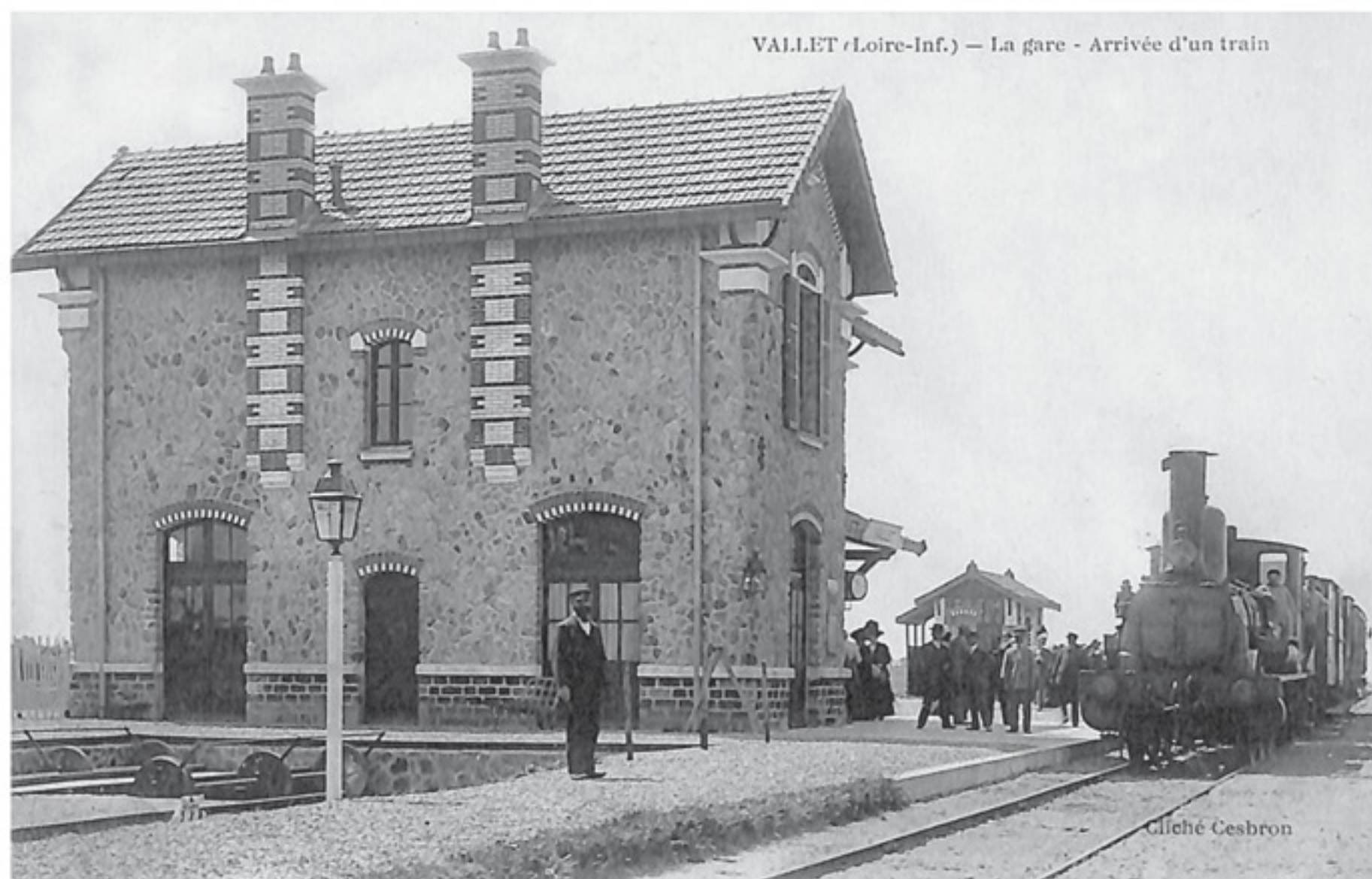
Conclusion

So much has been gained from this experience, and it has definitely inspired me to do more scenic modelling. There is, of course, still the desire to complete the Landwasser scene but this is now likely to be a permanent layout rather than an transportable exhibition model, once a suitable location at home is available. If that happens, then *Kreuzweg* could be bolted on as an extension. For the immediate future, the current layout is available for exhibitions. It has already had one low key outing, where it was warmly received, and it is booked to attend the Swiss Railways Society Annual General Meeting show in April 2023.

Above
Protected from the elements by the snow gallery and an avalanche fence, Ge4/4^{III} 649 *Lavin* is hauling a container train carrying silos of cement.

Below
G4/5 108 *Engiadina* hauls a short special made up of coaches from the RhB heritage fleet.





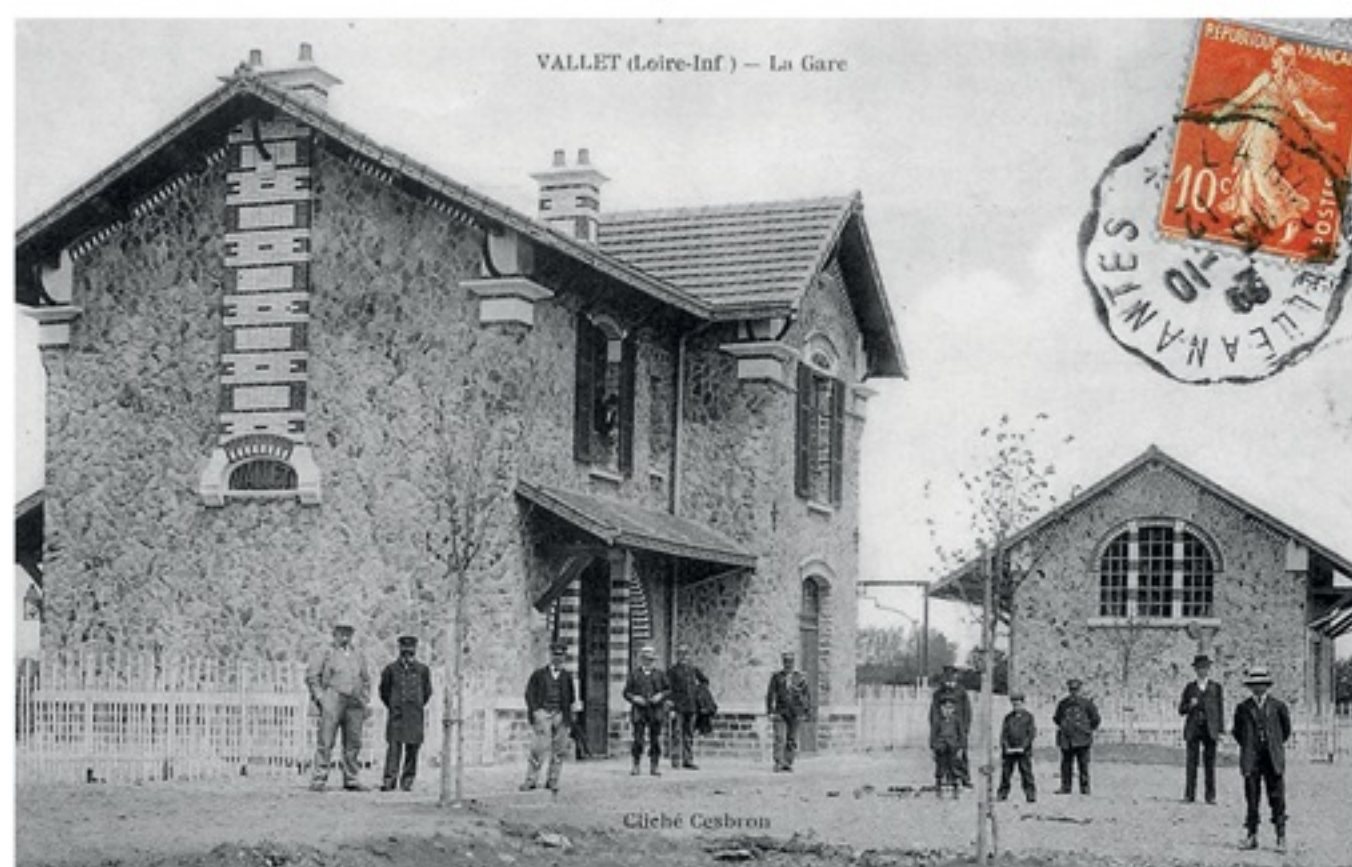
Left
The station building from the platform side, showing the traverser on the left. Beyond the front of the building the 'platform' is just an earth bank.

Below
A good view of the end of the separate goods shed which was similar in style to the station.

Foot of page
Opening day celebrations, the largest crowds the station would ever see.

Vallet station

Peter Smith illustrates a unique structure which he plans to model based on his own scale drawings. *Drawings by the author.*

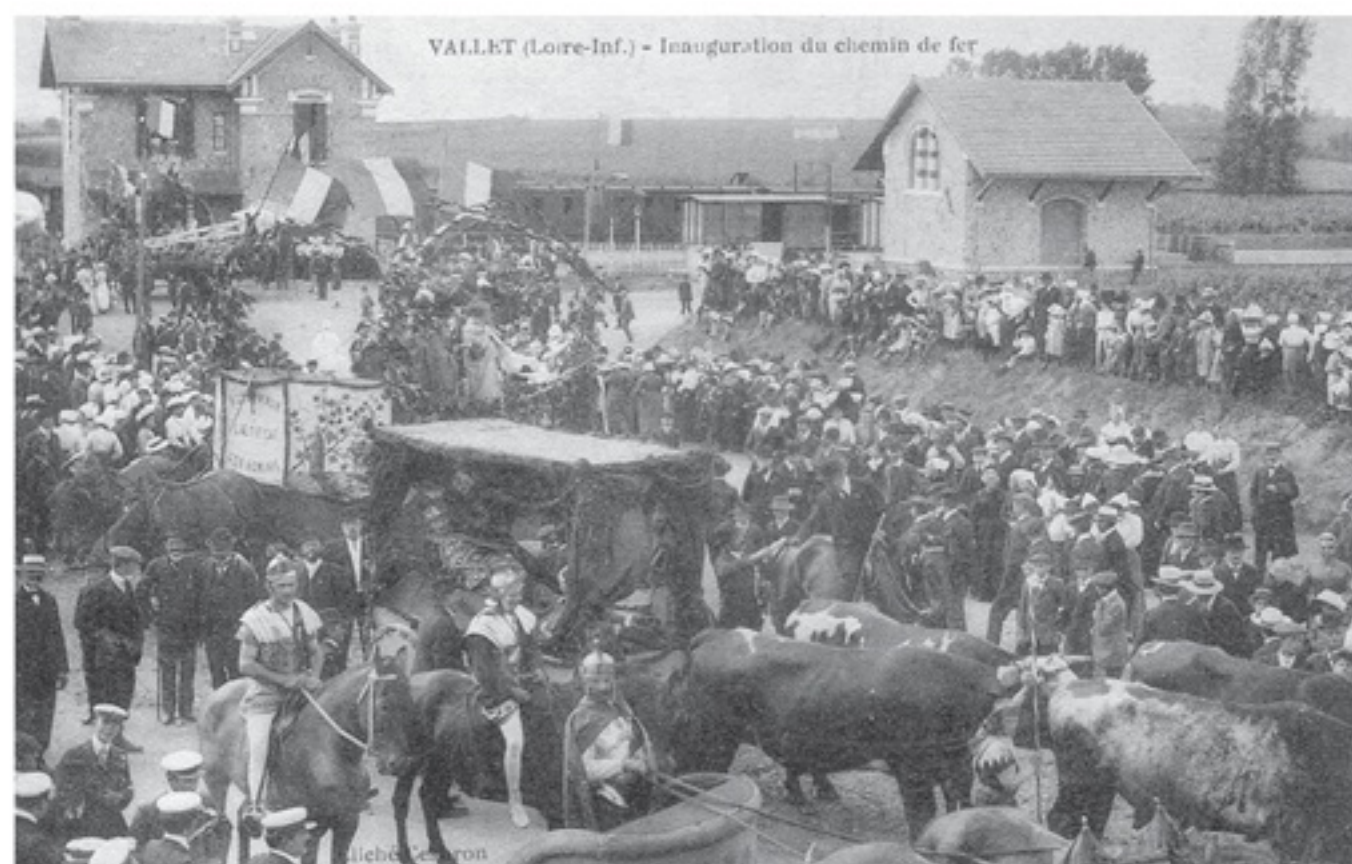


The town of Vallet, close to Nantes in Loire Atlantique, considers itself to be the 'capital of Muscadet' and it is surrounded by vineyards producing the white wine that has made the region famous.

However, at the turn of the twentieth century Vallet had a problem – it had no railway, not even a narrow gauge tramway. That was an insult to the town's self esteem; it was inconceivable for their town to be left behind when even the smallest village in France had a station.

There was a station just six and a half kilometres away at Le Pallet on the Ouest line from Nantes to La Roche, but that was no good – wine is heavy and bulky to transport and that 6.5km was becoming a hindrance.

Finally, in 1912 a branch line was opened from Le Pallet, funded by the local community, and at last Vallet was on the railway map. The line was operated by the Ouest Railway and became part of their network but the local origins of the line were evident in the flamboyant architecture.





Above
One of the very short-lived passenger trains, probably shortly after the line opened in 1912.

Even more remarkable was that at the end of the two parallel sidings was a traverser to release the loco. Surely when shunting the loco would be propelling the wagons into the siding, so why would the traverser be needed? It is there though, clearly seen in one of the photos.

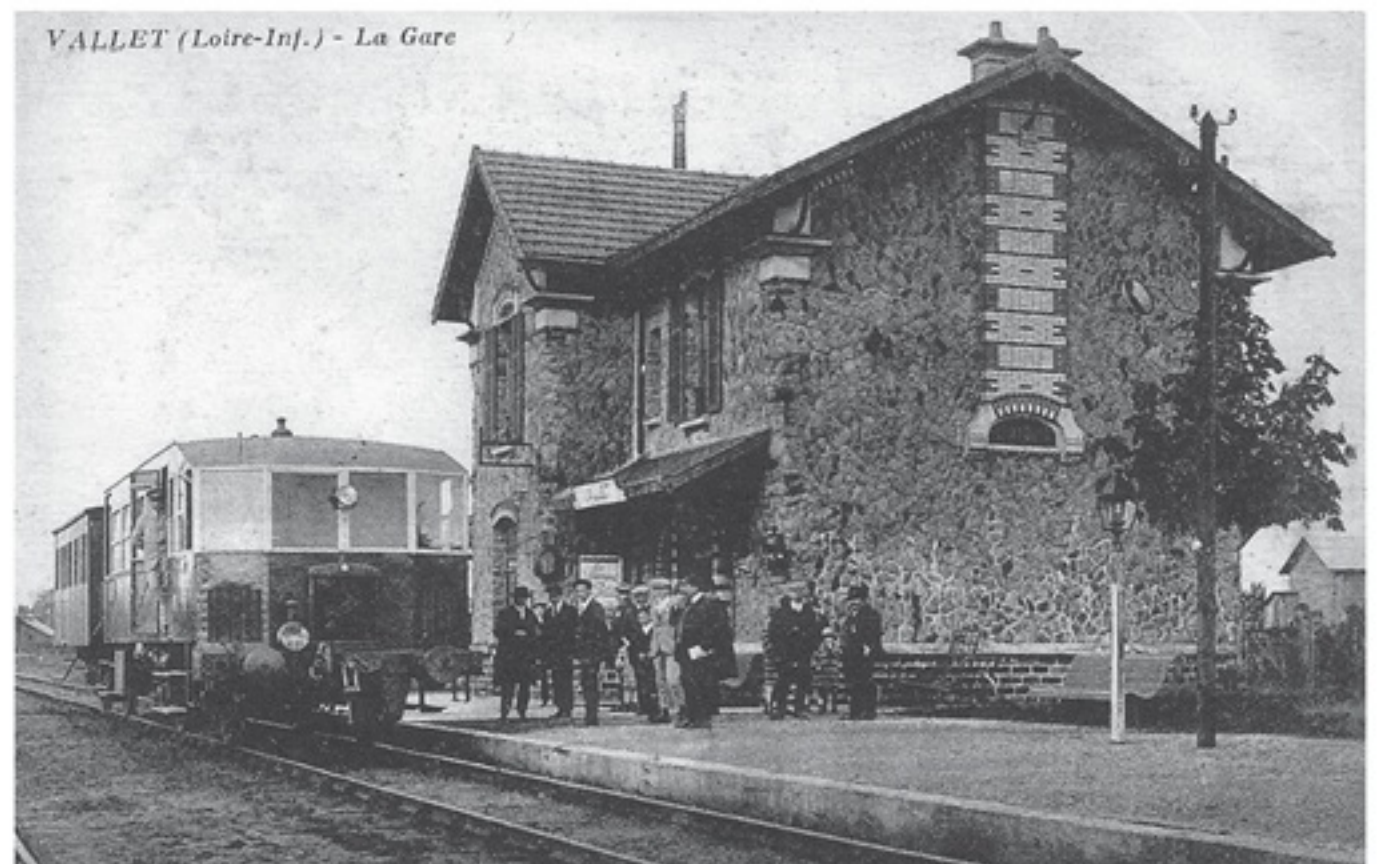
Unfortunately, just two years after the line opened, war broke out and the government commandeered the track for use elsewhere and that was that, no more railway. It was not put back until 1924, a full ten years later, and by then the world had moved on ... the passenger service was withdrawn in 1933 as uneconomic. Presumably by that time there was a bus service direct to Nantes.

There was still the wine to move, though, and the line remained in use for that until 1959 when finally road transport took over.

The station remained unchanged up to that date, and today the station building and goods shed are still there, with a new road making use of the trackbed.

The station was unlike any other in France due to its local origins and the buildings were distinctive.

The track plan was unusual too, with a loco shed at the far end and sidings running back towards the station building which required a reversal.

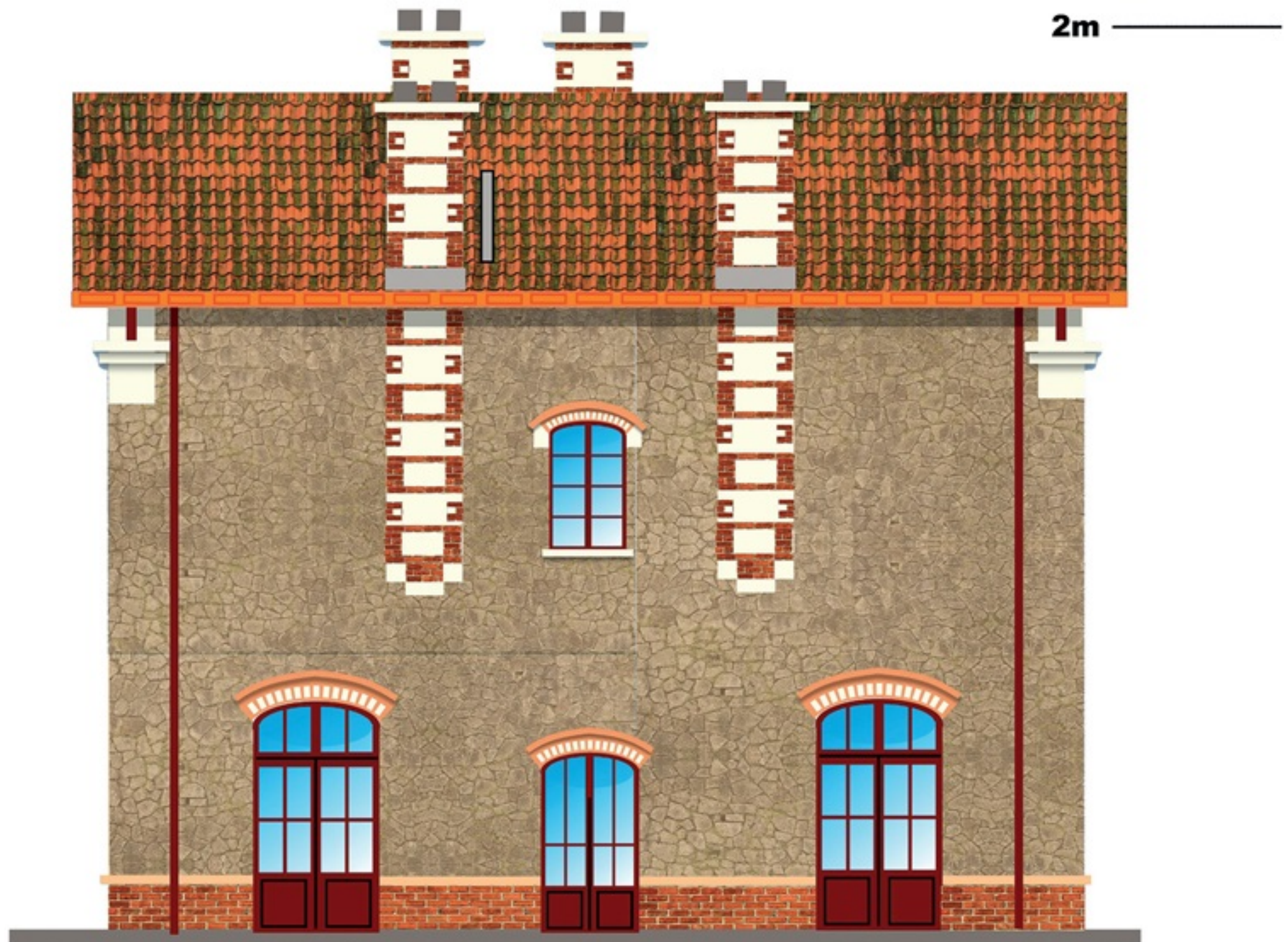
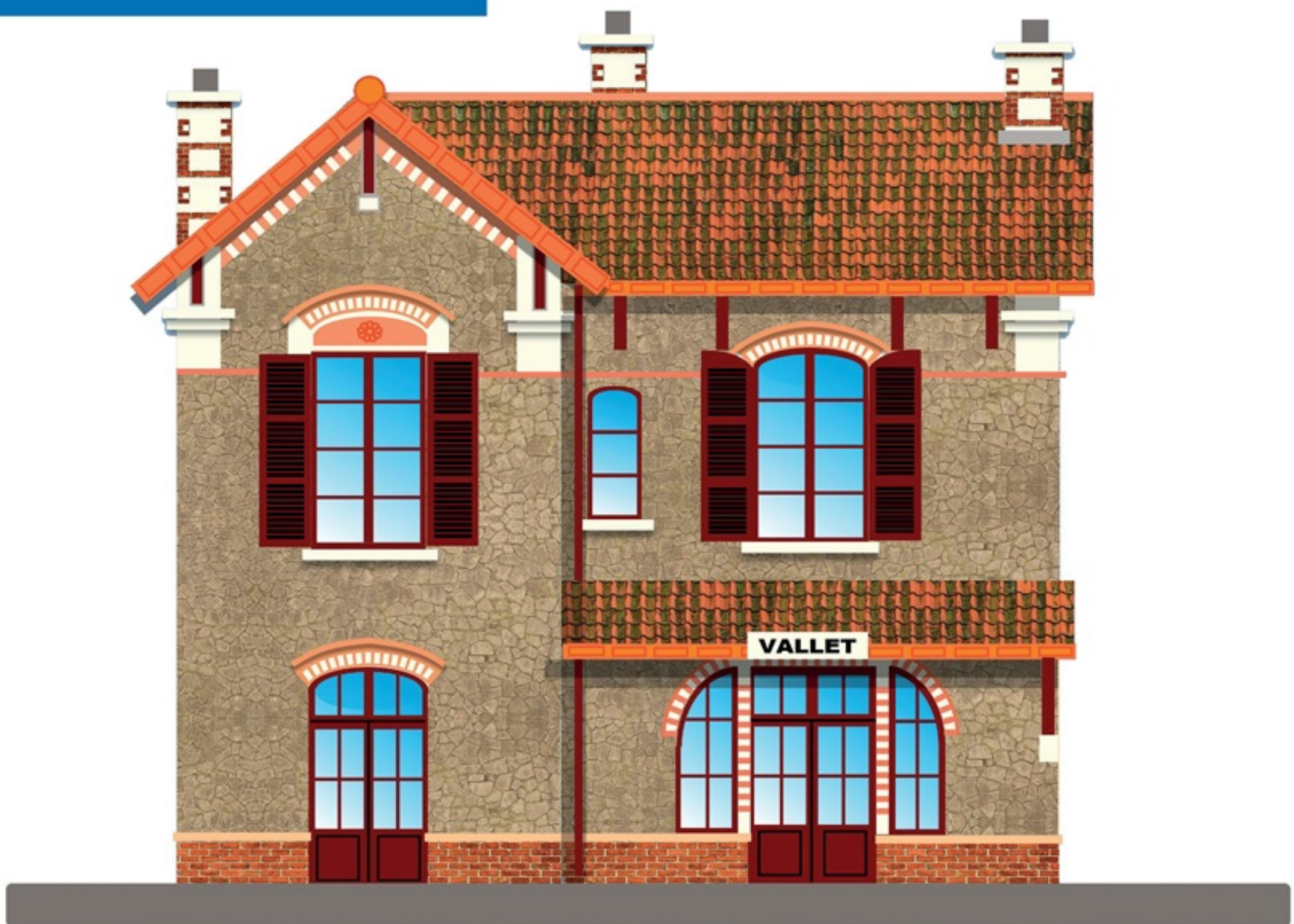


Above
Modernity comes to Vallet, probably around 1930 just before passenger trains were withdrawn, in a vain attempt to reduce costs.



I have drawn the station building as I intend to model it in 7mm scale as a stand-alone diorama. I hope others might also be inspired to have a look at this remarkable little railway.

Left
The station from the forecourt, built in local stone with red and white brick trim and an orange pantiled roof.





Drawings reproduced to 1:87 (H0).



Eric Bird describes a compact scene intended to showcase a collection of digitally controlled engineering and construction equipment.

Gleisbau Bitterfeld

A German track maintenance depot

I cannot remember exactly when my interest in railway engineering models began, but I have gradually collected quite a few over the years. It was suggested that I should make some sort of display layout for exhibition purposes, as it would make an unusual theme that no one seemed to have attempted.

I had to hand an American micro layout (the usual "It will come in handy one day") so this was adapted into an imaginary rail engineering depot 'somewhere in Germany'. The name was decided upon by the fact that I found two small cast plates from Germany that fitted the theme perfectly and so *Gleisbau Bitterfeld* was born.

It also serves to demonstrate the value, advantages, and functions of DCC control and why I believe it is the way forward, particularly if you are just starting in the hobby, young or old.

Bitterfeld is a real place in Germany but has no connection to the layout, although I have been asked where in Bitterfeld the yard is located on a number of occasions by Bitterfeld residents!





Above

What was intended as a fiddle yard has become an extra display area, and when not too full of stock is used to demonstrate the working Trix rail-mounted crane, which has its own separate dedicated control panel as it runs off an older decoder which is not compatible with my current system.

Below

The area immediately outside the workshops on the main board.



Right
The fiddle yard/display area.



Below
From left to right:
Märklin *Hilfzug* coach
and Roco support coach,
Viessmann Robel type 54.13
draisine with crane (Klv53)
and cement wagon,
Trix crane, Viessmann Robel
with working crane.



It was clear from the start that the micro layout on its own would not be enough to either display enough rolling stock and provide some sort of operational interest ('play value') so a suitable board is connected to act as a display area as well as a fiddle yard.

Peco Setrack and points were used on the main board and Fleischmann Profi-track in the add-on yard.

The points are operated by the rod/tube method. Some rolling stock has issues with the frogs due to finer wheel

tolerances, but because of the small size of the layout size it is not possible to change to larger radius points without some major remodelling.

The main controller is an NCE Powercab tethered throttle, and I also use a WiFitrax WFD-30 wireless module along with a 'phone app. I also use a Roco Multimaus for additional sound functions.

I use Kadee couplings, with associated magnets, and these along with the DCC control system have prompted many questions from modellers who are not sure if it is worth going over to the 'dark side'! I explain that I am very much a 'plug & play' person, and that if you can use a mobile 'phone or a television remote, then you are off to a good start with regard to DCC.

One question that always gets asked is: "How much?" I tell the truth about the cost – which probably explains why there are not many exhibition layouts with these models!

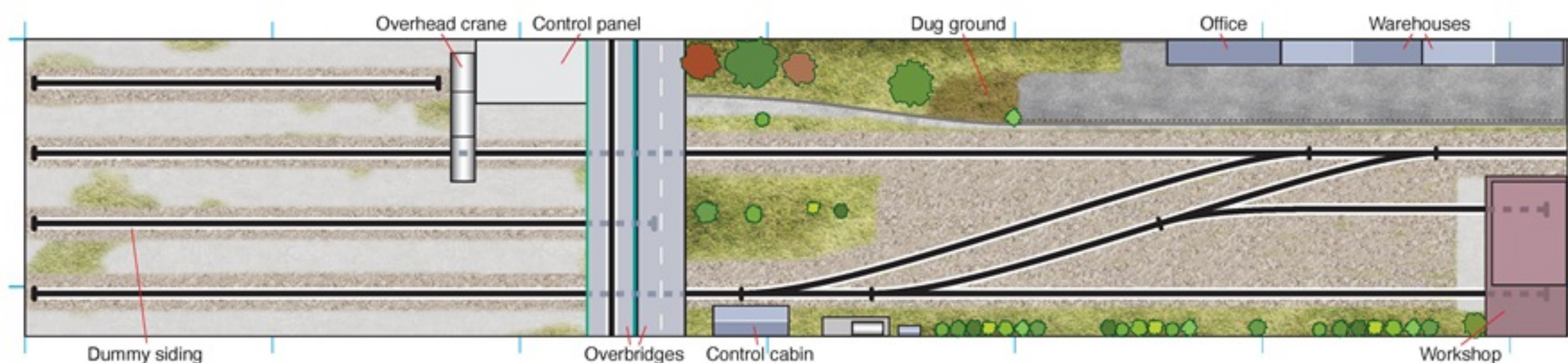
All the buildings are low relief. The main depot is made up from bits of a Walthers kit, and the warehouses on the road above are from Ten Commandments, with interiors simulated by reducing photos found on the internet, which does raise comments on how long and deep the warehouses are!

The admin block is Hornby, also with reduced photos as office interior scenes.

The backscene is a commercial product chopped about a bit to suit the location.

There is also a small girder bridge over the fiddle yard entrance/exit with overhead catenary, along with a Vollmer overhead crane which both serve as a visual block as well as displaying a Kibri maintenance vehicle.





Gleisbau Bitterfeld Overall layout size 1870mm x 360mm. Each grid square 300mm x 300mm.

Above
The main workshop yard.

I have put mirrors at the end of the warehouse road as well as just under the yard girder bridge, and these cause some amusement as children try to work out where the rest of the road or line goes!

The main rolling stock roster consists of the early version of the Trix 'Goliath' crane, Roco snow blower and EDK 750 crane, and Viessmann tampers and Robel track machines, but other unusual items of stock not normally seen by the travelling public can make appearances.

These are complemented with various Kibri kit-built unpowered rail infrastructure maintenance models, which can be propelled by a Viessmann powered wagon, which saves the fitting of motors and testing my modelling abilities!

As the Trix crane is the 1999 version, it has no sound function, so a Märklin sound-equipped *Hilfzügwagen* has been drafted in to add some realism and compete with the Roco EDK 750 crane with all its function features. The Trix crane is operated by its own controller.

Below
The fiddle yard exit/entrance overbridge. The portal crane is by Vollmer.
You have to look twice to spot the mirror next to the van on the second track.

Left
On the girder bridge is a Kibri catenary maintenance vehicle.
Tucked in behind the bridge support pillar is the control panel for the Trix crane.





Forthcoming exhibition

The layout is due to be at the Astolat MRC exhibition on Sunday 15th January at The Surrey Sports Park, University of Surrey, Richard Meyjes Road, Guildford, Surrey, GU2 7AD.

Depending on the exhibition and its intended audience, the rolling stock can also feature motive power and wagons from DB Netz and private infrastructure companies.

Most of the rolling stock uses Kadee couplings in NEM pockets and this has proved to be useful in showing how they work for first timers.

I have tried to create some realism with figures dotted around, as well as vehicles which fit the period modelled, roughly late 1990s to the present.

I try to cater for the younger generation with small cameos, such as *Thomas* on a low loader, along with some comedy scenes.

Keeping something moving and entertaining the public is what exhibiting is all about.

I also show short films on a DVD player alongside the layout to illustrate the real machines in action as they are working on the layout to help people understand what their purpose is and how they function, and this goes a long way in explanation. It shows that these machines are usually working at night or out of sight of the travelling public – and helps explain why they are sometimes on a rail replacement bus service!

This layout may not interest everyone, but our hobby has many varied aspects and I would like to think that it provides another part of that.

Above

The tamper passing the point control cabin.

Below

The workshop area, with a Viessmann powered wagon and Kibri USP 2000 UWS, Rivarossi ASF battery shunter, Roco EDK 750 crane, and Roco BR716 snow blower. Beyond on the upper level are the administration block and storage warehouses.





Below
Bovine intrusion issues
holding up Thomas
on his European tour!



Above
A general view of the main section,
with Viessmann tamper, Kibri USP 200 SWS
and powered wagon, Roco EDK 750 crane,
and Roco DB BR716 snow blower.

Photographs by the editor.

The layout is coming up for its fortieth exhibition appearance and seems to have been well received by show organisers and the public, most of whom never realised that these machines ever existed, either in real life or in model form.

I enjoy exhibiting and entertaining the public and already have already some bookings for 2023. As long as I have the good health to carry on, long may it continue!

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Warren Miller shows how he approached a good proprietary kit with additional enhancements.
Photographs by the author.

SNCF 231D

Getting the best from a Model Loco kit

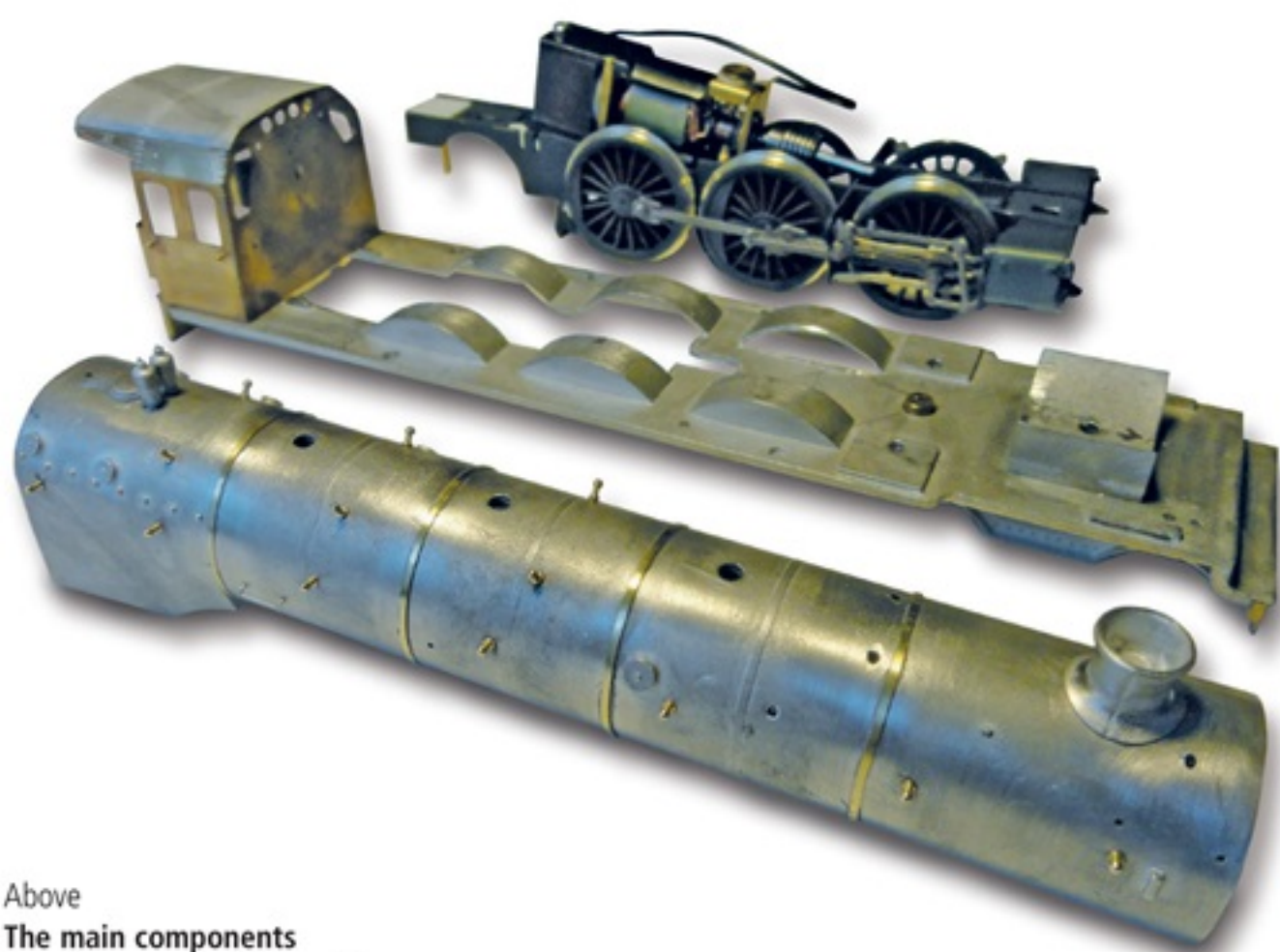
I enjoy assembling and painting kits. From the basic Airfix and Kitmaster products of the 1960s to the sophisticated metal kits available today, kits have been a significant element of railway modelling for me. They have declined in popularity now, in the face of ready-to-run models from Asia, but they still offer a lot of enjoyment, and, with a bit of work, can produce outstanding results.

While browsing on eBay, I came across a DJH kit for a French Pacific. A previous owner had done a small amount of initial work on the tender. After confirming with the seller that it was complete, I put in a bid and bought it for a reasonable price. The kit was produced as long ago as 1983, being commissioned by a French firm, 'Railway/division import'. It was labelled as DJH Euro. I was struck by the extensive instructions provided – 34 pages of text, diagrams, and photos. The assembly diagrams were done by DJH, but the text was produced by the importer – in French, naturally.

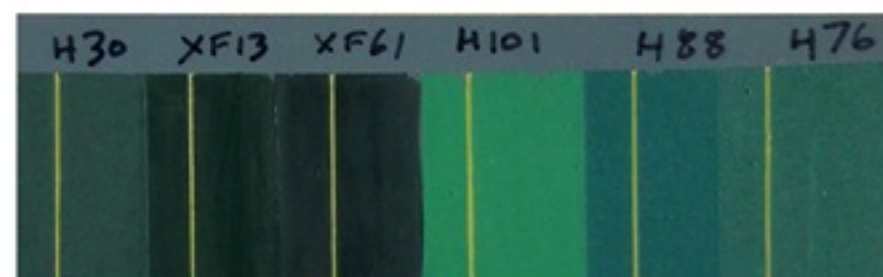
The kit was principally designed to make a 231D of the Ouest or SNCF, but it also provided options for other versions as a 231B, F, and H. To this end it included two alternative smokebox doors, three sets of deflectors, two feedwater heater pumps, three types of safety valves, two air pumps and two lubricators! I opted to make the 231D version.

Read the instructions ... and plan ahead

Having familiarised myself with the detailed instructions, it was evident that, unusually, the boiler would need to be painted at an early stage of assembly. This was because some fine brass strips were provided for boiler bands, and to ensure that these were durably fastened it was best to stick them directly to the unpainted whitmetal boiler with cyano glue. It would be difficult to fit them after the many boiler fittings, pipes and handrails were in place. Thus an early decision was needed on what paint to use. 'Authentic' SNCF green paint was not to be found locally in Australia, so a quick evaluation of several model paints that 'looked about right' was undertaken. A test card was prepared, with several types of green sprayed on a background of grey undercoat. A yellow line was added to each sample to indicate the effect of the intended lining. Judged by eye, under clear sunlight outdoors, the Tamiya enamel paint ref.XF-13 'J.A.Green' gave a suitable representation of SNCF green.



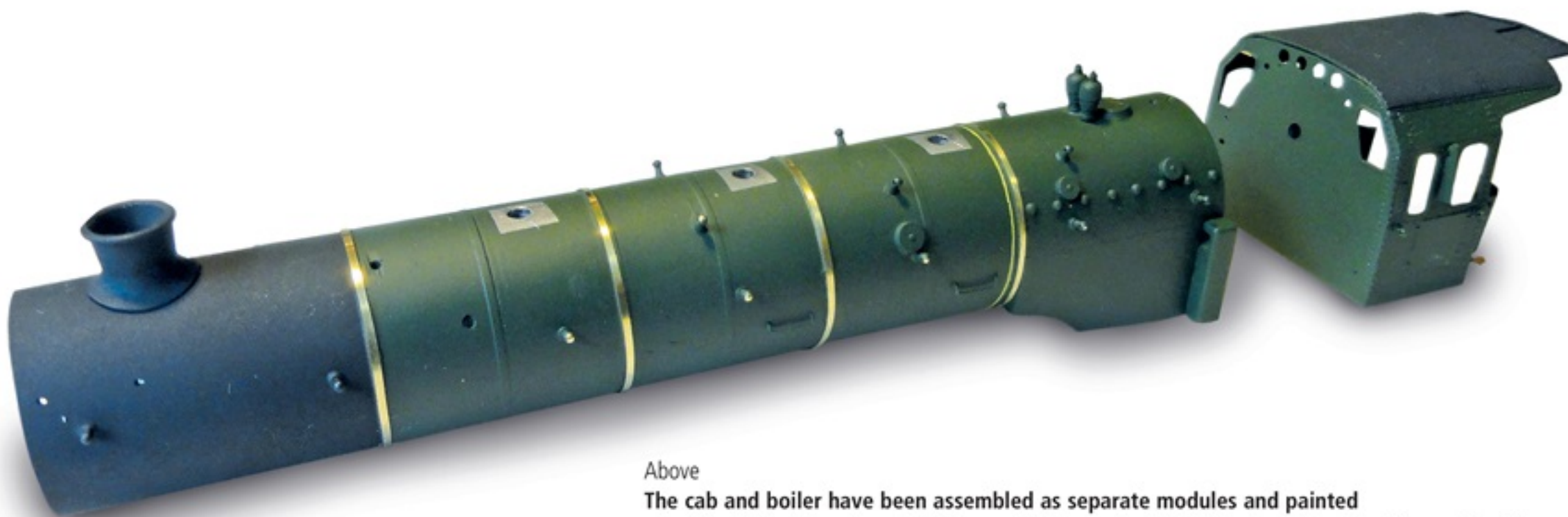
Above
 The main components have been assembled, and the cab temporarily fastened to the footplate. The brass boiler bands have been fixed to the boiler with superglue before any painting is done. They will be protected with fine masking tape during painting.



Above right
 A test strip was made to evaluate the comparative suitability of various greens from the Humbrol and Tamiya ranges.

Right
 It is probably not essential but I prefer to use card masks, cut with a circle cutter, to reduce the need to clean paint from the wheel treads and flanges.





Above

The cab and boiler have been assembled as separate modules and painted prior to adding the external fittings and piping, etc. The boiler bands look best as polished brass (rather than painting them), and a trial yellow line has been ruled adjacent to the rear band.

To keep the bands unpainted during construction, I had to do some planning. After gluing the bands to the bare whitmetal boiler with superglue, I masked them with fine tape and painted the boiler before fitting the many pipes, handrails, and equipment, which would be individually painted as they were added. This made assembly and painting more complicated, but I felt it would give a better result.

Modular construction?

Most instructions for loco kits treat the assembly progressively: frames, wheels, footplate/boiler/cab, and so on ... this is fine, but consideration should be given to the possibility of treating the kit as a series of modules, each being assembled to near completion before the final assembly of the loco. This has the advantage of allowing easier and better painting and fitting of details. Some examples from the this kit are:

- the smoke deflectors had the front handrails etched as part of the deflectors. This was improved by removing the etched handrail and soldering a wire handrail in its place – much more realistic. The deflectors were painted and lined before making the shallow fold at the top of the deflector. This is easier than trying to carry the lining in a straight line over a bend. The finished deflectors were not fitted until the rest of the loco (including the piping behind the deflectors) was near completion.

- the cab needs lining on the sides and front, which is difficult after it is attached to the boiler. The kit is intended for simply soldering the cab to the boiler, but this is problematic after painting and would normally imply that painting should follow assembly of the boiler and cab. A better approach is to solder a solid piece of brass as a back 'wall' to the boiler, at the back where the firebox butts up against the cab front. The fastening of the cab to the boiler can then be made using a bolt through the cab front (the bolt head will be covered by the firebox backhead added later) into the piece of brass. The cab can then be fully painted and detailed as a separate unit.

Right

After the boiler, cab, and footplate had been painted and lined, and then assembled, the boiler piping, handrails, and other pieces of equipment were individually painted and fitted.

Handrails, conduits, and piping

The array of handrails, piping, and conduits that decorate the boiler of a locomotive can be a factor in defining its appearance. However, these normally comprise a range of sizes, with several different diameters. Kit manufacturers generally provide lengths of wire for handrails, etc., and sometimes they go to the trouble of including a selection of wire gauges.

Right

Lining along the edge of the footplate is simple if the pen is angled at about 45° with the jaws astride the edge. It will then follow the edge with only gentle guidance. For flat surfaces, a ruler is needed. Painting had been completed when the picture was taken, but the technique should be evident.





Left
Improvements to detailing include fine mesh added to the *grille pare-caténaires*, piping for the TIA water treatment equipment on the tender top, and handrail knobs and wire replacing the crude etched representation of the taps on the tender side.

Below
Sandpipes, control lines, handrails, and piping for the ACFI water heater were all fashioned and painted separately. The final lining adjacent to the bright brass boiler bands can be seen.

In the case of the kit I was working on, though, only 0.4mm brass wire was included. Happily the comprehensive instructions included detailed diagrams indicating the intended size of wire to be used on each component. Each run of piping or handrails was formed up individually and applied after the basic painting of the boiler was complete, using the correct wire size. (I keep a good range of wire sizes on hand for this purpose.) For example, some pipes for the ACFI water heater were noticeably larger than the handrails or the control lines to the sanders. In the end I used five different wires sizes (all 1mm or less!) on the boiler. The effect is not immediately obvious, but contributes a lot to the 'credibility' of the finished model.



Enhancing details

Even the best kit designer cannot provide for every possible detail on a locomotive; some simplification is necessary, both to keep the price within reason and the skills required within the scope of most modellers. So it is worth looking at what has been provided and what more might be done to detail the model. In this case a couple of elements had some scope for improvement.

The frame for the grille at the back of the cab roof (*grille pare-caténaires*), which prevents the crew from accidentally contacting overhead wires, was provided in the kit but it looked much more convincing when a sheet of fine brass mesh was added – a very characteristic feature of French steam locos.

On the tender, the taps on the left-hand side, used to check the water level, were represented by a simple brass etching which did not look at all realistic. It was not difficult to make a replacement using handrail knobs as the tap bodies, and wire for the piping – a big improvement.

Also, the TIA water treatment unit was provided in the kit, but it benefited from having a drain pipe added with brass wire, running down the side of the tender. It is noticeable in many photos, and its omission would be obvious.

Below
On the left side of the boiler the supply and return lines to the pump for the ACFI water heater required quite precise location to step over the reversing rod. A figure of the *mécanicien* was placed in the cab, in a comfortably seated position.





I added glazing to the cab front windows before the assembled cab unit was mounted in place. Sometimes this is overlooked on models, but it is unlikely that locomotives would be run with the front windows open or missing.

I did, however, omit one detail – briquettes! I had hoped to load the tender with briquettes, but my attempts at making believable HO scale briquettes gave unsatisfactory results, so the loco was fuelled with crushed coal. I made a former from balsa wood, shaped to fit the interior of the tender, representing a half full bunker with the coal sloping down towards the cab. This was then painted black and crushed coal was glued to it. Photos show the locos fuelled with coal in some instances, but briquettes would have been much more characteristic.

Painting

Painting locos has been covered in many books and guides so I will confine myself to a couple of aspects which I have found useful.

Painting the wheels, particularly the driving wheels, is a tedious task if you use a brush, and although spraying is much faster, it leads to a lot of cleaning up on the treads and tyres. So I use a compass cutter to cut round holes of the same diameter as the wheels concerned, in medium weight cardboard. The holes should be such that the wheels are a tight fit, and mask the tyres and most of the tread. Then spraying the wheels from the outside allows good coverage of the spokes and rims, with minimal need to clean the treads subsequently. This also prevents paint accumulating in the fillet between the tread and flange.

The instructions provided with the kit gave extensive details of the colour scheme and lining, but I also researched this from photos. (Many of the publications of *La Vie du Rail* provide good colour photos of French steam in its later years.)

It is useful to be alert to any better techniques that may be used. The instructions advised that a fine gold line should be painted around the rims of the windows, to represent the brass frame. Photos confirmed that the window rims were generally kept polished. Since the cab is a brass etch, a simpler and more effective approach was to use a sharp craft knife blade to scrape the paint from the raised window surrounds, leaving a clean, tidy, brass finish – much easier!

As to lining, I feel that lining looks better, and is more durable, if it is painted rather than using decals. Very fine lines can be applied using a bow pen, if the paint is thin – and you have a steady hand. Clearly a ruler is needed for straight lines on flat surfaces, but where the line is along an edge, such as the lower edge of a footplate, an easier solution is to simply run the pen along the edge. The pen will 'track' easily along the edge giving a perfectly placed line and a decent coverage of paint, even with the jaws of the bow pen set quite close – it takes longer to describe this than to actually do it!

Outcomes

On completion, I was quite pleased with the result: it is a highly accurate, robust model of a very characteristic loco that 'looks the part' at the head of a string of Jouef coaches from the mid-20th century. It runs well, notwithstanding the basic nature of the drive gear.

The availability of loco kits seems to have passed its peak with the burgeoning range of ready-to-run locos, which is a disincentive to spending time and effort on kits. A pity, really, as construction of a good loco kit can be a very enjoyable challenge, as well as enhancing one's modelling skills. Hopefully loco kits will continue to be part of the modelling scene in smaller markets, such as Australia and South Africa, and rarer scales and gauges.

Above left

On a sunny spring morning the locomotive emerges from the shed at Longueville, home of the AJECTA museum and operating centre. The AJECTA collection is certainly worth a visit, though they do not actually have a 231D there.

Above

Having been turned on the *pont tournant*, the loco is ready to back out and run to the station and onto its train. Another imagined scene realised with Photoshop.

Below

Care in fashioning and fitting all the boiler piping and other equipment helps to give a sense of 'bulk' to the model.



Edward Longinotti was inspired by visits to this part of the Italian coast. *Photographs by the author.*

Liguria

A layout built in lockdown

In the early 2000s, you could float in the Mediterranean off Sanremo and admire the steady procession of trains picking their way along this picturesque stretch of Italy's Ligurian coast.

Throughout the day, the level crossing barriers in Sanremo would come down and permit another service along a single track section that threaded its way between the quintessentially Italian pastel painted, green shuttered apartment blocks and the palm trees that thrive in the Ligurian climate – granting a unique and distinctive sense of faded riviera luxury as a result.

This was the moment when I realised that I did not have to restrict myself only to appreciating the railways within Britain. (I suspect most, if not all, CM readers have had similar moments!) My aspiration to capture this slice of Italy in model form has finally culminated, nearly two decades later, in this layout built during the opportunity afforded by lockdown.



Above
Caimano country – E.655 245 emerges from the tunnel on the left of the scene. This class was characteristic of the scenic coast line.

Right
A load of steel coils in tarpaulin covered bulkhead flats.

Below
A container train weaves along sinuous curves on ledges hewn from the rock at the base of towering cliffs and massive retaining walls.





Below

More modern motive power is now beginning to appear, in the shape of the E.483, one of the TRAXX family by Bombardier, here hauling a long train of the common Eaos open wagons.

Route background

First, a brief introduction to this part of Italy. Sanremo is one station on the railway that runs along the length of Ligurian coast linking Ventimiglia on the Franco-Italian border with the port city of Genova – one of Italy's largest ports, and similar to Southampton in terms of importance. With family ties to northern Italy, I got to know this route through visits

that started with flying to Nice before swapping to the train to travel into Italy. This gave ample opportunity to take in all the dramatic features of a railway driven through the type of challenging terrain that often inspires railway modellers – sinuous curves on ledges hewn from rock at the base of towering cliffs, frequent tunnels and bridges, and all the time adjacent to the azure blue of the Mediterranean Sea.





Today much of the route has been rebuilt in a new tunnelled alignment in order to better accommodate traffic levels. This has removed the constraints of the original infrastructure that was constructed in two main phases in the nineteenth century and had imposed long single track sections (such as through Sanremo) and a low line speed of 100km/h. With track doubling throughout and line speeds increased to 180km/h, the new alignment is undoubtedly more efficient – albeit at the inevitable cost of character. Fortunately, pockets of the original route remain on the new alignment and can still be enjoyed in between the new tunnels – if you are alert! Invariably, the bypassed sections have been converted into a cycle path which, as a keen cyclist, I have also enjoyed.

In its heyday the Ligurian coast route operated as a key artery that linked a number of major southern European cities and so carried a range of high-profile international expresses, including the *TEE Ligure* that ran in a variety of guises to Milan. Until the rise of mass air travel, in peak tourist season it was also common for German and Swiss international express and sleeper trains to work into Italy along this route. Subsequently, the number of cross border trains has dwindled and the sole remaining example, a daytime Milan–Nice express operated by Thello, was withdrawn in summer 2021 as Trenitalia sought to focus on high-speed services between France and Italy. This had left the weekly Moscow–Nice sleeper, Europe's longest distance sleeper train, as the sole remaining true international service on the route, albeit this was paused as a result of the Covid-19 pandemic and is not likely to return given the ongoing Russo–Ukrainian conflict.

Caimano inspiration

By the time I got to know the Ligurian coast route, the glamorous age of the long-distance express was firmly over and for me the undisputed highlight was the opportunity to see the distinctive articulated E.656 *Caimano* at work. These powerful electric locomotives were often employed at the head of freight trains that had originated in Genova and, at the time, they could also often be found on secondary passenger services. The last examples have finally been withdrawn but this archetype of Italian traction retains a cult following – and fortunately a number have been preserved by FS Fondazione, the heritage arm of FS Italiane, the national rail operator.

Italian outline N has long been a niche subject, despite the potential offered by spectacular scenery and the Italian sense of style that even extends to the railways. This dearth of support, coupled with my lack of time, successfully inhibited my modelling ambitions until both changed at once in May 2020 with the announcement by Arnold of a new tooling model of the E.656 *Caimano* as the UK commenced its first period of social restrictions in response to the Covid-19 pandemic. The prospect of one of the most iconic Italian locomotives becoming available ready-to-run in N and more time than usual for modelling projects was the catalyst I needed to finally bring to life a model of the Ligurian coast. I resolved to keep the layout simple, conscious that past false starts in my modelling could often be attributed to an excess of ambition!

Above

An articulated body tri-bo E.655 on a train of Interfrigo refrigerated vans.

Construction

In this spirit of simplicity, the baseboard is a single 4' x 2' sheet of expanded polystyrene. This is my first project built on foundations other than wood, but the prospect of an instant start using lightweight materials strongly appealed, and it has proved an excellent option. Foam baseboards would now be my first choice for any smaller project.

Trial and error track planning was conducted using a small collection of Fleischmann ready-ballasted Piccolo track, spare from my first steps in N. I quickly settled on a simple oval with a passing loop, formed with the tightest 9" radius curves on the oval sides and a more flowing reverse curve at the front of the layout using the most generous fourth radius. A session of test running using some of my Italian rolling stock – collected more in hope than in the genuine expectation that it would ever see service on an Italian layout – confirmed everything could run satisfactorily. It had only been an afternoon so far! By now, I could already see a single track section of railway clinging not to the edge of a piece of polystyrene but to a piece of coastline 'somewhere in Liguria' before it plunged back into tunnels and out of sight.

To bring this to life, I marked the trackbed and then carved the coastline using a breadknife before mounting the entire polystyrene sheet on a large sheet of heavy duty card to add strength and also to create space for the all important sea and shoreline. The sheet and card were bonded with PVA and left overnight with most of the books from the kitchen (Italian recipe books, of course!) on top.

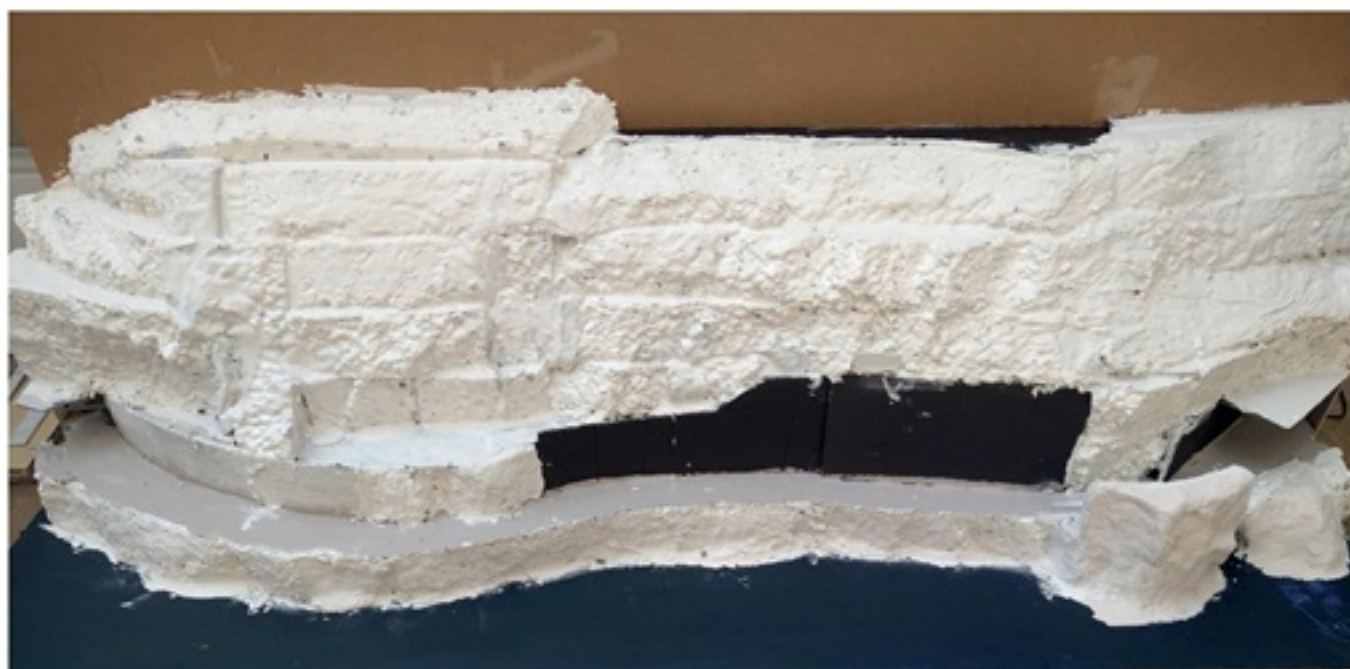


My next challenge was how to communicate a sense of the 'railway in the landscape' in just 4' x 2' and, in particular, the visual drama of the Ligurian coastline itself. When travelling along this route, it feels busy and ad-hoc with retaining walls that are stepped up and down, sometimes supported by abutments and at other times abruptly replaced by bare rock face. An important aim was to try to capture this and build in the features that would communicate a convincing sense of Liguria.

Above
The E.655 class was also used on some passenger services.

Below
Intermodal services consisting of both containers and 'piggyback' trailers are frequently seen on the line.





To try and deliver this, I went for as much height as possible (a hint of 'floor to ceiling' style scenics, or at least as much as a portable, table top layout permits) and mounted down the middle of the layout a second piece of card the same size as the baseboard piece. This was secured with gaffa tape (unconventional but effective) and card bolsters hot glued in place. It divides the layout into two with the passing loop off stage at the back and the scenic single track section to the front.

Top
The base of the landscape was simply formed with foam offcuts.

Above
The base was developed with filler which could be easily carved and painted.



Left
The artistically talented Mrs L. repainting most of the scene in more authentic tones after my initial attempts proved rather too dark.

The layout is deliberately dominated by the cliffs, retaining walls, and terraces built against this divider. I started to construct this by hot glueing either foamboard (for retaining walls) or polystyrene offcuts (for cliff faces) adjacent to the trackbed. This was another trial and error process, completed with reference to pictures of the route throughout, and it resulted in two main sections of retaining wall separated by rock face, one curved on the 'western' (left) side tunnel portal exit and the other stepped in height and depth with a buttressed section leading into the 'eastern' (right) side rock pillar and galleried tunnel.

From here, the rest of the landscape was built 'back and up' using the same method and materials (card was also used for support or to join sections) in an unplanned process as I mixed and matched to fill spaces and create terraces and ledges. The Ligurian coast is well known for its verdant appearance and flowers that are grown for export; with this in mind I created space to lodge foliage and also some cultivated scenes as I went.

I experimented with three methods to seal and convert the bare landscape into a realistic rock face. DAS modelling clay was used on the rock pillar next to the galleried tunnel, but was reluctant to adhere and resulted in slow progress. Newspaper was soaked in PVA and layered over the polystyrene, but it was hard to get this to conform to the contours. Finally, I mixed B&Q own brand wall filler with PVA to the consistency of thick batter and this became my preferred solution – it was quick to apply (I had a lot of polystyrene to cover!) and dried well to a hard but flexible shell that could be easily carved and painted.

The shell was painted with assorted shades of spray paint and poster paint most appropriate to the final scenic intent (greys for rocks, green for areas of foliage) and I was then immediately taught an important lesson in scale colour! My opening shades were too dark (more Peak District than Ligurian coast) and this became particularly apparent when the rock armour, a roadside find of a lump of Cotswold limestone, was added at the shoreline having been crushed with a hammer and installed with PVA and hot glue. Fortunately, my wife is artistically talented and stepped in at this point to repaint the entire landmass from bottom to top, blending and significantly lightening the paint tones to far better match those of Liguria.

With a landscape rather than an urban area to set the scene, the relatively few man-made scenic details are more significant. Vollmer card with weathering won out as the most convincing way to replicate the retaining walls and their distinctive honeyed hue. Similarly important were the tunnel mouths, another essential scene-setting component, and a pair of Busch portals that offered an Italianate pinched oval with catenary clearance were procured and installed.

Landscaping

The application of greenery was a long process; the layout was seemingly able to consume never-ending quantities of foliage in differing forms. The most basic forms of ground cover were added first – static grass from Gaugemaster by puffer bottle and shrub ground cover from Woodland Scenics, all secured with diluted PVA.

Although Liguria is not Italy's most notable wine region, I reasoned that vines would lend a definitively Mediterranean



air and so those were 'planted' at the top of the terraces in a thin covering of soil from the garden; the soil was first roasted in the oven to sterilise it before applying to the layout. Fruit trees were also added beneath the vines and although both were expensive (both vines and fruit trees were sourced from Noch), I am pleased with their impact.

To give myself a break from the vast quantities of dilute PVA, I also sourced some self-adhesive clumps of grass and flowers from a wargaming supplier on Amazon. These proved to be a quick and easy way of adding colour and variety to the foliage and they particularly enhanced the edges of the retaining walls.

The Ligurian coast is also notable for two distinctive types of tree – the previously mentioned palm trees and also a type of broad, flat canopied pine known as the 'stone pine'. The former were originally introduced to the Italian Riviera from North Africa and were once especially valued for their palm fronds, primarily for use in the major Catholic festivals. The latter are native to the southern Mediterranean and are also strongly associated with the approaches to Rome.

I wanted to include both types of trees in order to anchor the layout in Liguria. I was not optimistic about sourcing stone pines but was pleased to find some through an online shop that sold scale trees by species for use on architectural models. These came with a bare metal armature that I covered with Blu Tack before spraying with Humbrol earth brown and planting directly into the hard shell. The palms were sourced from Amazon and although not a scale modelling product (they were sold as cake decorations!) they look effective enough once picked for scale size and toned down with more Humbrol earth and some matt varnish spray.

Another key scenic feature was the installation of catenary with 'ready-to-plant' Dapol masts punched through into the polystyrene baseboard. More prototypically correct alternatives do exist from artisan suppliers in Italy, but they were a lot more expensive, involved lots of soldering, and failed my 'keep it simple' mantra as a result!

The final scenic feature is the sea itself – this was painted with a blend of match pot blues before being sealed with layers of yet more PVA. This dried particularly well, with a delightful ripple, and then I decided to add just one more layer – which inevitably dried cloudy! This prompted a repaint and a couple more layers of PVA before deciding to quit whilst I was ahead on the second time around.

Rolling stock and operation

For the first time, this layout gives me an Italian themed stage for Italian trains. My collection of Italian rolling stock is focused on the modern heavy freight operations that I recalled passing through Sanremo.

Intermodal services are a dominant feature of Italian rail freight and I have compiled a rake of intermodal, swap body, and roll on/roll off wagons with an accent on the major Italian logistics brands. In Europe, swap body and roll on/roll off services are much more common thanks to the greater competitiveness of rail freight on long distance cross-European routes and the impact of Swiss transport legislation.

Naturally, the Swiss alps are a significant barrier to goods moving north, from southern European ports such as Genova, to the bigger population centres and consumer markets that are found in northern Europe. The 1994 Swiss 'Alpine Initiative' mandates the transfer of freight through the Alps from road to rail and since 2001 has used HGV road pricing to successfully drive this shift. Rail now accounts for a huge 74% of trans-alpine freight thanks in part to major rail infrastructure improvements paid for from the road pricing fund, including the Gotthard, Ceneri, and Lötschberg base tunnels. Although the Ligurian coast route itself is not a direct trans-alpine route, its volume and type of intermodal traffic is a related consequence of this wider feature of European rail freight.

Northern Italy is a major industrial region and is perhaps best known for its automotive industry – the headquarters of Fiat remain in Turin, although Fiat itself is now part of the

Above
E.483 and E.655 double head
a train of containers.



Left
An E.483 rolls slowly by with a load of side-discharge ballast containers.

Stellantis international conglomerate. Much of Italy's car production is exported and the double deck 'SIFTA' branded articulated car transporter wagons were always a highlight on the Ligurian coast, invariably laden with Fiats. These are available in model form through Italian N gauge specialists Pi.R.A.T.A. models, although I am yet to acquire any. Steel is a key raw material for the car industry and steel traffic is often seen on the Ligurian coast as a result – this is represented with telescopic hood and Shimms tarpaulin covered bulkhead flats from Roco and Fleischmann.

General purpose Eaos open wagons can be found across Italy carrying aggregates, scrap, and timber. These are relatively abundant in N, which has allowed me to compile a rake from Arnold and Fleischmann.

For passenger operations, I was determined to source XMPR liveried stock (white with blue and 'celeste' – turquoise

– bands) as this was the dominant livery in Italy from its introduction in the mid-1990s through to the late 2010s, a corporate livery that was applied with consistency across all rolling stock. Unfortunately, despite XMPR being both widespread and contemporary, it is much easier to find stock from almost any other era of operation in Italy! Fortunately, I have managed to assemble a rake of seven Eurofima XMPR coaches, three of which are from the Fleischmann pack (ref.814491) that was commissioned by Pi.R.A.T.A. in 2017. These compartment coaches were a typical feature of services on the Ligurian coast route.

However, for many years, collecting stock was the easy part and although I would gladly return from a trip to Italy with a new item, the all-important motive power remained conspicuous by its absence. Good progress on the layout over the summer of 2020 meant this became more keenly



Left
Yet more Eaos open wagons rumble by behind an E.655. If there were a beach here, the noise would definitely disturb any holidaymakers!



Above
An E.655 speeds past
with a passenger train.
Some of the XMPR livery
Eurofima coaches are from
a set made by Fleischmann
exclusively for Pi.R.A.T.A.,
the Italian N specialists.

felt – surely one of the few times that a layout reaches completion ahead of the acquisition of the signature trains to run on it! As a result, the then recently released Arnold ‘Mercitalia Rail’ branded E.483 arrived to provide some prototypically correct traction. Although the E.483 is a variant of the international Alstom (originally Bombardier) Traxx family, appropriately the class were all constructed at the historic Vado Ligure works on the Ligurian coast itself and so do have meaningful Italian provenance. I also appreciate the prominent ‘FS Mercitalia Rail’ bodyside branding that leaves you in no doubt about this! The order of forty-two E.483s was an important part of the recapitalisation of Mercitalia’s freight traction and they remain in service across Italy. Subsequently, Vado Ligure has constructed forty of the visually similar successor class E.494, and an order of an additional batch of twenty E.494s for Mercitalia was announced in September 2022.

My Arnold E.656 finally arrived at the end of 2021. Fellow Italophiles may note that strictly the model is the E.655 variant as re-gearred for freight work, chosen for being the sole variant in XMPR livery available to pre-order. Although I had only waited eighteen months or so from placing my order, in many ways it felt like the wait of a lifetime had concluded! Pleasingly, the Arnold E.656/655 does not disappoint and it is a superb rendition of the iconic *Caimano*, including a well-engineered replication of the articulated twin body and Bo-Bo-Bo wheel arrangement. As with the prototype, this confers excellent performance on tight curves and running is sure-footed, even at slow speeds with representative train lengths. For added impact, my model is

factory fitted with DCC sound and in my view the impact of sound is both transformational and convincing. The sound of the traction motors under acceleration is particularly well replicated but the undisputed highlight has to be the unique high and low key Italian horn tones! The acquisition of at least one more DCC sound *Caimano* feels inevitable, perhaps in the attractive original blue/grey livery to open the door to modelling some of those additional eras I said I preferred XMPR over ...

Conclusions

Building the layout has been a refreshing exercise that has culminated in the satisfaction of completing a model of a prototype scene that is less often covered. I had been somewhat sceptical of the advice that trying something new can reinvigorate your modelling and for many years I persisted with complex scenes of British heavy industry and shunting operations. Liguria has taught me that natural landscapes can be built up much more quickly than their urban or industrial equivalents and that I enjoy watching trains running through those landscapes! Underpinned by Arnold, there is an increasing availability of Italian outline models and I am looking forward to continuing to add to my collection. (The E.444R *Tartaruga* would be the perfect complement for the E.656). Landscaping the reverse side of the layout that currently acts as a fiddle yard into a local station scene remains a possibility as a future project – but for now I remain content to ‘float’ in the PVA sea off the coast of Liguria and wait for the next *Caimano*-headed freight train to appear!

Paul Jobber surveys the successful if now dated diesels which played such an important role in the modernisation of Indian Railways. *Photographs by the author.*

Alco diesels in India

The success of technology transfer

Alco-based designs made up the backbone of the Indian Railways diesel electric locomotive roster until the late 1990s. This was the consequence of the long-standing Indian government policy of import substitution. In the late 1950s and early 1960s, Indian Railways imported small numbers of assembled American locomotives from both Alco and General Motors. The Alco design was technically inferior, but Alco offered a crucial inducement – they would allow India to construct Alco designs at the then new Diesel Locomotives Works in Varanasi rather than relying on imports. This was a full technology transfer agreement rather than a simple licence.

The result was the iconic broad gauge WDM2 (Alco model DL560C). Well over 2,500 were built from 1962 to 1998. These were 2,600hp single cab Co-Co locomotives with long and short hoods, developed from the Alco RSD design. Top speed was 120km/h, which was adequate for the Indian network at the time.

Given such a long production span, there were a number of variations. The most eye-catching was the 'Jumbo' variant built in 1978/79. This was a failed attempt to improve the driver's view by fitting a wide low short hood. After around a hundred examples, the build programme reverted to the original design.

Below
WDM2 'Jumbo' 17843
leads a freight service
at Pune Junction
on 31st January 2016.



Right
WDM3A 16858R departs
Thanjavur Junction (Tanjore)
heading towards Thiruvavur
Junction in Tamil Nadu
on 26th March 2018.



Below
WDM3A 14046 departs
Madurai Junction
on 19th March 2018.

The WDM2 design was simple, robust, and reliable, making them ideal for arduous service in India. Nevertheless, by the 1990s increasing train lengths meant they were becoming under-powered. The solution was an upgraded power version (3,100-3,500hp) which became known as the

WDM3A. Most of these locomotives were rebuilds of WDM2 locomotives, although some were built new. A total of 1,402 were built or rebuilt between 1994 and 2015. This design improvement allows the WDM3A class to haul trains of up to twenty-four coaches.





Above
WDG3A 13539 arrives at Kumbakonam, Tamil Nadu, on 24th March 2018.

Below
A pair of WDG3A diesels banking an express at Jaipur; these trains can be up to 26 coaches.

Indian Railways also created other classes using pure Alco technology. The WDP1 was a Bo-Bo version for passenger service. These proved to be very under-powered.

More successful were the WDG3A class. The asymmetric tri-mount bogies of the WDM2 were changed to a fabricated design which were better for freight work. 1,171 were built for Indian Railways from 1992 to 2012. Despite their designation, they can often be found working passenger services.

A distinctive class are the WDP2/WDP3A designed for passenger service, built from 1998 to 2001. They were fitted with Flexicoil bogies allowing a top speed of 160km/h. The body shell was completely different, being a twin cab arrangement with wedge shaped ends. Unfortunately, these locomotives were not very successful – the cab nearest to the engine became very hot, so drivers nicknamed the class 'toasters'. Indian Railways realised that they had pushed the Alco technology as far as they could. Production of the WDP3A ceased after only 44 units. Indian Railways again turned to General Motors, this time achieving a technology transfer agreement to allow older GM-derived designs to be built in India.





Below left
WDG3A 13558
in the long distance part
of Mumbai CST station
on 13th January 2013.

Above
WDG3A 13549 powers up at the start of the 1 in 37 Bhor Ghat incline
at Palasdhari, Maharashtra. The characteristic black smoke
from the Alco engine is present despite the assistance
of two electric banking locomotives. 28th January 2016.

Below
WDP3A 15533, one of the southern examples
in the Golden Rock shed green livery,
departs Thanjavur Junction heading towards
Mayiladuturai Junction on 26th March 2018.





Above

WDP3A 15529, one of the northern locos based at Tughlakabad shed, departs Shahbad Mohammadpur station on the outskirts of Delhi with a relatively short local train of 20 coaches to Rewari. This location can easily be reached from Delhi airport via the new Delhi Metro network. 26th January 2013.



Left

WDM3D 11108 departs Kazhakuttam, Kerala with a local service on 16th March 2018.

Below

WDM3D 11121 at Mysuru (Mysore) Junction station. This loco is unique, having a cab similar to a GM machine.

Surprisingly, this was not the end of the Alco-derived locomotive development. The agreement allowed the blending of Alco and GM technology. The end result was the ultimate Alco-based design, the WDM3D. Around 500 of this class were built from 2003 to 2015, when construction of all Alco derived locomotives ceased due the rapid expansion of electrification on Indian Railways.

The rolling electrification programme means that at the time of writing around 75% of the Indian network is electrified. In 2020/21 alone, 6,000km of line was electrified despite the COVID-19 pandemic. The process is likely to be complete by the mid-2020s. All the non-electrified lines illustrated in this article have now been electrified. This has an inevitable knock-on for the Alco-derived fleet. The WDM2 are now virtually all withdrawn due to their age.



Right
Metre gauge YDM4 6470
has just arrived from Sikar
at Jaipur Junction
on 21st January 2013.
This station has since
become all broad gauge.



The WDP3As have suffered bogie cracks leading to their early withdrawal beginning in 2021.

The WDM3As are also being gradually withdrawn.

The WDG3A should live on but in a new form. Four have undergone an experimental conversion to create two WAGC3/WAG10 twin-electric locomotives. The first prototype retains the twin hood design, but the second has received new body shells. It is expected that others will follow. Similar prototypes have been created from the later GM locos, including a bi-mode version.

It is likely that the more modern WDM3D class will continue in service for some time as Indian Railways have few qualms about running diesels under the wires.

Despite this, and the stated intent to electrify the entire network, India has started construction of a new generation of diesel locomotives based on General Electric technology!

Below
A pair of WDM3A models
on my Mumbai-inspired
display diorama.



Metre gauge

Similar competition between GM and Alco imported designs in the 1960s resulted in the metre gauge Alco-derived YDM4 locomotive. 695 were built between 1961 and 1993, but the conversion of the metre gauge network to broad gauge meant that no more development was done to this design. The limited lifespan of metre gauge railways also meant that steam locomotives clung on in significant numbers until the mid-1990s, with the last remnants not being withdrawn until 2000. This explains the relative low number of YDM4 locos built compared to the broad gauge WDM2. Older examples were withdrawn as the metre gauge network contracted. The conversion programme is almost complete meaning that only a few cling on in isolated pockets.

Models

My interest in Indian Railways led to the inevitable wish to create models. This led to a lot of thought. The Indian broad gauge of 5'6" (1,676mm) would mean that British TT (1:101.6) would combine perfectly with 16.5mm gauge track. Although tempting, I realised that HO/OO mechanisms would be difficult to adapt. Prototypical long trains would also need far more space than I have available.

In the end I decided to create my models in 1:160 on 9mm gauge track (N), ignoring the fact that the gauge was too narrow. A lot of components could be used with minimal alteration. A few items were also available in N as 3D-prints. It would be possible to create models in 1:180 to get the correct gauge, but this would cause similar headaches to the TT on HO/OO track combination.

A 3D-print is available from A-Models on Shapeways for a WDM2 which can also be used as a WDM3A with very minor modifications. These fit on newer style Atlas Alco RSD chassis with minimal alteration. The bogie frames and wheelbase match perfectly. Unfortunately, their pulling power is rather feeble, but WDM2/WDM3A locos often work in multiple so double-heading could mitigate this problem.

Jim Trotman describes a series of layouts built with a friend.
Photographs by the author.

Rottershausen

Norman Dickinson's German layout(s)

When I first met Norman, over twenty-five years ago, he already had a German HO layout in his garage, along with a motor bike and the usual things that are stored in a large wooden garage. That layout had grown over a few years and slowly continued to grow until Norman decided to move to a nearby village. The layout was demolished and everything was transported to the new house where a bedroom was quickly selected as the new railway room. That layout almost filled the room but left two operating wells so that Norman could operate the trains from one of them and the two of us who helped build it, Peter Baker (see CM May 2022) and I, could view it all from the other. I was the designer but Norman was the electrical engineer as he had chosen to use Lenz digital command control, about which I knew, and still know, very little. This was the first layout called *Rottershausen*.

Once that layout was complete, Norman moved house again, and the layout was dismantled, packed, and moved to a brand new and very large heated garden shed.

As chief designer, I was given a brief to use all the existing rolling stock and buildings to make a layout with the following features: a long double track main line; a main line station; a branch line station; extensive storage; a narrow gauge line to a rural village; a quarry; a brewery; an old town section; and a large locomotive depot with turntable and steam and diesel sheds. Quite a task.

To achieve this challenge, a double deck solution was agreed with two double spirals serving storage lines 30cm below the running lines.

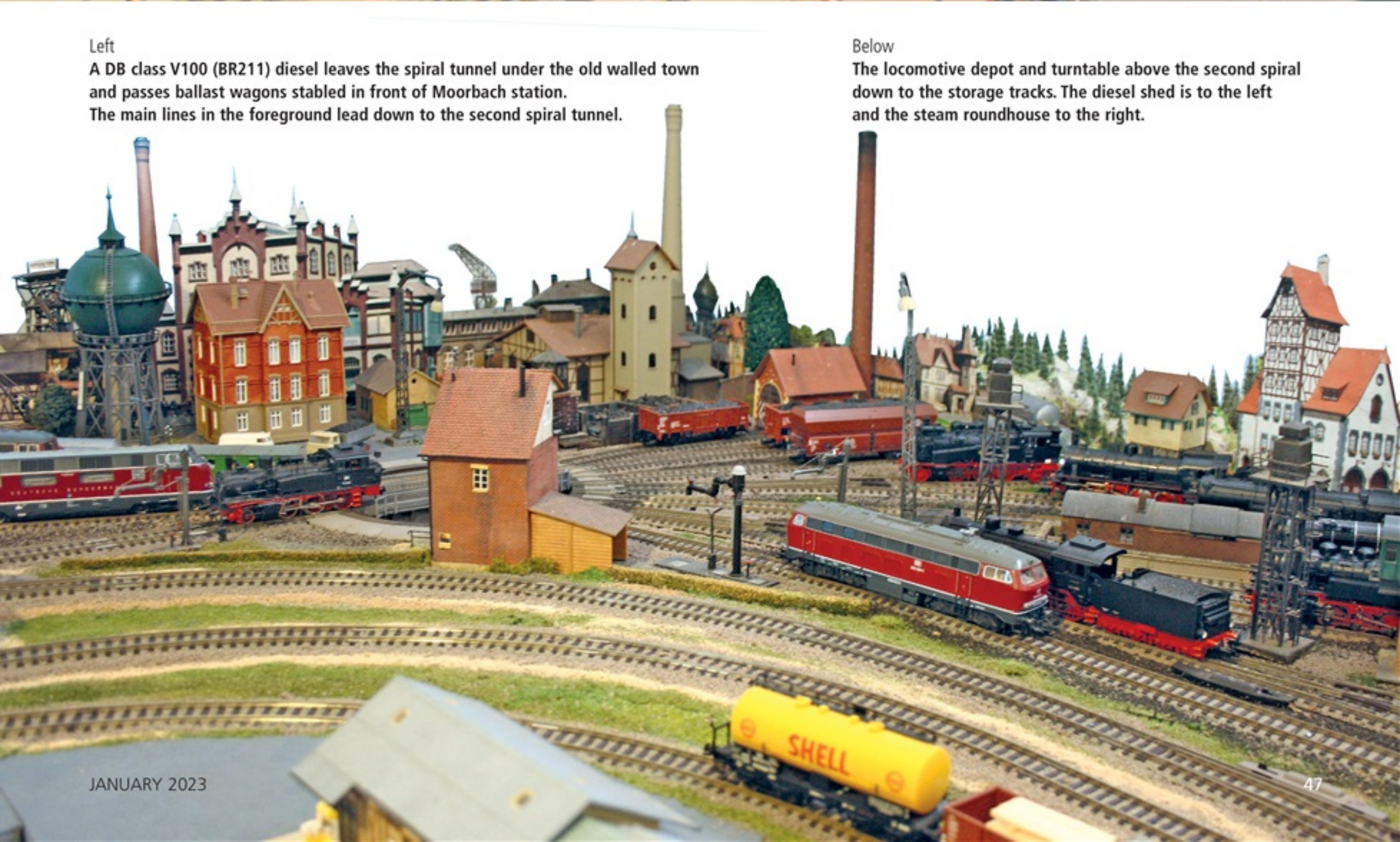
One spiral would be covered with a removable old town, a typical Franconian 'Altstadt', and the other spiral would be covered by the turntable in the depot.





Below

The corner of the layout with the branch line connection to the main line (formerly the narrow gauge interchange). A DB BR50 2-10-0 approaches with a freight as a DR cross border freight comes through on the main line. The VT98 railbus shuttle waits to depart to Moorbach.

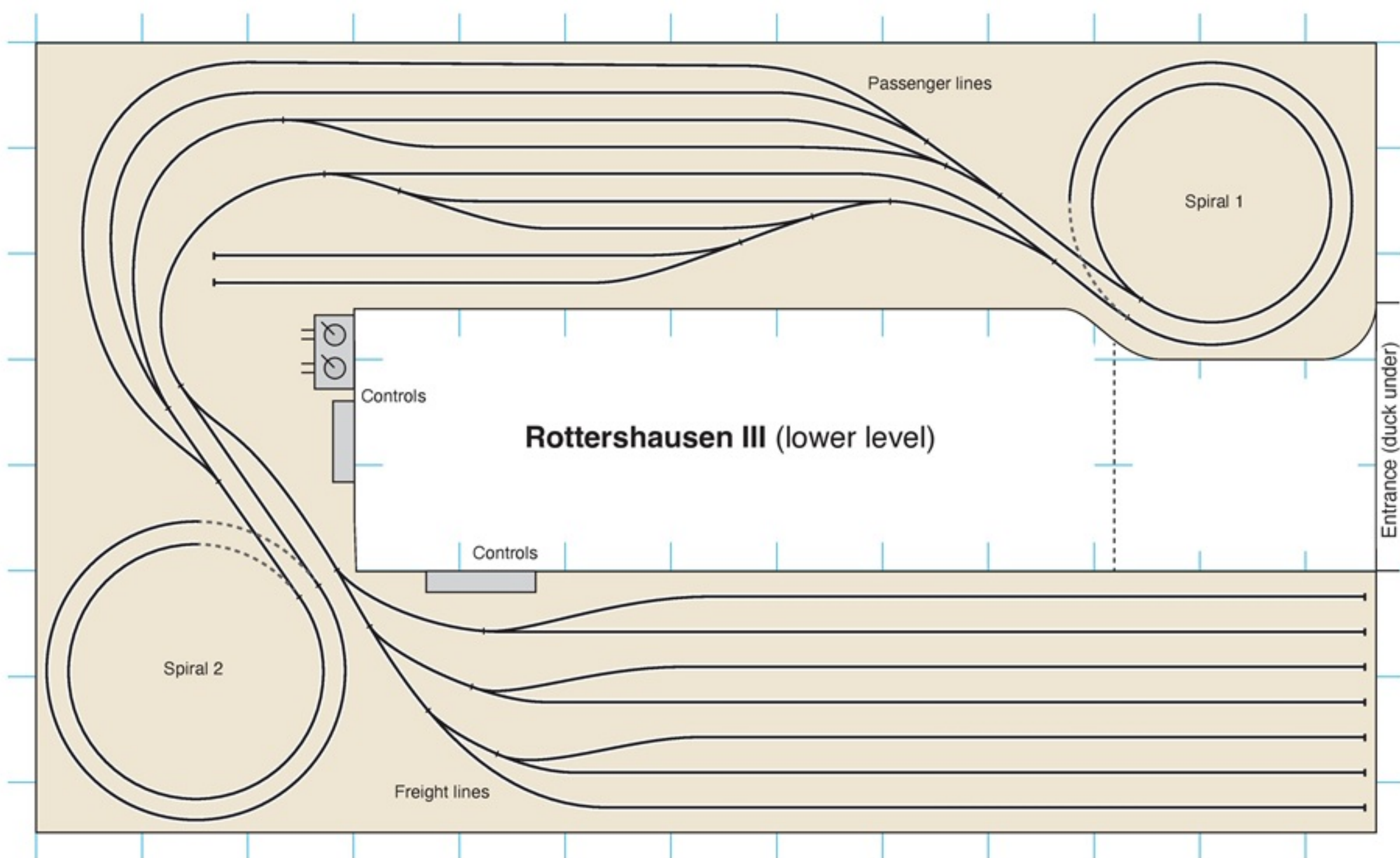


Left

A DB class V100 (BR211) diesel leaves the spiral tunnel under the old walled town and passes ballast wagons stabled in front of Moorbach station. The main lines in the foreground lead down to the second spiral tunnel.

Below

The locomotive depot and turntable above the second spiral down to the storage tracks. The diesel shed is to the left and the steam roundhouse to the right.



I am not sure how the name of the layout, *Rottershausen*, was decided as we all deny responsibility but it had something to do with the three rotters who helped to build it. It is fictitious, obviously, but incorporated ideas and models from Norman's many travels in the Harz mountains, Bavaria, Austria, and other parts of central Europe.

Below
The 'Altstadt' above one of the double track spirals down to the storage sidings. The whole board could be lifted when needed.

His large collection of buses, lorries, etc., also had to be incorporated into the layout, along with hills and the trees typical of central Germany.

Once completed, yes – you guessed – Norman moved again, and so the whole process had to start again!





The only problem this time was that the new railway room as not only about 20cm wider but at least 75cm shorter than the layout's previous home. Some parts could be easily re-used, such as the removable 'Altstadt' and all the track, but the main problem was the gradients to and from the spirals. Widening the design slightly was not a problem but gradients had to be lengthened in order to keep them from becoming too steep. The narrow gauge line and quarry had to be reduced in size too, along with the length of the main line platforms.

As with the previous version, the two double spirals were handbuilt using 4mm plywood held in place using threaded metal bar with washers and nuts. Once tested, the spirals were reinforced with wooden dowels cut to the same length and hot glued into place. The space in the centre of the spirals gave limited space for access and track cleaning but also allowed for removal of the 'Altstadt' and wiring the turntable and depot.

The visible track was all Fleischmann Profi track with radius 3 and 4 used on the curves and radius 1 and 2 used on the spirals. Most of the track was pinned down through a thin cork layer into the 12mm plywood layout base but on the spirals, limited use was made of hot glue to keep the track in place on the 4mm plywood.

The storage lines were laid using Peco flexible track and Roco points with Roco electric point motors. Norman always took on the electrical work leaving the scenic work to us. He did occasionally comment on the inconvenience of Fleischmann or Faller track ballast hindering his progress with the wiring.

Right
The hand-built spiral under the Altstadt, using Fleischmann R1 and R2 track. Transitions at the tunnel mouths are R3 and R4.

Below
The brewery between the old town and the main line station.





Above
Overall view of Rottershausen station.

Below
The steam locomotive roundhouse and freight sheds with the main lines passing between them.





Above
The rural village over the narrow gauge return loop. Some Feldbahn locomotives are on display while DB BR218 and BR220 diesels prepare to leave the quarry with ballast trains.

Once this third version was almost complete (no, he did not move yet again), a decision was made to change the narrow gauge to standard gauge and so most of the line was lifted, leaving only a heritage section between the quarry and the hillside village. Moorbach station then became the terminus of a shuttle service from the main line station using Trix and Roco DB VT98 railbus sets.

The narrow gauge had been laid using ballasted Fleischmann N sectional track and this was replaced with the HO version. This required a re-design of the narrow gauge section of Rottershausen station and disposal of some of the Harz and Austrian narrow gauge stock.

About this time, Norman also thinned out some of his other standard gauge stock including his DR and ÖBB items to concentrate on a predominantly DB Epoch III theme. The narrow gauge 'museum' collection then consisted mostly of German Feldbahn locomotives and wagons but one British loco looking rather like *Dolgoch* was also exhibited, to the amazement of the Franconian locals.

Rolling stock was mostly Roco and Fleischmann with some special sets and items from Trix, Liliput, and Bauer (beer wagons). There was a strange predominance of German and occasional Austrian beer wagons in the freight trains and sidings. To be fair, there were also two long rakes of hopper wagons used to serve the quarry.

Passenger stock was mostly shorter pre-UIC vehicles as models of the 26.4 metre prototypes looked too long on radius 2 track and the spirals. The four, six and older eight wheeled coaches brought a more nostalgic look to the railway, especially when hauled by the extensive collection of steam locomotives.

The buildings were mostly from Faller, with some being to the older approximately 1:100 scale – these were relegated to background areas. The robust nature of most Faller plastic kits allowed them to be used on four layouts and remain in a good enough condition for re-sale and possible further use.

The backscene was made, as in the previous versions, by using 4mm plywood sheets pinned to the layout or to the wall behind it, painted and covered with suitable cut-out images from Faller, Vollmer, Kibri, and Noch catalogues. (On-line catalogues are not so useful!) Built kits standing in front of the stuck-on pictures hid some odd joins and gave considerable depth to the urban areas. The sky was hand painted by me and no rain clouds were permitted.

Finally, just before Covid-19 struck, the layout was complete and running well. Then, a couple of years later, you guessed it, Norman, now in his early 80s, decided to move again as his three-storey house was no longer suitable. What happens next? Most of the HO stock, track, and buildings are being sold and I am awaiting a brief for a probable N gauge layout in a new, smaller house.

This saga does illustrate how rolling stock, track, buildings and some scenic items can be re-used as circumstances change and ideas develop over the years.

One very useful lesson was to use a 30cm gap between the upper tracks and the storage lines rather than the 20cm on Peter's layout. The larger gap extended the spirals but allowed much more room for moving rolling stock and cleaning the track.

If a layout is complete, the fun of designing and building can be lost but for those of us who like the challenge there is always another layout with a new theme to be built.

Note
There is a real Rottershausen in Unterfranken, Bavaria, not far from Bad Kissingen. This layout is not a representation of the real place in any way but does represent many fond memories of numerous trips to Germany, from the Alps to the Baltic.

Günther Kiltz describes his minimum space layout.

Photographs by the author.

Squarefoot Mine

Uncle Günni will tell you a story ...

In 1902, the Minnesota Mining & Manufacturing Company was founded by five businessmen at Two Harbors, Lake Superior, Minnesota, USA. Their intention was to mine for minerals, suitable for the production of abrasive paper. After overcoming great initial difficulties, the 3M company, which had moved to St. Paul in 1910, started to prosper at the beginning of the 1920s and developed continuously to the today's global player.

Charles Williams worked as a foreman in the smallest of the 3M corundum mines. By 1925, sandpaper production had increased significantly. The mine was not yet worked out but due to its small size it no longer had the required production capacity. So closure was decided. There were some small sandpaper manufacturers with a demand for corundum, but 3M did not supply them as they required the minerals for their own production. Williams saw his chance. He contacted the 3M management and offered to take over the mine. As they had no further use for it, they agreed and sold it for a nominal sum.



Williams recruited the necessary employees and managed to secure contracts with some of the smaller sandpaper manufacturers. There was a joke among the miners that due to the small size of the site, the mine only offered one square foot of space for everyone. Williams, who had a great sense of humour, adopted this and called his company Squarefoot Mine. Business flourished and he achieved modest prosperity. After he died, his son and later his grandson continued to run the mine. In 1962, they had the opportunity to take over an electric locomotive, electrical equipment, and ore cars and from an abandoned iron ore mine at a reasonable price. This significantly increased the productivity of the mine, which had been operated with mules and hand-pushed cars until then.

The mine still has sufficient accessible mineral deposits for which demand exists. Occasionally even sapphires are found in one of the tunnels. These are a mostly blue variation of corundum (Al_2O_3) and form a welcome additional income.

So the future of the company is secure.

Note: the development of the 3M Company as presented in the first paragraph is reality. Charles Williams and his Squarefoot Mine are pure fiction. When a layout has not much to offer in size, track length, and operation, it should at least have a good background story.





Left

The upper floor is reached by an external stairway. The mining company claims that the stairs had to be installed outside because there was not enough space inside the building. In truth, I put them on the outside because it is much more attractive this way.



Above

The end pole of the catenary. Here the contact wire is separated by an insulator, then runs down around a deflection pulley and gets 'tension' from a weight.

The layout was built in O9, i.e. 1:43.5 (O) on 9mm gauge track representing a prototype with a track gauge of c.390mm or 15". This is rather small for a mining railway but most of the small private mines used to build their own equipment to save money. Anything useful was thrown together; function was more important than gauge.

Originally, the layout was supposed to be something different. When people asked me about my hobby, they often did not really understand what light railways were. So I had the idea of building a presentation layout, small enough to just grab with one hand to take it and display it wherever I want. I am not fond of 'pizza' layouts, so the initial idea was just a piece of track, a small shed behind, and some greenery around it. To add a little sense to the operation, I thought of a mine tunnel in the mountain and basic discharging facilities – everything reduced to the essentials.

After I started building, however, the demands grew slowly: idea and execution were refined more and more. Meanwhile, I had built an American-style wooden mine building from coffee stirrers and corrugated cardboard just for fun. As a test, I placed it on the layout and it looked rather good in this environment, so the original idea was abandoned. Now it would become a proper layout. Moreover, this was a good opportunity to improve my landscaping skills. The new subject was: a tiny private mine somewhere in the north of the USA.

To keep it easily portable, I had chosen a size of roughly 300mm x 300mm or about 1' x 1', so the name was found right away: Squarefoot Mine.

It all started on a base of 10mm plywood on which the basic landscape was formed from Styrofoam boards and pieces. The track was made from Code 80 rail soldered onto copper-clad circuit board strips. To fit into the landscape, a



Left

The entrance to the tunnel. The warning sign on the right is from the internet.



Far left

In front of the building, a lot of scrap has accumulated over time, which definitely could get used again at some time. Looking at the label on the oil drum, we do not really want to know where it came from and what is leaking from it.



Above
When this mechanism was dumped, it was just put there for the moment – that was fifteen years ago. Spot one of the three snakes crawling round in front of it.



Above right
The truck (converted from a toy tow truck, and with an authentic license plate) waits by the unloading chute. The sign is a warning about falling material.

radius of 100mm was necessary. The total track length is just 60cm (2'), and there are no points.

A plinth made of dark stained picture frame profile was fixed all around the bottom of the layout to achieve a decorative appearance.

The building was set in its place, and rocks made from cork bark were fitted all round. For the fine modelling of the landscape I used papier-maché made from cardboard egg boxes dissolved in water and mixed with glue. Yard and street areas consist of glued on sand, weathered after drying. Vegetation was made from electrostatically applied fibres and various green materials from the well-known accessories manufacturers. A few years ago, somewhere I got some very cheap HO trees. Their shape was not bad, but the foliage consisted of some rather sparse fibrous fluffy stuff. After treatment with spray adhesive and leaf flakes, they looked considerably better – and fitted surprisingly well in size. From the same source, I had similar Z trees; when treated the same way, they worked well as bushes.

The poles of the catenary were made from some nice dry twigs I found on a bush during a winter walk. They were cut to length and fixed with supports made of brass U profile. The cantilever arm is a piece of a toothpick supported by a wire. The contact wire consists of 0.8mm diameter brass

wire. It is a little heavy, but I could not apply tension to it due to the tight curve, so it had to have a certain stability by itself. After weathering, however, the thickness is hardly noticeable. The contact wire is suspended from the masts by means of insulators made of small glass beads. At the end pole, it is connected via a pulley to a tension weight made of round plastic rod. Inside the tunnel, the catenary consists of a conductor rail, in this case a piece of code 40 rail. It is said that the reason is that a wire would be too delicate in the rough operation inside the mine. In truth, I just ran out of brass wire, but I wanted to keep going. Inner and outer catenary come together on a piece of electronic board at the tunnel exit, but they are electrically separated from each other. The reason for this will be explained later.

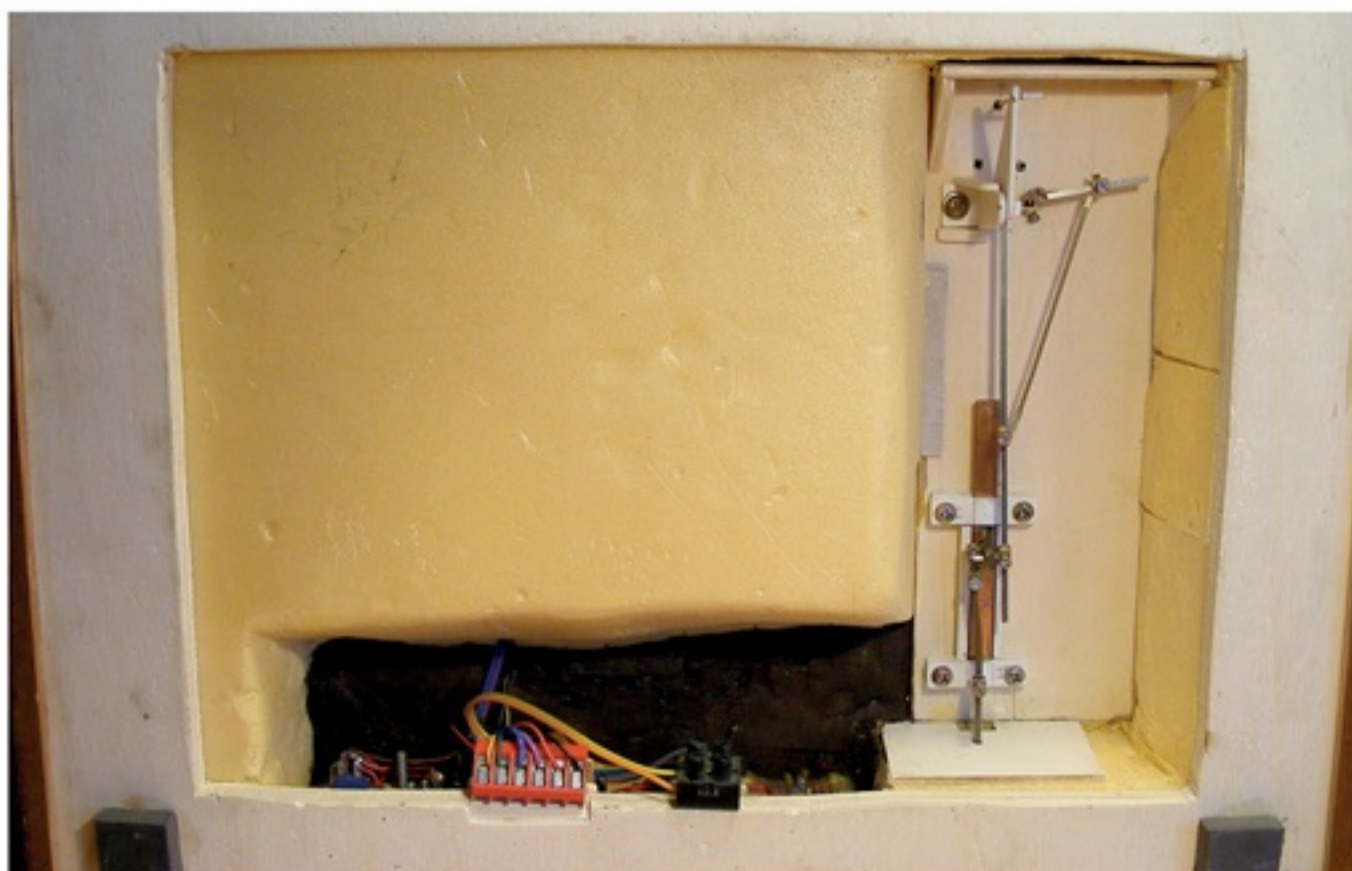
Since the mine is supposed to have existed since the 1920s and nothing has been thrown away, over the course of time various scrap has accumulated everywhere. I found a lot of bits and pieces in my several scrap boxes, which I generously distributed in quiet corners, where they could comfortably become overgrown.

The information and warning signs come from the internet. They were appropriately scaled, printed out, and spread around the layout. Likewise, the labels on the old oil cans next to the stairs.

Right
The man from the office enjoys a coffee break.

Far right
The oil tank was made from the protective cover of a medical syringe. A ball from a keychain forms dome and some bits and pieces from the junk box complete the whole thing. It is there just for decoration and is only supposed to hide the somewhat dark canyon behind it.





Left

The layout from below. On the right you can see the unloading mechanism. The copper-coloured part is a sliding bar made of circuit board material guided in plastic brackets. From here, a rod runs forward, pushing up another rod via a triangular deflection. This one tilts the tipper. Another rod branches off halfway. This actuates a horizontal lever (seen upper right) which rotates the figure above. Everything is operated by the pull rod running downwards and out to the rear of the layout. The dark parts at bottom left are the back of the power and controller connection panel.

Rolling stock

The mine vehicles are scratchbuilt. The steel box tipper is on the chassis of an old Arnold N wagon. The body was disposed of and everything on the chassis was removed except for the frame and the wheels. A new frame of 4mm brass U profile was created and glued over it. The tipper body consists of 1mm styrene sheet. The opening front moves in hinges made of brass strips and tubes. When tipping, it is opened by a lever made of brass wire to empty the load.

To power the locomotive, I had in stock the chassis of a Roco HOe industrial diesel. It was shortened by one axle and equipped with a coreless motor. The superstructure was designed by CAD on the computer. Parts were cut from 1mm styrene sheet and assembled. The rivets are made of 0.5mm copper wire glued into pre-drilled holes.

Locomotive and wagon were weathered with heavily diluted paint and pastel chalks from artists' supplies.

Figures and vehicle

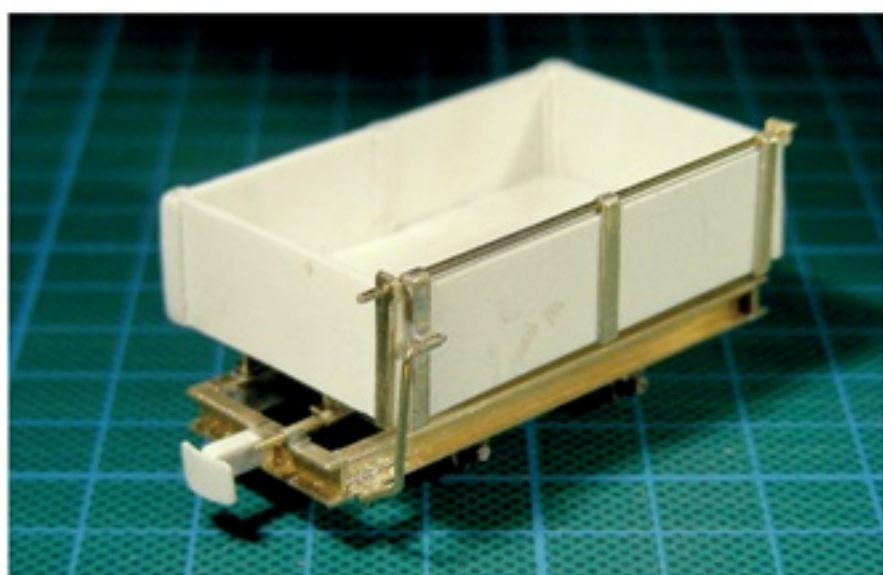
All figures come from my varied collection. However, all have been modified to a greater or lesser extent, especially the arms. To get them in the desired position, I slightly cut the inside, carefully heated the outside with the soldering iron tip and then bent them in the right position. For example, the unloading worker started as a stationmaster. There is something special about him. Underneath the layout a pulling mechanism is situated which can be operated from

Below left

The unloading process. The tipper has been set in place; the worker is in the basic position.

Below right

Pulling the operating mechanism tilts the tipper and simultaneously rotates the figure. It looks as if the worker is tipping the wagon.



Left

The steel box tipper was created on a stripped down N gauge wagon chassis. The new superstructure has a soldered brass frame and a body made of plastic sheet.



Left

The finished steel box tipper, weathered with paint and pastels.

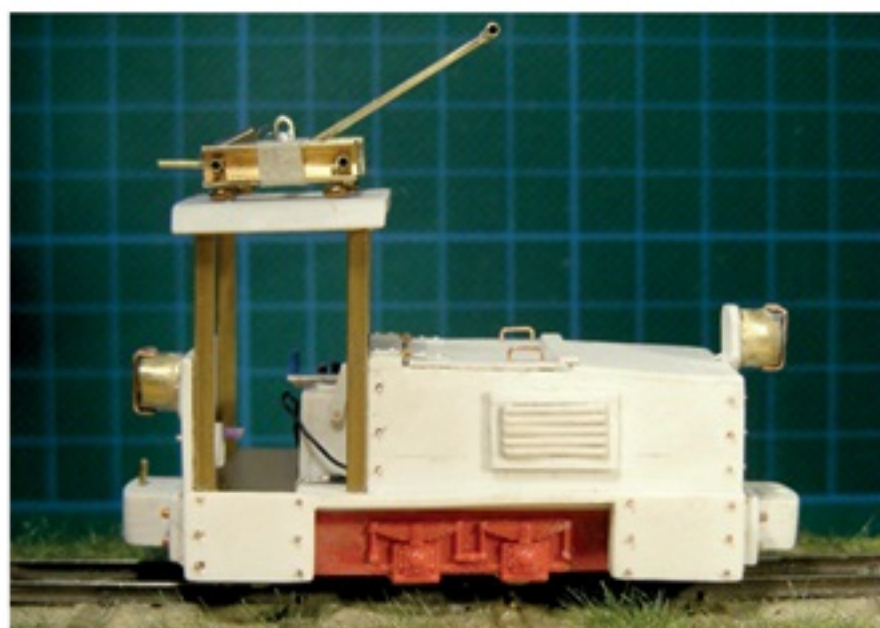


Below left

When tilted, you can see the lever opening the front.



Right
The loco superstructure was also made of plastic sheet. It is placed on a Roco HOe industrial diesel chassis. The pantograph was soldered from brass tube and wire; the rivets are short pieces of copper wire, glued into pre-drilled holes.



Above right
After years of operation without proper maintenance, it now looks a bit battered. The horn was turned in the drill from a piece of plastic using file and sandpaper.



the rear. It pushes a rod up the track via a triangular deflection, which lifts the tipper body to unload. Simultaneously, the worker is rotated by a horizontal lever and a rod connected to the traction device. This makes it look like he is tipping the hopper with his pole. The office worker with the coffee cup at the top of the stairs had a stretched arm, which now holds the cup after bending. The figure in the centre was a casting of a steel mill worker with a large sledgehammer and thick leather gloves. I carefully cut and filed these away and gave him a writing pad and pen instead. The truck driver started as a mason with a trowel and a brick in his hand, which I removed. He stood slightly stooped so that he could easily be leaned against the slope.

Three snakes are crawling around in the landscape. These were made of a piece of copper wire, one end of which was filed to a point, the other end was given a dab of solder, which then was filed to make a head. Bent and painted to suit, they now can enjoy their life. To protect the visitors at exhibitions, I only made non-venomous snakes, of course.

The truck was found at a Christmas market; it was originally a tow truck. The towing device was removed and a new brass chassis frame with load space was installed. It got an authentic license plate from Minnesota (thanks to the internet), some decorative details, and a heavy weathering.

Lights

Because the train runs into the tunnel, the locomotive needed lights. I had the idea that the light should be switched on when entering the tunnel and switched off when coming out again. This led to the idea of the overhead catenary. Because the system is analogue, a little trick was needed. The motor is powered from both rails, the lighting from the catenary and the inner rail. One might think that the common use of one rail by both supplies will create a short circuit when plus of the track voltage meets minus of the lighting voltage. This does not happen, however, as long as both voltages come from separate sources (for physicists: Kirchhoff's first law). I happened to have a plug-in power

Right
The train enters the tunnel to be loaded again.

Below
This is the location where the light is switched on and off. One or two millimetres further out and the light goes out.





Above
There is also a lot of stuff lying around even back here. A box of sticks of dynamite and a pneumatic drill for making the blast holes. This was made from the valve core of a car tyre which happened to be the right shape and size.

Above

The back of the layout has a large opening for manual loading. Below is the panel with the connectors for power input and the controller as well as the light switches. The gold knob on the left is the handle for the unloading mechanism. The back was decorated with a picture of a real rock face although this is not normally visible to visitors at exhibitions.

supply from an old answering machine that gave both 12V and 9V. Bingo – 12V for the locomotive, 9V for the lighting. It works perfectly. The lighting is switched on and off simply by the break in the overhead line at the entrance to the tunnel; the inner catenary is powered, the outer is not usually but I can switch on the power outside (e.g. for night running).

The building also has lights inside and a lamp outside near the door.

Operation

The operation is more than simple. At the back of the mountain, the tunnel can be accessed by an opening. There is also a bit of scenery here but this area is not normally visible to exhibition visitors. The train is loaded by hand and then runs through the tunnel to the outside. There it is dumped onto the truck, and the train returns to the tunnel. Not really sensational operation, but the whole thing should still be an interesting presentation.

Conclusion

Since I did not work on it continuously, building took a few years. Modelling is a hobby for me, so I do not look at the clock. Nevertheless, I tried to calculate how long it had taken and ended up with some 900 hours; probably a few more.

I have several well-assorted scrap boxes and sufficient leftover supplies of paints, scenic materials, vehicle parts, and other oddments. Moreover, I like to recycle whatever is suitable. As a result, the cost was kept within limits. With a bit of planning and thought, modelling does not have to be an expensive hobby.

If you would like to watch and see how it all was made, see:

The layout:

<https://www.schmalspur-treff.de/t543f20374-Squarefoot-Mine.html>

Scroll further down for the description of how I built it.

The wooden building:

<https://www.schmalspur-treff.de/t99f20364-Holzgebaeude.html>

The vehicles:

<https://www.schmalspur-treff.de/t460f20374-Fahrzeuge-fuer-s-Bergwerk.html>

These links lead to the respective articles on a German narrow gauge modellers forum where the layout and how it was built are described. The site is in German but there are a lot of pictures. Most of them are self-explanatory.

Recently I tested them and discovered a little problem. When you click on one of the links, sometimes a dialogue box asking about cookies pops up. After accepting or rejecting them, the link stops at the homepage and does not lead to the article. It should work if you click again.

Below

Sometimes work lasts on into the night – no problem thanks to sufficient lighting.



Les Fordham adapted a popular Peco product for an Australian layout project, but it could be useful in many other situations.

Photographs by the author.

A small turntable

Economical and effective



As the Sydney suburban services were electrified, the railways found that they had spare tank engines. Between 1928 and 1933 some of these were converted to tender locos and found further gainful employment on country branch lines, in some cases lasting until the end of steam. A number of the C30T class conversions (from 4-6-4T to 4-6-0) were fitted with six-wheel tenders from older scrapped locos to allow them to be turned on the 50' turntables found in many locations, though a 30T was a tight fit on a 50' turntable!

For a New South Wales country branch line project I was looking for a small HO turntable to handle locos with a length of 50 to 60 scale feet. Many of the turntables on the market are quite expensive, and building one from scratch requires skills that put many modellers off trying. At a recent exhibition I found a Peco N gauge turntable (ref.NB-55) on offer and realised it could be converted to make a 50' turntable in HO.

Many years ago I did a similar thing with a Walther's N gauge product to make a 70' turntable for HO, but the electrical pick-up had to be made to suit and the turntable did not sit as well in the well as the Peco unit – it rocked when the turntable revolved whereas the Peco unit is very stable.

The Peco turntables in N and OO/HO are well designed models, with a simple but practical system of power pick-up. This method of track powering is ideal for DCC operation as well as DC as it is just a two-wire connection and does not need an auto reverser circuit installed.

The website

www.nswrail.net/photos/turntable.php?mode=listing provides an extensive listing of NSW turntables of all sizes with a number of good photos to show various ways decks were provided as well as railings.

While the conversion functions well as a turntable, I must admit that it does not follow the appearance of the prototype very closely. But if you just want to enjoy the hobby and are not stressed about accuracy to the nth degree, then this provides an easy solution at a very reasonable price.



The first step is to cut a piece of 30 or 40thou styrene sheet to add a longer and wider deck. I cut a piece a scale 50' long and 10' wide to put on top of the Peco deck (which scales out at 43' in HO). The ends of the styrene should be cut with a radius similar to the turntable base, which can be used as a template.

Working upside down, place the inverted Peco deck on top of the styrene deck and carefully centre them both

Above

The Peco N turntable (NB-55) makes a good 50' unit in HO, ideal for branch line locos such as the NSW C30T class.

Below

First cut a longer wider deck from styrene sheet.



lengthways and sideways. This is the one thing that has to be done accurately. As I find it difficult to measure and drill precisely, I marked both pieces at each end so that I knew which way around everything fitted. This ensured that when the unit was assembled, the two deck parts were in the correct position.

I drilled through both pieces and screwed them together to check their positioning. Once you are satisfied, you can take them apart and follow the Peco instructions.

The two plastic bearing pieces are a tight fit and care should be taken to ensure they are pushed down hard and are vertical. The side girders can then be carefully glued in position.

Install the contact strips in the turntable pit and the contacts and rails in the deck. Solder a red and a black wire to the tabs on the contact strips in the base of the turntable pit.

Install the contacts and springs in their tubes in the two plastic bearing blocks and install the N gauge rails. Before they are fully pushed into the deck, invert it onto the styrene deck and mark the position of the rails so that you can drill holes for wires to be threaded up from these rails to the HO rails that will be mounted on the top.

The locking ring is not installed onto the turntable deck until after the deck is finally in position and all of the deck, including handrails, is complete.

Quickly solder thin wires to the side of each rail on the inside where there are tapers at the end of the Peco deck. These wires are then taken through the holes in the new deck and soldered to the HO track glued on top. I used a piece of track longer than required so that when the turntable was ready installed, the rails could be trimmed to match the approach tracks.

I measured the width of the styrene deck piece and the sleeper length of the new track and calculated the space on each side of the deck. I cut two strips of styrene sheet to this dimension and glued them along each edge of the deck to ensure the track was centred as accurately as possible, so that the rails were in the same position on both ends when the deck was rotated.

I then painted the deck red oxide (Humbrol Matt 37) before gluing the track into position.

Check rails were added alongside each running rail, and timber planks were laid down each side, painted a suitable colour.

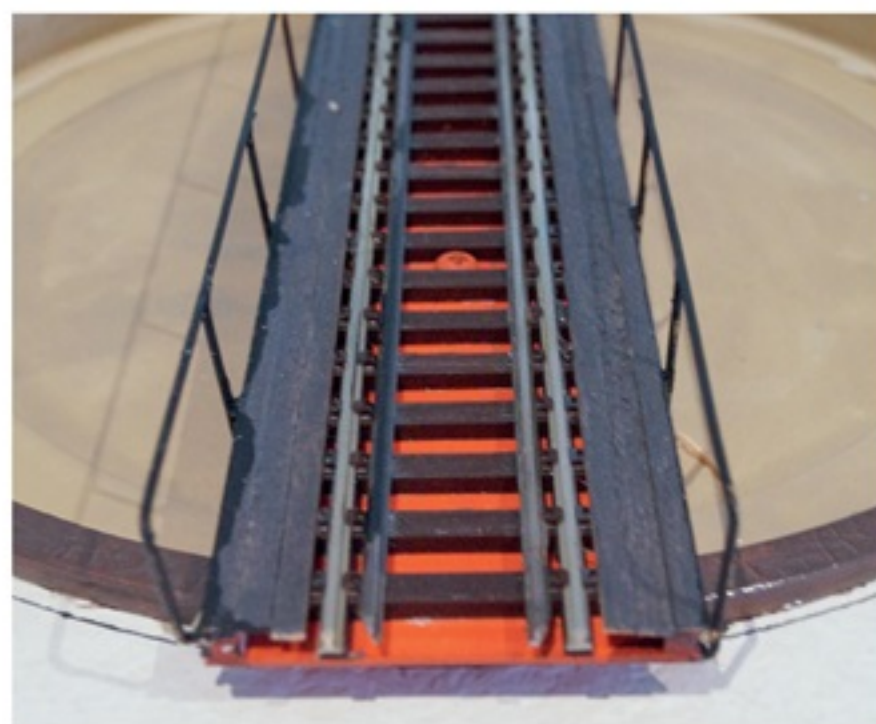
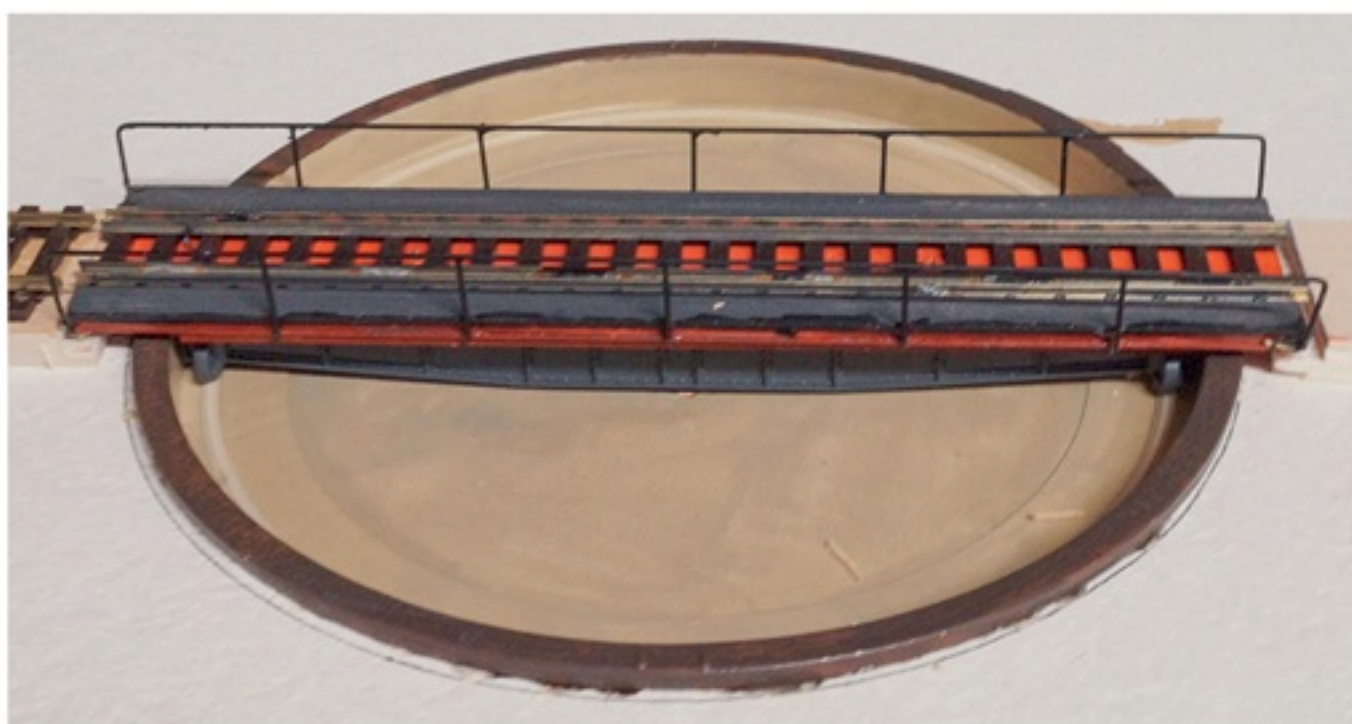
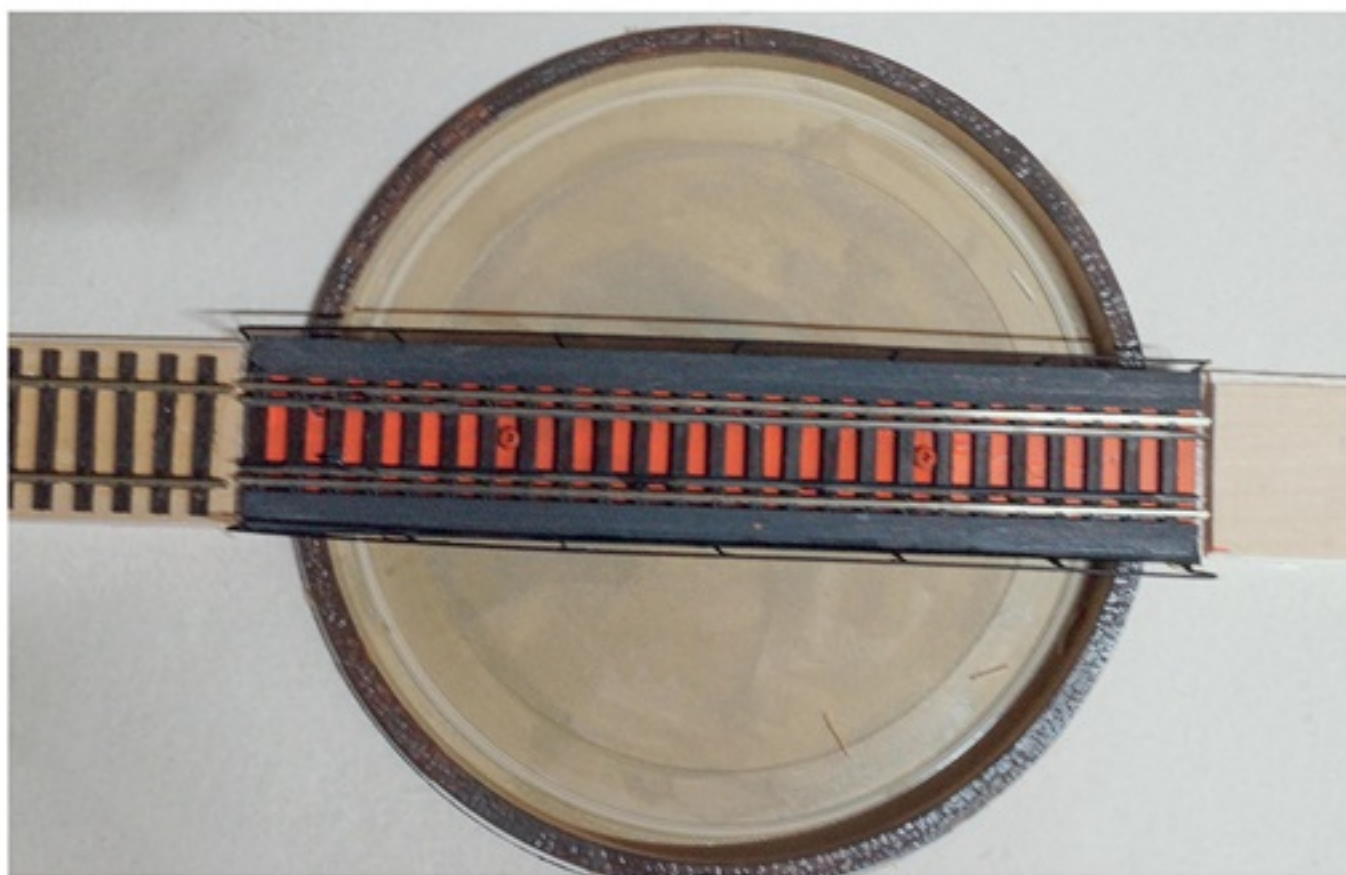
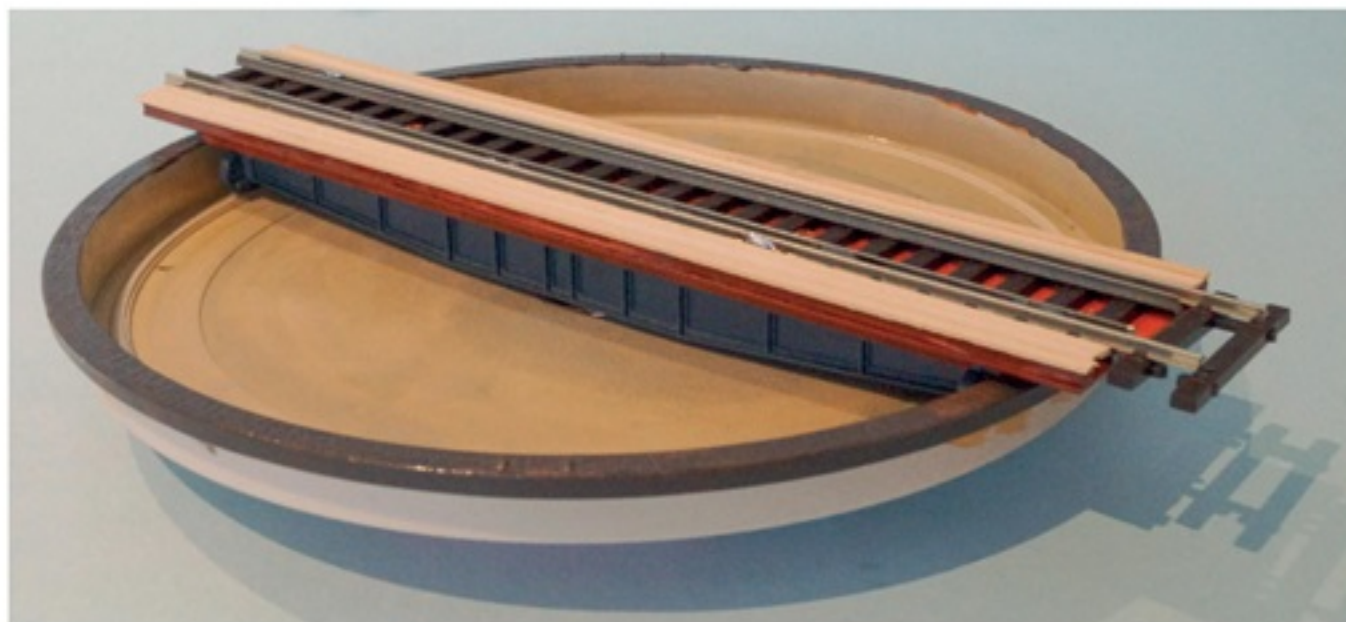


Above

The Peco N deck screwed to the underside of the larger styrene sheet deck.

Below

The new deck with track, check rails, and wooden walkways fitted tested in the pit.



From the photos on the website I found a simple railing that would be easy to make. After bending the brass wire uprights on each end I calculated what spacing was required for the intermediate uprights. I taped the horizontal railing into a piece of timber and then, using a square, drew lines on the timber where the uprights were required. I cut enough upright pieces, placed them on the timber in their required positions, and taped them down. Once all the parts were in place, I was then able to solder where they joined and had a set of handrails for each side.

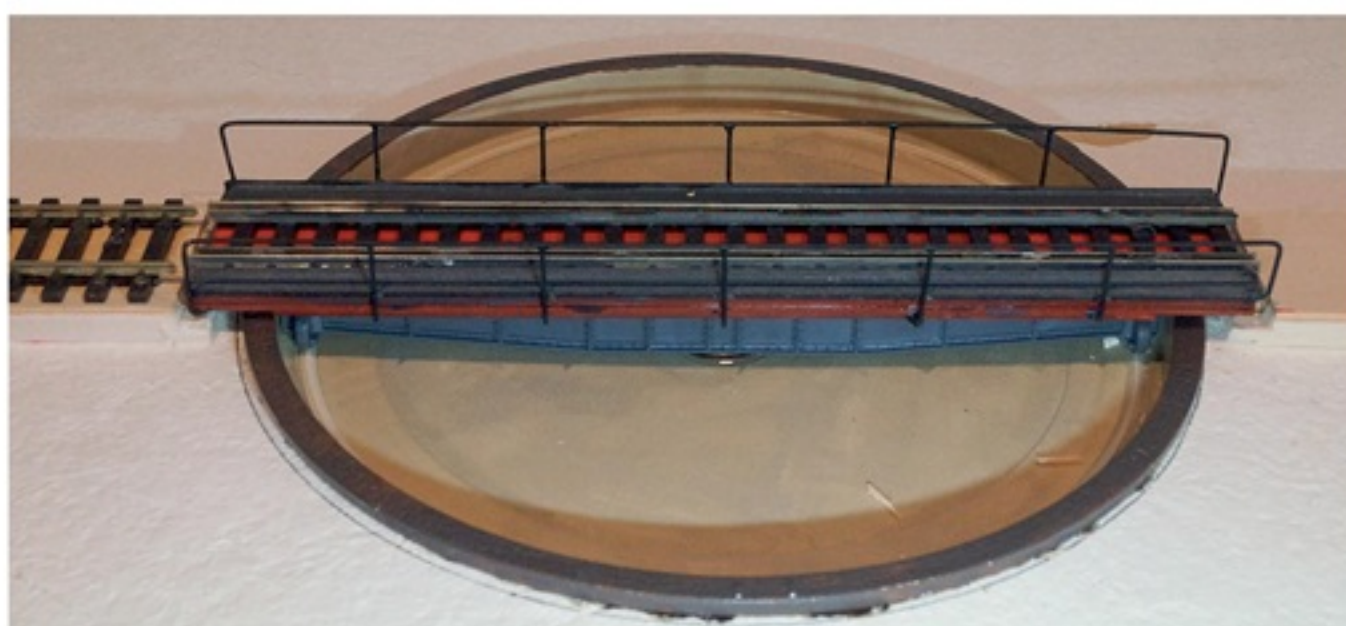
The handrails were glued to each side of the deck and then painted matt black.

Once the position of the turntable was decided, a hole was cut in the baseboard as per the instructions. I aligned the gaps in the power pick-up strips in the turntable base with the centre line of the approach track. I then placed the deck into the pit but still did not fit the fixing ring onto the shaft. It was then time to carefully trim the rails on the deck. Trim one end so that the deck rails are a good match to the approach track, and then rotate the deck to ascertain what length the other end rails should be.

It is easier to trim the rails with a Dremel cutting disk or similar power tool with the turntable out of the base.

Once the two rail ends have been trimmed, the deck can be placed back in position and rotated to check the alignment of both ends to the approach track. Once you are satisfied that the deck rails are the correct length and align with the approach track and the deck rotates freely on its mounting, it is finally time to fix the plastic ring onto the shaft to hold the deck in place.

The turntable is now ready to be placed in its final position and made to look pretty. At this stage it is waiting to be used in a compact loco depot layout along with the loco shed converted from a Ratio carriage shed (as described in the December 2022 edition).



Above
The C30T class in HO
is by Wombat Models.



HO

new variant of Deutsche Bundesbahn BR221 diesel by Piko



New in the Piko 'Expert' series is a new version of the classic Deutsche Bundesbahn BR221 B-B diesel hydraulic.

It is numbered 221 150-6, in wine red, with the Epoch IV 'Keks' logo, based in the Hannover administrative area. The finish is good, with sharply printed markings, right down to the smallest data.

Piko have been brilliant with regard to attention to detail on all their models of the V200 family, and this is no exception. Unlike the previous version in this livery, it has different exhaust outlets on the roof. The first 120 were delivered without exhaust silencers because there was insufficient room above the engine. However, with the second production series (121-160) a suitable silencer was installed.

221 150 was delivered new to Bw.Villingen on 28.09.1965 and was withdrawn at Bw.Oldenburg on 21.10.1980.

The model is accurate, according to published dimensions and diagrams.

The moulded plastic body shell is well detailed with panels, doors, louvers, grilles, fans, and exhausts.

The glazing is flush, with neat silver frames and windscreen wipers moulded in place, painted black. The cabs have basic interiors, and the machine room interior is also represented, different each side.

Added plastic parts include the buffers, Indusi shoes, and handrails. Brake hoses and dummy scale couplings are supplied for the modeller to fit.

The bogie side frames are well detailed in deep relief; the brake shoes are in line with the wheel treads.

The model has a substantial metal frame. A central can-type motor with twin flywheels drives the outer axles of each bogie via worms and reduction gearing; gears link the axles. There is pick-up from all driven wheels. Two traction tyres are fitted, on one side of the inner axle of each bogie. The model weighs about 440g, so pulling power should not be a problem. It runs smoothly and quietly, and is controllable across the speed range, from walking pace to a reasonable maximum.

There are working directionally-controlled white head and red tail lights using LEDs, and the circuit board carries



a Plux22 socket for a digital decoder; there is provision for a loudspeaker in the fuel tank between the bogies. The cab lights are switchable in digital mode.

Standard couplers are fitted in NEM pockets on close-coupling mounts, which also carry the lower part of the skirts.

The minimum recommended radius is 358mm.



Manufactured by

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

DISTRIBUTED IN THE UK BY
Gaugemaster Controls,
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www.gaugemasterretail.com

PRICE ref.52614 £155.00.



The *Inlandsreisewagen* or domestic passenger coaches were built for the ÖBB between 1980 and 1989 and converted for the now well-known CityShuttle services from the 1990s to around 2006.

The new design followed the Schlieren stock but were the standard UIC length of 26.40 metres and so were also known as 'long Schlierens' as they were built according to the same principles (low car height, smaller wheels, lightweight construction). They were fitted with sliding windows and sliding doors and were designed for a top speed of 160km/h. They were therefore mainly used in InterCity expresses in the 1980s and 1990s and so appeared in the neighbouring countries, Germany and Switzerland. They were built as firsts (Ampoz), second (Bmpoz), composite (ABmpoz), second baggage (BDmpsz), and second diner (BRmpz). (The 'o' in the designation was dropped in 1981.)

In the mid-1990s, the workshops at Floridsdorf and St.Pölten began creating push-pull sets, and 152 intermediate coaches of various types, primarily second/baggage, were converted into driving trailers (Bmpz-s). The first was completed in 1995.

With the introduction of the CityShuttle brand for local transport, many of these coaches were adapted and modernised, including bicycle compartments and space for skis.

The first twelve driving trailers carried the so-called economy livery (Sparlack), a variation on the 'jaffa' with white instead of beige stripes and the 'Pflatsch' logo, with red snowploughs. After the whole fleet was modernised, the first twelve also got the current CRD 2000 design. The main colours are RAL 3020 (traffic red) and NCS 2502 (light grey). The doors are RAL 9016 (traffic white), the running gear and the front window surround RAL 7022 (umbra grey), and the roof NCS 7075 (dark grey).

In the course of commissioning of the Desiro ML railcars in 2016, the phased withdrawal of these coaches was announced.



With the timetable change in December 2017, a large number of new CityJet local trains were put into service and many of these domestic passenger coaches were retired. Those still in service were based at Vienna, Graz, Linz, Villach, Salzburg, Innsbruck, and Bludenz.

With the 2019/2020 timetable change in Carinthia, almost all turns for this stock were replaced by Rh4746 units, which had been transferred from Vienna to Villach. In return, most of the Villach CityShuttle sets were brought to Vienna.

Most of these coaches currently still operating are used on S-Bahn and regional expresses around Linz. They can also be seen frequently running between Vienna and Bratislava every hour. Otherwise, only a few peak services use CityShuttle coaches, in Tyrol, Salzburg, Styria, Vienna, and Lower Austria.

In IC trains they have been completely replaced by the modular stock, but due to a lack of coaches they continued to be used on some services until all the Railjet sets were delivered.

After the Rh4010 units were phased out in 2008, driving trailers were used in intercity trains from Graz to Linz, Salzburg, and Innsbruck, as the ÖBB had no long-distance driving trailers apart from the Railjets.

Since January 2020, intermediate coaches have been in regular use on long-distance trains again. On weekdays, some Graz intercity sets have an intermediate coach. As a result trains from Graz to Salzburg, Innsbruck, and Klagenfurt via Villach often include a driving trailer and an intermediate coach. Otherwise, the intermediate coaches can only be found as reinforcements or replacements from time to time in long distance trains, especially on the Graz - Salzburg/Innsbruck and Vienna - Villach routes.

The shortest routes currently operated with CityShuttle stock are two regional trains from Selzthal to Liezen. The longest route with a pure CityShuttle set is the REX 1500 from Salzburg Hbf. to Innsbruck Hbf. via Saalfelden, which covers a distance of around 250km.

Jägerndorfer have recently released new sets of these coaches, in packs of three (two seconds and a second baggage driving trailer) in various colour schemes: we illustrate the Sparlack livery with Epoch IV markings.

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

The models are accurate, according to published dimensions, and well detailed.

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

Separately applied parts include the corridor connections, buffer heads, and some underframe equipment.

The bogie sideframes are moulded in deep relief.

The models run freely on blackened metal disc wheels, insulated both sides by plastic centre bushes.

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

The minimum recommended radius is 225mm.

The driving trailer has working directionally controlled head and tail lights, and is fitted with a six-pin socket for an accessory decoder.

The set is 495mm long overall.

Manufactured for

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

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www.gaugemasterretail.com

PRICE ref.60370 £205.00.



The Austrian Schlieren coaches were versions of the Swiss EWI built for the ÖBB between 1965 and 1981 by SGP and Jenbacher Werken (JW) under license from the Schweizerische Industrie-Gesellschaft Neuhausen am Rheinfall (SIG) and the Schweizerische Wagons- und Aufzugfabrik Schlieren (SWS). In contrast to the Swiss vehicles, the Austrian firsts had only seven windows instead of eight and the seconds only nine instead of ten, with corresponding seating. In first class there are fourteen rows of seats in 2+1 arrangement, in second class eighteen 2+2 rows. They are open saloons for domestic traffic, easily recognised by the characteristic entrances, with two narrow folding doors, as well as the full windows. The length over buffers is 23.7m, and the permitted top speed of 140km/h (before 1967 120km/h). Eight hundred were built, of types Apo first, ABpo composite, Bpo second, Bpoz second with buffet, BDpo second baggage, and BDpoz second baggage with buffet. (The subsidiary 'o' indicating coaches without steam heating was omitted after 1981.)

The first 211 cars were delivered with the old classification B4ipüho, numbered 33 000 to 33 211. After that they were given the UIC numbers 50 81 29-35 xxx.

They were colloquially known as 'Stamperlwagen'. For many years they formed the backbone of the Austrian domestic passenger train services, but they were also used on the Salzburg – Rosenheim – Kufstein route, on the Linz – Brixen – Brenner – Innsbruck corridor, and into Switzerland.

All had been withdrawn by the ÖBB by the end of 2010, but some were sold

on to the GySEV and other operators, and some have been preserved.

Roco are in the process of releasing improved models of these numerous and widely used vehicles. Announced in 2021, they have a revised body shell, in particular with regard to the entrance doors, and better separate detail parts to be installed by the modeller – door handrails, entrance steps (on the bogies), electrical connections, generator, brake cylinder, and air reservoir.

The roof can be removed quite easily to add passenger figures.

At 272mm long they are scale length. No minimum radius is quoted.

As a typical example we illustrate a second class buffet coach, type Bpz, one of ten built in 1975 by the Jenbacher works. This version is in the so-called 'Sparlack' simplified livery, with Epoch V markings. The main colours are dense, even, and well defined, and the markings are very clearly printed.

The glazing fits flush and there is a full interior.

The bogie side frames are moulded in deep relief with excellent detail.



DB UIC-X first 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 A4üm first class express train passenger car.

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.863920 £45.50.





The models roll freely on blackened metal disc wheels on pinpoint metal axles, insulated one side by plastic centre bushes, arranged so that one side is 'live' each end for current collection for optional internal lighting.

The models now come with Roco close couplers in NEM pockets on close-coupling mounts, steered by the bogie rotation.

Manufactured by

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

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

PRICE ref.74696 £56.00.

N

Swiss type Tgpps grain silo wagons new from Fleischmann

Fleischmann have recently released a brand new model in their 2022 programme, representing the distinctive Swiss type Tgpps four-wheel grain silo wagon. According to the international coding system, T means a wagon with opening roof, g means for carriage of grain, pp refers to unloading by bottom hopper doors, and the s denotes a maximum speed of 100 km/h. Powdered or granular materials such as malt, rice, sugar, and chemicals can be loaded through the top of the wagon by pipe or funnel into the two separate silos of each wagon, and unloaded by gravity through rotatable pipes underneath, controlled by a mechanical valve.

These wagons are 10.58m long on a 5.7m wheelbase. They were built between 1956 and 1967 and classified Udgs until 1984. They can carry up to 28 tonnes in two 21m³ compartments. They are loaded from above via four 1.8m long by 0.6m wide hatches.

This version of the model has Epoch IV/V markings and the small SBB logo. It is sold as a set of two with different running numbers.

The plastic moulded body is enhanced with separate detail parts, notably the fine roof access walkways and the delicate platform railings.

The frame has shunters' steps and is well detailed underneath with the brake equipment.

The axleboxes and springs are nicely represented, and the brake shoes are in line with the wheel treads.

The models run freely on blackened metal wheels with relatively wide treads on metal pinpoint axles, insulated one side by plastic centre bushes. They are weighted to run well.



Standard couplers are fitted, in NEM 355 pockets on close-coupling mounts. Each wagon is 65mm long.

The pair are supplied in separate clear plastic boxes within a thin clear plastic sleeve.

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.830312 £61.00.

type Sgss flat with 45' container new from Jouef



These standard European wagons, designated by the SNCF as a type S68.6 flat wagon, were built in 1970/1971 (three hundred units).

They are fitted with Y25D bogies and limited to 120km/h.

Hornby International are producing this wagon type in several new versions, for different railway administrations and operators, and with various loads.

We illustrate a wagon under the Jouef brand, registered with the SNCF, with Epoch VI markings, used by Novatrans, and carrying a 45' container.

All markings on wagon and container are very clearly printed.

The wagon frame is an impressive moulding, weighted to run well.



Buffer heads, shunters' grabs, and lashing hook protection bars are added parts.

There is a generous supply of container mounting points, open and closed, moulded in yellow plastic, to fit in the appropriate pockets as required.

As per prototype, the wagon can carry different combinations of containers: one 45', two 30', one 40' and

one 20', three 20', or two 22'24' swap bodies.

Black plastic brake hoses and dummy scale couplings are also provided.

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

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

Minimum radius is 366mm.

Manufactured for

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

PRICE ref.HJ6240 £59.99.

3D-printed American figures new from ModelU



Already well-known for a range of highly detailed figures for British scenes in various scales based on scans of real people, and indeed custom made personal figures, ModelU have expanded their interests with a selection of characters to suit American layouts.

They are catalogued by theme, e.g. 'railroad and lineside' or 'town and country'.

The backing cards (and the product tabs on the website) are colour coded to identify these themes and periods as they are also distinguished by date – very useful.

The American figures are in four broad periods:

- pioneering, 1860 – 1910
- golden age, 1910 – 1940
- transition, 1940 – 1970
- modern, 1970 – present.

The figures come with the support sprues still in place. There are no instructions for removing them, either in the pack or on the website, but they are quite easy to cut away with a sharp craft knife – the material parts easily and cleanly, leaving just a faint 'pip' to trim off.

Alternatively, for an extra charge the figures can be supplied with the supports removed.

Most of the figures can be ordered in any of the common modelling scales, from N through TT, HO, O, 1 and G up to 1:10, priced according to the amount of material required.

Several 'bundles' are offered, usually five related figures, which represent good value. It appears from the website that figures from these bundles can also be purchased separately.

The level of detail is simply stunning, with some remarkably thin elements – note, for example, the peaks of the caps, the handles on the bag, the train order paper ...

The standing figures generally stand unaided (once the soles of the shoes are smoothed) with the exception of those leaning on a cab side or handrail.

The O scale figures are illustrated here and have been reproduced slightly under the actual size.



As representative samples we illustrate (all 1:48, O):

ref.9029-048	R&L	transition era train crew bundle
ref.9030-048	R&L	modern era train crew bundle (1990 →, hi-vis)
ref.9031-048	R&L	1970/1980 train crew bundle (pre hi-vis)
ref.23050-048L	R&L	seated engineer using regulator, left hand raised, transition
ref.22050-048L	R&L	seated engineer using regulator, left hand raised, modern
ref.23400-048	T&C	hobo, seated
ref.23403-048	T&C	man, smoking

The HO versions have the same reference numbers but -087 suffix. They are equally well detailed and practically indistinguishable in a close-up photo.

The challenge, of course, is to paint them as well as the form demands!

Manufactured by

ModelU
Unit 21C, Easton Business Centre,
Felix Road, Bristol, BS5 0HE.
www.modelu3d.co.uk

PRICE
single figures:
HO – £4.50, O – £7.50.
bundles (of five):
HO – £18.00, O – £30.00.

Narrow Gauge and Industrial Railway Modelling Review American Special Issue 132 October 2002

Edited by John Clutterbuck

Narrow Gauge and Industrial,
18, Barnpark Road, Teignmouth,
Devon, TQ14 8PN.
www.narrowgaugeandindustrial.co.uk
272mm x 210mm 56pp
Softback £5.95
ISSN 0958-0808

We would not usually review regular (in this case quarterly) issues of periodical magazines but as this is flagged as an American Special we felt it would be worth bringing it to the attention of readers who might not otherwise be aware of it.

NG&IRMR was founded by Roy C. Link and has an enviable reputation for the high quality of both its presentation and content; the material is always inspiring if occasionally intimidating, given the superior skills of many of the talented contributors.

Now in the capable hands of John Clutterbuck, following Roy's untimely passing, that high standard is clearly being maintained. The title may not be the most succinct but describes its remit exactly!

It would be fair to say that the main focus is British subjects but overseas topics do feature from time to time.

This American themed issue includes seven articles:

– Yellow Aster Gold Mine: Dan Quine presents the history of a mine in the Sierra Nevada and its various railways, with historic photos, layout diagrams, and some scale drawings of the motive power.

– Sandy River & Rangeley Lakes Baldwin 2-6-2 No.24: drawn in great detail and described by Stephen D. Phillips. The 1:48 side elevation is commendably reproduced across the centre spread to avoid any loss in the gutter.

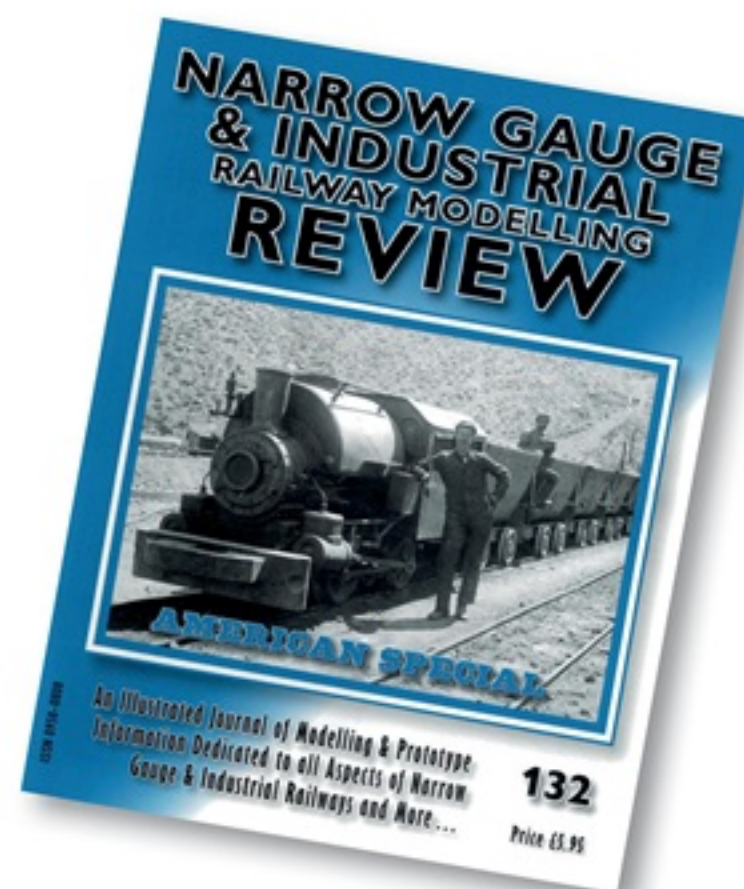
– New Sharon: Bob Harper unveils his latest On2 layout, based on a never completed 2' gauge line in Maine intended to connect the Sandy River RR at Farmington with the sea at Wiscasset. (A feature is in preparation for CM.)

– ALCO War Department 2-6-2T: drawings by David Pomeroy of these well-known machines in three forms – as built, as on the Froissy-Cappy-Dompierre, and as at Pithiviers. The 1:48 drawings fit comfortably on the page. (Quite a contrast in size with SR&RL #24!)

– Anyox Mine Locos and Rolling Stock: Gerald Harper describes the stock scratchbuilt for his British Columbia On3 layout – a steeple cab electric, a six-coupled saddle tank, log cars, hoppers, flat cars, and drop-bottom gondolas.

– Pier 101: Stuart Firth briefly introduces his planned HO dock layout, inspired by the Santa Fe's China Basin yard in San Francisco, only accessible by car float.

– Americans in Britain: a handful of photos of standard gauge locos from the camera of Sydney A. Leleux, plus one archive narrow gauge image. A tantalising single page.



As usual the issue is completed with a couple of book reviews (unusually no products this time) and readers' letters, plus seven pages of advertisements from specialist suppliers.

Small Layout Design Handbook

by James Hilton

Wild Swan Books Limited
Studio 4, Toll Bridge Studios,
Toll Bridge Road, Bath, BA1 7DE.
www.wildswanbooks.co.uk
280mm x 210mm 80pp
Softback £16.50
ISBN 978 1 912038 59 6

We may all dream of re-creating Paris Gare du Nord or Berlin Anhalter Bahnhof in model form, but the ever-diminishing size of modern houses means that many of us have to scale our ambitions back to something much more compact and practical. This book provides a very helpful and readable guide to the best ways of fitting a layout into the smallest space, yet still making it look realistic.

Small layouts have two other significant advantages, of course – they can be achieved within a reasonable timescale, and for a reasonable budget. They also allow those with multiple interests to indulge more than one passion!

In addition to describing some tried and tested techniques – such as the use of structures or trees as view blocks to hide the fiddle yard entrances or to break up the scene – the author (a regular contributor to CM) looks at the concept of layout design from some different angles. For instance, rather than concentrating purely on what track plan will fit into the available space, he suggests looking at the scene in terms of its composition – effectively splitting the layout into thirds, in much the same way that photographers compose a picture.

He also shows how the scale or gauge of the layout should be related to its viewing height: HO or O is best viewed at eye level, for instance, whereas looking down on an N gauge model is more effective in placing the train in its surroundings.

There are chapters on finding space in the home, ways of fitting a prototype track plan into it, scene composition, and presentation, usually with the use of

LED strips in the valance for even illumination, but only one suggestion that the valance should be brought forward (to avoid shadows).

The bulk of the book is given over to twenty-four layout plans for small spaces. Most, as may be expected, are simple fiddle yard to terminus or shunting schemes, and are very small, micro layouts or dioramas, but there are also a couple of proposals for a continuous run. All are based to some extent on real prototypes, often with a personal connection. Some are illustrated with photos of models the author has actually made – this is not just theory, and demonstrates the author's talents are as good in three dimensions as in two.

Most are for 1:76 or 1:87, but there is one (p.60-61) for N using Setrack (though the title states 1:76).

Locations range from Scotland to Cornwall, plus a large number set in North America and Canada, and even one in the Caribbean, all jumbled together with no apparent logic to the order of presentation.

The author is a talented artist and has illustrated all this with his own hand-drawn pictures and plans, often including three-dimensional impressions of the proposed layouts, sometimes complete with locos and stock. Most of the designs are presented across two pages, with the descriptive text (in a conversational style, and with a surfeit of apostrophes!) on the left (not always filling the page) and the composite artwork on the right. Generally, these look very good, but a few might have benefited from being printed larger – if only because the handwritten notes are quite small and difficult to read in some cases. However, typesetting all the handwritten text would have detracted from the particular charm. The artwork is dated from 2020 to 2022.

Photo reproduction is generally good, with realistically muted colours, though in many of the model images the shadows are rather dark.

It would be fair to say that this is quite unlike most previous Wild Swan publications, and not only in terms of format and style but also for the overseas content, a number of references to RAILWAY MODELLER, and recommendations for most designs to use Peco track!



There is something here to inspire most modellers, and the principles are of course universally applicable. A very interesting read.

Below

The compact Bear Creek HO logging diorama, which embodies many of the design principles set out in this book, was featured in CM August 2022. Photo: James Hilton.





Further SNCF 140C variants in O by Chrezo



In addition to the example reviewed last month, SNCF 140 C 362 with tender 18 C 550 (ref.140-04), three other versions have been produced so far, with authentic livery and detail differences.

SNCF 140 C 70 with tender 18 B 64 (ref.140-01) allocated to the Est region, in all black livery, with original safety valves, flat smokebox door, and Nord exhaust.

It was originally PLM 140 K 35 (ex ALVF), based at Montargis. It was allocated to Sézanne depot between 1954 and 1957, then to Amagne in 1963 and Chalons in 1966. It was withdrawn in Reims in December 1969 and written off in June 1970.

SNCF 140 C 133 with tender 18 B 12 (ref.140-02) allocated to the Est region,



in green and black livery with red lining on the tender, polished brass boiler bands, Coale safety valves, Nord smokebox door, and Lemaître exhaust.

This was originally an État loco, transferred to the Est region in 1945 and allocated to Chalindrey between 1953 and 1955, to Verdun in February 1961, Hausbergen in 1964, Noisy-le-Sec from April 1964, then to Troyes in

March 1965 (CFTA Provins) and finally Chalindrey in November 1965 (CFTA Gray). It was set aside in December 1969 and written off in June 1970.

SNCF 140 C 158 with tender 18 C 521 (ref.140-03) allocated to the Ouest region, in all black livery with yellow lining, original safety valves, flat smokebox door, and Lemaître exhaust.

Another État machine, based in Sotteville in 1955 then in Trappes before being transferred to Mantes on January 1967. It was withdrawn in March 1968 and written off in July 1968.

MANUFACTURED FOR
Chrezo SARL
15 rue François Arago,
F-17200 Royan, France.
<https://chrezo.fr>

AVAILABLE IN THE UK FROM
Minerva Model Railways,
P.O.Box 244, Penarth, CF64 9FJ.
www.minervamodelrailways.co.uk

PRICE £780.00 +£15.00 p&p

New South Wales kits in HO by Stephen Johnson Models



Stephen Johnson Models have recently released two HO kits for unusual items of New South Wales Government Railways stock.

The BBP (later NZBF) ballast plough van is priced at A\$90.00. It comes with 2AQ bogies but not the necessary wheels – RP25 profile 36" diameter disk wheels on a 23.8mm axle from either Steam Era Models or North Yard are recommended. Alan Gibson waived bearings and bogie mounting screws are included.

The main components are highly detailed polyurethane resin castings, augmented by brass castings, acetate window material, brass and nickel silver wire for handrails and pipework, nickel-silver and phosphor bronze etches, and a set of decals. Paint is required.

The builder must also supply suitable couplers – Kadees are suggested. Full instructions are provided.

To a similar specification is a kit for a NSWGR BKD prison van (A\$75.00). This is based on BKD 678 presently at the Dorrigo museum site, with water filling pipes on the ends.

The kit includes turned brass buffers and comes with headstocks to suit either Kadees or screw couplings as preferred and provided by the modeller.

The kit requires 2AD bogies; a high specification kit is coming from SJM as an alternative to existing proprietary ready-to-run offerings.

The decal sheet includes all four codes and numbers and the E II R insignia.
<https://stephenjohnsonmodels.com.au>

RIP Alan Kapellar

The Italian Railways Society (IRS) has only recently been informed of the sad news of the sudden passing of former member Alan Kapellar.

Alan was one of the first readers of CONTINENTAL MODELLER to respond to the letter from Jimmy James published in 1987 announcing the intention to form a society for those with an interest in Italian railways. Alan can therefore rightly be considered to be one of the 'founding fathers' of the Society.

Alan was affable and outgoing with a gentle sense of humour. He had a great love of Italy and Italian railways and was a keen modeller. His considerable mod-

elling skills and interests were not confined to Italy but extended to American railroads too.

He served on the IRS committee as the first editor the journal. He was also Chairman for a good many years, keeping all on an even keel with good humour until his well-deserved retirement.

The IRS owes him a very considerable debt; and he will be sorely missed.

The Society would like to take this opportunity to extend very profound and sincere condolences to his daughter Claire and family at this very sad time.

Denis V.Reidy (Chair, IRS)

Generic bridges 3D-printed



Steve Jackson has been experimenting with his 3D-printer to make a range of railway bridges in custom sizes, printed to order.

A modular system seemed sensible allowing individual spans or combined for viaducts though the span, clearance, and width for double track, etc., can be changed to suit the individual layout.

He is also providing for the possibility of curves as the ability to have a curved viaduct seems to be rare in commercial products.

At the moment he proposes individual bridge spans as straight sections with an angled 'wedge' of up to 15° at the piers. This looks more sensible for single track widths but can be used for double, or wider. With this design the 'half turret' refuge would only be on the outside of the curve, but the ends of the bridge could be angled to allow a parallel joining pillar with turrets either side.

The spans themselves could also be curved.

The photos show test prints for N, but the designs will scale from Z to G. Individual parts can be up to 500mm. For the larger sizes, channels can be put in to the spans should some metal reinforcement be required.

The surfaces can have mortar courses for a brick or stone pattern, but while the software allows the overall dimensions to be varied, doing so may distort the bricks.

So far he has developed four styles of pier wall.

Piers can be any height, within reason. A version with an expanding taper towards the base is also possible.

The piers could also be made wedge shaped if the preference was have constant span arches.

Given the dimensions, it would be simple to make a pier to suit a specific plate girder or open frame bridge.

The arch height and span, plus bed width and pier height can be specified as can the angle at the ends of the spans, so the design will accommodate flexible track.

The examples illustrated are intended for Peco N Setrack half curves. The bed width is 33mm (35mm without the walls).

In theory, there could even be a slope to the bed for an incline.

sjackson@dpassociates.co.uk



American Z Line new releases

ALCO PA

AZL are offering the ALCO PA in two further road names, the Southern Pacific so-called 'bloody nose' colour scheme (three road numbers, #6030, #6032, and #6037) and Erie-Lackawanna (two numbers, #6331 and #6351).

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

More MAXI IV container flats

AZL have recently released a more of the MAXI IV articulated sets of three container well cars.

Five Pacer double-stack sets are offered and four BNSF with the circle



logo, loaded with a variety of 40' and the new 53' corrugated containers with different graphics.

The cars are articulated and ride on modified AZL 90001 roller-bearing trucks. These trucks swing quite freely. A minimum of radius curve of 220mm is recommended.

www.americanzline.com



Vienna type G trams in HO



The Vienna type G tram, and the similar successors G1, G2, and G3, were the most important vehicles in the history of the Viennese tramways. The first type G trams were procured in 1900. By 1909, a total of 520 had been delivered from various manufacturers. The last were in service on line 5 in 1962.

Examples of all G types have been preserved.

The new edition from Halling features three different models with enclosed glazed platforms.

www.halling.at

Benelux Rail commemorative van



On the occasion of the 45th anniversary of the Benelux Rail books and railway maps, a special Märklin HO refrigerator van has been produced in collaboration with the Märklin importer De Kleine Benelux B.V. as a limited edition of 400, priced at €33.00. Each side is printed differently.

The model is 134mm long. Vents and ladders are separate parts. Couplings are in standard NEM pockets.

This collector's item designed by Maud van Rossum is not part of the regular Märklin range. Every model comes with a numbered leaflet in five languages.

The models are available as long as stocks last from selected model railway shops in the Benelux countries or – if hard to find – direct.

www.nijverepublishers.nl

Exhibition Diary

Dates, events, and information

Please send details for possible inclusion to:

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

Telephone: 01297 20580

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

Saturday 7 January MAIDENHEAD, Berkshire

Organiser:

Marlow, Maidenhead & District MRC.

Venue: Cox Green Community Centre, Highfield Lane, Maidenhead, SL6 3AX.

Open: 0930-1600

Admission: adults £5.00, children (5-14) £3.00, under 5s free, family (2 adults + 2 or more children) £13.00 (cash/cheque only).

Amenities: limited on-site parking; refreshments.

Features: *Glacier* (US N, CM October 2022). Trade.

Website: www.mmdmrc.org.uk

Saturday 7 & Sunday 8 January FROME, Somerset

Organiser: Wessex Association of Model Railway Clubs.

Venue: Cheese & Grain, Market Yard, Frome, Somerset, BA11 1BE.

Open: 1000-1600 both days

Admission: adults £6.00, children free.

Features: *Beckenvick* (Swiss HOm, CM September 2012 and October 2022) and *Manning, Missouri*. Societies, trade.

Website: www.wamrc.co.uk

Saturday 14 January BEAMINSTER, Dorset

Organiser: Bridport & District MRC.

Venue: Public Hall, Fleet Street, Beaminster, Dorset, DT8 3EF.

Open: 1000-1600

Admission: adults £3.00, under-16s free.

Amenities: parking in Yarn Barton car park.

Features: layouts in various gauges including international; other railway displays; trade.

E-mail:

douglas.beazer@bopenworld.com

Saturday 14 January ILTON, Somerset

Organiser:

OO9 Society, SWOONS group.

Venue: Merryfield Hall, Copse Lane, Ilton, TA19 9HG.

(Follow signs from A358.)

Open: 1000-1600

Admission: £3.00.

Amenities: free parking; disabled access; refreshments.

Features: ten layouts, mostly narrow gauge, including *Cascade Canyon* (TT:120). Trade, OO9 Society sales.

Contact:

Geoff Bowyer 01823 216305.

E-mail: treasurer@009Society.com

Sunday 15 January GUILDFORD, Surrey

Organiser:

Astolat Model Railway Circle.

Venue: Surrey Sports Park, Richard Meyjes Road, Guildford, GU2 7AD.

Open: 1000-1700

Admission: adults £7.00, children (under 16) £3.50, family (2+2) £14.00.

Amenities: free parking; full disabled access; refreshments.

Features: layouts include *Gleisbau Bitterfeld* (German HO, in this issue).

Website: www.astolatmrc.co.uk

Sunday 15 January WESTON-SUPER-MARE, Somerset

Organiser: Burnham & District MRC.

Venue: Winterstoke Academy School, Beaufighter Road, Weston-super-Mare, BS24 8EE.

Open: 1000-1630

Admission: adults £7.00, accompanied children free.

Amenities: free on-site parking; step-free access; catering.

Features: *Jästra* (German HO trams) and *Red Hook Bay* (US HO, CM November 2014 and American Special). Demonstrations, trade.

Website: www.bdmrc.co.uk

Saturday 21 January WITHAM, Essex

Organiser: Mid Kent MRG.

Venue: Witham Public Hall, Collingwood Road, Witham, CM8 2DY.

Open: 1000-1600

Admission: adults £5.00, children £2.00, family £12.00.

Amenities: large car park opposite venue; full disabled access; refreshments.

Features: *St.Tugdual* (French Nm, CM March 2015) and *Squaw Falls* (N).

Contact: 07595 255150.

Saturday 21 & Sunday 22 January CANTERBURY, Kent

Organiser: City of Canterbury MRS.

Venue: St.Anselms School, Old Dover Road, Canterbury, Kent CT1 3EN.

Open: Saturday 1000-1700

Sunday 1000-1600

Admission: adults £7.00, children £5.00, family (2+2) £20.00. Card or cash payment. Children under 12 must be accompanied by an adult.

Amenities: Stagecoach buses 12, 15, 16, 17, and 89 pass the school. Visitor parking at New Dover Road Park and Ride next door or on street nearby. Limited disabled parking on site; disabled access to both halls. Refreshments.

Features: 15 layouts including *Ulvaryd Strand* (Swedish HOe, CM November 2019) and *Cedar Canyon Junction* (US N). Demonstrations, trade.

Contact: Jeremy Kennett, 07443 658102 (evenings only).

E-mail: ccmrs.shows@gmail.com

Website: www.ccmrs.co.uk

Saturday 28 January MICKLEOVER, Derby

Organiser: 7mm Narrow Gauge Association, Trent Valley Area Group.

Venue: Our Lady of Lourdes Church Hall, 36, Uttoxeter Road, Mickleover, Derby, DE3 9GE.

Open: 1000-1600

Admission: £5.00.

Amenities: regular bus service from city centre; limited parking.

Features: area group members' day open to all – bring your own stock or layouts, give demonstrations or talks. Trade – EDM Models and 7mm NGA.

Websites:

www.ngtrains.com (EDM Models)

www.henmoredale.org.uk

(Trent Valley blog)

Saturday 28 & Sunday 29 January EASTLEIGH, Hampshire

Organiser: Southampton MRS.

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

Open: Saturday 1000-1700

Sunday 1000-1630

Admission: adults £9.00, children (15 and under) free.

Amenities: free heritage bus service from Eastleigh and Southampton Airport Parkway stations, approximately half-hourly from about 9.30am. Venue is about 1½ miles from M3 Junction 13 or M27 Junction 5 and will be AA signposted from both. Free parking; disabled access to all areas; refreshments.

Features: 20+ layouts.

Demonstrations, societies, trade.

Contact: David Barker, 01489 799809 most evenings.

Website:

www.southamptonmodelrailwaysociety.wordpress.com

Saturday 28 & Sunday 29 January KENDAL, Cumbria

Organiser: Kendal MRC.

Venue: Kendal Leisure Centre, Burton Road, Kendal, LA9 7HX.

Open: Saturday 1000-1700

Sunday 1000-1600

Admission: adults £6.50, concessions £5.50, children (6-16) £3.00, family (2+2) £17.00.

Amenities: Saturday – buses from Kendal town centre to Oxenholme railway station pass near the leisure centre. Free parking; full disabled access; light refreshments.

Features: *Hakuho* (Japanese Z, CM January 2021), *Zlata Vychod* (Czech HO, CM April 2017), and *Chop-it-up Lumber Company* (US On30). Demonstrations, societies, trade.

Contact: Ian Conway 01539 733844.

E-mail: kendalmrc@yahoo.co.uk

Website: www.kendalmrc.org

Saturday 28 & Sunday 29 January LONGFIELD, Kent

Organiser: Erith MRS.

Venue: The Longfield Academy, Main Road (B260), Longfield, Kent, DA3 7PH.

Open: Saturday 1000-1700

Sunday 1000-1600

Admission: adults (17+) £9.00, accompanied children (5-16) £1.00.

Amenities: free shuttle bus from Longfield station. Arriva bus services 423 (from Dartford and Bluewater), 433 (from Bluewater, Sunday only), and 489 (from Gravesend), Go-Coach bus services 474 and 475 (both from Bluewater). Note no Sunday

services for the 423, 474 and 475. Free parking; fully accessible venue; refreshments.

Features: *Blindheim*, *Quévy* (Belgium/France N), *Somewhere in France* (WWI OO9, CM November 2022), *Plugstreet* (WWI OO9), *Santa Maria* (Swiss HOm), *Deyton Yard/Deyton Heights* (US N), *Padden Flats* (US HO), and *Vine St. Riverside* (US HO). Societies, trade.

Contact: Paul Plummer

(Exhibition Manager) 07736 560956.

E-mail: erithmrs@gmail.com

Website: www.ukmodelshops.co.uk/erithmrs/index.html

Saturday 28 & Sunday 29 January PONTEFRAC, West Yorkshire

Organiser: Normanton & Pontefract Railway Modellers Society.

Venue: NEW College, Park Lane, Pontefract, WF8 4QR.

Open: Saturday 1000-1700

Sunday 1000-1630

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

Amenities: disabled access; café.

Features: c.20 layouts.

Demonstrations, club sales, trade.

Website: www.nprms.co.uk

Sunday 29 January SITTINGBOURNE, Kent

Organiser: G Scale Society, Kent Area Group.

Venue: Teynham Village Hall, Belle Friday Close, Teynham, Sittingbourne, Kent, ME9 9TU.

Open: 1100-1600

Admission: adults £2.50, children £1.00.

Amenities: venue is about 400m off the A2; nearest station is Teynham. Parking; disabled access; refreshments.

Features: four or five large scale 32/45mm gauge layouts.

Chalk Garden Rail trade stand.

E-mail: gsskent@aol.com

Website: www.gscalekent.co.uk

Meetings

Tuesday 10 January – 19.30 Wells Railway Fraternity

Members' talks followed by *Roaming in Wisconsin* by Malcolm Dowson and *Mechanical Horses* by Dave Mace.

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

Contact:

Andrew Tucker, 01749 830695.

Thursday 19 January – 19.30 Marlow & District Railway Society

Steam in India – Metre Gauge Memories by Geoff Warren.

Venue: Bourne End Community Centre, Wakeman Road, Bourne End, SL8 5SX or via Zoom.

Admission: members free, non-members £3.00.

Contact: www.mdrs.org.uk

Martin Stoolman, 07954 849390.

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CLOSING DATE is 31st January 2023.

Winners will be announced in the April issue of CONTINENTAL MODELLER.

The author of the article with the most votes will win the CM Cup for 2022.

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1. Readers will decide who is to receive the CONTINENTAL MODELLER Cup for 2022 by selecting in order of preference their six favourite articles published in the 2022-dated issues of CM.
2. Only one entry per person is allowed; suspected duplicated entries will be disqualified.
3. Employees of Peco and their families are not eligible to enter.
4. Illegible or muddled entries may be disqualified.
5. The author of the article with the most votes will be presented with the CM Cup for 2022.
6. The editor's decision is final on all matters relating to the competition and no correspondence will be entered into.
7. Entry into the competition implies acceptance of these rules.

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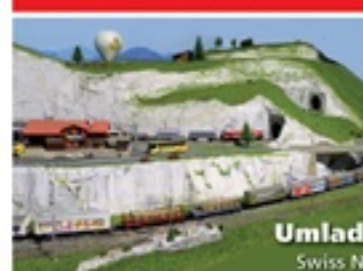
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USA Sn3



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John Teasdale explains how he came to model in Sn3 a classic location on the legendary Rio Grande Southern 3' gauge high in the Rocky Mountains in Colorado.

• Umlad

A fictional Swiss setting modelled in N – Ian Milroy describes his new layout, built in lockdown. Two gauges are represented – but only one used.

• Europe in China

An unusual undertaking in ShenZhen – Kieren Haskell introduces a large HO layout which he was engaged to help create in an entertainment complex.

• Old garage atmosphere

Emmanuel Nouaillier explains more of his techniques for highly detailed urban structure modelling.

• Bind Hara dam

Enter the vignette – Ranjeev C.Dubey diversifies further and discovers the delights of the micro layout creating an interesting Indian industrial scene in OO9.

... and much more!

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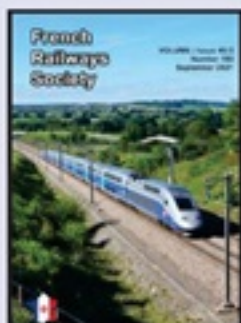
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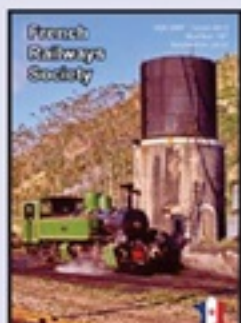
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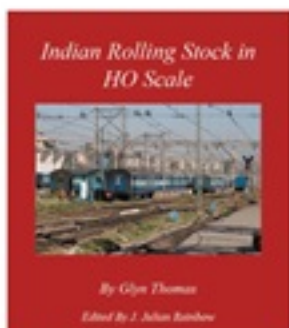
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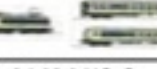
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