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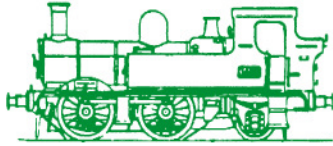
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# CONTINENTAL MODELLER

July 2025  
Volume 47  
Number 7

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## RAILWAY MODELLER

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



Cover  
NSB Di3 619 emerges from a snow gallery  
and crosses the River Gaula bridge  
on its way to Størdal station,  
as modelled in HO by members of the  
ModelSpoorGroep Valkenswaard.  
Photo: editor.

## One long holiday

Some of our counterparts on the continent combine July and August issues, partly in recognition that sales in the summer months are lower when people are either away on holiday or at least enjoying outdoor pursuits rather than modelling indoors (garden railways excepted, naturally), and partly of course to allow staff a break – the production schedule for a monthly magazine is unrelenting.

Some also try to feature layouts a bit beyond their usual local subject matter, illustrating railways in popular holiday destinations. So it is that a group of Dutch modellers chose to depict a Norwegian location, *Størdal*, our Railway On the Month.

In this regard we were pleased to be able to assist *ModelSpoor/Train Miniature* with photographs of the superb Austrian HO layout *Wolfstätt* (CM February 2025).

Of course for CM foreign is the norm, year round – one long holiday, you might say. In this respect we believe the magazine is unique – no other railway modelling publication has such a wide scope, as the varied contents of any issue will ably demonstrate. And for us there is no slackening of the pace – we deliver twelve issues a year! Of course this makes a subscription very good value.

## CM Cup 2024 presented

We were pleased to be able to visit the Liphook & District MRC recently to present them with the CM Cup for 2024, for their German HO layout *Friedrichstraße* which was featured in the November and December editions. (Back copies still available if you missed it!)

The layout will next be appearing at the Astolat MRC exhibition on Sunday 29th June at the Spectrum Leisure Complex, Parkway, Guildford, Surrey, GU1 1UP.

It has also been booked for the Tolworth Showtrain exhibition in November.

Below **Members of the Liphook & District MRC responsible for the *Friedrichstraße* layout with the CONTINENTAL MODELLER Cup for 2024: from left to right – Tom Garrad, David Pike, Nick Harling, Ben Russ, John Buttery, and Andrew King.**





# CONTINENTAL MODELLER

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### 530 STØRDAL – RAILWAY OF THE MONTH

From Hell to Dovrefjell – ModelSpoorGroep Valkenswaard introduce their Norwegian HO exhibition layout, an imaginary location chosen to include typical features.

### 540 CJ @ 13

Emmanuel Nouaillier demonstrates more of his techniques for intricately detailed structure modelling.

### 546 CALLA FOUNTAIN CROSSING

Watching long trains go by – Perth MRG present their scenic North American N gauge exhibition layout, built to allow the running of consists from different eras.

### 556 SAINT-DÉSERT – PLAN OF THE MONTH

A wayside station on a former PLM secondary line – Régis Déroussin introduces his home HO layout, which manages to include a station, a junction, and an impressive viaduct, in a reasonable space.

540



546

556







## 566 BY BLUE TRAM TO LILLO

Recreating a lost line near Antwerp – MOBOV present their HOm depiction of a well-known Vicinal route.

## 574 A FREELANCE RAIL BUS – SCALE DRAWINGS

A custom-made body on a Bachmann mechanism – Gilbert Gribi made an interesting Oe vehicle using his own 3D-printed parts for the body and details.

## 580 BALTIC STATES NARROW GAUGE

Blair Hobson visited some of the preserved railways and tourist lines in Estonia, Lithuania, and Latvia.

## 586 VICTORVILLE, CA. c.1953

Des Browne looks in more detail at some of the features on his American HO layout, located in his loft.

## 596 END OF TRAIN LAMPS

Jacques Poré shows how to fit working lamps to a wagon which appears not to have space for the electronics.

## 600 LE VIEUX HAMEAU

The old hamlet – Paul Walton relates how he came to create a French narrow gauge exhibition layout in HOe.

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**Hitachi Class 800/3 GWR**

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R282 1,580mm 11-211/11-213



**Hitachi Class 800/1 LNER**

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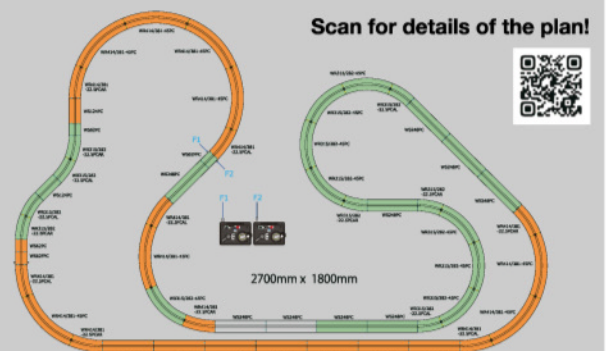
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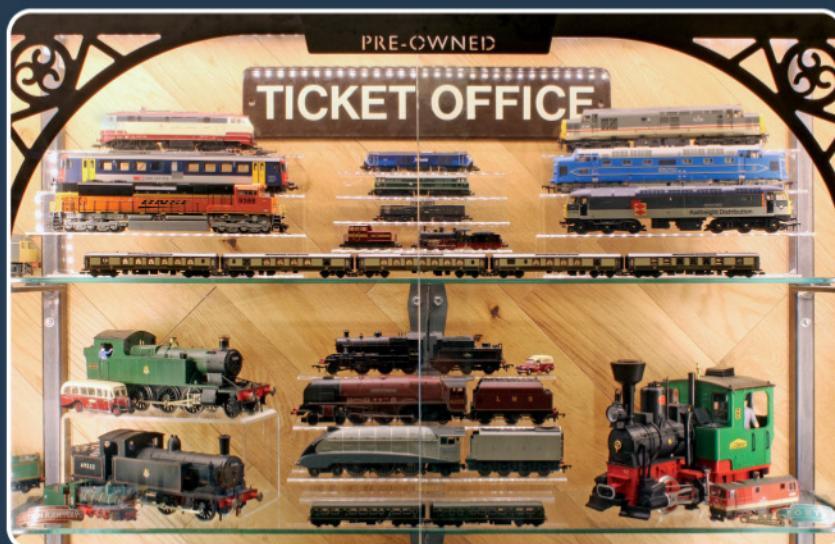
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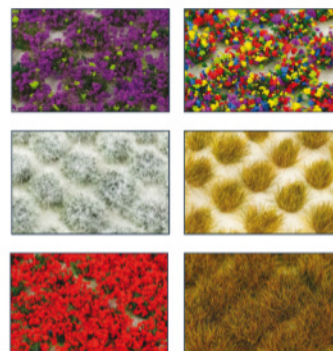
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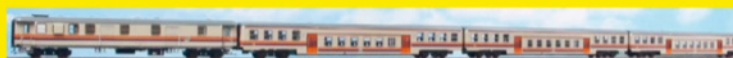
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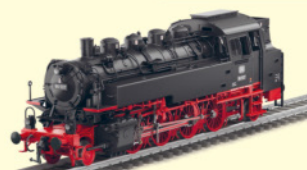


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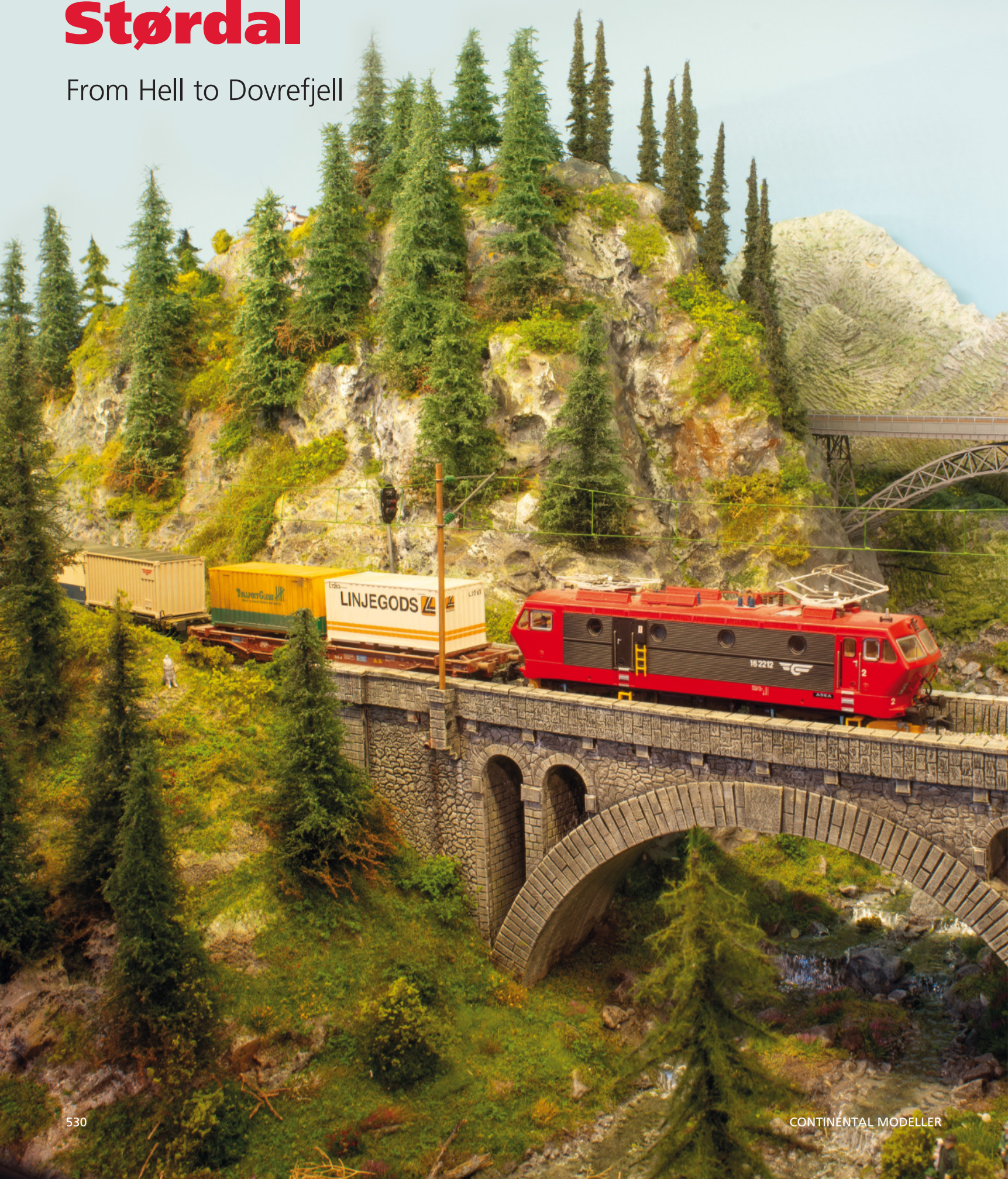
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**Hans van Kuijk** of the **MSG Valkenswaard** describes their Norwegian exhibition layout.

# Størdal

From Hell to Dovrefjell





Below  
NSB Bo-Bo electric El16 2212  
crosses the River Gaula  
with a container train.

Photographs by the editor.



Often pleasant holiday memories form the spark which lead to the building of a layout based on a specific region. With *Størdal* what is remarkable is that it is not about the memories of the builders themselves. Instead they were from Erik, a deceased well loved member of our club.

Erik loved Norway, so it is not a surprise that he was building a layout in HO at home featuring Norwegian elements. He had already collected a fair amount of rolling stock and was well under way with layout building. Normally when he died the scrap container would have been the fate of his work, but as a tribute we decided to continue his project inside our club building.

Sadly Erik had not built with moving in mind, so we could not salvage enough workable pieces. We had to start again from absolutely nothing.

Our basic demands were simple. A single track railway in a mountainous landscape, suitable for diesel and electric locomotives. And, for a bit of spice, also a connection to the Swedish railway system. Such a modest shopping list would surely give us a proper location.

The Swedish link proved to be the problem. Despite Norway and Sweden having a common border for some thousand miles, railway border crossings occur at only four places. Two are in the vicinity of Oslo, which did not suit the desired landscape. The third one is part of the well known iron-ore carrying railway between Kiruna and Narvik in the far north, but that has no connection to the rest of the Norwegian railway system.

Finally there is a crossing in the vicinity of Trondheim in the middle of the country. The junction lies in a place called *Stjørdal*, on the Nordlands line, not far from the famous station of Hell. However, that railway is not electrified. Instead of omitting the link to Sweden, we decided to change the map and place our junction to the south of Trondheim, where the line is electrified. (During this process our junction lost the letter 'j'.)

The main line south from Trondheim towards Oslo divides after around 40 miles, at *Støren*, into two separate lines that finally rejoin at Hamar. The first one, the old line, bends east via *Røros*; it has a more level route but is more than 100 miles longer. The second line climbs the pass over the *Dovrefjell*, and has catenary.

We placed *Størdal* some four miles to the north of *Støren* and in doing so enjoy the best of both worlds. On the layout Trondheim lies to the left and *Støren* to the right.

### Construction – durable and user-friendly

Since the layout was conceived with exhibitions in mind, it was built in modules. They had to be lightweight and have an easy set up/breakdown. Last but not least, everything had to fit in the club's own two-wheel trailer. After measuring the inside of the trailer, we put all the data in a CAD drawing program to make sure.

Another prerequisite was that the complete layout could be set up in the rather cramped storage room of our club building for testing and maintenance.

The visible front of the layout consist of four modules, each 44" wide and 24" deep. The modules are not exactly uniform because we gave the layout a slight curve at the front. This gives it a more dynamic appearance, but has consequences for the construction of the sub frame.



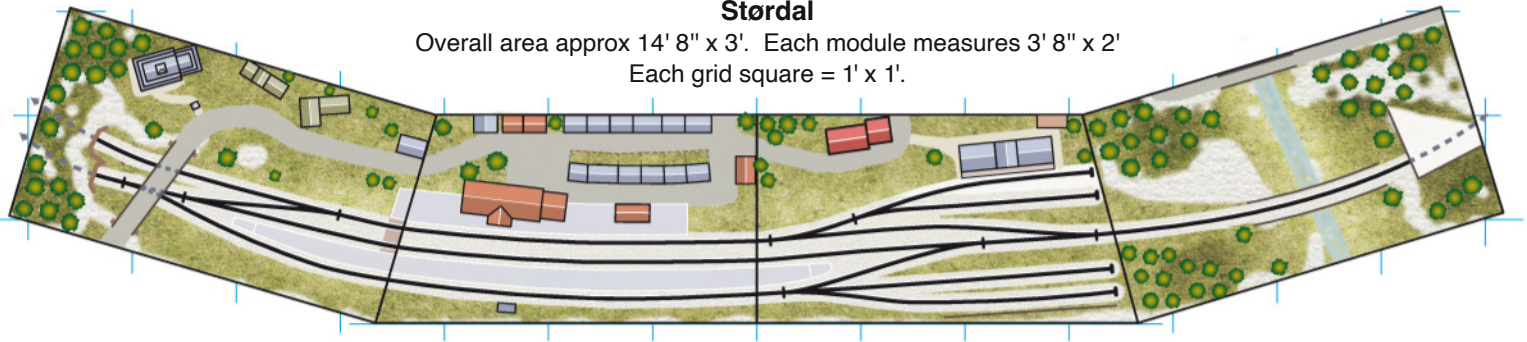
Modelspoorgroep Valkenswaard

Stø



### Størdal

Overall area approx 14' 8" x 3'. Each module measures 3' 8" x 2'  
Each grid square = 1' x 1'.







All modules have their own backscene. At the top they are curved towards the front.

For safety in transit the modules have protection panels. At set up the side panels are removed, while the front panels fold down and are hidden by a black cloth.

The support frame starts with some metal folding trestles which can be adjusted for height. On top of these are placed small wooden beams into which are carved two U-shaped profiles, one up to the front and one up to the back.

Two 8' beams are coupled together with a hinge, which gives stability and flexibility. For transport they can be folded together to reduce the length. There are two of them, and they are placed in the grooves.

A similar system is used for the sub frame carrying the storage yard modules at the back of the layout.

### Landscape – a bit of prototype-freelancing

The decision to locate Størdal only a few miles away from the junction at Støren means a modest installation would do, even with regard to the Swedish link. By placing the station at the left instead of the middle, we gained more precious space for rural landscape.

Since the actual surroundings are relatively flat, we had to use some creative imagination to let visitors believe they are viewing a piece of mountainous Norway. We simply took a giant excavator and snatched a piece of the terrain along the Dovrefjell pass, some fifty miles further to the south, and dropped it to the right of the station.

The River Gaula, notorious for its flash floodings, is crossed by a stone bridge, very similar to the famous Kylling Bru on the Rauma line between Andalsnes and Dombås.

Left  
**El16 2209 in the old red with a short passenger train bound for Sweden.**

Below  
**El16 2216 in new red livery with a passenger train on the way to Trondheim.**







Left

The line on the left goes to Trondheim, the one on the right to Sweden. On the hill is a characteristic wooden church. Note the photographer on the bridge – there must be a train coming!

Right

Typical – it was going the other way!

El16 2212 coasts in with a container train.

Below

NoHAB diesel Di3 619 shunting wood chip wagons from the goods yard.

Below right

The station building, with *Jernbanevei* (Station Street) beyond.







## Track

Our tracklaying gang used Tillig code 83 track. All the points are operated by Tortoise motors. At the module ends the rails are soldered to screw heads.

After giving the sleepers a dark brown base colour, they received several different washes to tone them down to a more greyish and weathered look.

To ensure better electrical pick-up by the locos, the rails themselves did not get any colour treatment.

Choosing the right ballast was a tricky job. The genuine Norwegian article is formed of small very sharp pointed rock. It has a grey colour which does not turn brown after time. European model ballast products just do not have the right look. At last we found a workable compromise in the form of ballast from Woodland Scenics, a mixture of fine and middle fine grey.

## Take a ride on train Lz1710

We board the train in Trondheim and 55 minutes later we exit a tunnel. On the bridge above us a railway enthusiast is taking pictures of the station. Behind the bridge we see Størdal's famous landmark, a wooden church. Further along the line we pass two buildings with grass roofs.

Finally our train glides into the station. The connecting train from Sweden is delayed half-an-hour, so we use the time for a stroll through the village.

The station building has elements of that in Hell, which helps visitors to identify the location of the layout.

The streets in Størdal have the same pattern as in Støren and carry the same names, with exception of the road directly alongside the railway, which we named *Jernbanevei* (Railway Street). This was the main road through the village before the construction of the new road at the back (east).







Above  
**Jernbanevei (Station Street)** runs parallel to the railway. Note the red telephone box on the corner by the fur shop.

*Jernbanevei* is littered with small shops, each with its own story to tell. In the fur shop at the corner it is sale time, recognisable by the sign "Salg". Hairdresser Host is not very chatty so he specialises in "kvik klipp". Architect Fasting is a descendant of the person who designed the famous Norwegian red telephone box – one of them is placed to the left of the fur shop. The chemist reminds us of the many headaches we got during designing and building of the layout.

The street makes a left turn but we go straight ahead to the actual centre of activities. Four policeman are watching the goods yard. Being local cops they have never heard of proper undercover work.

Finally we reach an impressive tall red building, a *landbrukhandel*, which sells agricultural products and equipment, and building materials. It seems something has gone terribly wrong with a fork lift – a pallet fell off, and the cargo has scattered in all directions. Under guidance and surveillance a poor chap called Per Pedersen has been ordered to clean up the mess.

Just in time we board our train for the last few miles to Støren. First we pass through a railway cutting. A Sami family (complete with reindeer) has made camp on top of the cliffs.

We cross the River Gaula and enter another tunnel.

The train then glides into the storage yard.

### A moment in time

Originally the Trondheim– Støren was built as narrow gauge (3'6"). Eventually a great increase in passenger and freight traffic lead to rebuilding in standard gauge. This took ten years and was finished in 1921.

We value authenticity, so our design and building of the layout took us about the same amount of time!

The historic events of 1921 can be traced back on two places of the layout. That year has been prominently placed on the right side wall of the *landbrukhandel* to commemorate

its founding. Many years later the community placed a wooden toy train to the left of the station building.

The period depicted on the layout is 1980 to 2000. Electrification was completed in 1971, and in 2000 the Norwegian government took the decision to privatise its railways. As a result all locomotives got a dull grey livery. We prefer the older green and red liveries.

All road vehicles on the layout have licence plates at the front and back that are correct for the modelled region. (After 2000 the plates included the Norwegian flag – that was just too fiddly.)

### Structures

All the buildings and structures are completely scratchbuilt. Some of them are based on prototypes, others are from our imagination but always following the style of buildings in the chosen location, the province of Trøndelag.

Most people thinking of Norway would assume wooden buildings all across the country were red, but that is not appropriate for the Trøndelag region, hence the bright colour palette on the layout.

Using many colour photos of the region we measured the windows, doors, and ceiling heights and made drawings of the front of each building. The construction of roofs and sides was challenging because we applied forced perspective.

The list of basic building materials is short: polystyrene sheet, Forex foamboard, Evergreen strips, and thin cardboard. For some decorative elements we used a 3D-printer.

Forex is a dense hard foam material used in the advertising industry to make large wall boards. It is very useful for making stone structures such as walls, bridges, and tunnel portals. You can give stonework a more three-dimensional appearance by gently pressing on some of the stones.

Making the catenary, although not functional, was a tricky and time consuming business. We used some of the Sommerfeldt Swiss range and adapted them to look like their

Below  
**High on a hill above the line** a Sami family make camp – complete with reindeer.







Above  
The sidings and goods yard,  
with the agricultural dealers.  
It is not clear what interests  
the group of policemen.

Norwegian counterparts. The wiring was made of very thin copper wire. Special pieces were made to bridge the gap between modules. They are hooked to the correspondent portals.

Sometimes you have to think outside of the box. The sagging electricity wires on the outskirts of the village were made of a very thin elastic wire used by ship modellers for making the rigging.

### Special buildings need special building methods

The layout was first exhibited at OntraXS! in Utrecht in March 2024. We got a lot of visitors who had visited Norway and thought they recognised the wooden church but had problems pinning down the exact location – which was of course the object of the exercise. Since all remaining wooden churches of that type are found in the south of Norway, we

took the liberty of building one from elements of four different churches, incorporating features such as the hexagonal tower from the one in Urnes.

First we made a study model from cardboard to find out what construction method gave the best results. We also tried to combine this with forced perspective but this produced very steep roofs. As the church is placed in an isolated prominent position on the layout, we skipped the perspective.

The church is built from styrene and cardboard in several layers which fit into each other like a Russian doll. This gave us the needed sturdiness for the second phase, roofing.

The roof is covered with wooden tiles in a diamond shaped pattern. We used double strips of thin cardboard with carved half-tiles on the lower side of the strips. Starting from the gutters we then glued our way up. Every strip had to be shifted slightly to obtain the perfect diamond pattern.

Another prominent building is the *husfliden* shop, which specialised in knitware and traditional costumes. The original can be found in Oppdal. It is constructed in log cabin style. On top of the walls we put half-round Evergreen profiles, and at the corners where the logs cross each other we used bits of full round strips.

The roof is covered with grass. It was tempting to use static grass, but then you miss the variety in density, structure, and height. Instead we used several layers of turf and fibre nets from Woodland Scenics. We also imitated the effect of grass and soil washed away by heavy rains.

In front of the shop is parked a car, advertising the shop's products, just like the real one. From top to wheels it is completely covered with pieces of knitware. To create this we glued thin sheets of paper tissue onto a car. For painting the knitting patterns in colour we used photos of the actual car.

The wooden posts that support the protective gallery in front of the tunnel portal on the right of the layout required the construction of a jig.

Below  
Grass-roofed buildings,  
including the *husfliden* shop  
with its distinctive car.







Left  
The wooden church.  
Note also by the corner  
the rack of post boxes.

### Some terra-forming

To reduce weight, the landscape is made of layers of hard foam. With some inspiration and a lot of transpiration we carved out a mountainous landscape much faster than nature could have done.

Because of the high rainfall, mountains in Norway are very green. Even on the steepest cliffs, grass and other flora grows. On the edge of the vast conifer woods, there are some rows of birches. Most of our trees are hand-made.

A tapestry of wild flowers covers the grass.

### Playing with optical illusions

Our club is renowned for the use of a whole bag of tricks to give the impression of extra space. Most of the layouts we have built are much smaller, which made it easier to manipulate the eye of the viewers by forcing them to adopt a restricted sight line. On *Størdal* we have spread our handiwork all over the place.

We had only a maximum of 8" depth at our disposal for the village, so we chose a three layered approach. The front row of houses was built with forced perspective, as already mentioned. The second row consists of half relief models in a slightly smaller scale, and the third row are flats in an even smaller scale. The second and third row are each placed on a higher level to give the impression of houses built on a slope. The main street follows the rise of the hill, with a sharp S bend where the houses are modelled in forced perspective. Seen from directly above, the houses on top of the hill look like squashed parallelograms.

The scale of the white church at the back is 1:140. It looks completely flat, but is actually made of four layers of styrene, each with its own profile. This gives the roof and the tower an element of depth.

The wooden church is built to 1:100. The stone wall around it starts at 1:87 (HO) at the front but gradually scales down to 1:160 (N) at the back. By letting the dirt road along the wall drop at the end, we enhanced the effect.

The road bridge over the River Gaula is in 1:160. The river has several rapids and curves and narrows to the back. This creates an illusion of more depth between the railway bridge and the road bridge.

Trees on hilltops diminish in size the further back they are placed, and are less detailed.

### The devil is in the details

It is important for us that the layout breathes authenticity. Everything to the last detail must look like its Norwegian prototype. On the other hand, we are careful not to overcrowd the scenes with a visual bombardment. A careful balance between active scenes and quiet tranquillity means that viewers take more time to explore the layout. In doing so they discover many fascinating details that seem to be hidden away. We mention just a few.

The wooden church has doors richly ornamented with copper from the mines at nearby Røros. They are highlighted by floodlights. The gravestones in the churchyard are modelled exactly after the real ones found around the four churches whose elements form part of our model.

At the corner of the dirt road stands a covered postbox rack, containing boxes for every house along the road. In Norway the owners of the boxes do not put neat name and number plates on their box but just use a large paintbrush. The same effect can be seen on the model.

At the entrance of the churchyard is a wooden gatehouse with doors to prevent cars parking in the yard.

In Norway all vehicle licence plates start with a letter corresponding to a specific region. The letters form a geographical line from A (the south) to Z (the north). The plates on the cars on our layout are correct for mid-Norway.

The two signals east of the station are not on continuously but approach lit, as prescribed by the railway authorities for locations with less frequent traffic.

On many layouts you see loads of pallets placed outside industrial buildings. They look like they have come fresh from the factory, which is not very realistic for wooden products that are exposed to sun and rain and wear and tear. They are also very neatly stacked and placed in rank and file like being on a parade ground. The yard in front of the *landbrukhandel* contains many Euro pallets. They are all hand-made, and a lot of them have damage reflecting long use. They are painted in a variety of yellows and browns, and given colour washes to simulate weathering.

An attentive observer will notice that our pallets are stacked with a slight curve to the front, which is exactly what happens when a stack is put down by a fork lift.

All railway and police personnel wear the correct uniform for the chosen period.





Below  
**Intrepid kayakers  
brave the rapids  
as a Di3 crosses the bridge.**

Have you never wondered why model train passengers always have to carry heavy suitcases? You can remedy this by removing a part of the ends, filing the rest flat, and apply a little paint. The result: people carrying plastic bags.

### Weathering

With the exception of the rolling stock, Størdal displays all the signs of wear and tear. Unpainted wood on older structures has bleached out and has cracks. Houses in the village sport a relatively fresh coat of paint, which has however faded. Roofs show traces of rain and moss.

Road vehicles were robbed of their plastic shine with a combination of several washes. (A very useful wash can be found in your brush cleaning bottle.)

After the washes had dried, we applied dust, rust, and mud, and in some cases bird droppings.

Our roads show signs of weathering. Older asphalt has a somewhat lighter colour, and at the sides chunks have broken off. There are also traces of maintenance and repair.

The concrete around the track by the *landbrukhandel* has suffered from the weight of lorries that run over it. Clumps of grass grow between the cracks.

### Control, lighting, and presentation

The layout is digitally controlled using an Uhlenbrock 'Intellibox' command control unit in combination with the Dutch software program *Koploper*, which works the same as its competitor *i-Train*.

Lighting consists of several rows of LED strips in different colours. We have tuned the colours to give the layout a more hazy clouded look. There is no day-night cycle.

The most prominent buildings on the layout have modest interior lighting. Where lighting is fitted, it is specifically to highlight detail work.

For presentation we did not clutter the front of the layout with photos of the prototype. All the information about building the layout, its prototype the Dovreban, a description of the region, and our construction sketches and drawings are collected in a separate documentation folder.





## Emmanuel Nouaillier

shows more of his techniques for detailed structure modelling.  
*Photographs by the author.*

# CJ at No.13

A closed business – or is it?

A rather mysterious title: it is the name given to a mini-scene primarily highlighting the work of imitating brick blocks. I had previously explored this topic in 1:87 using Forex, but here I worked in a larger scale and used a different material.

'CJ' are the company initials – note the metal monogram on the door.



### Step 1

I start as usual by defining the general shape of the structure required. The openings are quickly marked out with a black pencil on a sheet of 5mm thick composite fibre panel. This recyclable product is a good alternative to Forex – non-toxic, lightweight, accepts all kinds of glues and paints, and is very easy to engrave.



### Step 2

Once the openings have been cleared, the rows and joints are patiently drawn from various examples of brick construction, including specific features.

At this stage, I also indicate the locations of metal reinforcements, lintels, large masonry joints ... the many places where it will not be necessary to engrave bricks and so save time.

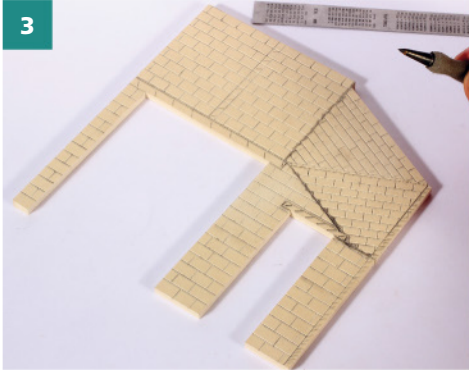




### Step 3

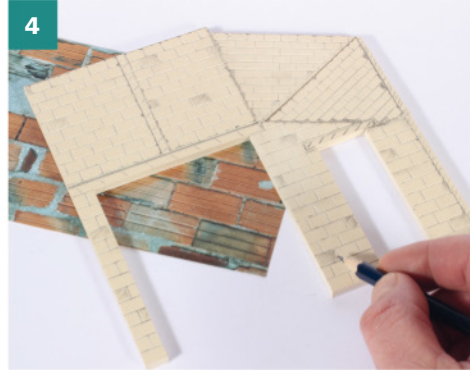
The horizontal rows can be quite quickly simulated with a fine point guided by a metal ruler held firmly flat on the sheet, without too much pressure.

Once done, each vertical joint is scribed, taking care not to stray and affect the adjacent row.



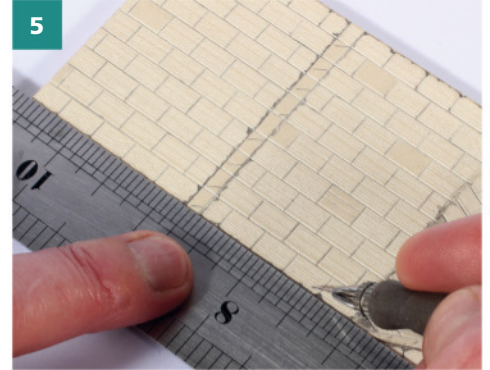
### Step 4

The next preparatory stage is to pick out some bricks at random which will not get any more scribing. The aim is to break up the uniform appearance of the whole thing, with bricks having no surface ridges. I add this effect in no specific order to make it as natural and realistic as possible.



### Step 5

Then it is time for patiently engraving the characteristic moulded ridge lines with a sharpened needle mounted in a handle, avoiding the bricks previously marked with the pencil.



### Step 6



6. This stage involves adding the few metal elements, mainly using Evergreen styrene strips as well as a few riveted plates from Tichy to make the framework of the building.

7. I continue with the weathering, first lightly digging the surface at the locations of the large masonry joints with the engraving point. The nature of the material facilitates this.

### Step 7



### Step 8

I then mimic the different holes, split bricks, and damaged ledges, with the same tool. The more you do, the older it will look, but take care to vary the effects and not to be too regular for a realistic result.



### Step 9

Once prepared that way, I then use the water-based filler to fill the joints and the deeper holes with an old fine brush to simulate coarsely applied cement.



### Step 10

Without waiting for it to be completely dry, I then lightly dab the surface with a small stencil brush to imitate the typical grainy appearance of cement.





## Step 11

I take this opportunity to simulate various cement flashings around some of the tiny metal details added in the meanwhile (remains of brackets, etc). Here I use filler as it dries, with a thicker texture, applied with the fine brush, to mimic a hasty application in reality.



## Step 12

The façade is ready. I have finally added the lintels, one made with Evergreen I profiles and the other with a piece of composite fibre panel (like the façade itself), scribed to simulate wood.

The different reinforcements and joists are also incorporated (Evergreen strip again).

The edges of the roof are made with strips of foamboard dabbed with a metallic brush to imitate concrete.

All these parts are glued in place using cyanoacrylate, then the surface is completely covered with a neutral grey enamel primer.



## Step 13

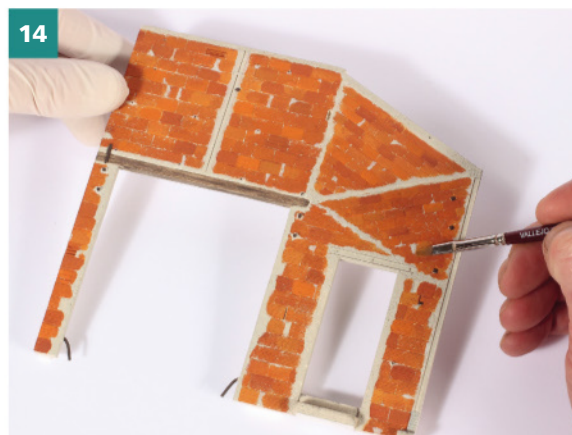
The colouring begins but beforehand we have to select the right shades from the Vallejo range to achieve a convincing base colour. Here I mainly used 'light orange' ref.70.911, 'orange red' ref.70.910, and 'Amaranth red' ref.70.829 to obtain interesting tints. You can also add 'orange brown' ref.70.981 or 'burnt red' ref.70.814 to create more variation.



## Step 14

The different mixtures of paints are then applied with a fine #4 flat brush, taking care to avoid the cement areas.

The main goal is to obtain the maximum variation without going too far at this stage.



## Step 15

Once the whole thing is properly dry, a diluted mixture of acrylic 'black' and 'dark grey' Vallejo washes is applied rapidly using a broad flat brush. Without waiting until this wash is dry, the surface is rubbed in some areas with a small piece of cotton rag dampened with clear water to bring out different variations in the intensity of the shading.



## Step 16

I then come to the imitation of the mortar joints between the bricks. In contrast to the method developed for plain red bricks, the pigments will be dispensed more precisely into the structural lines of the joints. In this case I used 'titanium white' ref.73.101 plus 'light slate grey', ref.73.113 using an old fine brush with bristles cut back practically to the ferrule. Once done, the excess is removed by gently blowing it off.





## Step 17



Then the remaining pigment dust is fixed in the recesses with the index finger, working in circular movements. The whole façade is then rubbed carefully with a soft rag lightly wetted with clear water to bring out the brick relief.

## Steps 18 and 19

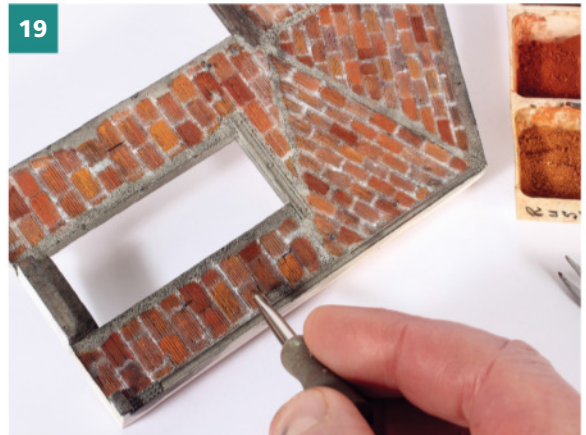
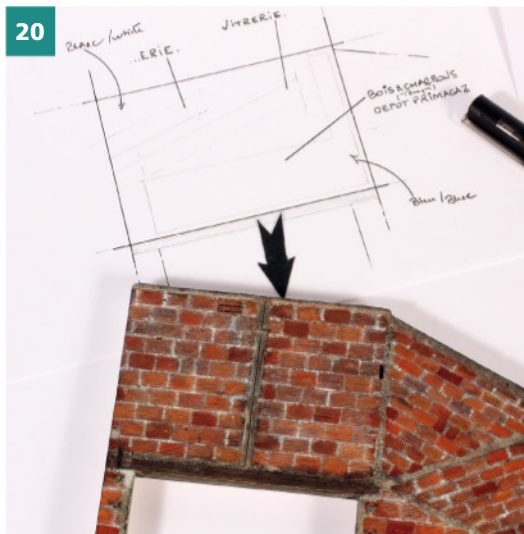


I continue immediately by re-working some bricks with varying shades of orange (to taste) to enrich the façade. Once again I use mixtures of pigments, from orange to ochre, brushed onto the selected bricks which have been previously moistened with thinner. I work with old fine flat brushes as well as small pieces of synthetic sponge.

## Step 20

The surface is now ready to receive the old faded signs on the part of façade above the door. There are various examples of this style of business signs, sometimes very simple, like this massive one, sometimes with overlapping effects in the type as well as on the painted background.

This is how I first imagined on paper a situation with two old business signs overlapping, one on the other, the effect enhanced by the removal of a metal banner which had protected the older paintwork.



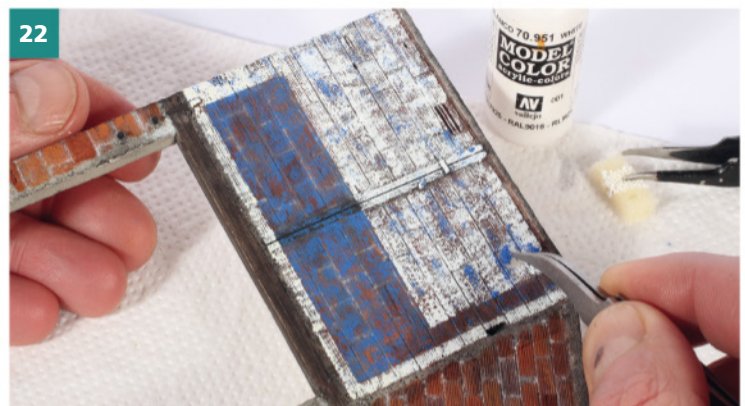
## Step 21

After having marked the area of the older blue background with pieces of masking tape, the surface received a coat of chipping medium, then was painted by sponge dabs using 'blue ultramarine' ref.70.839. After ten minutes or so, I then delicately scratched the surface here and there with a wooden stick.



## Step 22

Once completely dry, I focus on the imitation of the second, more recent, background, covering the old blue one with white. The process with the masking tape and the chipping fluid remains the same. However, I alternate the sponge dabbing with white with parallel dabbing the blue, which is supposed to emerge in places due to the wear of time.





## Step 23

Once the chipping work is done, this time by dabbing with an old makeup brush, I then re-work the overall appearance by adding more pronounced blue paint chips in some places with a very fine retouching brush until the result is satisfying to the eye.

23



## Step 24

Using some old dry transfers which represent different kinds of typography, I apply them with a soft black pencil then start some weathering using fine 600 grade abrasive paper to bring a first appearance of decay. Be careful – you must focus on each letter, rubbing from top to bottom without pressing too much.

I complete this stage by creating chips using a scalpel tip as well.

24

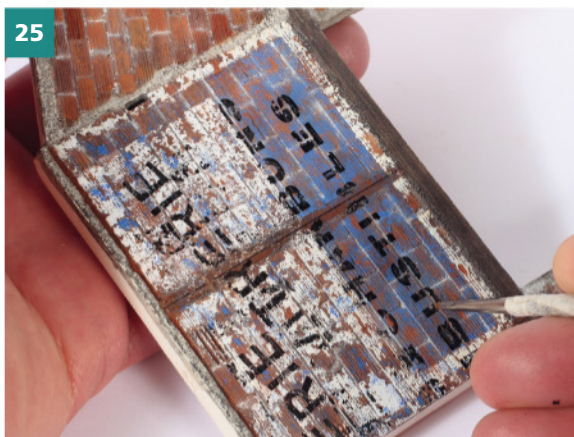


## Step 25

In the process, the small fragments of transfer are carefully removed with a stencil brush or a large flat brush to avoid getting them lodged between the joints.

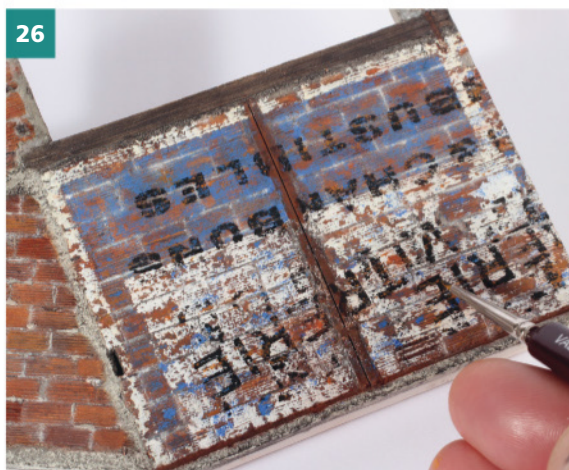
To embed the transfers into the score lines, I use an old fine brush with bristles cut short to rub each letter and incorporate it definitely into the surface.

25



## Step 26

26



The rest is mainly micro-painting, with orange shades applied to mimic the basic tone of the bricks. I started by completing the appearance of this part with pieces of sponge, and finished by focusing on more precise work on the letters.

It is all a matter of personal judgment as to where to stop. Mingling the layers of paint and lettering can continue almost indefinitely.

## Step 28

28



## Step 27

The work then concentrates on the painting and weathering of the various remaining structural elements, in particular the lintels, like this wooden one, strongly chipped.

27



Finally I add old wooden wedges nailed into the bricks, previously used to install the metal panel, long since removed. (I love to think about this kind of little detail.) The imprint left by rust is simulated the same way as for the metal sign, using masking tape and pigments.



## Step 29

I continue adding metal wall anchors made with Evergreen ref.123 strip and Grandt Line nut/bolt/washer mouldings. They were first primed with a rusty enamel tint, then I simulated traces of old paint with the chipping process and acrylics. Some rust pigments mixed with thinner and applied with a sponge finally perfect their appearance.

I end with a few light oozes, carefully applied, and dry brushing with the same pigments.



29

## Steps 30 and 31



30

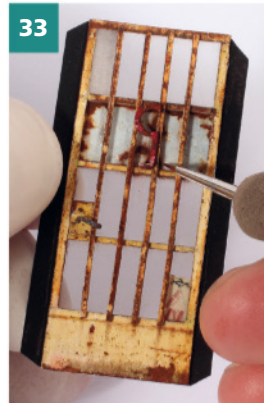
To finish, I come back to the structure itself, with the small entrance with concrete sides. Instead of leaving it rough, I mimic old peeling white paint, using the usual process and a wooden stick, while the steps are coloured and weathered the same way, with the 'blue ultramarine' used previously and white dabbed alternately on the surface.

Once the chipping process is done, I moisten the corners with thinner and apply some 'desert dust' ref.73.121 and 'light slate grey' ref.73.113 pigments to mimic dirt.

## Steps 32 and 33



32



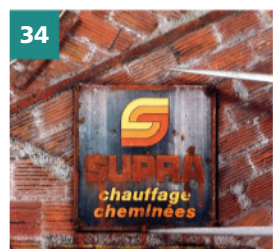
33

The rest is the work on the doors, scratchbuilt with styrene sheet and profiles. For the weathering I used, among other things, pieces of scouring pads.



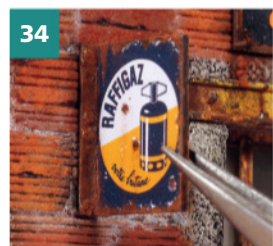
31

## Step 34



34

Such a structure would not be complete without at least one or two advertising plaques, either fixed flat or on a bracket.



34



34

## Step 35

Once the section of façade was finished with all its details, I prepared a fragment of ground to enhance it and allow me to add various details for the final presentation. The nature of the structure is conducive to adding a whole bunch of things: old broken window panes with tape, a piece of a window, old plywood panels, and old advertising leaflets lying on the ground ...

I systematically complete each scene by arranging this mess without thinking about it beforehand, bringing together ideas gleaned here and there.



35



Below

SOO SD60M #6058 + SD60 #6013 hauling a mixed manifest.

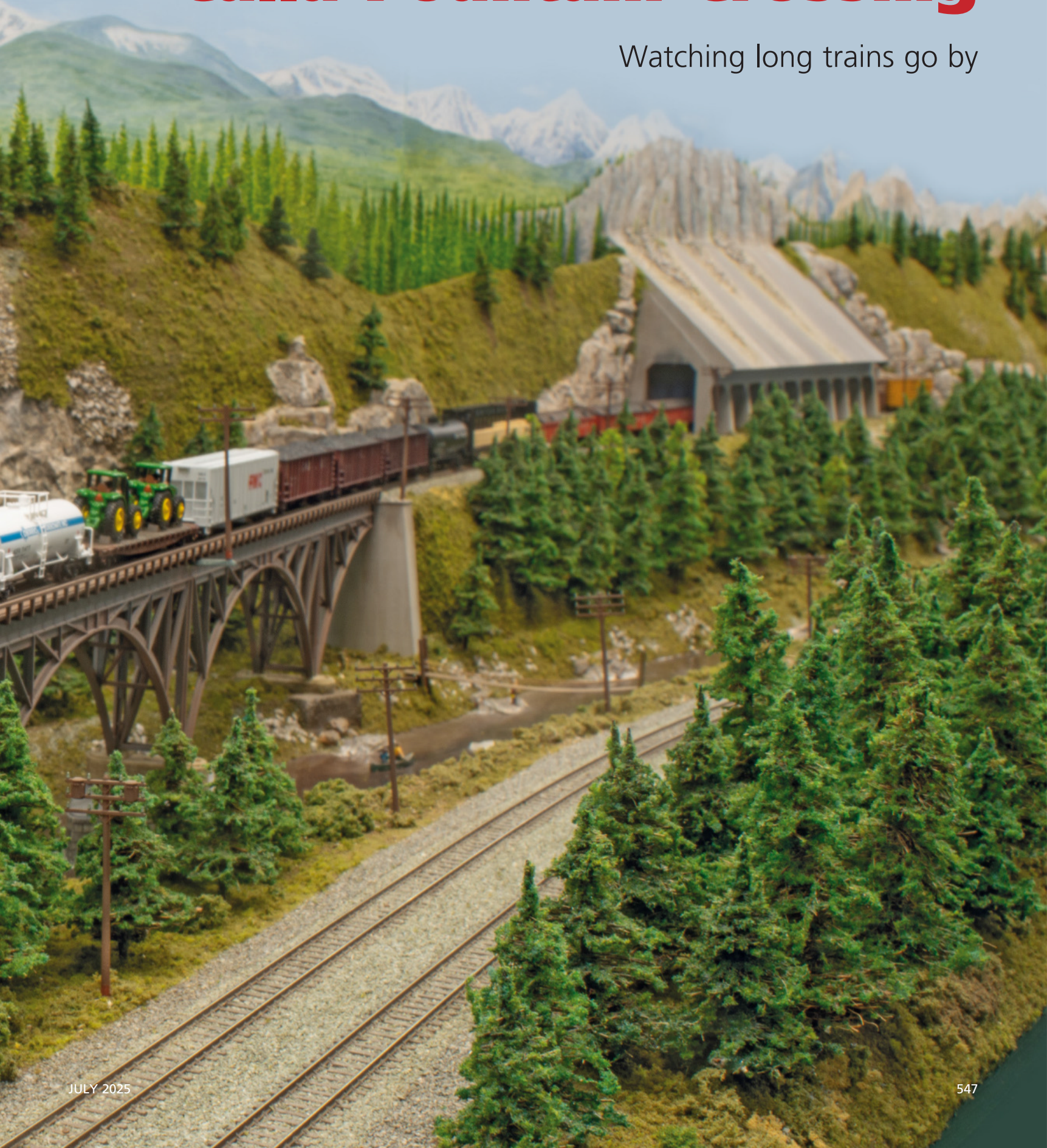




**Bill Garden** and **David Vernon** of the **Perth MRG** describe their scenic exhibition layout.

# Calla Fountain Crossing

Watching long trains go by





This layout has taken some considerable time to materialise as it had been on my mind for well over ten years. The group already had a North American layout, *Burlington Central*, built in 2002 which had been displayed at numerous shows, from Elgin in the north of Scotland to Spalding in the east of England, and which has only recently been retired and sold.

When we were at our old clubrooms at that time, discussion took place with the three members who had an interest in North American N and with the agreement of the treasurer (who was one of the interested parties!) it was decided that we should build a new layout.

The clubroom was fairly crammed with layouts and storage so building the layout was held back until space became available.

The layout was to be an urban scene with stations, engine sheds, factories, etc., and my two fellow club members conceived a plan and had it drawn out. The storage yard would be built as a separate unit so that it could be used for different layouts in the future.

However, although I was very keen on the urban style of layout, I had it in my mind to have a country scene so you could simply watch the trains go by. In addition, I thought that the country scene would take less time to build as there would be no buildings, no signals, no points, but plenty of trees, hills, mountains, and bridges.

The clubroom was a wooden shed which had been salvaged from the local council and was in need of repair but it was thought that would be a waste time and money so we looked for alternative premises, which we found – but at a considerable monthly rent. With space at the new premises being limited, building of any new layout was again postponed.

In 2015 we moved again, to an empty building at Perth airport, and we had space aplenty so in addition to assisting with the existing layouts, we could begin work on the new layout. In 2019 we moved again to our purpose-built building so we have no further plans to move again.



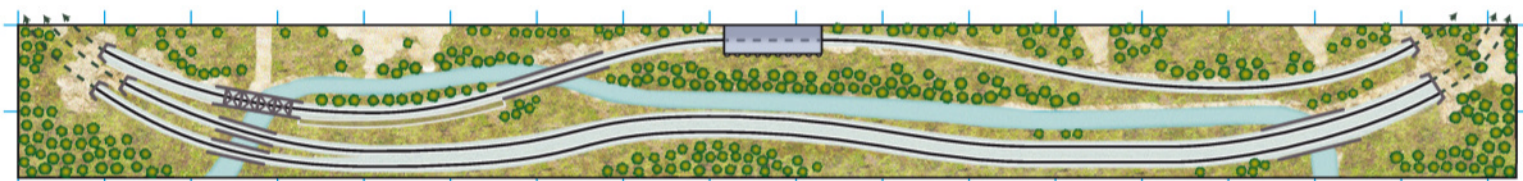
Above

A passenger train disappears as UP GE Dash 8-40B #5673 + GM-EMD GP38-2 #2005 and BN SD70MACs #9612+#9615 emerge from the tunnels.

Left

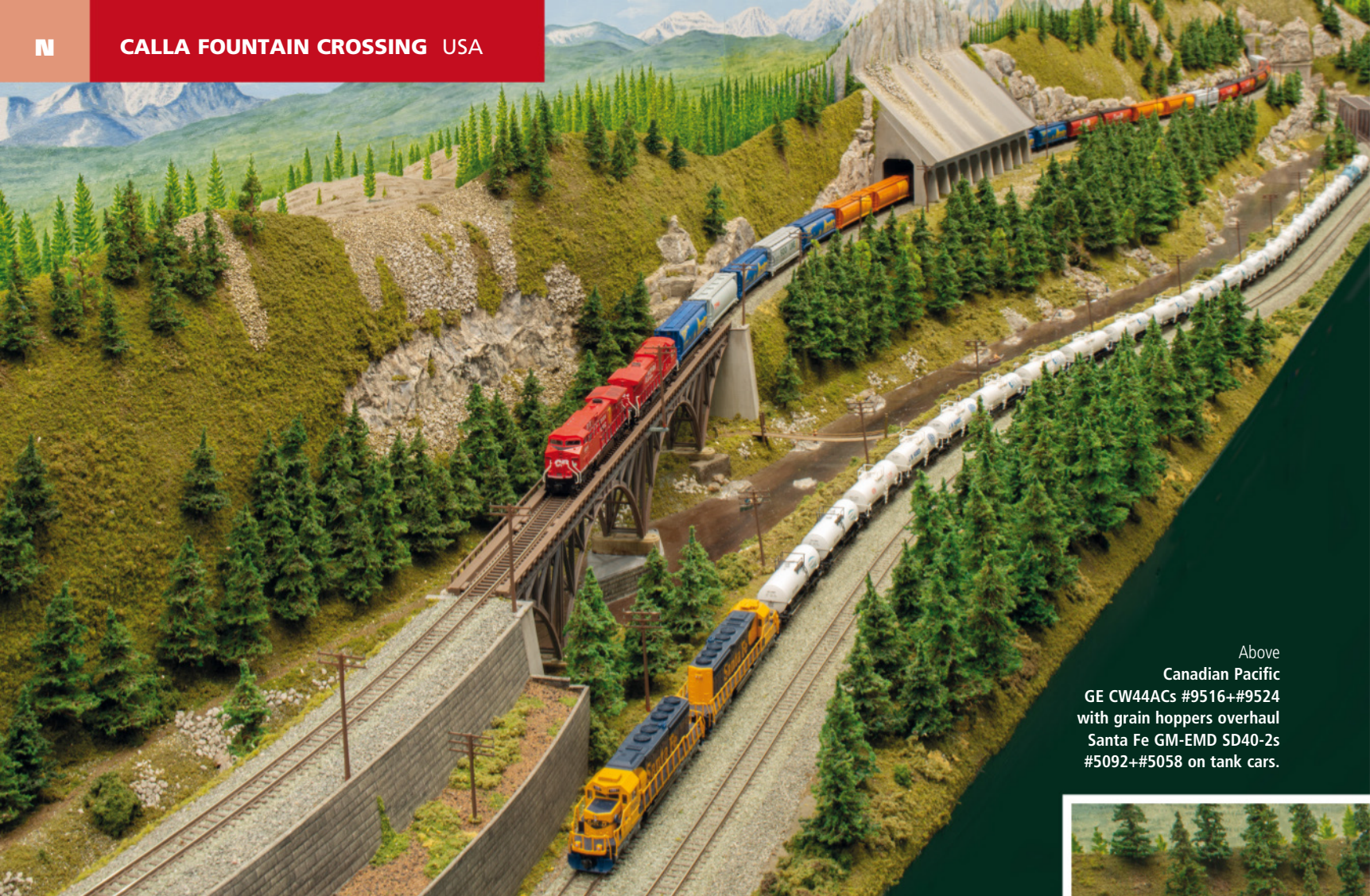
Passenger trains of different eras – Amtrak P42s with Superliners parallel AT&SF 2-8-8-2 #1792 with heavyweight cars.





**Calla Fountain Crossing** Overall size of scenic section 5200mm x 530mm. Each grid square = 300mm x 300mm.





Above  
Canadian Pacific  
GE CW44ACs #9516+9524  
with grain hoppers overhaul  
Santa Fe GM-EMD SD40-2s  
#5092+5058 on tank cars.

The layout dimensions were determined by the transport we had at the time, which was a trailer owned by one of the members. So together with the storage yard boards and the scenic layout, it all had to fit into the trailer one way or another.

Four boards each 130cm by 53cm were constructed so that they could sit side-by-side on the top shelf of the trailer with the storage yard boards on the bottom shelf.

The boards were built using softwood for the frame and topped with 6mm plywood, glued and screwed in the usual way.

The river was to run nearly the full length of the layout, so the plywood tops were cut accordingly and the cut-out sections were used as the river bed with the river banks made from blue paper hand-towels covered in diluted PVA glue and painted. The river bed was painted in shades of brown then given a few coats of varnish to give a bit of depth.

The track plan is a double track line at base level with a single track on the upper level. The premise is that the ground level railway was originally a single line but subsequently doubled to cope with the increase in traffic, which resulted in the two different tunnel arrangements at each end of the layout. When the rival railway had the same destination only one could take the easy ground level route along the river so it had to cut into and hug the mountain sides and bridge the river. In reality the ground level line was built with double track in mind.

Peco code 80 track was used throughout and as the layout was going to be available for both DC and DCC running, dropper wires were attached to each piece of track then to

the bus wire to ensure continuity of power. Cork was laid along the track bed and when the track was laid, it was sprayed with sleeper grime then finely ballasted and lightly oversprayed with the grime to weather the ballast.

When the track laying and wiring was finished and tested, it was time for the scenery. Having put all the bridges in place during the track laying, work started on the hills. Foamboard was used for all the scenic parts which were then covered with plaster bandage then painted dark green. Woodland Scenics scatter materials were used, with rocks made from plaster using rock moulds. I also discovered a product called Wrinklerocks which is simply sheets of paper colour printed in a fashion to achieve a rock effect. Cut to size pieces were simply crumpled by hand then slowly teased out to form the rock shape, then glued in position and colour matched with other rocks.

Trees are a big part of the scene on the layout and they are mostly from one manufacturer, Architrees, purchased in bulk via the internet. They came in three different sizes (small, medium, and large) and this suited the purpose for the terrain sculpted on the layout. On a layout 53cm wide there is not much room for perspective of depth but, by placing the large trees in front, then medium in the middle, then small at the back and top, and by leaving a gap between the contoured hills and the backdrop, a reasonable impression of distance is achieved. There are over eight hundred trees – and I planted every one!

All but one of the bridges were factory assembled but the large arched bridge was built from two kits to achieve the slender crossing over the river.









The rockfall shelter was scratch-built using card, plasticard, and balsa wood, based on structures seen in Canada.

Once all the scenics had been completed, it was over to another member of the group, Nick Hardcastle, to paint the backdrop of snow-clad hills and mountains. The finished result greatly enhanced the look of the layout.

The name of the layout was in keeping with the group tradition of using or adapting names local to Perth. Calafountain is the name of a hill area nearby, so with the usual modeller's license the name *Calla Fountain Crossing* was conceived which seemed appropriately North American.

### Rolling stock

The rolling stock is owned by individual group members so we have a broad selection of freight and passenger trains dating from the 1940s to the turn of the 21st century. From the 1940s we can have Union Pacific 'Big Boys' on long freights and the Santa Fe *El Capitan* passenger train through to Amtrak Superliners and double stack trains in the modern era. In addition to the American outline trains, the Canadians have recently arrived in force to provide a colourful array of freight trains.

### Storage yard

The storage yard was to be constructed to suit not only this layout but also others in the pipeline. It consists at present of two lower boards carrying the sidings for the two lower tracks and two upper boards which cantilever out from the back and detach for transport. They can be left off for a simpler two track layout front.

The boards are of pine frame construction with plywood tops, topped off with a layer of cork. The upper boards have an aluminium angle plate running along the back to help to stiffen them for the cantilever arrangement. Where the boards join each other aluminium plates are also employed with Allen bolts used; the bolt heads are left protruding and are used as dowels for accurate location into the next board. The whole assembly is then pulled together by shoulder bolts (from a gearbox) which give excellent alignment. This arrangement has proved to be successful in keeping the nineteen yard tracks lined up.

This gives a fiddle yard 4.2m long although extension boards for the middle, taking the total length to 6.3m, are under way for another layout front.

Right

**Burlington Northern  
SD70MACs #9615+9612  
haul empty coal hoppers  
over the high level bridge.**

Below

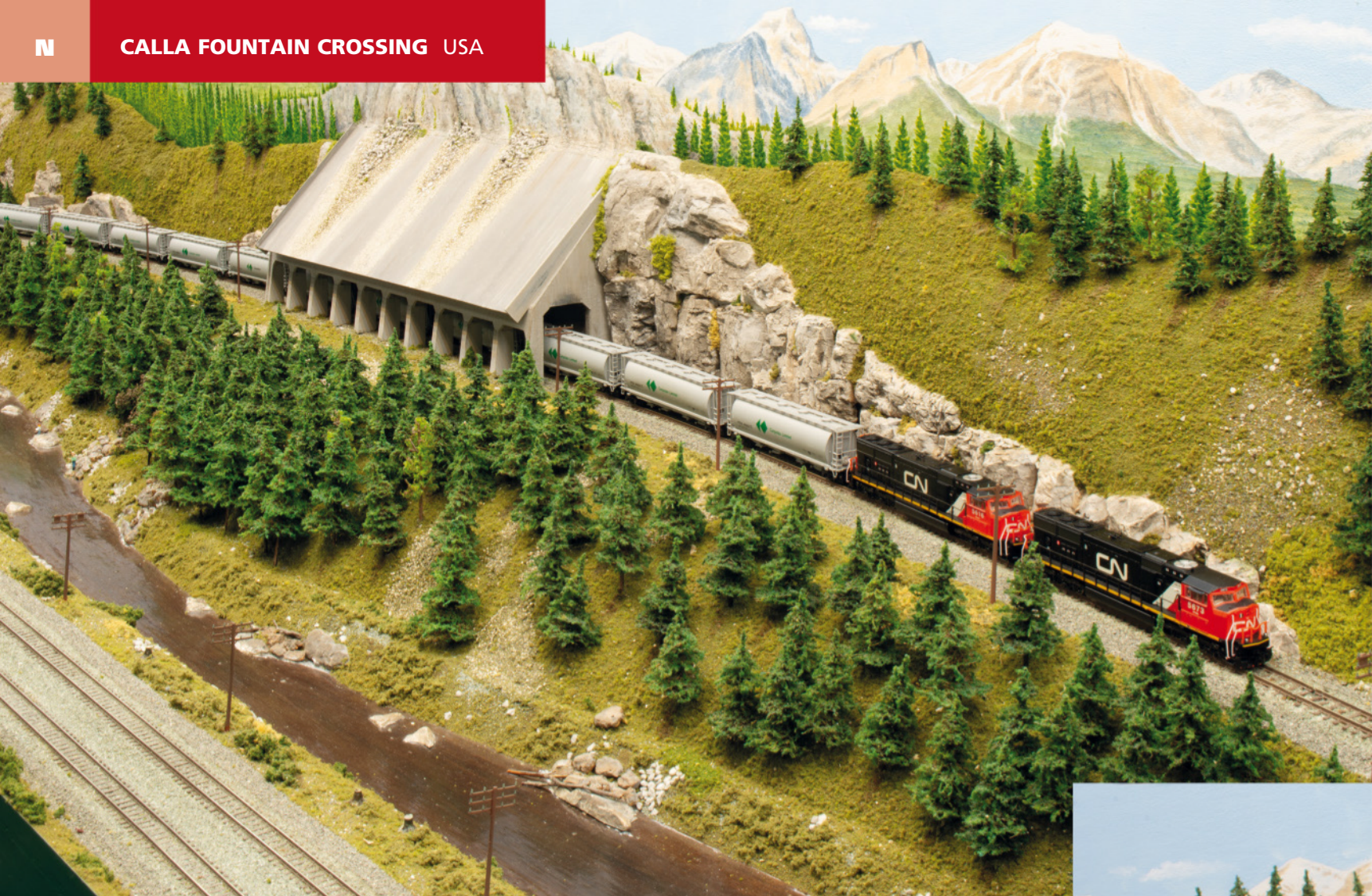
**SOO SD60M #6058  
+ SD60 #6013  
with a mixed manifest  
approach the rockfall shelter  
on the upper line as  
Missouri Pacific E8A #7020  
nears the girder bridge  
on the low level.**











### Storage yard track

After making templates for the track arrangement using the Peco point templates, the points were fixed and another of our members, Chris Rose, set to laying the track for the sidings, seven per lower track and five on the top deck, nineteen in all. Peco code 80 track with long radius points to make the curves on the routes as gentle as possible for long articulated American steam locos (Big Boys, Cab Forwards, and the like) pulling long trains. A re-railer is sited at the exit and entry to each line.

As an experiment, where the fiddle yard tracks join the chosen layout front the tracks are actually mounted on sprung, adjustable plywood tongues to make sure track heights always match; the height can be adjusted by a pair of nyloc nuts, and this has been successful.

### Electrics

The wiring of the fiddle yard and supply of power to the layout on the front is at present in its simplest form.

*Calla Fountain Crossing* is a very easy front to power, with only three totally separate tracks and no points (other than those in the yard) so all that was required was three pairs of bus wires which can be switched between DC and DCC controllers depending on which stock is running. Any of the three tracks can be DC or DCC.

The points into and out of the fiddle yard are controlled by MERG 77R servo driver boards and 9g size servo motors mounted in Dingo Micro10 V2 servo motor mounts. This combination allows plenty of switch contacts to be available to switch panel repeater lights, switching power polarity to

point frogs, and even individual point blades, all accessible by snipping the wires under Peco points. Custom-made panels allow you to select any entry or exit track to the yard with a rotary switch which does the route setting. Each siding can be switched off or on remotely from the panel by using relay boards under the yard. These boards are of the type intended for use with Arduino or Raspberry Pi electronics. This greatly reduces the cable run lengths of the DCC buses, the power switching happening directly under the track and not away back at the control panel.

The electronics and the control panels have been built into 19" rack enclosures of the type used in telecoms, sound, and broadcast equipment; this gives a wide range of sturdy, interchangeable casings again making the yard and its electrics as flexible as possible for the future and by fitting into flight cases gives good protection when being transported to shows.

### Conclusion

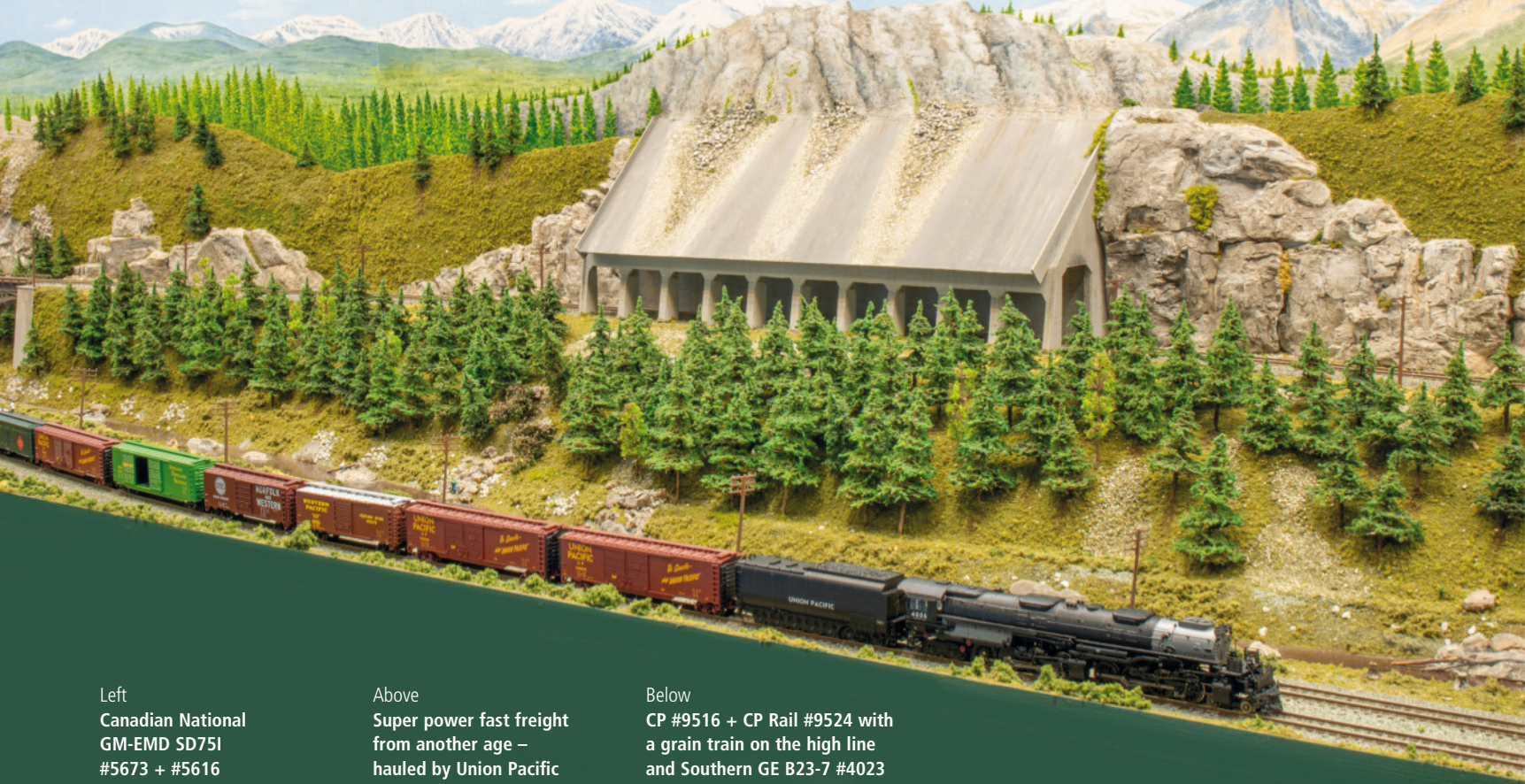
The layout has been exhibited five times so far and it has been well received by the general public and modellers alike. We cannot emulate the actual scale length of North American freight trains but we can give a representation within the constraints of the size of a layout which has to be portable and easily managed by the members available.

The layout can next be seen at the club's own show on Saturday 28th and Sunday 29th June at the Dewars Centre, Glover Street, Perth, PH2 0TH. The show will be open from 10.00am to 5.00pm both days.

[www.smet.org.uk](http://www.smet.org.uk)







Left  
Canadian National  
GM-EMD SD75I  
#5673 + #5616  
with grain hoppers.

Above  
Super power fast freight  
from another age –  
hailed by Union Pacific  
'Big Boy' 4-8-8-4 #4006.

Below  
CP #9516 + CP Rail #9524 with  
a grain train on the high line  
and Southern GE B23-7 #4023  
+ GM-EMD SD35 #3012 below.

Photographs by the editor.





**Régis Dérussin** introduces his home layout, which manages to include a station, a junction, and an impressive viaduct, in a reasonable space. *Layout photographs by the author.*

# Saint-Désert

A wayside station on a former PLM secondary line

Saint-Désert is on the secondary line to Cluny that was opened in 1889 from a junction at Chalon-sur-Saône on the Paris – Lyon – Marseille ‘imperial’ main line. From Etiveau there was a 28km branch to the town of Montchanin which required major investment, with two tunnels and three viaducts.

Passenger and goods traffic was mainly in mixed trains.

The use of steam locos stopped in 1953, replaced by diesels and *autorails*.

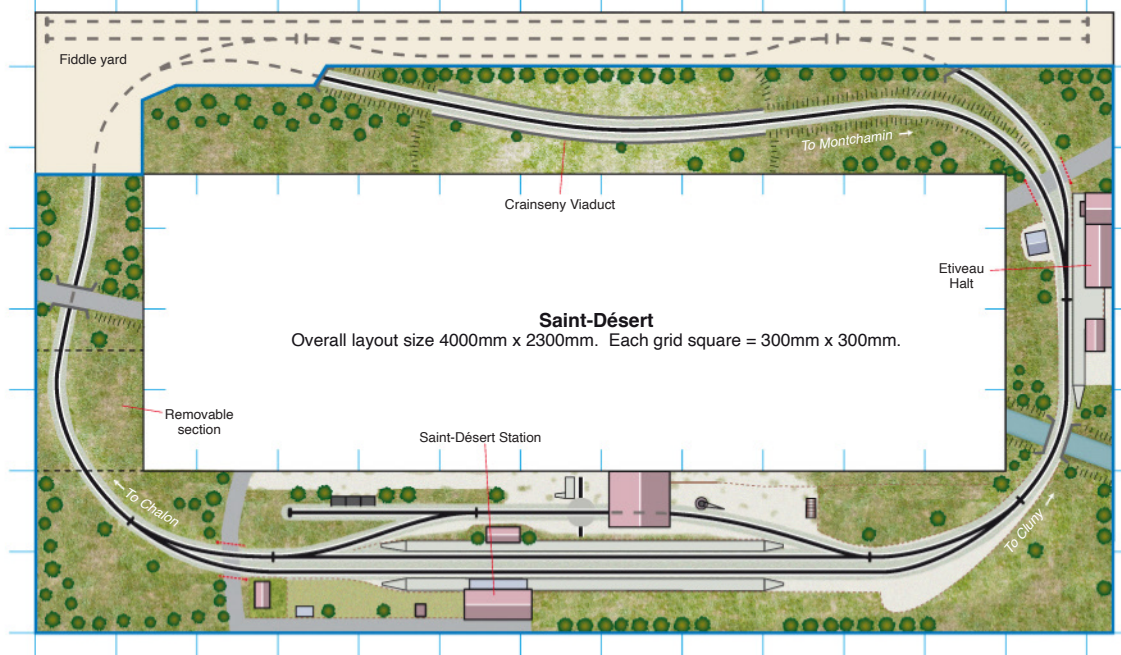
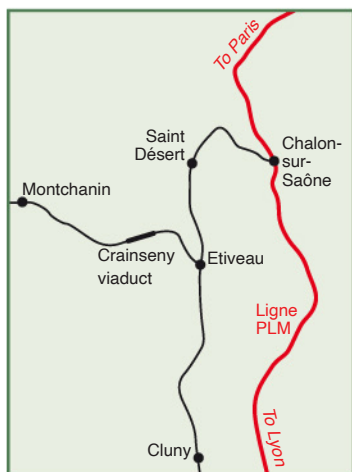
The Etiveau – Montchanin branch proved to be unprofitable and passenger traffic was stopped with the formation of the SNCF in 1938, while goods traffic died out in 1969.

Passenger services on the Chalon-sur-Saône – Cluny section were withdrawn in 1968 and goods traffic ceased in 1989.

Currently, these lines have been replaced by ‘greenways’ for walkers and cyclists.







Below left  
A PLM 230A in Saint-Désert station  
with a typical mixed train.

## The layout

The layout is permanent, in the basement of my house. The room is completely closed, protected from dust and humidity. The layout is round-the-room style.

Saint-Désert station is the main element with its station building, platform shelter, goods shed, and level crossing.

On the opposite side of the room is the Crainseny viaduct (also called Cullès-les-Roches from the neighbouring village), though space dictated this was reduced to eight arches instead of sixteen. At one end of the room there is the halt of Etiveau, where the junction is. The layout also features Champagne tunnel and two bridges (one road, the other railway over a river) of the authentic PLM type. These features set the line in Epoch III, around 1950 at the end of steam. However, I do also run trains that could have been seen on the line at any time between its opening and closing.

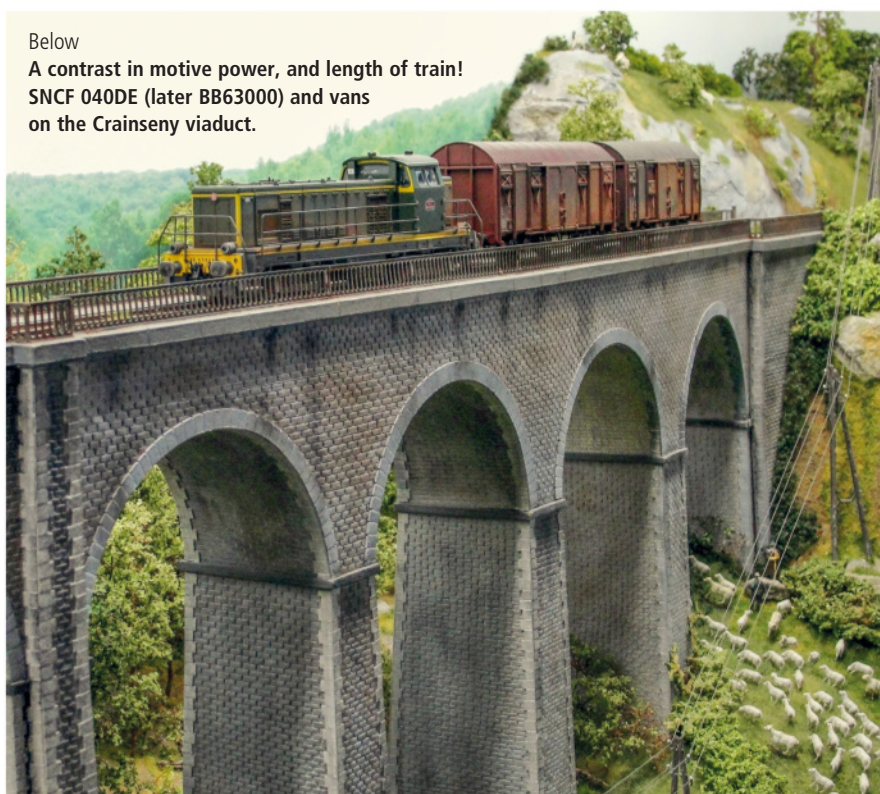
## Track

The track is Peco code 100, with Insulfrog points. I was only able to use small radius (610mm) given the limited space available.

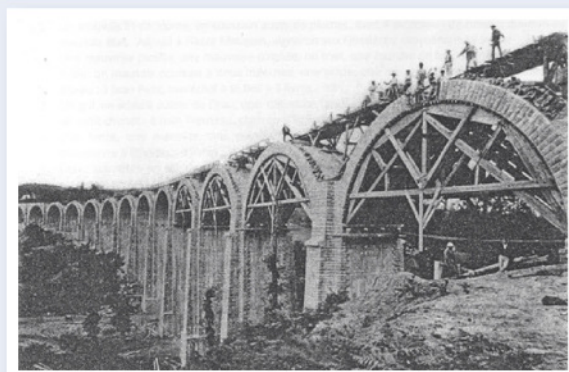
The point motors are Peco PL-10 solenoids.

The ballast is very fine sieved sand weathered with decorative earth to simulate what could be found on this line.

Below  
A contrast in motive power, and length of train!  
SNCF 040DE (later BB63000) and vans  
on the Crainseny viaduct.







Left  
Crainseny viaduct  
(also known as  
Culles-le-Roche)  
under construction  
and in its heyday.

### Background and scenery

The sky was painted light blue, and the white clouds were achieved with an airbrush.

Photos taken on site, printed out, and carefully cut round enabled me to represent background corresponding to the real landscape.

The grass was 'planted' in the now common way with an electrostatic device; the fibres come from different brands (Busch, Woodland Scenics, etc.).

The trees and bushes were made from sea foam, with trunks thickened with a coating then painted and weathered. The foliage is Heki flocked netting, very stretched, to obtain a very light effect.

### Buildings and structures

The station, the goods shed, the level crossing house, and Etiveau halt are kits in synthetic stone (plaster reinforced with resin) from PN Sud Modélisme.

The viaduct, the tunnel entrances, and the two bridges were scratchbuilt. They have a plywood structure covered with thin card which was scribed, painted, and weathered.

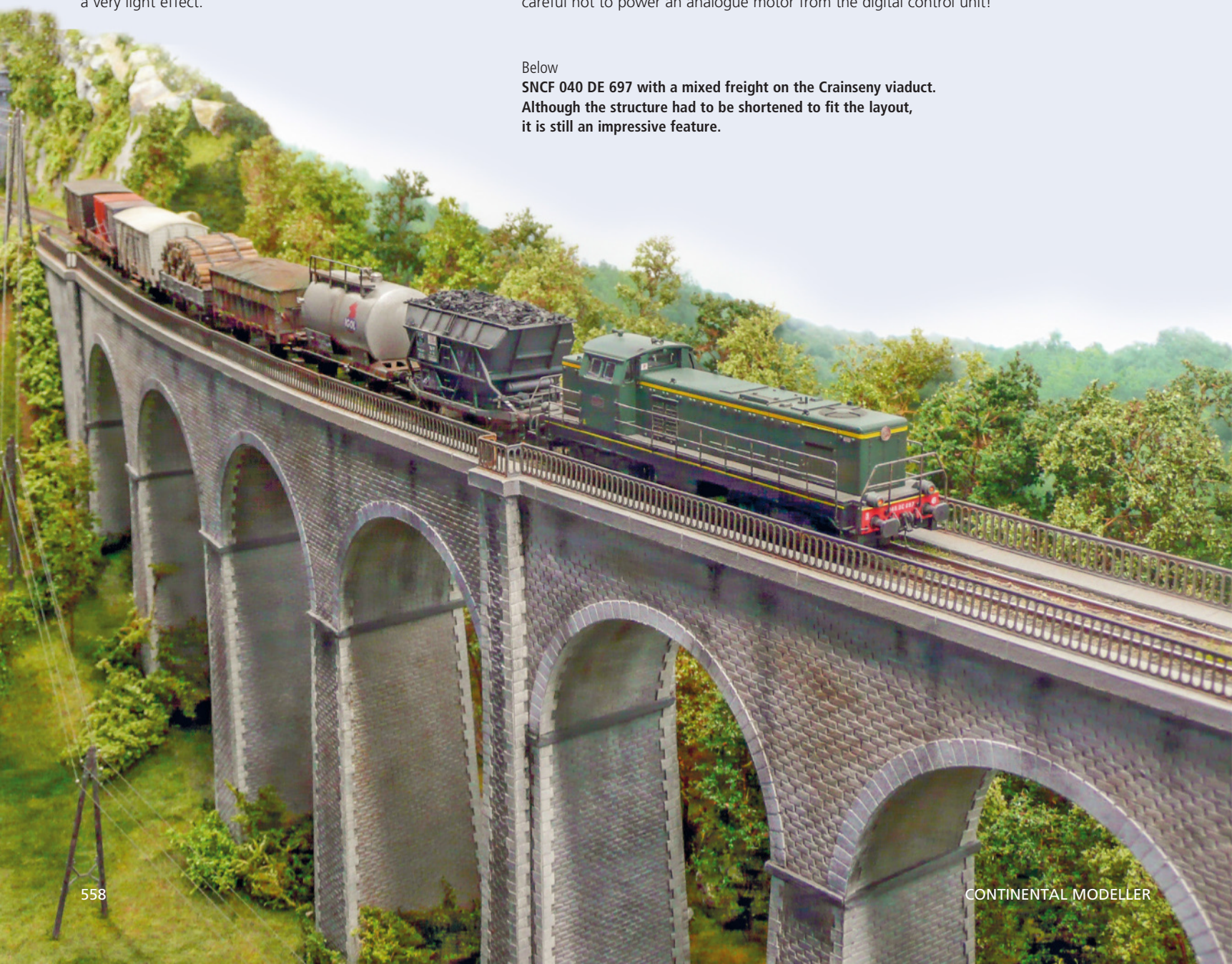
### Control and operation

I have both old analogue stock and more recent digital models with sound, so the layout is equipped with dual power supplies and I can change from one to the other with a simple switch. You just have to be careful not to power an analogue motor from the digital control unit!

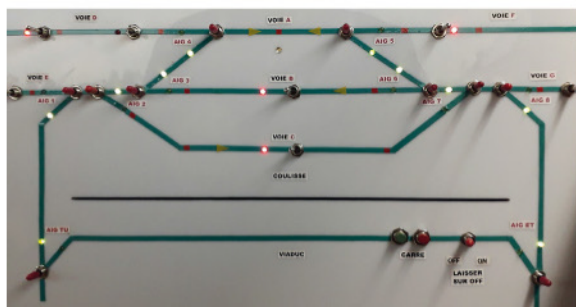
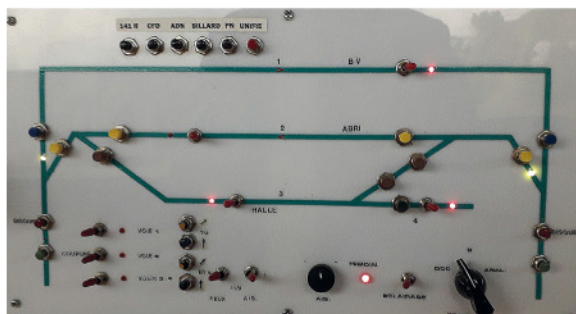
Below

SNCF 040 DE 697 with a mixed freight on the Crainseny viaduct.

Although the structure had to be shortened to fit the layout, it is still an impressive feature.







The analogue control is by a power supply of my own design and the digital by a Roco central unit with a MultiMaus handset.

The controls are brought together on two control panels, one for the station and the other for the viaduct and storage sidings (*above*).

## Signalling

This was a line with simplified signalling. The mechanical signals are activated by reed switches and operated by Lemaco slow-motion motors.

The station was protected by two disks and at the junction safety was ensured by a square *carré* signal. They were

Above  
**X3800 'Picasso' autorail**  
leaves the tunnel mouth  
and approaches the signal  
protecting the station.

Right  
Disk signals protect  
either end of the station.

Below  
A square *carré* signal  
governs the branch junction.  
Beyond is Etiveau halt.







worked by levers at the station (*above left*). The movement was achieved by wires and equipment which was specific to the PLM. Expansion compensators ensured the permanent tension of the wires (*above centre left and right*). Notifications of approaching trains were made using Leopold bells, one of which is clearly visible on the end of the level crossing keeper's house (*above right*).

All these characteristic elements are faithfully represented on the layout with scratchbuilt items.

### Rolling stock

The motive power and rolling stock is correct for this line. From its opening until around 1953, the workings were fairly short mixed trains.

The steam locomotives were originally type 120 or 030, then later the larger 230 type. Passenger coaches were six-wheelers, goods wagons generally four-wheeled.

*Above left*

**A PLM 120 with a train of four-wheel coaches on the viaduct.**

*Left*

**A PLM 230A four-cylinder compound with a streamlined *coupe-vent* (wind-cutter) smokebox door and cab front hauling a long mixed train across the viaduct.**

*Below*

**A standard 230A emerges from under the road bridge.**







Above  
PLM 'Bourbonnais' 030 brings a goods train through Etiveau.

Right  
A long mixed train from a later era, headed by a 140C.



Below  
A small Billard *autorail* pauses at the station as a C61000 diesel *locotracteur* shunts the yard.







Left  
A small Billard type A75D  
35-seat *autorail*.

Below  
X23100 ADN *autorail*.

Right  
X3800 'Picasso' *autorail*.

Below right  
C61000 *locotracteur*.

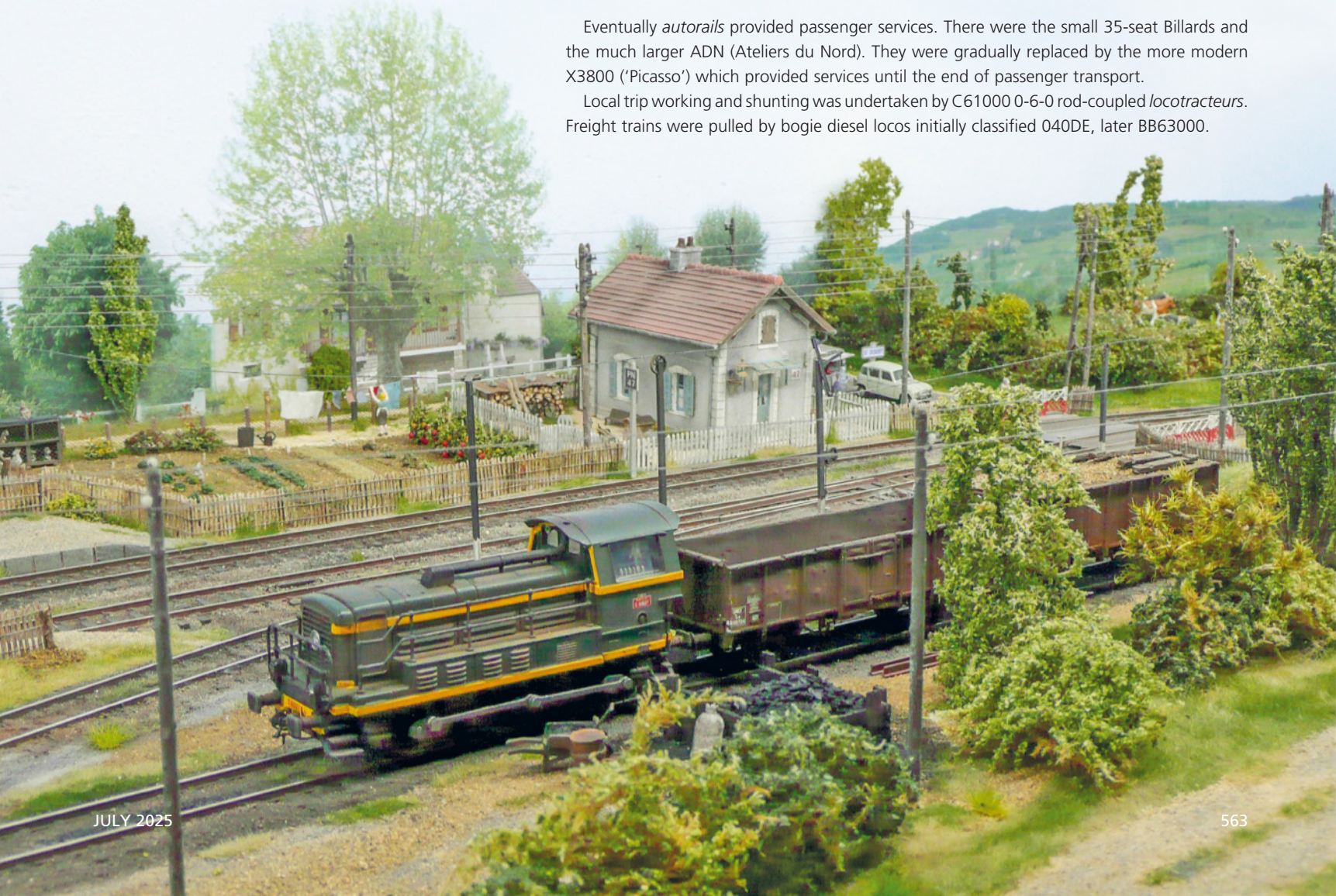






Eventually *autorails* provided passenger services. There were the small 35-seat Billards and the much larger ADN (Ateliers du Nord). They were gradually replaced by the more modern X3800 ('Picasso') which provided services until the end of passenger transport.

Local trip working and shunting was undertaken by C61000 0-6-0 rod-coupled *locotracteurs*. Freight trains were pulled by bogie diesel locos initially classified 040DE, later BB63000.







Above  
Two shepherds guide their flock under the viaduct.

Below  
Birds were added to the sky in several places.







Above left

The goods yard is equipped with a hand-operated crane.

Left

Timber, coal, and wine were important goods.

Above

The substantial goods shed indicates the volume of traffic.

Right

The loading dock is served by a wagon turntable.

### Scenes of everyday life

The life and activity that reigned around the station or in the village has been represented on the layout.

This includes some birds which animate the sky, flying above the trees, and there is even a flight of wild geese over the station. Silhouettes of birds were found on the internet, then reduced on the computer and printed out.

It is all these small details that make a layout realistic.



Far left

The crossing keeper maintains a fine kitchen garden.

Left

The crossing keeper's wife carefully scrutinises what the travelling butcher has to offer today. The trees in the background are painted on the backscene; the transition of the road from three to two dimensions is hard to discern, making the layout look wider than it is.



Right  
Standard car No.9994, built in 1930,  
at the passing loop on the way to Lillo harbour.  
This vehicle is now preserved.

Below  
Goods tram No.10197 dating from 1937  
with three open wagons at the harbour.  
The sailing barge is by Artitec.

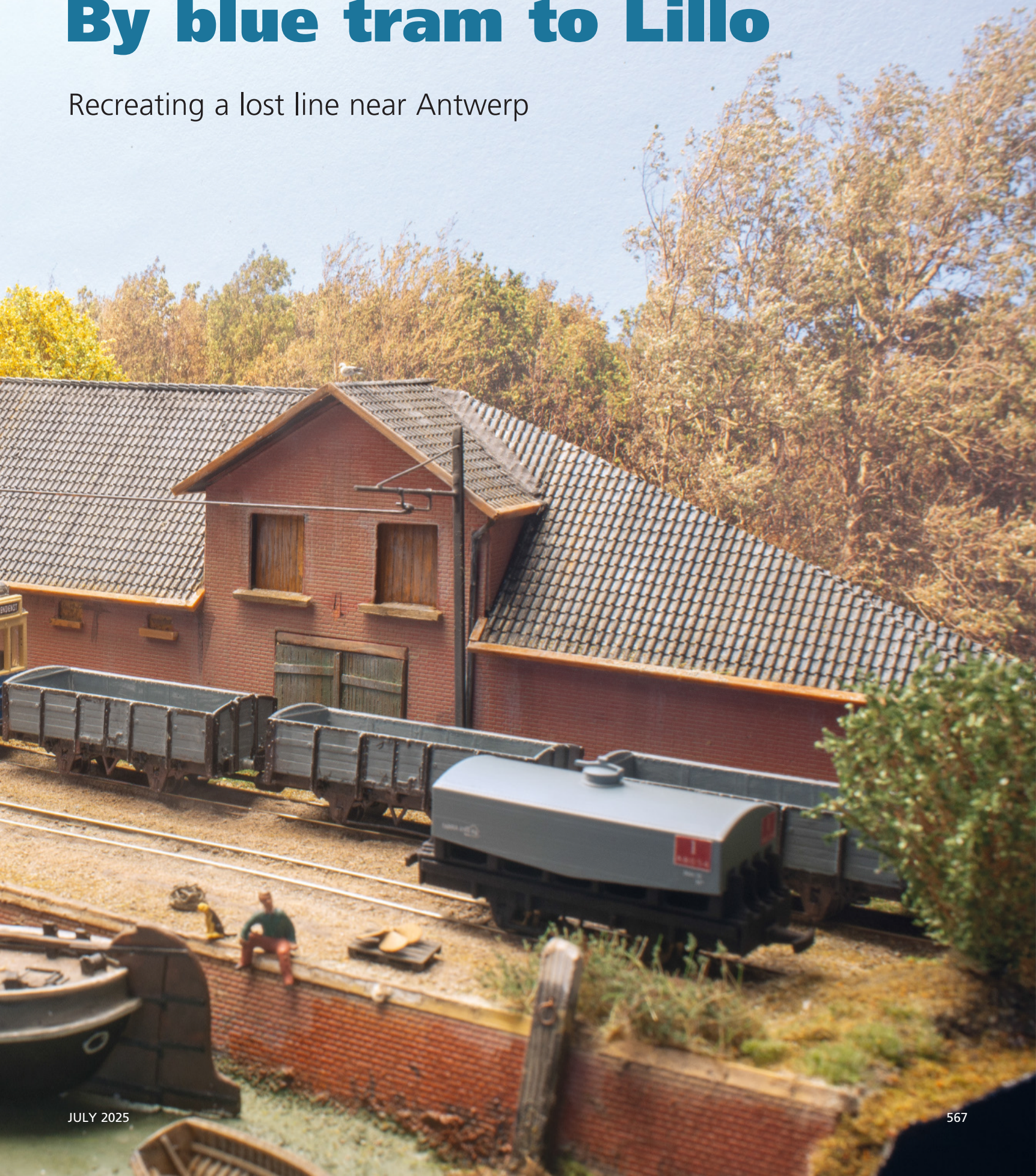




**MOBOV** present their depiction of a well-known Vicinal route.

# By blue tram to Lillo

Recreating a lost line near Antwerp





In Belgium the National Company of Local Railways (SNCV/NVBS) was established to build a denser network of light lines to augment the main railway system. Towns and villages had to be connected to each other, but the construction of the lines had to be done in a cheaper way than with 'large' railways. In many places, metre gauge was chosen as it was cheaper to build and well suited to lighter traffic. Initially, many of these local lines were also used for goods transport.

In late July 1892, the 1,067mm gauge steam-worked line from Merksem-IJskelder via Ekeren, Hoevenen, Stabroek, and Blauwhoef to Lillo-Vaart was extended to Lillo-Haven. It was converted to metre gauge in 1921 and designated tram line L (Lilloo). It was electrified from 3rd May 1931 and given the route number 75 in 1935. When the local railway lines were closed in 1961, line 75 unfortunately also went under.

How did the layout come about?

Every now and then you have crazy ideas and enough time to work them out. That was the case with us during the Covid lockdowns. When we were allowed to meet again in the clubroom, we wanted to build an exhibition layout in twelve working days. It had to be a small but fun scene based on one of the club's target areas, namely the Vicinal. After an evening of thinking together, Lillo was chosen.



Below  
A passenger service on its way to the harbour. A ferry ran across the Scheldt from there and the route was much used by commuting workers morning and evening.







Above  
A flock of geese constitutes a hazard to road traffic  
as a goods tram works back from the harbour.







Above  
A standard tram rounds the curve from the harbour  
to the passing loop on its way back to Blauwhoef yard.

Right  
The maintenance crew stand aside as the tram passes.





Lillo was a village on the Scheldt north of Antwerp which disappeared due to the expansion of the port of Antwerp. Only the small residential area of Lillo-Fort with its market and a few streets can still be visited.

We wanted to recreate the part with the small harbour. However, because of the limited space (the layout had to be easy to transport) we could not model it to scale, so we quickly decided to create an impression of Lillo-Haven. The known buildings, the Scheldedijk, and the blue tram were fixed factors. The research could then begin.

The limited availability of new building materials during the Covid period threw a spanner in the works, so parts of old modules and hardboard sheets which were in stock at the club were used for the baseboards and the background. The valance was also constructed from recycled wood from an old layout and hardboard.

The background had to be curved, so this was made of cardboard. The forest background is from the PeArd company, glued to the cardboard.

The landscape was constructed from insulation board and Sculptamold.

The tram route runs from the fiddle yard to the harbour. A passing loop was situated on the first module, as in reality, to enable more flexible working. The second module accommodates the terminus, Lillo-Haven, and two freight sidings next to the harbour.

To make the traffic to the harbour more interesting, we placed a point in front of the dyke instead of behind it. This compromise was necessary to justify the inclusion of the harbour yard.









Left  
**The standard tram approaches the harbour. Note the small blue shrine, the *Kapelle der zee*, attached to the big tree.**

Below left  
**The parking area for the Scaldis building (in the trees on the right), the café (opposite that) and the old customs house (on the far left).**

Below  
**The newer customs house next to the dyke on the left and the goods warehouse. In reality, the quay was much longer.**

Photographs by the editor.

We deliberately chose not to put too many buildings on the layout. We only made the most recognisable ones, such as the warehouse (now the yacht club), the old customs building, the newer toll house, the Scaldis building opposite, and the stop/café 'Den Overzet'. All in all, it became quite busy at this spot.

The buildings were made by various members from plasticard and paper. To this end, measurements were first taken on site and work was done on the basis of photos from the local history society and old postcards.

Once the track was in place, the 'green service' got to work. The short and low grasses were planted with an electrostatic device. Shrubs from Martin Welberg Scenic Studios and trees from MBR were placed throughout the landscape.

By the parking area of the old customs building there was a tree with the 'Kapelle der zee' attached to it. This scene was also modelled.

The typical cobblestone path was made of cast plaster parts.

Laser-cut concrete lampposts complete the street.

The ballast is a mixture of different products and subsequently treated with powders and washes. The intention was to imitate the real characteristic SNCV/NMVB trackbed.

The typical overhead line was also recreated. Incidentally, the main track in the harbour was also equipped with overhead lines but they were only energised when required. The traffic consisted mainly of hay, straw, coal, sugar beet, munitions, and eels (transported in special insulated vans). The sugar beet was delivered by barge and was then transported by freight tram to the sugar factory in Lillo. The freight trams, called 'tractors' by the SNCV/NVBS, were popularly called 'Den Blauwe' because of their blue and cream livery. They were also called 'Titanics'. Freight on the layout is therefore hauled by such a Blauwe, while a standard tram provides passenger transport. These models were built from Ferivan Modelbouw kits. They were spray painted and fitted with the necessary details.

Operation of the layout is simple analogue.

After the first exhibition appearance, it was decided to provide a shuttle in addition to the manual operation so that the operator can focus more on the visitors without fear of a tram accident. The customary ban on talking to the tram driver while he is driving is therefore no longer applicable here!





**Gilbert Gribi** describes some of the Oe models he has created with the aid of 3D-printing. *Photographs by the author.*

# 3D-printing projects

Some variations on a theme, with unique results

In 1988 I discovered computer-assisted drawing. Before this discovery I drew a lot, professionally and privately – architectural plans, electrical diagrams, and even point plans for my layout, but it was all on a drawing board. I had had a computer for several years but I did not know about 2D computer drawing techniques. It was love at first sight.

For more than eleven years I designed for a large railway layout almost every day with Dassault's *Draftsight* software which was free. Later I bought the French version, ZWCAD, which is very similar to those better known as Draftsight or Autocad LT. I spent many, many hours drawing for my Oe layout – track, points, wagons, buildings, structures, etc., initially designed in 2D to be (most often) laser cut. Many of these parts were then cast in resin or whitemetal using my centrifuge. This was my method for making 3D components.

Once I retired I decided to switch to 3D CAD, a new discovery but also a new challenge. I spent a lot of time studying this new technique and acquired 3D software. It bugged all the time and was relatively limited. I knew the SolidWorks software from Dassault Industrie – great software that is intelligently designed and easy to use. The problem was that at the time its price was far too high for my retired budget. Recently Dassault had the great idea of offering it to enthusiasts like me for less than €100 per year. I installed it and I really do not regret it. Although I would say I have mastered 2D, I would like to point out that I am only a 3D enthusiast.

I have been practicing our wonderful hobby for more than fifty years and like many modellers I have accumulated equipment over the years that I think I might use one day. Buildings, rolling stock, figures, and so many other things are lying around in my drawers. It is not the desire that I lack to carry out all these projects stored for ages but my other occupations (computing, gardening, reading, or walking) take up a lot of my time, and like any good self-respecting retiree I can barely find enough time for a hobby!

Above right

**An ambulance based on the Bachmann On30 rail truck.**

Right

**A maintenance-of-way railcar on the same basis.**







Above  
**This railcar was largely built from 3D-printed parts on a modified Bachmann mechanism, as fully described in the following article.**

Right  
**The Wrightlines kit based fire truck.**



I love creating custom rail vehicles using off-the-shelf mechanism, especially from Bachmann. These have included an ambulance and a railcar used to transport track maintenance equipment and crew, both on the basis of the Bachmann Spectrum On30 rail truck. A fire truck was made from a Wrightlines kit with Bachmann drive components but has my own water tank and accessories. A passenger railcar was built using made 3D-printed parts on a modified Bachmann railtruck mechanism.

I also made an imitation of a Crochat railcar using a Bachmann HO 44-ton diesel switcher.

A Bachmann On30 Baldwin outside-framed 2-8-0 was transformed into a Romanian Resita 0-8-0T. I kept the Bachmann chassis, reduced the flycranks, and modified the position of the drive. The tanks, cab, front buffer beam, and firebox are my own production, while the rest comes from a kit by KS Modelleisenbahnen, with some small cast brass details from Precision Scale Co.

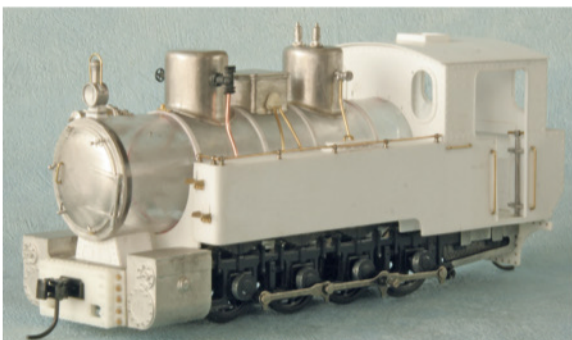
I still have two of these Baldwins, one of which I would like to just repaint in the bright colours of the Ecuadorian locos.



Above right  
**An imitation of a French Crochat railcar.**

Below  
**A Romanian Resita 0-8-0T under construction.**

Right  
**The Resita on my Carpathian logging layout.**





**Gilbert Gribi** describes an interesting project using 3D-printed parts.

*Photographs and drawings by the author.*

# A small railcar

## A custom-made body on a Bachmann mechanism

A few years ago I bought a Bachmann On30 rail bus chassis. I was not interested in the complete model and its trailer because I wanted to make a European railcar. The initial idea was to create a railcar using a Gaz AA coach from Nash Avtoprom at 1:43.5 on the rail bus chassis. After much discussion and various tests, I realised it was better to abandon the Gaz and create a model in 3D. I removed the decoder that came with the model, as I use a Gaugemaster system to control my trains. Generally when I create a new object I take inspiration from a photo found on the internet, but in this case it is rather the shape of the Nash Avtoprom coach and the chassis which determined the form of this railcar.

The 3D drawing did not cause me any major problems. To make the rounded shape of the engine cover, you have to create sketches in different planes and connect them with the smoothing command. (Brushing.) For me one of the difficulties is to design the final model in one go. It must be said that we do not really realise 3D shapes and volumes just by seeing them on the screen. To visualise these objects, we create an assembly of the parts. On the other hand, we print these separately which allows us to give them different colours. More and more often I export my 3D drawings to my 2D software. I print these drawings which really allows me to judge if the shapes and tolerances are correct and correspond to what I want. I probably spent more time checking these details than drawing them.

For a few years I printed my models at home. 3D-printing is quite a long and noisy process, and as I do not have a separate room for this activity I have recently outsourced the printing. Of course it is a little more expensive, but I no longer have to worry about placing the tips that support the parts during printing and then removing them. There is also no need to degrease them in an ultrasonic tank with isopropyl and harden them by placing them under ultraviolet rays.

One of the defects of resin is its fragility, though there are super-strong resins, such as 8K. A friend demonstrated this to me by throwing an 8K resin model onto the ground without it breaking. For other types of resins, the objects must be handled with care. It happened to me more than once that I broke an object and had to reprint it.



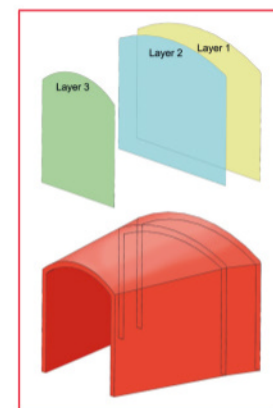
Above  
**The railcar in front of its shed.**

To make the floor fit perfectly on the chassis I had to create openings for the motor, gears, and rear wheel housings. The cab is integral with the floor and the chassis without being glued. Everything is held together with four screws.

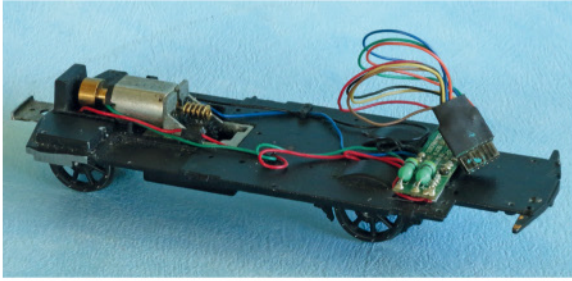
The different accessories and seats have pins on their bases which fit into sockets. For the headlights and the horn these pins have a square shape, which avoids sticking

Below  
**The 3D CAD drawings for the components for the new engine cover.**  
N.B. Not to scale.

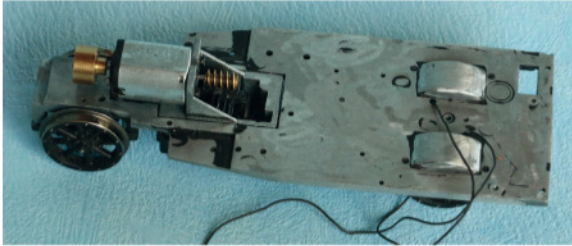
Below  
**The Gaz AA coach on which the body was based.**







Above **The original Bachmann rail bus chassis.**



Above  
**The chassis with new floor, prepared to receive its new body.**

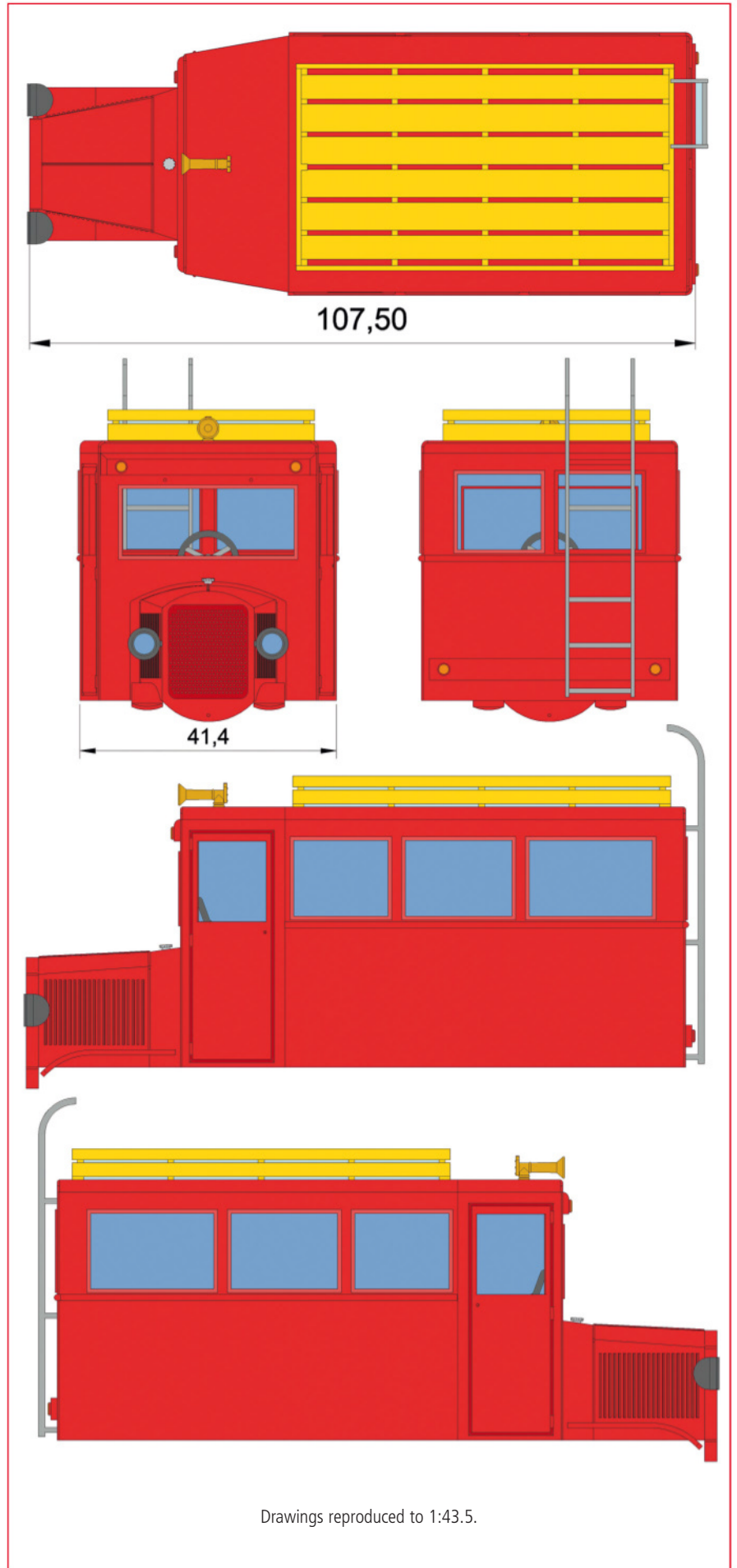
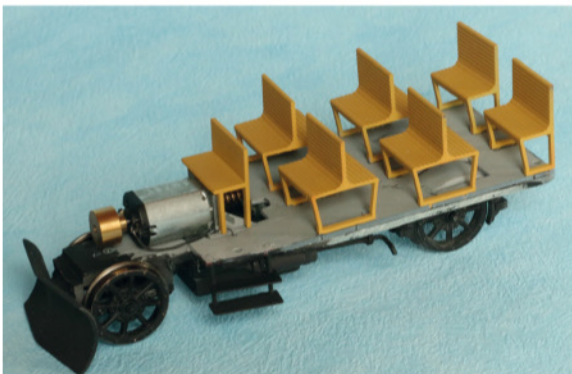
them in the wrong direction. These small accessories were attached with superglue. The glue is applied in the openings and not on the pins, which prevents the glue from acting before having been able to insert the pin into its hole.

You will notice that the driver's seat is quite wide and is centred. The reason is that it fits over the gears and so cannot be to one side. The idea was to place a figure on it, and as I did not know what its position would be, I placed the legs of the seat in oblong holes which allowed me to move it forward or backward. These holes were then filled.

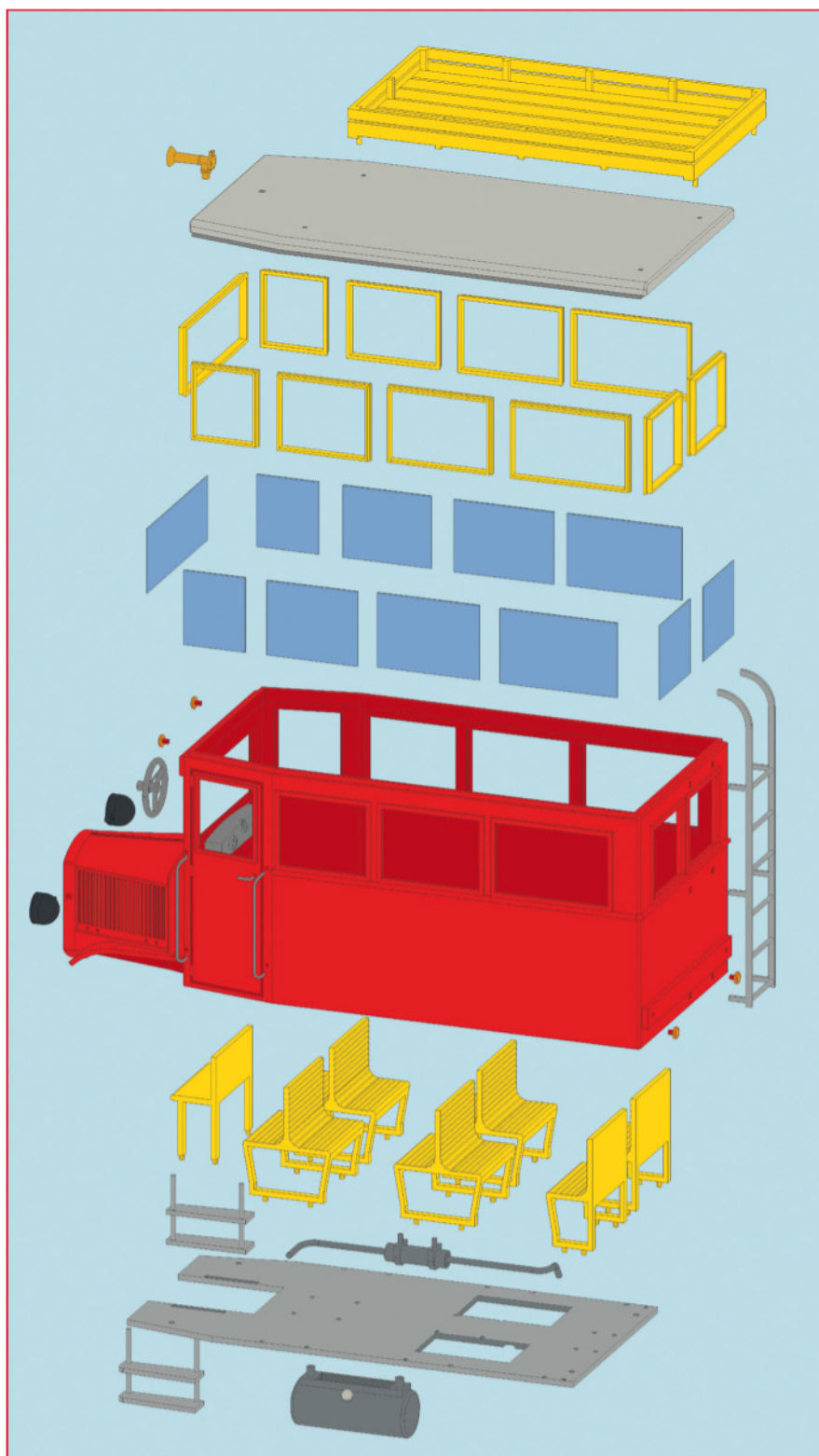
Before painting, I sprayed a little acetone with my airbrush to degrease the different parts. I protected the parts that would be glued with AMMO 'Liquid Mask' and Tamiya masking tape. This was the longest task. Then I applied a primer made from a mixture of white Surface Primer and Tamiya lacquer thinner. I did not use the X-20A thinner as I noticed that this did not hold well on resin surfaces.

I painted the different parts in their respective colours as always with Tamiya paint.

Below  
**The seats fixed to the floor.**







I do not know if the location of the windscreen wiper is correct, but since the driver is centered in the cab, it was also placed in the middle.

I found a snow plough blade in my old stock. With a little modification I mounted it on the bus frame, which allowed the front of it to be hidden, which was not very aesthetic. I did not like the 3D-printed exhaust either. There too I took a larger pot from my stocks. The tube is made of 1.2mm brass wire.



The shaped glazing parts were printed on an adhesive sheet applied to Evergreen 0.25mm transparent plastic, then cut with a cutter. They were inserted between the inner and outer frames and secured with MIG 'Ultra Glue'. Installing these was a moment of great tension, as it was necessary at all costs to avoid the glue spilling onto the glazing.

For the two headlights I got lenses from an old Grandt Line semaphore kit, ref.3047. These corresponded exactly to the opening on the headlights. They are always glued with MIG glue.

Above  
**Drawings for the parts to be 3D-printed.**

Right  
**The figures in place. The driver's legs had to be shortened to clear the motor.**





I still had to place figures inside. I found in my reserves some Phoenix figures perfectly suited to the limited interior volume, and given the little space between the benches I chose to place schoolchildren on the different benches.

To be able to place the driver, I had to amputate both of his legs. I assure you it is not visible, and he did not suffer. The gap left by the amputation is hidden by the engine cover.

A few boxes, crates, and suitcases on the roof rack give a certain charm to this railcar. Some of these parts are made of whitemetal which makes this vehicle a little heavier.

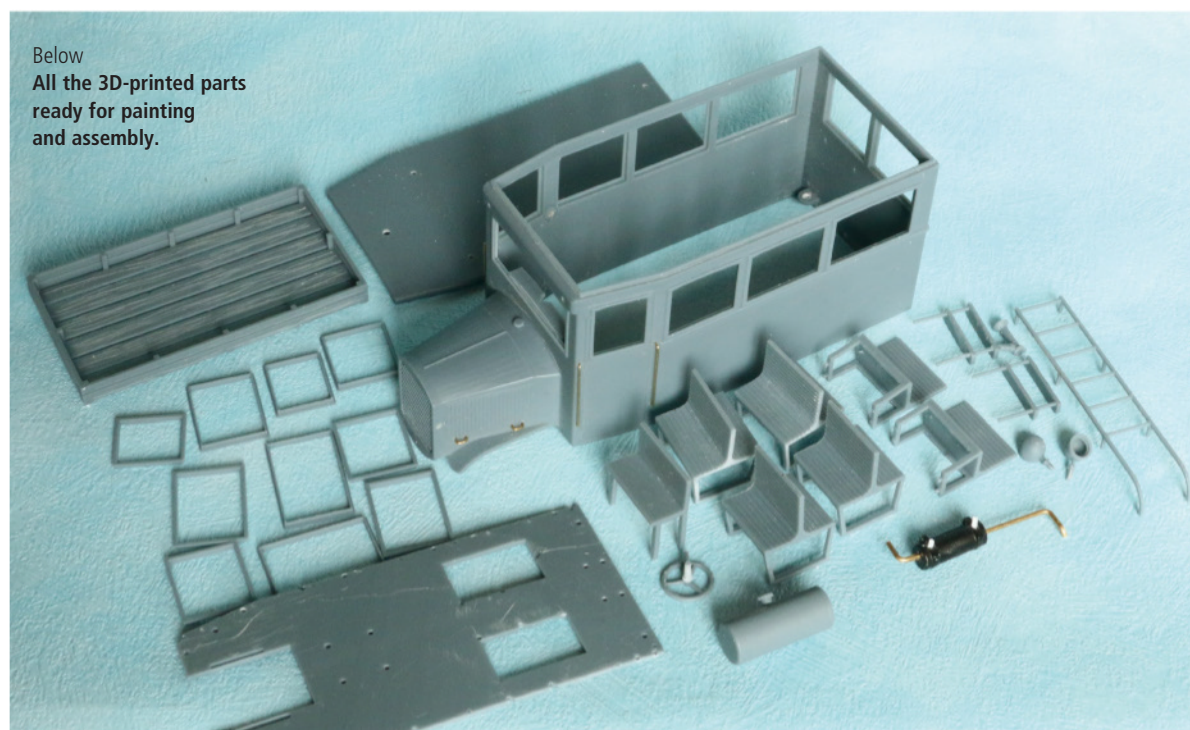
With this rail bus I practiced my favourite activities, namely computer-assisted drawing, creating a beautiful 3D object, painting it, and finally writing this article. The Bachmann chassis and the 3D-printing of all the parts and accessories cost quite a lot, but when you love you do not count and in any case it cost much less than if I had bought the Bachmann model.

Spectrum On30 drives are known to have issues with the gears. For the moment, mine does not have these problems, but if it ever does new replacement sprockets can be ordered from North West Short Line. But be careful: the photo on their site is misleading – the price only includes the sprockets and not the wheels.

I note comments on forums which criticise the use of modern technical means such as laser-cutting or 3D-printing. For model making in general, photo-etch chemical engraving and cutting have been used for a long time, and we also use lathes or milling machines and this is not criticised. I am aware that not everyone is proficient in using CAD software nor owns a laser-cutter, much less a 3D printer, although the prices of these machines are becoming more and more affordable. If we have the chance to use new technologies, why deny ourselves the use of them? It is another skill to add to the already numerous ones used in our hobby, and I assure you that I still use a good old craft knife and files!

Above left  
**The finished rail car, complete with passengers and load on the roof.**

Above  
**The ladder was essential to access the roof rack.**



Below  
**All the 3D-printed parts ready for painting and assembly.**



**Blair Hobson** was able to visit some of the narrow gauge attractions in the Baltic states.

*Photographs by the author.*

# Baltic states narrow gauge

Notable for the mainly Russian-built equipment

Every year for the past few years I have arranged a trip to narrow gauge lines in eastern and central European countries for myself and a friend. Over the past few years we have visited the Czech Republic, Slovakia, Hungary, Austria, and Germany.

My interests are centred around narrow gauge railways, in particular central and east European 750/760mm lines, though we have been known to visit 600mm and metre gauges as well! We both model narrow gauge in HOe so any trip also gives us inspiration for or modelling.

Last year I decided to try somewhere very different to our usual fare and investigated if it would be possible to visit narrow gauge lines in the Baltic States and see some of the Russian-built locos and stock.

The first thing to do was see what was actually there and worth visiting. I did some initial research and found that there was a narrow gauge railway museum in Estonia and two operating narrow gauge railways, one in Lithuania and one in Latvia. That was enough for a short trip.



Below

**Tu6 diesel in the engineering workshop at Panevezys.**

Above

**Gr 0-8-0 under renovation at Panevezys.**

Below

**A theatre in part of depot.**







## Panevėžys

The first full day took us to Panevėžys in Lithuania, home of the Aukštaitijos Narrow Gauge Railway, once part of an extensive 750mm gauge network opened in stages from the late 19th century. Now only 68.4km remains as a tourist railway between Panevėžys and Rubikiai.

I am a member of the New Europe Railway Heritage Trust (NERHT) and they were able to give me contacts at the various locations we visited. So on arrival at Panevėžys we were met by the director, Darius Liutikas, who gave us a guided tour of the depot.

The depot consisted of several buildings, including an engineering works, part of which was converted into a theatre to earn extra revenue. We saw more of that when we were shown round a bogie wagon which had been converted into a sauna with outside whirlpool bath! Their resident steam engine was in the main part of the works undergoing a full rebuild along with several other locos, including Tu6 and Tu7 diesels. Outside were a lot of locos and coaches in sidings gradually being overtaken by weeds. They included several Tu2 diesels and some smaller Russian diesels made for lighter lines and engineering use. Amongst them there was a rare gem, an AM-1 railcar, based on the standard Russian narrow gauge coach, the PV40, with cabs added at each end and a diesel engine installed.



Above  
**Tu2 diesel in the yard at Panevėžys.**

Above right  
**A work vehicle based on a Tu6 diesel.**

Right  
**AM-1 railcar, converted from a standard type PV40 coach.**





Above  
Tu7a Russian export diesel.

### Anykščiai

At the other end of the line, an hour's drive, was another station at Anykščiai which had a museum and also offered a short trip across a viaduct over a river. We were expecting a draisine and it was there when we arrived, but it turned out they were expecting two coachloads of tourists and so were using their Tu2 and two open coaches. After the short trip over the viaduct and back we managed to get to see inside

the Tu2 – the cab is surprisingly cramped, unlike the Tu7 which is much more spacious. The museum was also worth a visit and included a Gr steam loco, insulated bogie van, a lorry-based draisine, and one of the old cattle wagons, which were used during Nazi and Soviet eras to transport 'undesirables' to camps, a sad but common theme as we also saw these wagons preserved at other places. We had not realised the extent to which this happened.

Below  
Tu2-131 at Anykščiai station.







Above  
600mm gauge *Brigadelok* 0-8-0T at Riga railway museum.

Below  
750mm gauge works trolley at Riga.

## Estonia

The next morning we drove up to Parnu in southern Estonia. Riga was half way and had a general railway museum so we decided to take a break there. Whilst there was very little narrow gauge, it was interesting seeing what they did have, mainly 600mm and one 750mm railcar. The highlight, though, was a very large HO model railway which had superb scenery with intricate handbuilt buildings.

The Estonia Railway Museum is at Lavassaare, a few kilometres outside Parnu, and is reached by an unmade road. It is based around the depot of an old peat railway. The staff were doing some shunting and we found out that they were running a steam special over their stretch of line at 6pm that day. I was able to tick off another on my list of Russian diesels as they were using a Tu4 to do the shunting!



Below  
Estonia railway museum, Lavassaare –  
Tu6 diesel converted into a snow blower.



Below  
P-24 based 0-8-0 on display at Estonia railway museum.



Below  
Tu4-800 diesel shunting at Estonia railway museum.





Above  
Polish built Kp-4 0-8-0 No.332 getting ready to haul a special.

Left  
Tu2-101 diesel on display at Estonia railway museum.

Below  
SMD-1 345 medical motor trolley.



They have a lot of locos and stock on display, none working but kept in reasonable condition.

One of the most interesting was a Tu6 diesel which had been converted into a snow blower by removing the drive to the wheels and instead driving the blower at the front.

They also have an extensive display of photos and other odds and ends housed in the first floor of a block of flats in the museum.

The steam loco they were using was a Polish-built Kp4 which was immaculate and fuelled by wood heaped up on the tender. The line is around 2km long with a run-round at a station in the nearby village. The special was very well attended, and they ran a second trip later.





## The Banitis railway

The next day we drove from Parnu to Gulbene in Latvia for our final visit, the Banitis railway. The section remaining is only 33km, between Gulbene and the resort town of Aluksne. The original line was over 120km; part had been converted to Russian broad gauge while the top section was closed because it crossed the border into Estonia.

Again through NEHRT we were introduced to Andris Biedrinš who was our guide for the visit. After being given a tour of the depot, we saw off the first train of the day, a Tu7 and PAFAWAG coach on its way from Gulbene to Aluksne. Andris then drove us round the various intermediate stations on the line, an interesting exercise as many of the roads to the stations were unmade!

The following day we visited other parts of the depot we had not seen, including a broad/narrow gauge turntable and a couple more Tu2s. They had had to replace the loco for our afternoon trip with another Tu7 whilst they did an engine change on the original loco, which we were able to watch. This allowed a slightly better view of their Gr-319 steam loco which we had missed running a couple of days before. We then joined the 1300 train for a trip over the line, it runs through some lovely scenery and operates all year round, with two scheduled return trips each day.

I would like to thank Andris Biedrinš and Darius Liutikas and for showing us round and making us so welcome.

## Websites

<https://www.nerht.org.uk>

<https://siaurukas.eu/en/>

<https://www.banitis.lv/dzelzcels.html>

<https://museumrailway.ee/?lang=en>

Above right

**Multi-gauge turntable at Gulbene depot.**

Right

**Tu7a 3018 ready to depart Gulbene station.**

Below

**Tu2 244 out of service in Gulbene shed.**



Below

**0-8-0 Gr 319 in Gulbene shed.**





**Des Browne** looks in more detail at some of the features on his layout, which appeared in the CM American special in 2014 and the January 2022 issue.

*Photographs by the author, unless noted otherwise.*

# Victorville, CA., c.1953

## More about the structures and details

I thought it might be of interest to discuss various structures in more detail than was possible in a general article.

The first point to note is that the width of the baseboards for the main modelled area is only 20", so eight tracks (at some places) does not leave much space front or back. I was a bit more generous at the front in case cars or, worse, locos derailed and fell 45" to the floor! In the event, a couple of sidings and a programming track intruded into that space. Why do we always tend to fill the space available?

My skills have never been in scratchbuilding so I resorted to using kits as far as possible with only a nod to the prototype. To get structures to fit, I either distorted the footprint, or used only part of a kit.

### Talc works

Parts of this are from the Cornerstone ref.933-3144 'Sawmill Outbuildings' kit plus an old Kibri kit for small cyclone units. There is a very poor photo of the prototype in the *Cajon* book showing cyclones at the side of a corrugated structure. There is no photo of the track side, so that is guesswork. I also looked on the internet to try to find out what goes on in processing talc but it was not really helpful.

I used two of the buildings from the kit and all were assembled and painted for me by Norman Adamson as I was struggling with the corral while I was under gentle pressure from the team to get on! The de-barker forms the main workshop with an office from the rail car loader, both

Right

**Two views of the talc works. The spur to the loading dock is lower than the main lines and laid in lighter rail.**

Photo right: Michael Maguire.

Below

**Santa Fe 2-10-2 #5018 passes F7A+B diesels at The Narrows, with the talc works on the right.**







mounted on a wood platform made from sheet material I had in stock. While I realise it is smaller than the prototype, so are all the other structures, and I am delighted with the result.

Box cars collect crates and bags of talc, and an occasional covered hopper brings raw material into the spur.

### Southwestern Portland Cement Co.

The kit used as a basis is the Cornerstone ref.933-3098 'Valley Cement'. The space required is 40½" x 23¼" but the kit consists of four distinct buildings connected by conveyor systems, so placement is optional. Six silos have a rail served loading bay for covered hoppers. My plan also required an open hopper car delivery system which hopefully would incorporate a 'loads in – empties out' feature. The complex would also hide the end curves. The prototype was probably much larger but impossible to model in my space!

First, I cemented the halves of the silos in line so that it looked like a 12 x 2 silo building, the rear not modelled, being left open with an extra roof, copied from the 6 x 2 roof provided. This left room for the double track main line and the siding representing the air force base.

Then I used the bulk storage building to cover the in/out sidings, using mainly the top and sides to hide the supposed loading/unloading action. Two sets of three wood sided open hoppers are used, one set loaded with coarse lime rock from the quarry, the other empty, to be pulled or pushed appropriately, moving via the staging yard to the bulk storage.

Next the kiln structures were assembled and placed at the front edge of the baseboard with the branch line between. One end of the kiln buildings had to be partly behind the roof trusses and no attempt has been made here to disguise these.

That left the conveyor from the kiln building to the silos tying the complex together. There could be a conveyor from the bulk storage building to the kiln but I left this 'off stage'.

The tall chimney sits at the back of the kiln completing the generally busy looking industrial scene occupying only a 26" trapezoidal shape, some of which is on the staging board.

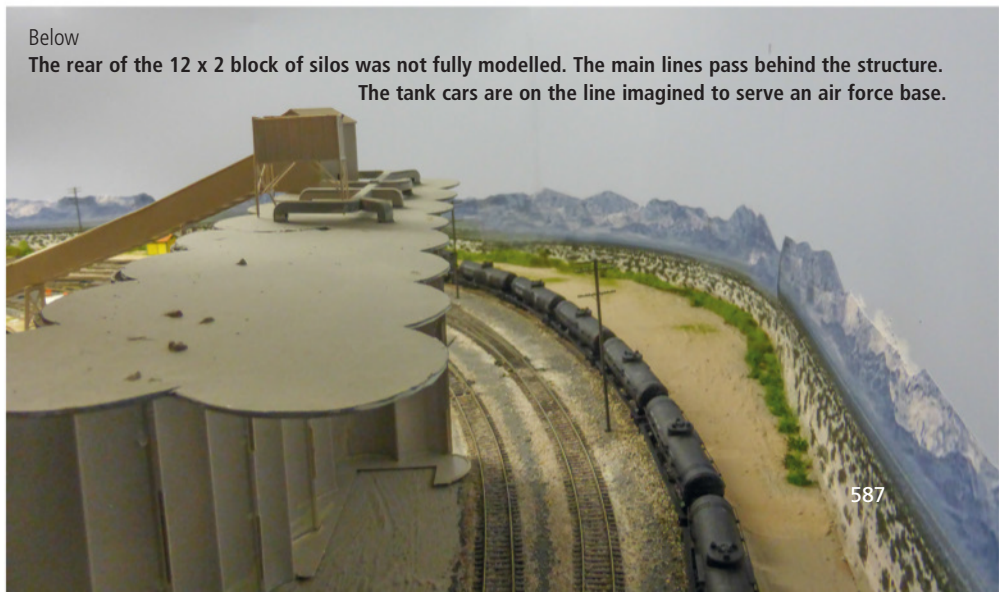


Above

Mojave Northern GE 44-tonner #6 draws empty hoppers from the cement works loading facility.

Below

The rear of the 12 x 2 block of silos was not fully modelled. The main lines pass behind the structure. The tank cars are on the line imagined to serve an air force base.







### Livestock corral

The kit used is the Cornerstone ref.933-3047 'Stock Yard'. Suggested space required is 13" x 8". The space I had available was at best 4" deep though I could use 20" or 30" of length. The prototype sketch in Chard Walker's book *Cajon* showed the corral as four pens with a single ramp similar to the kit but loading on to the passing siding. I was not happy with this as I wanted to place cars on the spur at ramp gates. Undaunted, I set to, building the kit to suit my space, with a single loading ramp towards the depot from the pens but with gates for two cars at the spur. This kit proved to be the most difficult of all the kits I have ever attempted (not that there have been many!). I used the sheds provided as much to hide the backscene as anything. The gates can be open or closed as needed for traffic. The model is 4" deep at the pens tapering to 3" at the loading gates, and 32" long.

### Spur trackage

I have laid most stub end spurs using Peco 'Individulay' Code 70 flat bottom rail and Central Valley Works tie strips. This was laid directly on the baseboard without the usual Woodland Scenics underlay. The NMRA Achievement Programme (AP) requirement for track, as part of the 'Model Railroad Engineering – Civil' certificate, is for at least 50 linear feet in HO with appropriate detailing, mainly ballast but also weeds, so having some hand-laid track will help with that. Also, being below the main Line, this qualifies as a 'gradient' as there is a slope up to the turnout.

My only other requirement for the AP is to construct several types of turnout and "demonstrate their satisfactory performance". Almost there, but still not presented!

Left

**Santa Fe 'Doodlebug' passing the livestock corral.**

Photo: Michael Maguire.





Below  
Southern Pacific Daylight 4-8-4  
at the head of the *San Joaquin*  
diverted via Cajon  
rather than its usual route  
through the Soledad Canyon  
to Bakersfield en route to San Francisco.







Above

The depot, Santa Fe No.1 standard design, with extended timber platform. The number of people suggests a train is due! Note the turnout motors added as details.



Left

A train of older heavyweight cars stands at the depot as the stainless steel stock of *El Capitan* passes through. and AT&SF 4-8-4 #2921 waits with a freight.



## Victorville depot and town

The depot is a Campbell laser-cut kit of the Santa Fe No.1 standard design, with some separate small buildings. They were put together and painted for me by Raymond Hall. It is similar to the prototype, though without a freight extension.

However the background at the depot caused me much thought. I had hoped to make this essentially of trees and bushes but there was simply not enough room even for that. I should have placed the tracks on the baseboard at least an inch further forward so the sloping back boards did not intrude so much! After some tests with photocopies of the backs of the Cornerstone ref.933-3028 'Merchants Row #I' kit, I decided to use the kit backs and some sides and also the similar pieces from the ref.933-4040 'Merchants Row #IV' Kit and the ref.933-3778 'Row House' kit. These are mounted on the backboard using a plate and magnet from cupboard latches, minimising the space required. I realise that there were no buildings so close to the depot in reality and that these models simulate brick rather than the more likely timber structures, However, I am pleased with what now looks like the back of a busy commercial complex.

The fronts and several sides of the kits were used at the back of the extension containing the wye. Here I used two mirrors on opposite sides of the extension to try and give a wider feel to the area. Largely this worked, except that I could not get surface mirrors to avoid the apparent gap caused by the thickness of glass. However, it seems not to be particularly noticeable as they are quite far away from any viewer.

The mirrors have to be easily removable for access, so to hold them I used G-clamps with success – except they intrude into the scene! They are disguised by having part buildings covering the clamps; one is the Row House, which is labelled 'Maguire's Hotel' for my friend Michael Maguire. The other end is the front, roof and one side of the Merchant's Row #IV with front pieces between, close to the background allowing room for the end of the wye to be long enough to take the Union Pacific 'Challenger' – not that it would normally be turned here!

This series of structures had to be mounted on ½" thick foam sheets to give enough clearance for the clamps.

The whole end makes it a neat shopping area with the front edge ending at a stone wall rescued from some OO



Above  
**A mock-up of the town area at Victorville to test the fit of the structures and the wye under the slope of the roof.**

scrap pieces, also the source of the fences keeping cattle from falling into the 'Narrows'.

Roads are strips cut from black styrene sheets, similar to the white material used as backboards. On either side of the tail of the wye are a series of super-detailed Woodland Scenics 'Built & Ready' structures and a OO stone engine shed posing as an old workshop. Placed with their backs to the wye, their fronts are reflected in one or other of the mirrors, doubling the apparent number of buildings. This really expands the scene and because the normal viewing angle is restricted, it does not go to infinity!

Right  
**A view into the mirror with different colours and signs for the other side.**



Below  
**Maguire's Hotel.**







Below

Union Pacific latterly used SW1500s as helpers on the easier east side grade up to Cajon.



Above

AT&SF 'Mikado' 2-8-2 #4110 takes water and fuel.

### Water treatment plant

As I explained in *Attic Adventures* (in the *CM Guide to Modelling American Railroads*), you cannot remove roof trusses in an apartment complex! So the roof truss in the middle of the wye recess had to be disguised somehow. My solution is a mock-up of a large water tank supported by a 'concrete' structure which will have some corrugated panels to give some impression of complexity. There is such a plant at Cajon on the west side of the pass, totally different of course. This had to be scratchbuilt, and I am not content with it yet – it still needs a good deal of detailing, but I can see no alternative.

A spur at the rear of the tank is for delivering the chemicals for water treatment and to fill water tank cars for eastern towns in the desert. The Santa Fe sent long trains of water to desert towns in steam days which was a major reason why the Santa Fe placed the first and largest order (three hundred) for the GM-EMD FT diesel.





Above  
The first version of the Mojave Northern loco servicing area.



The next problem was how to disguise the other two roof trusses at the front of the extension, either side of the wye. I intended to disguise the edges with trees, which worked reasonably well at the left front edge near the depot, but the other side was more difficult as the back board there is a bit short. The area was therefore filled with left-over bits of the cement works silo to get a curved edge, with gaps filled with plaster. This cannot be completely disguised, except by carefully selective photography! Viewers can see what has happened but the eye seems to gloss over the crudities of the scene while watching the trains (I hope!).

Left  
AT&SF 'Northern' 4-8-4 #2921 beside the main loco fuel tank opposite the water purification plant, which helps to hide one of the roof trusses. Beyond that, the turning wye projects into the town area, under the sloping roof.





Above

The Mojave Northern GE 44-tonner is refuelled as the prestigious *El Capitan* (with prototype hi-level cars) glides through Victorville.

Left

Loco fuel oil and water tanks either side of the main line.



### Backscenes and scenic effects

I am not worried about finer details that would need scratchbuilding. Use of light materials for the backboard was possible because I had lots of industrial white styrene sheet which I simply nailed to the roof trusses with a power stapler. The corners were easier than I expected as the flexible sheet simply took a varying radius where the sloping ceiling met the vertical end walls. I used strips of similar black sheet to make fascia strips, sandwiching black cloth to make a curtain to hide storage below the baseboard.

I very much admire the skills of those who do scratch build structures, but having somewhere to operate my collection of stock in a credible scene is the basis for my version of Victorville, CA.





Above  
Old 0-4-0ST #2 uses the water crane at the Mojave Northern servicing facility adjacent to the Santa Fe main line.

Right  
Beyond the MN fuel point, AT&SF 2-10-2 #3881 switches the tank cars from the air base.

Below  
AT&SF 4-4-2 #1492 hopes to refuel at the MNRR facility.





**Jacques Poré** shows how to fit working red end-of-train lamps to a wagon type which appears not to have enough space for the electronics.  
*Photographs by the author.*

# End of train lamps

on double-deck car carrier wagons



While model passenger trains are now regularly equipped with working red end-of-train lights, as they should be, in many cases in conjunction with interior lighting, this is often not the case for freights.

It is relatively easy to equip vans, hoppers, and other enclosed wagons with working red lights, adding a nice touch of realism to these trains. In This article shows how to fit them to a more open structure, a double-deck car carrier.

Such vehicles are plentiful from various suppliers. From the very beginning of the 1960s, Jouef offered a double-deck car transporter, however, mounted on bogies instead of the two axles that this wagon should have had. Then Jouef offered a magnificent (for the time) STVA articulated three-axle car transporter, originally painted – like the real ones – silver with a red STVA logo and flexible railings. RMA also had a two-axle car transporter in its range until the 1970s. Over subsequent years, other models with two or three axles or bogies appeared. LS Models, the Hornby group (Jouef, Rivarossi, and Electrotren), Roco, and others have offered – and still offer – car transporters. These wagons follow the current trend with increasingly sophisticated designs.

But to the best of my knowledge, none has yet been produced ready fitted with working end-of-train lights. This is probably why they are not often seen on the layouts at exhibitions.

I will show you how to fit such equipment. It is not too complicated – the key is to figure out how and where to place an electronic interface device between the wheel-rail contact points (pick-ups) and the lamps with red LEDs at the rear of the last wagon in the train.

Since these wagons are all very open, with no space to house – and hide – even a few components, the trick is to place them in one of the cars in the load. By choosing a medium-size or larger car, slightly modifying its interior to achieve the necessary space, and painting the inside of the windows black to camouflage the installation, it is quite easy to adapt a wagon.



1 I chose to fit end-of-train lights to a Roco articulated six-wheel wagon. It had already been loaded (all Citroëns in this case) held in by small dots of glue; most of them came loose during the work. It was clear that it would be difficult to conceal the equipment required to operate the lights.

2 I chose a medium-sized car to contain the electronics. It is necessary to have a certain amount of space; a small car is not sufficient. You need a car of this type (a Citroën C4) or an estate.

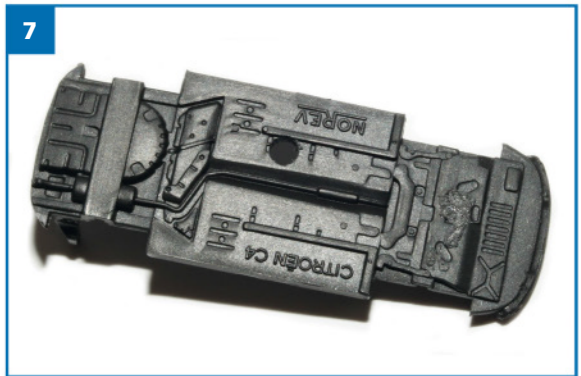
3 This new model from NOREV is easy to disassemble, carefully extracting the rear window and tail lights. Cars from other brands such as Brekina, Busch, and Herpa, etc., are also suitable.

4 In all cases it is necessary to disassemble the car and cut down the interior.

5 A small modeller's saw was used to remove anything that might interfere with the installation of the electronic circuit.

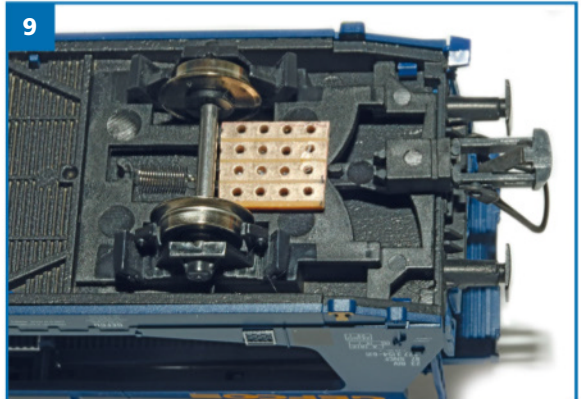


6  
Inserting the electronics.  
The circuit came from either Lapierre-Modélisme ([www.lapierremodelisme.com](http://www.lapierremodelisme.com)) or CDF ([www.cdfinformatique.com](http://www.cdfinformatique.com)). Note that the front seats had to be removed, as well as some reinforcements to the interior fittings.

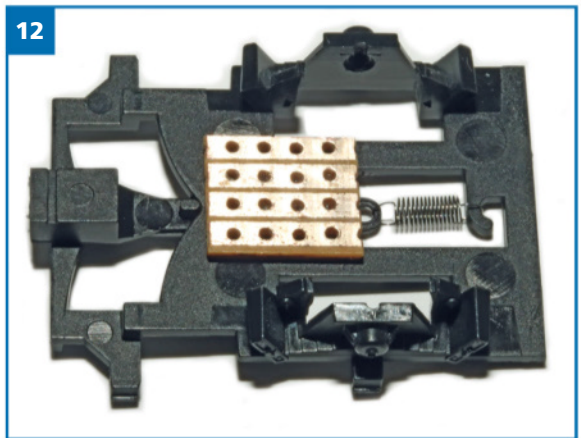
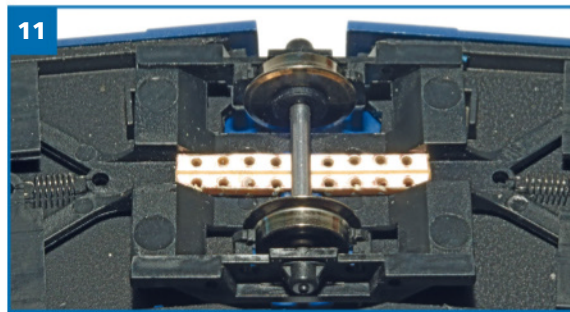


7  
The underside of the chassis was drilled with a 2mm hole for the wiring.

8  
A hole corresponding to the one in the base of the car was drilled in the chassis of the wagon. If there is a metal ballast weight, this is best avoided.



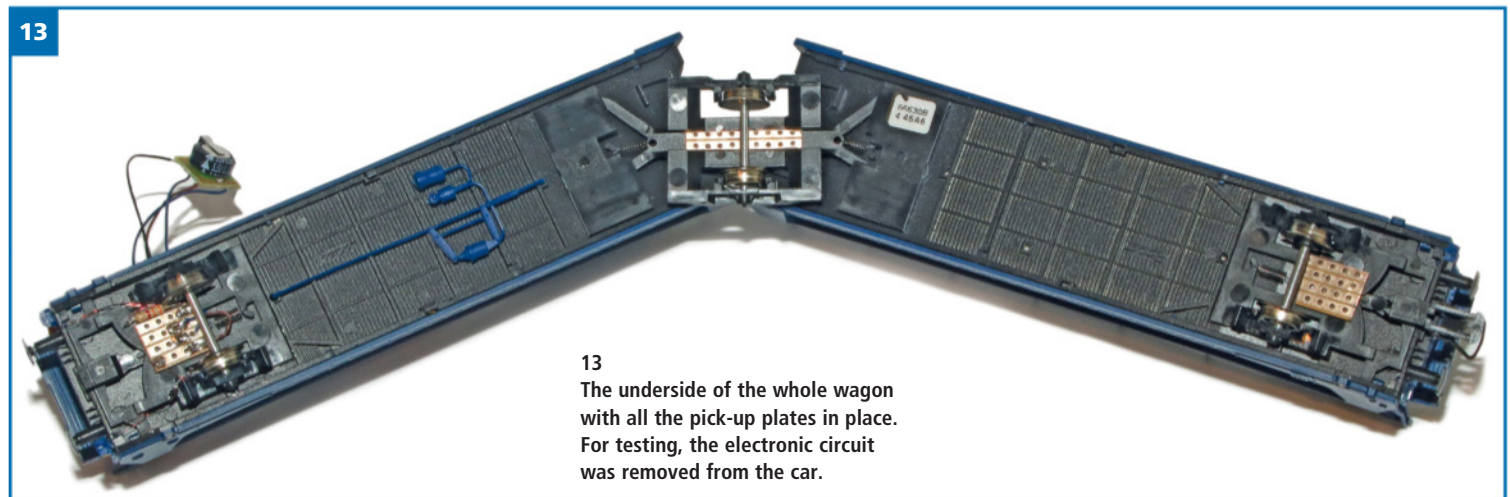
9  
A piece of perforated strip circuit board (four strips with four or five holes) was cut and fixed with double-sided adhesive tape under the chassis, near the coupling, for the electrical pick-up on the end axle. Be careful not to interfere with the axle's free rolling.



10  
I decided to put a pick-up on the centre axle as well.  
A section of perforated strip circuit board was prepared: two strips wide, nine or ten holes long. This plate will fit under the centre of the axle, so a slot must be filed to reduce its thickness in the centre under the axle so as not to impede rotation.

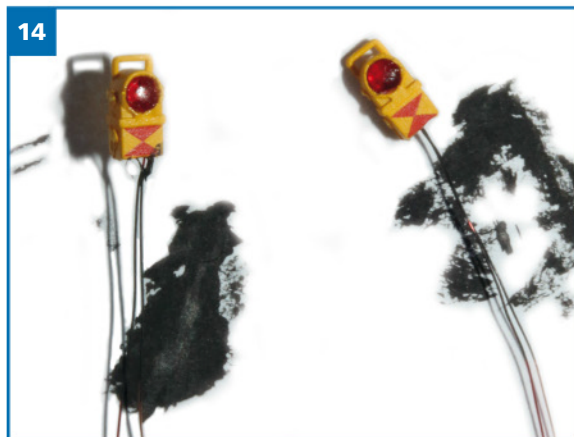
11  
The pick-up plate for the centre axle in place, glued or held with double-sided tape.

12  
An outer pick-up plate in place on the sub-frame.



13  
The underside of the whole wagon with all the pick-up plates in place. For testing, the electronic circuit was removed from the car.





14



15

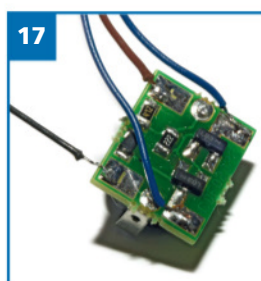
14  
I used lamps with red LEDs from Lapierre-Modélisme. The wires near the lamps and the backs of the lamps were painted matt black.

15  
The lamps were secured with a small dot of superglue.

16  
The inside of the glazing was painted matt black to conceal the electronics.



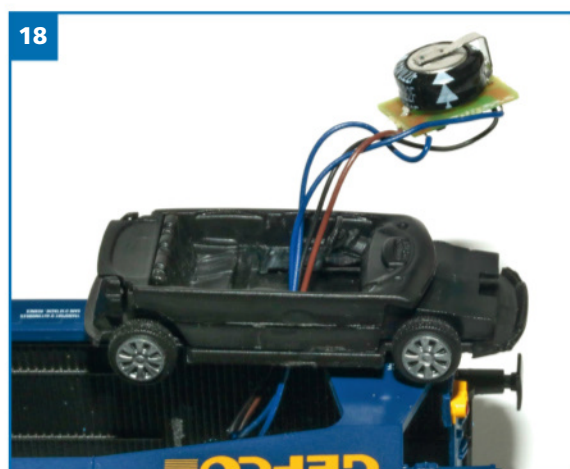
16



17

17  
The wires connected to the CDF circuit board.

18  
Installing the circuit board in the car.



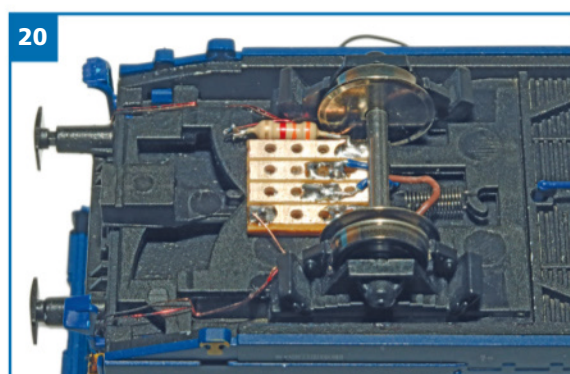
18

18  
With the windows painted matt black inside, the circuit board is well camouflaged and the car does not look modified.

20  
Soldering the wires from the lamp LEDs to the pick-up plate near the coupling.



19

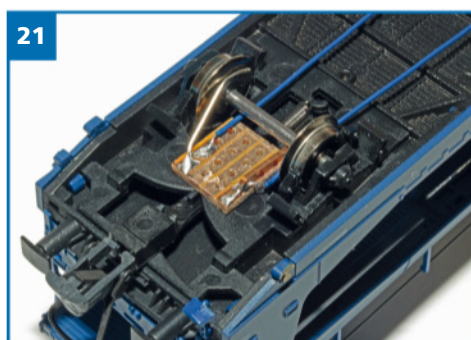


20

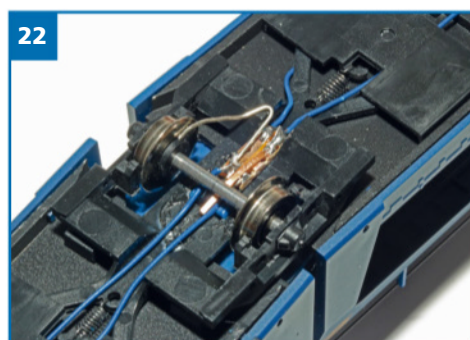
21  
The wheelset at the end away from the lamps was also used to improve the current pick-up with a copper strip on the axle and a nickel-silver wire on the inner face of the insulated wheel.

22  
The same fittings on the centre axle: a copper strip on the axle and a nickel-silver wire on the inner face of the insulated wheel. (The black insulating bush is clearly visible.)

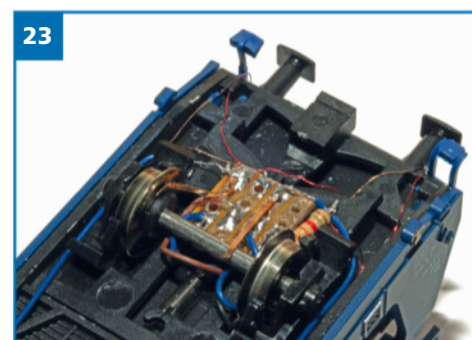
23  
The pick-up installation at the lamp end. The two blue wires at the sides link the pick-ups on the three wheelsets. It is essential that the three are the same way round in the chassis!



21

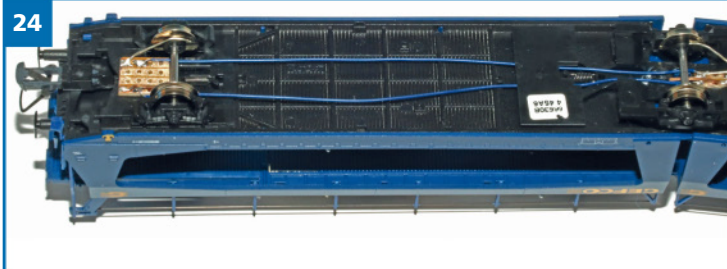


22



23





24  
The underframe of the half of the wagon without the lamps.



25  
The underframe of the half of the wagon with the lamps.



26  
The modified wagon,  
with all the cars back in place.



27  
The car transporter with  
working end-of-train lamps.

28  
The rear of the wagon  
with lamps fitted and the  
specially equipped Citroën:  
it is hard to distinguish it  
from the other cars –  
the blackened windows  
are very discreet.

29  
The lamps are lit:  
the train is ready to travel.





**Paul Walton** describes his French narrow gauge exhibition layout.

# Le Vieux Hameau

## The old hamlet

This is a layout I never really intended to build! It started off when I had a spare building – it was made for another layout but proved too large for it. I also had a baseboard 4'6" x 1'4" intended for another layout that never came to fruition. A friend challenged me to build a layout using those two components, and so here it is.

The layout is set in south-central France somewhere between the Gironde and the Ardèche. The usual period I operate it in is the late 1950s to early 1960s, although it can also operate as a modern post-2000 preservation line. It is

built to 1:87 scale so 9mm track equates to 750mm gauge. When the French government established the system of Chemins de Fer Secondaire, they specified they could be of either 750mm or metre gauge, but pressure from the army (who preferred metre gauge) meant that little was built to the narrower gauge. This Chemin de Fer La Roche was one of those few and is quite possibly a unique survivor.

The layout reflects my lifelong interest in architecture and landscape. Lots of interesting buildings and (much to the consternation of my friends) lots and lots of trees.







Above  
This *autorail* was built by combining two short railcars. Although not authentic, it has a suitably French feel, especially with a typical four-wheel luggage van in tow.

Left  
A Minitrains *Brigadelok* 0-8-0T arrives with a short mixed. This German First World War military type was often seen on French 60cm gauge lines after the conflict. In the period depicted (1950s to early 1960s) most passenger services were provided by diesel *autorails* – loco-hauled trains were rare.  
Photographs by the editor.

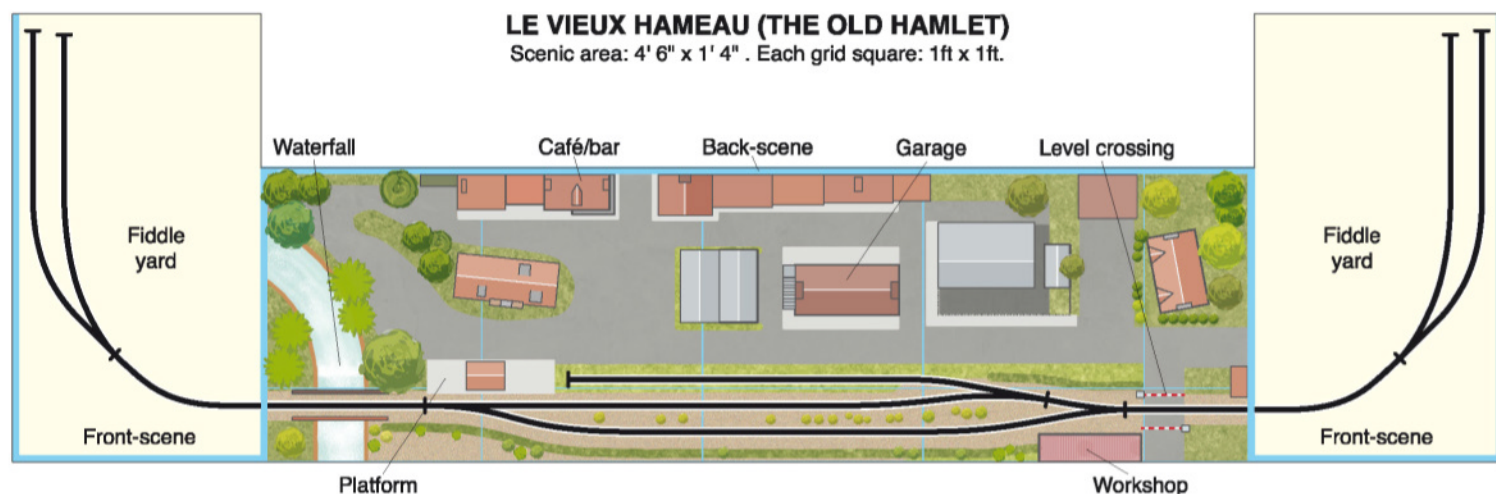
As someone who attended art school in my youth, I also like to paint my own backscenes. Here I feel that I must point out one key fact of relevance to any errors on the layout – I have never been to France!

The track plan is about as simple as you can get – single track with a passing loop and just one siding. There is a fiddle yard at each end. The track is all parallel to the baseboard edge. The rest of the board is scenic and the only contouring to the scene is a depression for the river.

Track is Peco Streamline for the scenic area and Setrack in the fiddle yards, glued down to foam core board, rails painted rust, sleepers with track colour, all ballasted with Woodland Scenics dark brown fine ballast, all weathered

with a dirty wash I make up myself from dark coloured emulsion and artists' acrylics, all heavily diluted with water and isopropyl alcohol and a little washing-up liquid.

Scenery and backscenes are painted using tester pots of emulsion paints as the base coats, with details and highlights in artists' acrylics. I treat the backscenes as if I were painting a landscape canvas – my style is sort of Impressionism meets Bob Ross, but predates his television series by a couple of decades. The style dates back to my brief couple of years as a student at Bournville School of Art and Craft. Incidentally, that was where I really gained an interest in building, the history of architecture being the area of academic study I chose on my course.

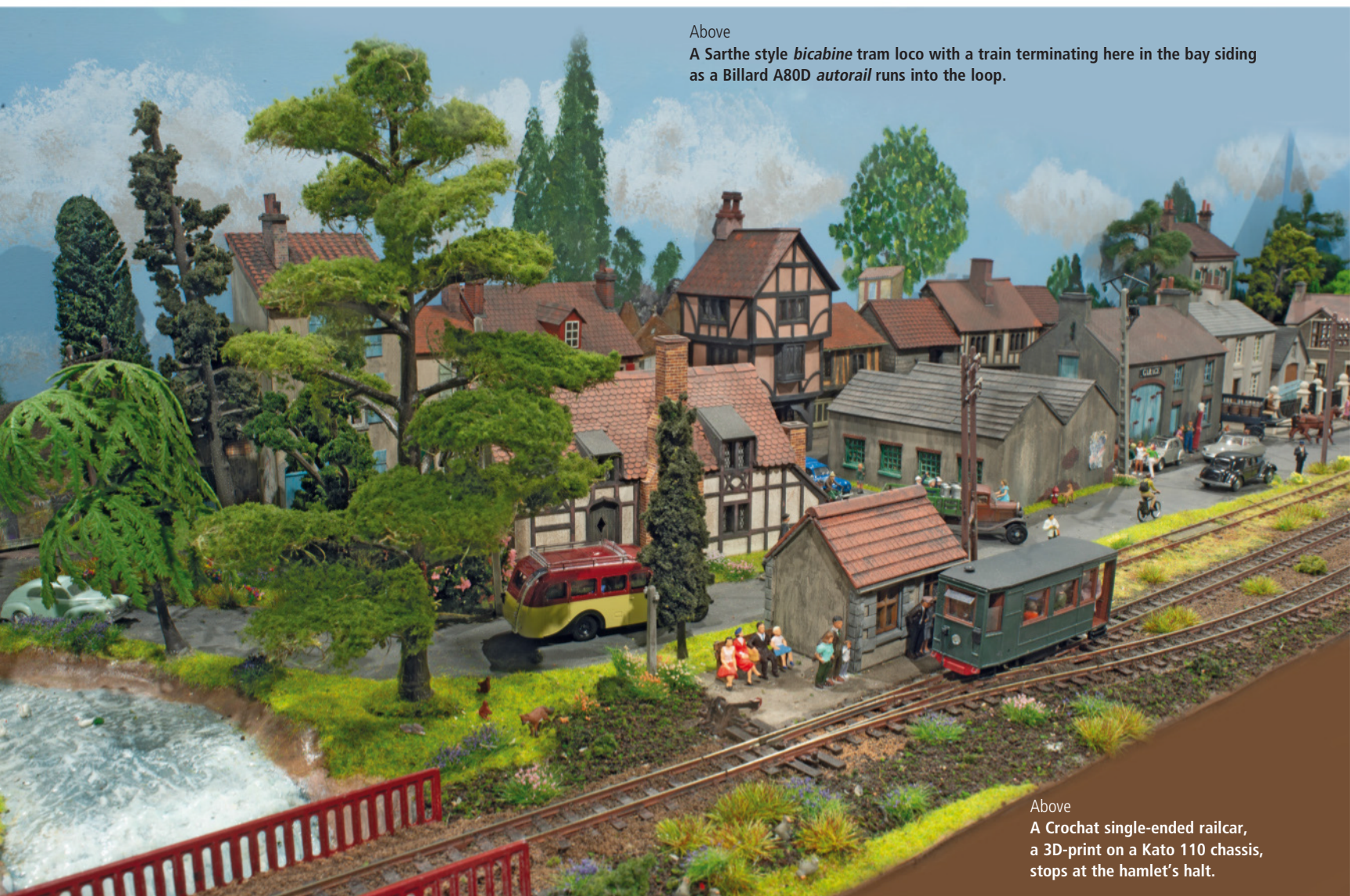






Above

A Sarthe style *bicabine* tram loco with a train terminating here in the bay siding as a Billard A80D *autorail* runs into the loop.



Above

A Crochat single-ended railcar, a 3D-print on a Kato 110 chassis, stops at the hamlet's halt.





Below  
The grey house with the iron gate and railings was the starting point for this layout; it was surplus from another project and seemed too good to waste.

I also paint 'frontscenes'. I got tired of seeing the outside of layout backscenes and fiddle yards in matt black – it seemed rather dull and boring, so I painted scenes which match in with the backscenes on the visible outsides of the fiddle yards and back/side scenes. This had the unintended effect of making the layout appear somewhat larger than it actually is.

Buildings are a mix of scratch-aid kits and scratchbuilds; all the kits are from British sources but given suitable modifications to change their appearance to something more Gallic. The main sources for the buildings are Fair Price models and Petite Properties; both produce high quality kits with varying degrees of detail and complexity – well worth their relatively inexpensive cost.







Above  
Minitrains Decauville *Progrès* 0-6-0T  
with two ancient Jouef open coaches, repainted and with figures added.

The scenic area of the layout is lit with two LED lamps intended for lighting works of art on your living room walls!

**Rolling stock**

Much like in the early days of my modelling British narrow gauge, back in the late 1970s, I found it difficult to find suitable rolling stock of a French appearance. So, I adopted

the old ways of converting anything I found that had similar appearances to typical French vehicles. Inexpensive eBay purchases of older Liliput, Eggerbahn, and other coaches and wagons have been altered and repainted to pass for French. In this respect, the series of books published by Middleton Press covering French narrow gauge lines proved most useful.





Below left  
This *autorail* began life as a tram and came with a magazine part work. After a bit of alteration, it was mounted on a Tomytec bogie chassis. Here it is crossing the bridge just below the weir.



Above  
This Péchot-Bourdon style loco is a recent addition to the roster. It has a 3D-printed body on a Kato 105 short Bo-Bo chassis.

Below  
Another 3D-printed four-wheel *autorail*, on a Kato 109 chassis. This is a fictional vehicle but has an interesting scratchbuilt representation of a De-Dion type NF two-wheel trailer.







As time has gone on, I have accumulated a number of 3D-prints of authentic French items: these include a Billard A80D *autorail* on a Tomytec chassis, a Billard T75 *locotracteur* using the ubiquitous Kato 103/109 tram chassis, Crochat *autorails*, both single and double ended, on Kato 110 chassis, a Sarthe Blanc-Misseron style *bicabine*, and a Péchot-Bourdon 0-4-4-0T. The rest of the roster is made up of fictional, but plausible, freelance railcars and locomotives plus some ready-to-runs, such as a Decauville *Progrès* 0-6-0T and 0-8-0T *Brigadeloks* from Minitrains; yes, I know they are

600mm gauge but some were regauged to 750mm, as were some metre gauge machines such as the Billard A80Ds.

My most recent project is a scratchbuilt Mallet 0-4-4-0T using two N-Drive short 0-4-0 chassis.

This might seem a rather large locomotive and railcar roster for a small layout, but they are shared with two others, the 3' x 2' *Gare Sainte-Marie*, a layout built in four weeks during a bout of illness (a story for another time) and they will also see duty on the 4' x 2'6" *Château de la Roche* – when I get round to finishing that.

Above

A Decauville 0-4-2T with repainted Jouef coaches. The buildings are modified scratch-aid MDF kits.



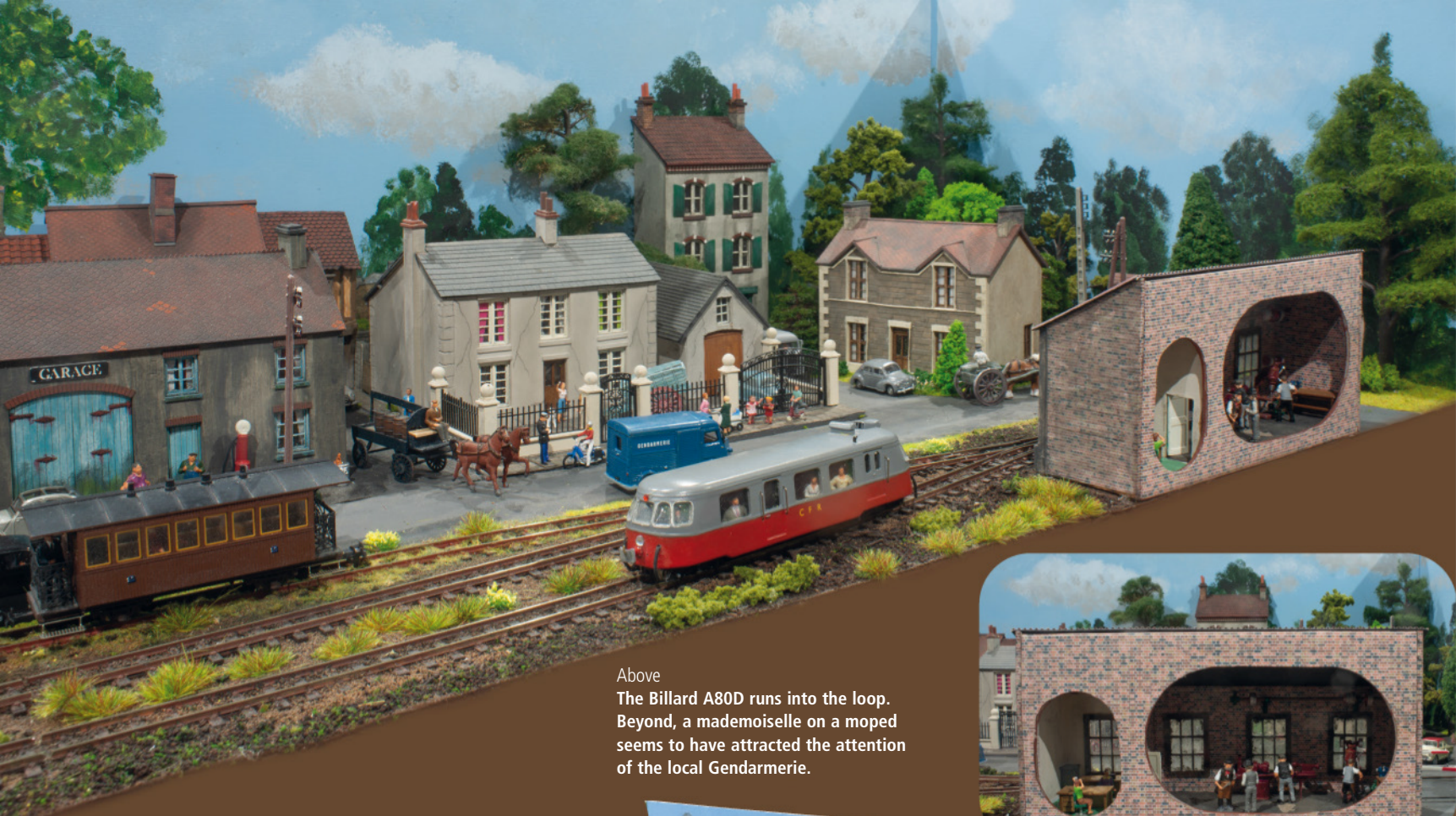
Left

The west end of the hamlet. The river skirts the medieval manor house with a group of random houses in the background. Virtually all of the buildings on the layout are scratch-aid kits of British origin which I have altered to give a Gallic appearance. A Billard T75 *locotracteur* passes with a short freight. (The loco is another 3D-print on a Kato 109 chassis.) You will have gathered that I like lots of trees!

Right

This double ended Crochat is another 3D-printed body on a Kato 110 chassis. Beyond is the local agricultural equipment workshop, with more of the medieval timber frame properties behind.





Above  
The Billard A80D runs into the loop.  
Beyond, a mademoiselle on a moped  
seems to have attracted the attention  
of the local Gendarmerie.



Above  
A peep into the local  
engineering works.

Below  
Looking west.

## Conclusion

Thanks to two work colleagues, Phil Watson and Julia Kirby, who regularly visit France and provide me with excellent photos of anything I might want to model; I was especially grateful for their pictures of crossing keepers' cottages, small stations, and a preserved Mallet locomotive.

So there we have my modest effort at an exhibition layout, but it does seem to have been well received at the couple of shows it appeared at during 2024. I plan to participate in a few more shows, and add a few more details and cameo scenes for extra interest.

## Forthcoming exhibitions

Sunday 27th July

Aldridge Transport Museum

See *Exhibition Diary* for more information.

Saturday 13th September

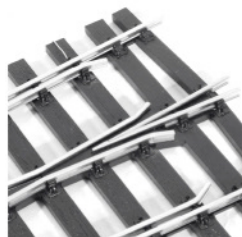
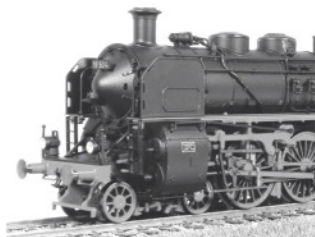
Charlton Academy Sports Hall, Wellington, Telford

Saturday 4th October

Rowley Learning Centre, Cradley Heath







## HO

## Austrian Rh1280 electric new from Jägerndorfer

Due to the progress of electrification from Innsbruck to Salzburg and increasing freight traffic, there was a need for more freight locomotives. Since the potential of electric traction had been recognised on the Westbahn, and the infrastructure had been reinforced, more powerful and somewhat heavier locomotives than the 1080/1080.1 series were acquired in 1926.

The electrical parts of the 22 locomotives were supplied by AEG-Union. The mechanical part of the first and third batches was built by the StEG locomotive factory, and that of the second and fourth batches by the Floridsdorf locomotive factory, as StEG had closed. The appearance of the vehicles was more boxy than the 1080.1, and the body design varied depending on the manufacturer. The transmission employed the Kando rod drive, intended to compensate for relative movement of the axles in the frame, but ultimately not successful.

With the delivery of the 1170.2 series in the mid-1930s, these locos increasingly lost their importance for freight traffic and were used primarily for shunting and lighter freight trains, but until the 1950s at least they also operated passenger trains in Carinthia.

The Deutsche Reichsbahn designated them E 88.2. Two were lost during the Second World War. From 1953, the ÖBB reverted to their original classification. By 1976, all been decommissioned. A few



for current collection from the overhead). The buffers, electrical connectors, steps, and sandboxes are also added parts, and the brake shoes are in line with the wheel treads.

A small can-type motor with flywheel drives all five axles through reduction gears and the coupling rods. Wipers on the back of all wheels collect current.

Two traction tyres are fitted to assist adhesion.

A Plux22 socket is provided for a decoder, and a DCC sound version is available (using an ESU decoder).

As well as the usual directional head and tail lights, there are shunting lights plus cab interior and equipment room lighting (switchable in digital mode). There is also a connection option for shunting couplers.

The model comes equipped with standard couplers in flexibly mounted NEM pocket.

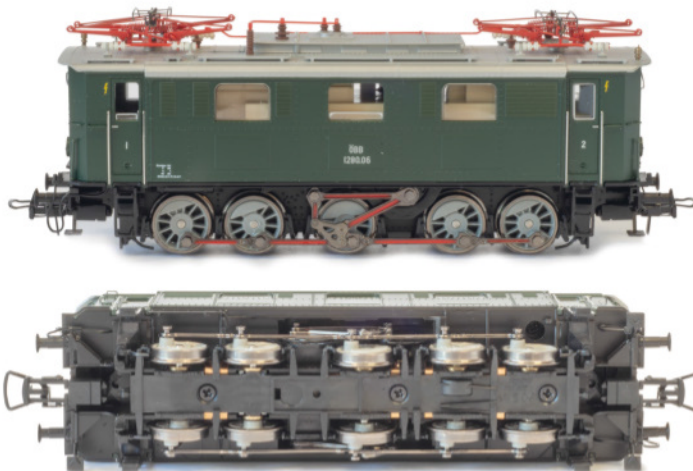
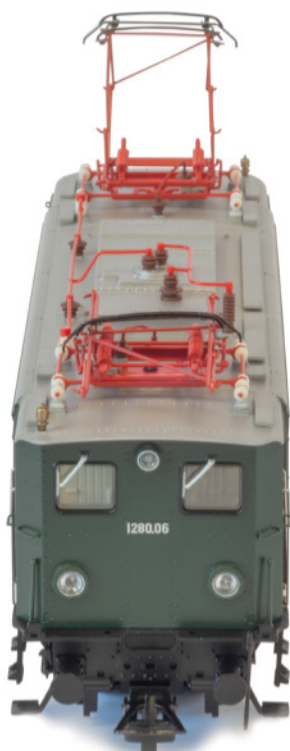
continued to be used as preheating units but have since been scrapped. 1280.14 was intended for the Austrian national railway museum but was purchased by the ÖGEG preservation group. It is complete but now in poor condition at the Ampflwang museum.

Austrian specialists Jägerndorfer offer this distinctive machine in several ver-

sions: we illustrate 1280.06 in ÖBB Epoch III condition.

The markings are clearly printed.

The moulded plastic body shell is enhanced with many separately applied detail parts such as windscreen wipers, headlight inserts, handrails, grab handles, whistles, and fine electrical equipment on the roof, with delicate period-appropriate pantographs (not wired



### Manufactured for

Jägerndorfer Spielwaren  
Bundesstraße 20,  
A-2563 Pottenstein, Austria.  
[www.jaegerndorfer.at](http://www.jaegerndorfer.at)

DISTRIBUTED IN THE UK BY  
Gaugemaster Controls,  
Gaugemaster House, Ford Road,  
Arundel, West Sussex, BN18 0BN.  
[www.gaugemasterretail.com](http://www.gaugemasterretail.com)

PRICE DC ref.22500 £340.00.  
DCC Sound ref.22502 £490.00.



# Vectron electric as ÖBB Rh1293 new from Jägerndorfer

From one of the early Austrian electrics to one of the latest, and from a machine specific to Austria to a versatile modular design that can now be seen all over Europe.

In January 2017, the ÖBB signed a framework agreement with Siemens for a total of two hundred new Vectron multi-system Bo-Bo electric locomotives. They are intended for use in over ten countries in eastern and south-eastern Europe as well as in Germany and Italy. Classified 1293, they were delivered in several batches.

The first and second series are equipped with the country package for Austria, Germany, Italy, Hungary, the Czech Republic, Poland, Slovakia, Croatia, and Slovenia.



Delivery of the third series, of 61, began in March 2020; of these, 28 will also be equipped for service in The Netherlands and Belgium.

Our sample represents 1293 175-6 in Epoch VI traffic red with the latest ÖBB 'Wortmark' logo. Markings large and small are very clearly printed.

The model is accurate according to published dimensions and has a metal body shell enhanced with many added detail components, including wind-screen wipers, nose handrails, cab door handrails, access steps.

The buffer beams come fully detailed, and standard couplers are provided to fit the NEM pockets on close-coupling mounts, which also allow for different snow ploughs.

The electrical equipment on the roof is particularly notable, with three different types of pantograph.

The bogie side frames are well detailed, with Indusi signalling shoes added, and sandboxes and delivery pipes added to the main frame.



The model is built around the usual proven bogie mechanism: a die-cast metal chassis carries a central can motor with two flywheels which drives via cardan shafts and universal joints to reduction gears in the bogies. All four axles are driven, and two wheels are fitted with traction tyres, on one inner

wheel of each bogie. The substantial weigh should ensure good pulling power.

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

It is equipped with directionally controlled head and tail lights, plus an optional high beam headlights; the tail lights can be switched off (for running with a train or in multiple) and the cabs are illuminated. These features are switchable in digital mode. A Plux22 socket is provided for a decoder, and a sound-fitted version is also available.

The minimum recommended radius is 358mm.

Length over buffers: 219mm.

## Manufactured for

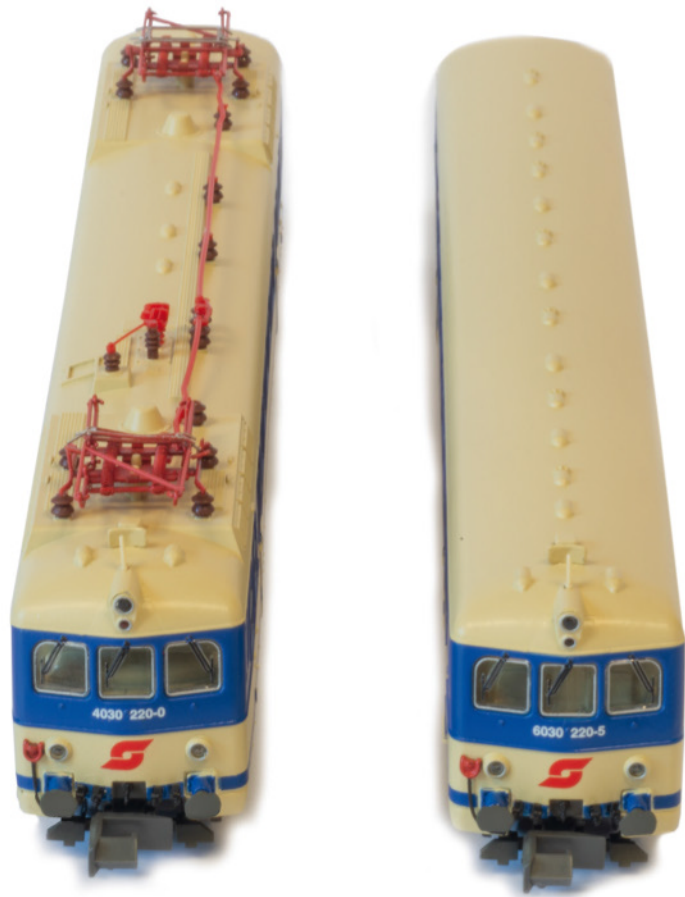
Jägerndorfer Spielwaren  
Bundesstraße 20,  
A-2563 Pottenstein, Austria.  
[www.jaegerndorfer.at](http://www.jaegerndorfer.at)

DISTRIBUTED IN THE UK BY  
Gaugemaster Controls,  
Gaugemaster House, Ford Road,  
Arundel, West Sussex, BN18 0BN.  
[www.gaugemasterretail.com](http://www.gaugemasterretail.com)

PRICE DC ref.27010 £215.00,  
DCC Sound ref.27012 £340.00.







The first series of the Austrian Rh4030 electric units was built between 1956 and 1960. These trains, designated 4030.0, were originally four car units, intended for regional services. 4030 was the designation of the power cars, the control trailers were class 6030, and the intermediate coaches class 7030. The second series was for use on the Vienna express line. When it became apparent that not enough sets could be delivered before the opening in February 1962, the last four sets from the first series were adapted at short notice by installing a multiple control system and pneumatic door closing equipment; they were re-designated class 4030.1.

The 4030.1 and the 4030.2 delivered from 1961 to 75 were three car from the start. Later, the first series were also shortened to three cars, and the designation was changed from 4030.0 to 4030.3 when they were retro-fitted with pneumatic door closing equipment and multiple control between 1969 and 1982. The surplus intermediate vehicles were used as passenger coaches – this was possible as the couplings and corridor connections were standard.

At the beginning of 2000, all the 4030 sets were still in the ÖBB fleet but the last were taken out of use at the end of 2004 as the class 4024 commuter railcars came into service.

Austrian specialists Jägerndorfer have modelled this characteristic ÖBB train and offer it in several versions: we illustrate 4030 220 in Epoch IV blue & ivory with the so-called 'Pflatsch' logo used by ÖBB between 1974 and 2004. (This logo was the winner among several entries in a competition held in 1971; the nickname is derived from the thought that it appeared like a 'smeared stain'. The word is also commonly used in German as 'wet spot' or 'downpour', and in some regions it also denotes something unwelcome that birds leave on your car!)

The markings are clearly printed, but the lower blue band is slightly wayward around the buffer bases.

The model is accurate according to published dimensions, with an overall length of 435mm.

Like the prototype, the three vehicles are separate, with the drive in the power car. No doubt Jägerndorfer will offer the original four car format as well.

The vehicles come equipped with standard N couplers in NEM pockets on close-coupling mounts on the frame; coupler bars are provided for fixed rakes.

The moulded plastic body shells are equipped with flush glazing with neat metallic frames, and interior fittings.

Separate detail parts include buffers, electrical connectors, corridor connections, aerials, shield, and roof equipment on the power car (insulators and cabling). The pantographs are very fine (and delicate), and not wired for current collection from the overhead.

Power car and control trailer have white head and red tail lights directionally controlled.

The power car has a NEM 662 Next socket for a decoder, the control trailer a 6-pin socket for a separate function decoder. There is no through electrical connection.

A small can-type motor with two flywheels mounted low in the centre of the powered car drives all four axles; two wheels are fitted with traction tyres. All wheels in the power car and control trailer have pick-ups, and the model runs smoothly and quietly.

The minimum radius is 225mm.



## Manufactured for

Jägerndorfer Spielwaren  
Bundesstraße 20,  
A-2563 Pottenstein, Austria.  
[www.jaegerndorfer.at](http://www.jaegerndorfer.at)

DISTRIBUTED IN THE UK BY  
Gaugemaster Controls,  
Gaugemaster House, Ford Road,  
Arundel, West Sussex, BN18 0BN.  
[www.gaugemasterretail.com](http://www.gaugemasterretail.com)

PRICE DC ref.73020 £355.00.  
DCC sound ref.73022 £465.00.





In 1941 and 1942, four type D311 double locomotives were put into service by the German Wehrmacht. They were built primarily for moving heavy railway guns. Each half had a six-cylinder in line MAN diesel engine that produced 691kW (940hp). Each of the four axles had a nose-suspended electric motor.

Two locos, reclassified V188 001a/b and V188 002 a/b, continued to be used by the Deutsche Bundesbahn after the war; a third served as a spare parts donor. They proved their worth on heavy freights and as bankers on the steep Spessart ramp. After a generator failure, V188 001 was withdrawn in 1968. V188 002, later 288 002, remained in service in the Franconian region until 1972. Both were scrapped in 1973.

Roco have recently released a modified variant of their model of this unusual type in the prestigious 'Edition' series. It is in Epoch IIIa green livery, with the correct raised roof superstructure with open vents, and side frames with four sandboxes each.

The plastic moulded bodies are finely detailed with grilles and louvres, and enhanced with separately attached parts. These include the buffers, buffer beam grab handles, lamps, cab handrails and steps, windscreen wipers, and whistles, as well as the raised roof vents and ventilator fan grilles.

The main frames are detailed on several levels.



Cab and bodyside glazing fits flush. The equipment room interiors are represented, and there is a complete replica of the transition between the two units with connections at both body and frame levels.

The markings are clearly printed, and etched metal maker's plates are provided to be applied over the printed versions if required; they need to have the raised lettering revealed by careful rubbing.

The two units are permanently coupled and both are equipped with motors. There are PluX22 decoder sockets in each unit, so two decoders are required.

The triple white headlights and two red tail lights are LEDs, directionally controlled. The cab, control panel, and switch cabinet lighting, as well as the engine room lights, can be separately switched in digital mode.



All wheels collect current but only the outer axles in each unit are driven. Two wheels on each unit have traction tyres. With the weight of the metal chassis blocks, pulling power should be considerable.

Standard couplers are fitted in NEM362 pockets on close-coupling mounts.

The minimum recommended radius is 358mm.

The model is 259mm long overall.



#### Manufactured by

Roco,  
A-5101 Bergheim, Austria.  
[www.roco.cc](http://www.roco.cc)

DISTRIBUTED IN THE UK BY  
Gaugemaster Controls,  
Gaugemaster House, Ford Road,  
Arundel, West Sussex, BN18 0BN.  
[www.gaugemasterretail.com](http://www.gaugemasterretail.com)

PRICE ref.70117 £250.00.



## The On30 Annual 2025

Edited by Chris Lane

White River Productions,  
P.O. Box 48, Bucklin, MO 64631, U.S.A.  
www.whiteriverproductions  
www.On30annual.com  
275mm x 212mm 116pp  
Softback US\$34.95  
ISBN 978-1-932804-96-6

This is the twentieth edition of the annual sub-titled 'O scale narrow gauge railroading for everyone', and opens with a look back over the past issues and some thoughts on the future of On30, along with notes about the background and interests of the Editor and Associate Editor.

This time the collection consists of twenty-four interesting articles and practical projects by a number of contributors (only two this time by the Associate Editor, George Riley). They vary from one to ten pages, with plenty of variety, dealing with whole layouts, smaller dioramas, locomotives, rolling stock, structures, scenics, track, electrics, and operation, plus some prototype background. Some deal with 2' prototypes, others 3' originals.

Features include:

- upgrading Bachmann Porters with extra pick-ups, stay-alives, and sound;
- The Wandering Spruce Railroad, a 10' x 5' logging line superbly modelled by Sean Williams and Kevin Spady. Some of the photos are 'misty' in an attempt to convey atmosphere but opinion is divided on whether this works.
- a steam dummy, an enclosed tram-type body on a Bachmann Porter.
- confessions of a rivet counter, with some handy tips on applying small details such as nut-bolt-washer mouldings.
- Raúl's frijoles box car, a very worn and weathered vehicle.
- low cost rural scenery, on a small diorama.
- modelling commercial vehicles for the early 1930s, using metal and plastic kits as well as compete die-cast models.
- the shower shack on Mosquito Creek, a scratchbuilt ablutions facility for a logging camp.
- a freelance centre-cab switcher, built around a Bachmann HO GE Bo-Bo diesel.

- the Practical and Achievable Railroad, two scenes built back-to-back as a portable display layout.
- scratchbuilding a drop-bottom coal car from strip-wood, with Ajax trucks.
- Frijoles Refritos de Raúl, a Mexican bean emporium, with some fine detail modelling spoiled by rather gross caricature figures.
- modelling across generations: how an old hand advised a youngster, and the result:
- a handcar for the Wheeling and Finely, along with a trailer for equipment.
- modelling with grout, sanded to achieve the required texture.
- no room for the layout of your dreams? Try a mini layout - an unusual interpretation of the 'oval of track'.
- scratchbuilding freight rolling stock based on Sandy River vehicles.
- building a southwestern adobe house, realistically detailed and nicely understated.
- modifying a Bachmann reefer into a Tiffany car decorated for a specific brewery.
- a legacy of inspiration, recalling the work of a talented modeller, Al Judy, who died in August 2024.
- making storage tanks from condiment squeeze bottles, economical and effective.
- Vance Junction on the Rio Grande Southern, a 16' long by 2'6" wide section of a larger home layout
- a small boxy mail railcar with bodywork adapted from a caboose mounted on a four-wheel 'Black Beetle' self-contained drive unit.

The collection concludes with a survey of recent loco and rolling stock products, perhaps most significantly noting that Bachmann have announced more On30 models after a bit of a pause. Some Peco O-16.5 rolling stock kits get a mention

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

The layout articles tend to have a text introduction then pages of pictures, with short captions.

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

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

The photos were mostly supplied by the authors and can vary, but are generally clear enough. Most are in



colour, with a few archive prototype shots in black & white. All are well reproduced on good quality paper.

The presentation is similar in style to the Narrow Gauge & Short Line Gazette (from the same publisher).

The page design ranges from straightforward with relatively small images (many of which might usefully have been larger) to considerable use of colour,

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

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

Note the ISBN quoted is the same as last year and does not appear to be recognised.

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

www.ngtrains.com

The price is £34.95; postage & packing £3.00.

## MIBA-Spezial 152 Reisezüge der Epochen V und VI

by Sebastian Koch

Geramond Media GmbH  
Infanteriestraße 11a,  
D-80797 München, Germany.  
www.miba.de  
280mm x 210mm 100pp  
Softback €12.90  
ISBN 978-3-98702-215-9  
German text ref.02215

The latest special from MIBA is concerned with modelling passenger trains in Germany in the modern era since re-unification – three decades of 'the colourful railway', prototype and model.

There are sixteen sections: changing times on the railway; the classification of passenger coaches; from via banded mint green to traffic red; InterRegio – the popular favourite train; changes to the InterCity services, not least the adoption of driving trailers; regional services in border regions; long distance cross border trains; InterRegio Express, developed from regional expresses and InterRegio services; long distance with diesels; the Metropolitan prestige train, both originally in silver and the subsequent IC white; night trains, from the Talgo Hotel through some very mixed international

consists to the recent Nightjets; private operators such as Alex and Connex 'stealing' the market; the innovative double-deck 'metronom' in Lower Saxony with either diesel or electric motive power; the unique 'married-pair' sets providing passenger services to Sylt; other long distance private operators, such as Connex, HectorRail, and Flixbus; and replacement trains with unusual rolling stock. (Wonderful justification for modellers!)

The features are mainly concise, ranging in length from two to twelve pages.

They are supported by relevant images and over a hundred prototypically correct train formations in graphics, with the model manufacturer of each vehicle noted. Most of the examples are HO, with some TT.

The photographs are all in colour, all very well reproduced on good quality paper. Captions are detailed and informative.

Presentation is in the usual clear, straightforward MIBA style with no extravagant use of fonts, different type sizes, or colours.

The high pictorial content makes it worthwhile even for those with only basic German.

The issue includes just over six pages of advertisements; most are for other Geramond group publications, but some promote relevant suppliers and selected retailers.

A very useful guide for modellers to passenger trains in Germany over the last three decades.



N.B. Be aware that Geramond are not able to send from Germany direct to private customers in the UK. Ordering through a specialist bookshop is advised.



## Le Train – spécial 119 2/2025

### L'étoile de Tours

by Sylvain Delagarde

Editions Publitrain eurl,  
CS80010, F-67660 Betschdorf, France.

www.letrain.com

297mm x 210mm 100pp

Softback €18.00

ISSN 1267-5008 French text

This new special from *Le Train* is the first of two planned volumes looking at the major rail hub (or star, as the French puts it) that is Tours, capital of the Indre-et-Loire département.

From a terminus station (Saint-Pierre-des-Corps) in the city between the rivers Loire and Cher there were lines to Le Mans, gateway to Brittany and Normandy; to Paris, by a second route sheltered from the hazards of the Loire; to Vierzon, allowing an easier connection to Montluçon and continuing the ascent of the Cher valley to facilitate the transport to the coast of products from the mining region in the centre of the country; to Les Sables-d'Olonne and the Vendée, a new way to the ocean; to Montluçon via Châteauroux, which although shorter was never going to compete with its predecessor via Vierzon due to an unfavourable gradient profile; and finally (in 1894) to Sargé, a modest link intended to connect the Tours area to the (Paris –) Chartres – Bordeaux main line and to the État system. This last was also the only link to have been closed (in 1938), but this was eventually balanced by the opening of the Atlantic high speed line in 1990 (before that was extended to Bordeaux in 2017).

This first volume summarises the historical background and explores the lines from Tours towards Orléans, Saumur, Poitiers, and Le Mans.

The material is presented in five sections: historical background; (Paris –) Orléans – Tours (opened 1846); Tours – Saumur (– Nantes)(from 1848); Tours – Poitiers (– Bordeaux)(1851); and Tours – Le Mans (1858).

The other lines which make Tours such an interesting rail centre, along with the depots, will be covered in a second volume, due in 2026.

Across the years a wide variety of traffic shown, freight as well as passenger, with steam, diesel, and electric traction. In recent times the increasing use of units, diesel and electric, is very apparent.

The work is built around an excellent collection of 135 illustrations, drawn from many sources; there are some archive black & white images and contemporary engravings, but most of the photos are in colour (from as early as June 1963), and all are very well reproduced. They range in date; as well as the historic pictures there are views from the 1960s to the 1990s, but most are from the last twenty years or so, with the most recent October 2023. Many of these later views are by the author. Some impressive views are presented as double page spreads, usually to start a section.

The captions are informative, and mostly placed adjacent to the relevant image, or sometimes over a blank area, of sky, for example. They are numbered in sequence and also prefaced with a direction (above, below, etc.).

Several period plans show the development of the main station in the city, and there are facsimile plans of the major structures, though perhaps reproduced too small for modellers.



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

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

Passable French will help to get the full benefit of the text, but the captions should be clear enough and as always the core of the publication is the illustrations.

## DB-Triebfahrzeuge 2025 Lokomotiven und Triebzüge EK-Special 156

Edited by Christian Wolf

Eisenbahn Kurier Verlag,  
Munzinger Straße 5a, D-79111 Freiburg, Germany

www.eisenbahn-kurier.de

280mm x 210mm 68pp

Softback €13.90

German text ref. 7049

ISBN 978-3-8446-7049-3

The latest edition of the EK 'Special' series, dated for the first quarter of 2025, offers the annual analysis of all DBAG locomotives and railcars, electric and diesel, owned and leased, as at the start of 2025.

However, there has been a major change in format. The publication no longer lists, class by class, all units with their present allocation.

Instead the state of each class is summarised under broad categories – electric locos, diesel locos, dual power and hybrid locos, long distance electric units, local electric units, diesel railcars and train sets, and maintenance stock. For each major class, information panels give the main technical data – a welcome new feature.

An introductory ten-page essay looks at the last 'veteran' DB and DR types still in use. While the motive power roster has been significantly modernised in recent years, the amount of space allocated to this shows that process is far from complete. It also informs modellers that there is plenty of scope for running old and new side by side!

Apart from the factual information, the other major value of the work, particularly for modellers of the modern German scene, is the accompanying collection of contemporary illustrations, from many different photographers, most taken in fine weather within the last year or so. The earliest is from February 2018, but the majority are 2024, the latest as recent as December. Most are specifically dated. All are in colour, well reproduced on good quality glossy paper. The photos are presented large, taking half a page, which allows detail to be examined. The majority show trains in context, from industrial settings to scenic landscapes, all over the country. Traffic red livery dominates, of course, but there are some specials, advertising graphics, regional liveries, work equipment, and historic colour schemes to add variety. Captions are detailed and informative.

The work is only concerned with DBAG stock and does not include private operators.

The strong pictorial content makes this worthwhile even for those who read little German.



The book includes seven and three-quarter pages of advertisements for other EK publications – magazines, books, DVDs, and calendars.

## Journal No.50 Spring 2025

Edited by Julian Rainbow and Glyn Thomas

British Overseas Railways Historical Trust  
West Greenwich Community & Arts Centre,  
141, Greenwich High Road, London, SE10 8JA.  
www.borht.org.uk

295mm x 210mm 24pp

Softback £5.00

ISSN 0952-5483

The latest issue of the BORHT *Journal* contains one main article, several shorter features, and two book reviews. The main article is about the Mauritius Government Railways (hence the coloured cover, based on the independent country's flag).

There are also features on: an electric multiple unit preserved by the Pergamino railway museum in Buenos Aires with historical background; extra information about an experimental rubber-tyred railbus for Argentina, with scale drawings; early four-wheel

railcars of the Buenos Ayres & Pacific Railway; and a recollection of the start of the Trust from Tim Edmonds, with a note about the Indonesian B50 2-4-0s built by Sharp, Stewart. (Hence the cover photo.)

The books reviewed are *Indian Self-Propelled Railway Vehicles in HO* by Glyn Thomas and a new translation by Paddy Farrell of *History of the Railways in Argentina* by López, Waddell, and Martinez. The reviewer, Sylvester Damas, comments on many shortcomings of the original text only some of which have been addressed in the new edition.

The text is augmented with occasional footnotes, appropriately in the manner of an academic journal, literally at the bottom of each page, and the articles are supported with many references.

The work is illustrated with four black & white and eleven colour photographs plus four drawings and three maps. The images are well reproduced on high quality glossy paper.

The price quoted above includes postage & packing in the UK; overseas £3.00 extra.





## Die Baureihe 86 Das Arbeitstier für Nebenstrecken

by **Andreas Knipping**

Eisenbahn Kurier Verlag

Munzinger Straße 5a, D-79111 Freiburg, Germany

www.eisenbahn-kurier.de

297mm x 210mm 402pp

Hardback €59.90

German text ref.6070

ISBN: 978-3-8446-6070-8

In 2025, it will be one hundred years since the committees responsible for designs for the 'standard locomotive' programme expanded the remit to include new designs for branch lines. Three locomotive types were developed. The class 86 was intended for mixed traffic in the low mountain ranges and for freight. With 776 built, this medium-weight tank loco was more numerous than almost all other standard loco types. Never again was a tank loco built in this number anywhere in the world.

Even though its ability to negotiate curves repeatedly caused problems and its water tanks were somewhat undersized, the 86 fulfilled its intended tasks for over four decades in the Sauerland and Bergisches Land, in Silesia and the Taunus, in the Weser Uplands and the Eifel, in the northern Black Forest and the Swabian Alb, in the Allgäu and mountainous north-eastern Bavaria, in the Thuringian forest, and with particular distribution and longevity in the Erzgebirge (Ore Mountains), as well as in Styria and Carinthia in Austria.

The author has completely revised the original 1987 book and the 2008 edition based on numerous new research findings. The work documents the long life of the class 86 and updates the story with the current state of the thirteen preserved examples.

After consideration of why such a loco was needed, there is a brief survey of existing types and an analysis of the various suggestions, some only sketches, other more elaborate proposals, which were eventually adopted. There are comparisons with industrial designs and foreign machines.

This is followed by a very detailed technical description of every part of the locomotive, complemented by photos taken during construction and maintenance. Differences in the build batches and variations over time in service are thoroughly documented – a very useful resource for modellers.

Operation is then examined by administrative areas, on both sides of the border, in detail. Those used subsequently on private and industrial lines are also included, and there is coverage of foreign use – in Austria, Czechoslovakia, Poland, and the Soviet Union.

The comprehensive text is supported by tables of data and over 570 illustrations, including technical diagrams and scale drawings. The majority of the photos are, not surprisingly, black & white, but there are colour sections through the latter parts of the book, and not just at the end featuring the preserved examples. All are very well reproduced on good quality paper, and informatively captions and credited.

A fair knowledge of German will be required to get the full benefit of the text but the quantity and quality of the illustrations makes the book worthwhile.



Eisenbahn Kurier class portraits are renowned for being thorough, and this is no exception. It probably includes everything a modeller might need to know about the BR86.

## Die Baureihe V200 der DR Die 'Taigatrommel' der Deutschen Reichsbahn

by **Hans Müller und Andreas Stange**

Eisenbahn Kurier Verlag

Munzinger Straße 5a, D-79111 Freiburg, Germany

www.eisenbahn-kurier.de

297mm x 210mm 320pp

Hardback €54.00

German text ref.6074

ISBN: 978-3-8446-6074-6

Between 1966 and 1975 the Deutsche Reichsbahn (DR) imported from the Soviet Union a total of 378 2,000hp type M62 Co-Co locomotives, classified V200 (from 1970 BR120). They were the first diesel-electrics on DR and were nicknamed *Wumme* or *Taigatrommel* from the beating of the exhaust, initially without silencers.

In 1995 the last examples were withdrawn from service by the DBAG.

A book on this class was published by EK-Verlag in 1997 but this new edition has been completely updated with considerably more illustrations (now some 532!). It also looks at those now in use with private railway operators in Germany, others used outside Germany, such as in Poland and the Czech Republic, and those which have been saved for posterity.

Following the introduction the first chapter, entitled 'Die V200 der Deutschen Reichsbahn – Last oder Hilfe?' (35 pages) tells the long story of how this class came into being. There are tables listing allocations, advertisements for companies such as VEB Motorenwerk Johannisthal and VEB Waggonbau Bautzen, and extracts from newspaper articles.

Chapter 2, 'Die Technik der Lokomotive' (30 pages) offer a detailed examination of the type covering the development and technical equipment through to liveries and lettering carried. There are scale drawings and cut-away cross-section drawings of the power units and other equipment, plus a graphic illustration of inside the driving cab of a V200 with all the important controls clearly labelled.

Chapter 3, 'Die Eigenschaften der V200 im Spiegel messtechnischer Untersuchungen' looks at the qualities of the class resulting from trials and tests, with extracts from DR documentation measuring their haulage capabilities against a V180 diesel-hydraulic and a BR44 2-10-0 steam locomotive.

Chapter 4, 'Die V200 in der Instandhaltung' (31 pages) looks at the use of the locos at their home depots, the problems encountered, and the alterations that were undertaken at main works. A cut-away drawing of a V200 is included, along with others for the coolant water pump and exhaust silencer. Extracts of official DR documents are also featured.

Chapter 5, 'Die Baureihe V200/120 in den Reichsbahndirektionen und Betriebswerken' (141 pages) gives an account of the allocation and deployment of the class in their respective divisions and home depots, with tables listing the first depot for each member of the class, the date of that allocation, and extracts of operating diagrams.

'Verblieb der DR-Baureihe 120/220 nach der Ausmusterung' (18 pages) looks at those that remained/ still remain in service following withdrawal by DB AG, with tables listing date of withdrawal, home depot at the time, and current location.

Chapter 7 (10 pages) is 'Die V200.5 auf den Werksbahnen der DDR' and features the 19 locos that were delivered to industrial railways in the DDR between 1971 and 1978, with copies of documentation from two of these railways, working diagrams, dates of delivery and withdrawal, and fate.

'Unfälle mit der Baureihe V200/120/220' (Chapter 8, five pages) lists accidents that occurred involving members of the class in the period 1967-1992.

'Der Loktyp M62 im Ausland' (13 pages) surveys the M62 type locos that were delivered to railways outside of Germany – in Hungary, Czechoslovakia, Poland, North Korea, Cuba, Mongolia, and the USSR between 1965 and 1995.

The tenth chapter entitled looks at the type M62 locos that were bought in from Poland and the Czech Republic by private operators in Germany following the *Bahnreform* of 1994. A table gives details of each loco



with build date, original PKP or CSD running number, and which company in Germany bought them.

The final section (three pages) asks whether the opportunity was missed to make the M62 design officially a standard type for the Council of Mutual Economic Assistance (CMEA) countries.

Once again this well-known railway publishing house has produced a well researched and thoroughly detailed work on a widely-used locomotive which should appeal to all those with an interest in German motive power, particularly on the Deutsche Reichsbahn.

A good knowledge of German will be required to get the best from it but the well-reproduced black & white and colour photographs alone are particularly informative, those in colour especially for the modeller.





## Die Baureihe 01<sup>10</sup>

EK-Videothek DVD c.58mins ref.8666 €22.80

At the beginning of the Second World War there were fifty-five three-cylinder BR01<sup>10</sup> Pacifics. From 1940 some were fully streamlined for working D and FD fast passenger services. After the war fifty-four of the class remained in service; in the course of time the streamlined casing was removed and they were equipped with new high performance boilers. Thirty-four were later converted to oil-firing. The class became the top steam locomotive type on the young Deutsche Bundesbahn in West Germany. In May 1975 the last examples were withdrawn.

This programme looks at the history of the class with both historic and recent material. Preserved examples are featured.

It begins with shots of 012 100 moving off with a train of DB silverfish (*Silberlinge*) coaches, with further scenes filmed from the lineside. We then see 01 1066 from the lineside at the head of another passenger working, followed by 01 1075 and 01 1104 on similar services. 01 1056 is then featured at Darmstadt-Kranichstein, 01 1061 is shown at the Deutsches Dampflokomotiv Museum in Neuenmarkt-Wirsberg, 01 1082 is seen at the Technik Museum in Berlin, and non-operational 01 1063 is seen as a static exhibit in Braunschweig.

There is then archive colour film of an 01<sup>10</sup> departing Rheine bound for Norddeich Mole, and 012 081 and 012 066 are seen at Bw.Rheine depot. Then 012 081 comes off shed and onto the turntable. The loco is turned and moves off after taking on water. Oil-burner 012 100 is also seen having the tender refuelled. Later we see this loco departing Rheine with a passenger train to Norddeich Mole. Further scenes of this working are filmed from the lineside along the Rheine – Emden main line. The train is seen arriving at the station in Leer (Ostfriesland). The tender takes on water and then we see the train depart, with views filmed from an overbridge. Further film of this train was shot from the lineside and on arrival at Norddeich Mole. Another of the class is then seen departing from Rheine with another passenger service observed from the lineside.

The preserved streamlined blue-liveried 01 1102 is seen in a siding, followed by black & white archive film of other streamlined examples in service on passenger trains. We then see examples after the streamline casing was removed, including 01 1075. 01 1102 is seen first as a static exhibit in Bebra and then operational with streamlined casing restored departing with a passenger service in the snow. Further film shows this working from the lineside. We then see this loco, now in black livery, in the snow at Gräfenroda. Back in blue again, it is seen departing Arnstadt Hbf. with

another passenger service, with some scenes filmed from the lineside and others on the footplate. Today this loco is not operational.

Next we see oil-fired 01 1100 in Köln with a heavy passenger train. Some scenes are filmed on the footplate with further scenes filmed from the lineside along the left bank of the Rhine Valley and on the line to Winterberg. 01 1100 is then being turned on a depot turntable and later with a train of *Silberlinge* coaches.

01 1066 is then seen in Remagen, entering and departing the station, now carrying the EDV running number 012 066-7. Further scenes show this loco at the head of a passenger train along the left bank of the Rhine. With the number 01 1066 again, the Ulmer Eisenbahnfreunde-owned locomotive is seen at Konz arriving and departing with a passenger train formed of five DB green coaches. Further scenes show this train from the lineside.

At Neuenmarkt-Wirsberg, more 01<sup>10</sup>s are seen, including 01 1075 departing double-headed with a former DR 01 on a passenger service, assisted at the rear by a BR64 2-6-2T. Further film shows this working on the Schiefe Ebene incline.

At Trier Hbf. 01 1075 departs with a train of DB green coaches. Further scenes of show this loco on passenger workings from the lineside, including in The Netherlands. 012 082 is then shown again at the Berlin Technik Museum. 01 1104 is also seen moving off the turntable here, the tender is refilled with water, and the loco parks alongside 012 082. The driver is interviewed and then scenes filmed from the air show the loco on a passenger service with 'Lollo' diesel-hydraulic 216 002 at the rear. 01 1104 is then seen being turned on the turntable at the Berlin museum and 012 104 is seen in archive black & white film en route to Rotterdam for shipping to Carnforth in England. The loco is seen being loaded onto a ship, followed by colour film of it back in Germany at the Bayerisches Eisenbahn Museum in Nördlingen and on a passenger service formed of DB and DR stock filmed from the lineside along the Marschbahn from Hamburg to Westerland (Sylt). Archive colour film then shows 01<sup>10</sup>s at the head of passenger services along the Marschbahn, from the lineside and on the footplate. 012 001 is seen at Bw. Westerland depot running light and then taking on water. The loco then departs Westerland with a train to Hamburg.

We then see the preserved 01 1104 at the head of a passenger train with diesel 216 002 at the rear. Further scenes show this working both from the air and from the lineside.

The presentation ends with 01 1102 in streamlined form and in blue in action on a heavy passenger train formed of both DB and DR coaching stock.

The commentary, only in German as usual, is clearly delivered and informative. There is some background music, mainly towards the end, but it is not intrusive.

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



## Unterwegs auf der Dampfbahn-Route

EK-Videothek DVD c.58mins ref.8656 €22.80

This programme is sub-titled 'Eine Eisenbahnreise durch Sachsen', a railway journey through Saxony. In the far south-east of Germany, bordering Poland and the Czech Republic, the state of Saxony is blessed with an abundance of railway museums, historic sites, and preserved lines as well as four famous narrow gauge lines still operated primarily with steam locos on a daily basis. The Dampfbahn-Route is not one of those lines but a collective marketing initiative, a collaborative venture similar to (for example) the Great Little Trains of Wales. It aims to publicise the railway attractions of the region.

The route links many sites and suggests how visits could be combined. You could just use the information about one location, choose sections to explore, or even attempt the whole thing. (It might take a while!) One thing is almost certain – you will find more than you anticipated.

The guide (both on line and as a printed booklet) is regularly updated with details of features, opening times, fares, and so on.

This interesting programme is a whistle stop tour of the route to give just some idea of the delights to be found – in under an hour it could not aspire to more! It is like the Route itself – a taster designed to generate interest, and in that respect it is successful. However, the amount of coverage devoted to each attraction is not necessarily in proportion to their length or significance.

The material is presented in nine chapters. The introductory section (4'30") introduces the concept of the route and briefly shows some highlights, including the replica narrow gauge IK 0-6-0T, Radebeul Ost, Zittau, Cranzahl in the snow, Schlossel, and the standard gauge museums at Chemnitz and Dresden.

The first section opens in Leipzig and moves on to Oschatz for the Döllnitzbahn. We see a IVK leaving Oschatz with *reko* stock and arriving at Mügeln, a former Austrian diesel, and the historic diesel railcar visiting from Zittau. (4'50")

On to the Dresden area for the Loßnitzgrundbahn – crossing the tram network at Weißes Roß; 99 1761-8 on the way to Radeburg; IK and historic train. In the city itself, the transport museum, Altstadt depot, the funicular, the monorail, the Parkeisenbahn, and the river steamboats. (14'10")

Further along the Elbe we diverge from steam for the Kirschnitztal tramway and glimpse a G garden railway before visiting the steadily expanding preserved Schwartzbachalbahn at Löhsdorf. (3'15")

We are firmly back with steam for a run into the mountains on the Weißeritzalbahn, with a standard 2-10-2T from Freital-Hainsdorf and a green IVK at Seifersdorf. We then switch to Zittau, and see the famous double departure from Bertsdorf and follow a IVK from Zittau Vorstadt on to Jonsdorf. This section is completed with a visit to the 60mm gauge Waldeisenbahn Muskau (with footage from the recent dedicated DVD). (9'40")

The next chapter introduces the standard gauge depot at Chemnitz before going on to the preserved narrow gauge line at Schönheide. (3'15")

From there is not far to the Fichtelbergbahn, which runs from the standard gauge interchange at Cranzahl to the mountain resort of Oberwiesenthal, approached by the well-known impressive steel girder viaduct. (4'20")

The next section takes us to the Preßnitzalbahn, arguably one of the best preservation schemes anywhere. We see trains cross at the midway point, Schmalzgrube, and note that the garden to the block of flats built after closure of the line at Jöhstadt has been cut back to allow the railway to access the former station building. (In due course the block itself will be removed ...) (6'40")

Finally, we witness the latest developments at Zittau, equipping standard 2-10-2T 99 787 with light oil firing. We visit the holiday homes at Kurort Kipsdorf and Jonsdorf stations, and see 99 731 in photographic grey with the Reichsbahn train. The section includes a brief interview with Ingo Neidhardt, former railway magazine journalist, now managing director of the SOEG running the Zittau lines, and arguably responsible for the whole idea of the Dampfbahn-Route. Saxony owes him a lot. (8'40")

The production is to the usual high technical standard expected of EK – steady camerawork and excellent picture quality (mostly in good weather), carefully edited to form a flowing presentation. There is some use of drones.

The commentary (only in German) is clearly delivered, with historical background and some technical information. There is a little use of backing music. Initial menu screens allow the choice of with or without commentary, and direct access to the nine chapter headings.

The DVD concludes with about six minutes of trailers for other EK productions.

The Eisenbahn Kurier railway video library is published by EK-Verlag, Munzinger Straße 5a, D-79111 Freiburg, Germany. [www.eisenbahn-kurier.de](http://www.eisenbahn-kurier.de)





## A new visitor experience

After a six-month renovation, the new Kaeserberg exhibition (at Impasse des Ecoreuils 9, CH-1763 Granges-Paccot, Switzerland) re-opened to visitors on Wednesday 28th May.

With a completely redesigned tour, it immerses the public even more deeply in the magical world of railways. The centrepiece remains the layout, with 2,051m of track, 87 trains running between stations, passes, villages, and tunnels, as well as 6,500 figures. It transports visitors to the realm of an imaginary Switzerland of the 1990s on a sunny Friday in autumn somewhere in the German-speaking area and Graubünden.

Thanks to new interactive screens, each train can now be identified in real time.

Since it opened on 30th January 2009, 226,942 people have visited the exhibition. After sixteen years, the tour has been completely redesigned, taking into account all the feedback collected since opening. The new exhibition uses modern communication tools to bring visitors closer to the world of model railways and the control of a large layout: a new cinema, two screening rooms, eight interactive screens, two explanatory display cases, a didactic model, and expanded scenery.



To make the visit even more pleasant, Kaeserberg now also has improved infrastructure: a new cloakroom, rest rooms, lockers, air conditioning, wi-fi, covered and outdoor parking spaces, improved access for people with reduced mobility and strollers, a cafeteria, and a picnic area.

A life-size locomotive cab awaits visitors at the entrance. The new reception hall is larger and more open.

In a driving simulator, visitors can cross the Röstigraben at the helm of a

freight train. A second simulator invites children on a journey of discovery.

To mark this important new step, the 'Chemins de fer du Kaeserberg' will become simply 'Kaeserberg'. This change makes the already common name official. The logo has also been modernised, retaining the successful visual elements such as the yellow colour and the reference to train couplings.

The 2025 public opening days can be found on the website:

[www.kaeserberg.ch](http://www.kaeserberg.ch)





## New from American Z Line



American Z Line is pleased to announce the release of the ES44AC in two more BNSF 'Swoosh' road numbers, #6331 and #6369.

The models are DCC ready and include directionally controlled LED lighting, blackened metal wheels, traction tyres, AZL AutoLatch™ couplers, pre-installed front pilots/ploughs, and optional truck with coupler.

All AZL SD40-2s include directionally controlled LED lighting, blackened metal wheels, traction tyres, AZL AutoLatch™ couplers, and optional pilots/ploughs.

Two road numbers are available for the Nickel Plate ALCO RS-3 Phase III, #540 and #542.



The EMD F7A is available in two new Jersey Central Lines (CNJ) road numbers in green with yellow lettering, #57 and #58.

The models come DCC ready and feature AZL's 7mm diameter motor, dual flywheels, directionally controlled LED lighting, prototype specific details, metal stirrup steps, optional front truck with mounted coupler, blackened metal wheels, and AutoLatch™ couplers.



The bay window caboose is offered in Caltrain livery in with two road numbers, #4727 and #4736.



The EMD SD50 is offered with two new KCS road numbers, #710 and #712.

The models include directional controlled LED lighting, blackened metal wheels, traction tyres, AZL AutoLatch™ couplers pre-installed front pilots/ploughs, optional truck with coupler, and prototype specific details.

The EMD SD40T-2 is coming with three new Union Pacific road numbers, #2914, #2919, and #2920.

The models represent late production units with 123" nose, cab headlights, sunshades, air conditioning, Nathan P3 air horn, prototypical antennas, ditch lights, full width anti-climber, high snowplough, handbrake wheel, dynamic brake, 4,400 gallon fuel tank, and HTC trucks.



The modified 1937 40' AAR box cars are available for the CB&Q (Burlington) with different slogans on each side – 'Everything West' and 'Way of the Zephyrs' in singles and packs of two, with different numbers.

These cars feature etched metal walkways, doors that open, blackened metal wheels, and AZL AutoLatch™ couplers.

The Trinity (NSC) 50' FBOX box car comes with the new TTX logo in single, twin, and four packs, again with different numbers.



[www.americanzline.com](http://www.americanzline.com)

## New trams from Halling in HO



### Berlin Urbanliners

The first new tooling of 2025 from Halling represents the new Berlin Urbanliners.

With a length of 50m, the new generation of BVG trams clearly outshines all previous vehicles. The new trams are largely produced by Alstom in Bautzen, Saxony.

The Urbanliners are a development of the Berlin Flexity and started passenger service on line M4 in the first quarter of 2025. They will gradually replace the sets of two coupled GT6 series trams that have been used there to date. They offer space for up to 312 passengers and a whole host of extras that ensure safety and accessibility and significantly increase the pleasure of travelling.

The 57cm long models of the none car set are manufactured by Halling on the outskirts of Vienna. They use the newly-developed underfloor drives as standard for the first time. Two of the bogies are directly driven, eliminating the need for cardan shafts. Two high-quality bell-type armature motors power the models almost noiselessly and with low maintenance.

A NEM651 six-pole decoder socket is located under the seats of the first car so all cables can be routed completely invisibly through the model. Factory-fitted digital models are offered, but you can also do it yourself without tools easily and quickly.

Static models are also available, designed and made with the same care and high level of detail. Kits are available for retro-fitting motors to static models, which are fully wired and tested.

As usual with Halling models, all are supplied with an extensive decal sheet. This contains several different destination plates to be attached from the inside to give the models greater realism.

### Brussels TNG

Since April 2023, the *Trams Nouvelle Génération*, or TNG, are on the streets of Brussels, transporting citizens to work or pleasure. As the heir to the legendary T3/T4 trams, the TNG was designed as a stylistic evolution of the earlier Brussels vehicles.

Inspired by Art Deco, the new generation of trams aims to raise the aesthetic standard for public transport while unifying the identity of the STIB fleet. The design of the TNGs was entrusted to Axel Enthoven (of Yellow Window), who has done an exceptionally good job.

The TNG model is produced in Austria by Halling. Each model is painstakingly and meticulously printed by hand in countless individual layers, assembled with great care and attention to detail, and is therefore in comparable to the real thing in terms of presence and design.

[www.halling.at](http://www.halling.at)



## NOCH 3D-printed figures for N

The NOCH 3D PROFI master figures are 3D-printed in colour. The smallest details are visible with this fantastic technology.

The set of shunters (ref.35250 €12.99) contains six figures in typical working poses, all in the usual orange safety clothing with hard hats.

The set of bathers (ref.35800 €12.99) contains six figures, all wearing summery swimwear. A child holds a bucket. There are three men, one inflating a swimming ring, another holding a cool box and a parasol, and the last sitting on the ground reading a newspaper. The set



also includes two women, one reclining and one standing (with a basket and bath towel).

The mountain ramblers set (ref.35820 €13.99) includes three hikers, three climbers, and a summit cross. The hikers have walking sticks and rucksacks while the climbers wear helmets and a climbing harness, with a rope.

[www.noch.com](http://www.noch.com)





# Exhibition Diary

Dates, events, and information

Please send details for possible inclusion to:

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

Telephone: 01297 21542

E-mail: [clubs@railwaymodeller.co.uk](mailto:clubs@railwaymodeller.co.uk)

## Saturday 21 June BANSTEAD, Surrey

**Organiser:** North Downs MRC  
**Venue:** 3rd Banstead Scout Group, Scout Ridge, Banstead, Surrey, SM7 1RB.  
**Open:** 1000-1700  
**Admission:** adults £6.00, senior/disabled £5.00, U16s £3.00.  
(All proceeds to Scout Group.)  
**Amenities:** free parking; refreshments.  
**Features:** 20 layouts invited; trade.  
**Contact:**  
Stuart Robinson, 07758 458827.  
E-mail: [stuart.robinson27@ntlworld.com](mailto:stuart.robinson27@ntlworld.com)  
**Website:** [www.ndmrc.info](http://www.ndmrc.info)

## Saturday 21 June LUDLOW, Shropshire

**Organiser:** Craven Arms & District MRC  
**Venue:** Ludlow Racecourse, Bromfield, Ludlow, Shropshire, SY8 2BT.  
**Open:** 1000-1600  
**Admission:** adults £7.50, accompanied U16s free.  
**Amenities:** Ludlow station 2.6 miles; on A49 Shrewsbury to Hereford road – ample free parking, including dedicated disabled spaces; wheelchair-friendly venue; cafeteria.  
**Features:** over 20 layouts including *Sugar Creek* (N), *St.Fayre Rhianne* (French HOm, CM September 2021), and *Oasis* (HO/HOn30). Demonstrations, societies, trade.  
**Contact:**  
Chris Jamieson, 07510 109347.  
E-mail: [cadmrcexhibitions@gmail.com](mailto:cadmrcexhibitions@gmail.com)

## Saturday 21 June ST.OSYTH, Essex

**NMRA-BR Summer Meet**  
**Organiser:** Thamesiders Model Railroad Group supported by the National Model Railroad Association British Region, Orwell Models, & Coastal DCC.  
**Venue:** Village Hall, St.Osyth, CO16 8PE.  
**Open:** 1000-1530  
**Admission:** by donation.  
**Amenities:** parking on site and on Longfields side street. Venue is accessible by public transport. Wheelchair access. Tea & coffee plus cakes & biscuits.  
**Features:** HO and N modular layouts, plus demonstration boards representing T-Trak and Kato dioramas. Trade, bring and buy.  
**Website:** [www.thamesidersmrg.org.uk/summer-meet-2025/](http://www.thamesidersmrg.org.uk/summer-meet-2025/)

## Saturday 21 & Sunday 22 June EXETER, Devon

**Organiser:** Exe MRS  
**Venue:** The Matford Centre, Matford Park Road, Marsh Barton, Exeter, EX2 8FD.  
**Open:** Saturday 1000-1700  
Sunday 1000-1600  
**Admission:** adults £10.00, accompanied children free. Cash or card accepted.  
**Amenities:** free car park; disabled friendly, level access; excellent restaurant.  
**Features:** 30+ layouts, including *The Andeer Line* (Swiss HOm), *Autenbak* (German HO), *Köstritzer Mine* (German HO), *Porcupine Creek* (Canadian HOn30), and *RS Tower* (US HO). Demonstrations, trade.

**Contact:** 07775 765716.  
**E-mail:** [train@exemrs.co.uk](mailto:train@exemrs.co.uk)  
**Website:** [www.exemrs.co.uk](http://www.exemrs.co.uk)

## Saturday 28 June HEMEL HEMPSTEAD, Hertfordshire

**Organiser:** Carey Baptist Church.  
**Venue:** Carey Baptist Church, Marlowes, Hemel Hempstead, HP1 1LD.  
**Open:** 1000-1600  
**Admission:** £5.00, family (2+2) £15.00, U10s free. Raising funds for the church.  
**Amenities:** no parking on site but car parks in Gadebridge Park or Hillfield Road; wheelchair access limited; light refreshments.  
**Features:** layouts include *St.Pankraz im Steiermark* (Austrian HO, CM February 2021), *On Picasso Lines* (French HO), *Ontario Street* (Canadian HO), and a Faller 'Hit Train' layout.  
E-mail: [theuptons36@btinternet.com](mailto:theuptons36@btinternet.com)

## Saturday 28 June TEWKESBURY, Gloucestershire

**Organisers:** Michael & Matthew Wathen supported by Tewkesbury Baptist Church & Tewkesbury YMCA Railway Society.  
**Venue:** Tewkesbury Baptist Church, Station Street, Tewkesbury, GL20 5DR.  
**Open:** 1000-1700  
**Admission:** adults £6.00, U16s £1.00. Cash only.  
**Amenities:** limited free parking at the church and the neighbouring Tewkesbury Day Centre. Additional paid parking in and around Tewkesbury town centre. Café – cash only.  
**Features:** layouts include *Vogelsbach* (HOe), *The Grand Duchy of Mittenburg* (HOe), and *Cactus Creek Silver Mine* (09/On18). Trade.  
**Contact:** Matthew Wathen, 07855 503709.

## Saturday 28 & Sunday 29 June PERTH, Perth & Kinross

**Organiser:** Perth MRG (part of the Scottish Model Engineering Trust).  
**Venue:** Dewars Centre, Glover Street, Perth, PH2 0TH.  
**Open:** both days 1000-1700  
**Admission:** adults £10.00, children £4.00, family (2+2) £20.00 (Contactless card payment welcome at the door.)  
**Amenities:** on-site parking. Next to Perth station. Also served by park & ride bus from Broxden. Buffet and bar.  
**Features:** 30 layouts including *St.Adrian CFF* (Z, CM February 2003), *Ronshafen* (N), *White Cow Flats* (N), *Calla Fountain Crossing* (US N, in this issue), and *Four Feather Falls* (US On30, CM July 2019). Trade.  
**Website:** [www.smet.org.uk](http://www.smet.org.uk)

## Sunday 29 June GUILDFORD, Surrey

**Organiser:** Astolat MRC.  
**Venue:** Guildford Spectrum Leisure Complex, Parkway, Guildford, Surrey, GU1 1UP.  
**Open:** 1000-1700  
**Admission:** adults £9.00, U16s free.  
**Amenities:** vintage bus from Guildford station; free parking; disabled access.  
**Features:** new larger venue, over 40

layouts in N to G including *Chamossaire* (French N), *Somewhere in France* (WWI OO9, CM June 2019 and November 2022, now revised), *Kaninchenbau* (alpine HOe, CM February 2022), *Neuhausen* (HO), and *Friedrichstrasse* (German HO, CM November and December 2024, winner CM Cup 2024). Trade.  
**Contact:** Jim Kemp, 07770 883562.  
**Website:** <https://astolatmrc.co.uk>

## Saturday 5 July BEER, Devon

**Venue:** Station Gallery/Lecture Theatre, Pecorama, Underleys, Beer, Devon, EX12 3NA.  
**Open:** 1000-1600  
**Admission:** included in Pecorama special 50th anniversary entry prices: adults £7.25, concessions (ages 3-17 and 65+) £6.25, family (4) £24.95, family (5) £29.95, under 2s free, dogs £1.00. Additional Beer Heights Light Railway train rides £4.00.  
**Amenities:** parking; disabled access (N.B. hilly site); refreshments.  
**Features:** visitors are invited to help operate modular digitally controlled Swiss HOm layout *The Andeer Line*. (Full instructions will be given.)  
**Website:** [www.pecorama.co.uk](http://www.pecorama.co.uk)

## Saturday 5 July EASTBOURNE, East Sussex

**Organiser:** Pevensey Bay MRC.  
**Venue:** Victoria Baptist Church Hall, Eldon Road, Eastbourne, BN21 1UE. (Opposite Cavendish School.)  
**Open:** 1000-1600  
**Admission:** adults £6.00, children £1.00, family (2+2) £12.00.  
**Amenities:** plenty of free parking; bus services 1 and 1A stop outside; fully accessible; refreshments.  
**Features:** layouts include *Somewhere in France* (WWI OO9, CM June 2019 and November 2022, now revised). Trade.  
**Website:** [www.pevenseybaymodelrailwayclub.com](http://www.pevenseybaymodelrailwayclub.com)

## Saturday 5 & Sunday 6 July BUXTON, Derbyshire

**RAILEX BUXTON**  
**Venue:** Buxton Pavilion Gardens, St.John's Road, Buxton, SK17 6BE.  
**Open:** Saturday 0900-1730  
Sunday 0930-1700  
**Admission:** adults premium access £14.00 9.00-10.00 Saturday only, with 10% discount on selected stands, then £10.00. £7.00 after 1500. Accompanied U16s free. Buxton Annual/Guide Book (A4 colour) £2.50.  
**Amenities:** on-site pay and display parking from Burlington Road (£5.40 all day) or at railway station and Palace Hotel. Several car parks in town centre. Disabled parking at venue is free.  
**Features:** numerous layouts, including *St.Etienne-en-Caux* (French OO9, CM October and November 2010 and January 2011) and *Nicola Landing* (US On2, new from Bob Harper). Demonstrations, trade.  
**Website:** <https://railexbuxton.co.uk/show/>

## Saturday 12 July ENFIELD, North London

**Organiser:** Enfield Whitewebbs Railway Modellers.  
**Venue:** Whitewebbs Museum of Transport, Whitewebbs Lane, Crews Hill, Enfield, London EN2 9HW.  
**Open:** 1000-1600  
**Admission:** adults £6.00 on door or £5.00 in advance. Accompanied U16s and Registered Carers free. Advance tickets sold via TicketSource website – link on show website.  
**Amenities:** free parking for over 60 cars in yard area; priority to blue badge holders. Do not park on roadside verges – if car park is full, use one of several garden centre car parks nearby. Nearest railway station is Crews Hill, a mile away. Bus stop is Rosewood Drive on TFL route 456, running every 30 minutes from Enfield Town. Refreshments.  
**Features:** layouts include *Darjeeling Himalayan Railway* (OO9). Demonstrations, trade.  
E-mail: [show@ewrm.org.uk](mailto:show@ewrm.org.uk)  
**Website:** [www.ewrm.org.uk/en/index.php/show](http://www.ewrm.org.uk/en/index.php/show)

## Saturday 12 July GLOUCESTER

**Organiser:** Hucclecote Methodist Church MRS.  
**Venue:** Hucclecote Methodist Church, 9, Carisbrooke Road, Gloucester, GL3 3QP. On the corner of Hucclecote Road and Carisbrooke Road.  
**Open:** 1000-1700  
**Admission:** adults £6.00, children free.  
**Amenities:** Gloucester railway station is 3 miles away – walk to Clarence Street and take No.10 bus, destination Brockworth or Cheltenham. Disabled access. Refreshments.  
**Features:** 16 layouts including *Glb.Bitterfeld* (German HO, CM January 2023). Demonstrations (including tree making), trade.  
**Contact:** [info@hucclecotemc.org.uk](mailto:info@hucclecotemc.org.uk)  
**Website:** [www.hmcmrs.org.uk](http://www.hmcmrs.org.uk)

## Saturday 12 July HILDENBOROUGH, Kent

**Organiser:** Hildenborough Summer Fair and Barbecue Committee in conjunction with Southwark & District MRC and Tonbridge MRC.  
**Venue:** St.John's Church Hall, 194, Tonbridge Road, Hildenborough, Tonbridge, TN11 9HR.  
**Open:** 1000-1500  
**Admission:** free.  
**Amenities:** free on-site parking; wheelchair access; refreshments.  
**Features:** layouts include *Somewhere in France* (WWI OO9, CM June 2019 and November 2022, now revised), *Rue CFF – Bahnweg* (Swiss HO), *Quarry Hill* (US N), and *Rockridge* (US O). Demonstrations, trade.  
**Contact:** Valerie Marsh, 07957 287866.  
E-mail: [valeriemarsh1947@gmail.com](mailto:valeriemarsh1947@gmail.com)



**Saturday 19 July**  
**CRAWLEY, West Sussex**  
 Clubroom Open Day  
**Organiser:** Seaboard Southern Model Railroad Group.  
**Venue:** Hut 13, Tilgate Park Recreation Centre, Tilgate Drive (off Brighton Road), Crawley, RH10 5PH.  
**Open:** 1000-1600  
**Admission:** free.  
**Amenities:** free on-site parking; wheelchair access; complimentary tea/coffee.  
**Features:** members showcasing extensive HO and N layouts, also On30 models on display. Secondhand items for sale.  
**Contact:** Malcolm Dickie (Secretary) 07915 068816.  
**E-mail:** Malcolm.g.dickie@gmail.com  
**Website:** www.seaboard-southern.org.uk

**Saturday 19 & Sunday 20 July**  
**CHATHAM, Kent**  
**Organiser:** Chatham & District MRC supported by Bachmann Europe plc.  
**Venue:** Historic Dockyard, Slip 5, Main Gate Road, Chatham, ME4 4TZ.  
**Open:** Saturday 1000-1700  
 Sunday 1000-1600  
 0930 entry for advance tickets.  
**Admission:** adult advance tickets £9.00, on the gate £10.00. U16s free with paying adult.  
**Amenities:** parking at Historic Dockyard Chatham and Dockside Outlet Centre – note all parking facilities have tariffs. Chatham railway station is a 35-40 min walk from the public Historic Dockyard entrance, also served by local Arriva buses. Dockyard museum entry at half price is available with show tickets. Dockyard has food and drink outlets.  
**Features:** 40+ layouts including Obermatt (Swiss HOm), Mont Blaireau (French HO), and the Kent G Scale Group. Demonstrations, trade.  
**E-mail:** info@chatham.show  
**Website:** www.chatham-mrc.co.uk/exhibition

**Saturday 19 & Sunday 20 July**  
**CUPAR, Fife**  
**Organiser:** Cupar & District MRC.  
**Venue:** The Corn Exchange, St.Catherine's Street, Cupar, Fife, KY15 4BT.  
**Open:** 1000-1630  
**Admission:** adults £7.00, accompanied U16s free.  
 In aid of MacMillan Cancer Support.  
**Features:** 18+ layouts including St.Adrian (Swiss Z, CM February 2003) and Michaelerplatz (Austrian HO, CM August 2013). Demonstrations, trade.  
**Website:** www.cuparmrc.co.uk

**Saturday 26 July**  
**BATH**  
**LARKRAIL**  
**Organiser:** Titfield Thunderbolt Bookshop  
**Venue:** New Oriel Hall, Larkhall, Bath, BA1 6RA.  
**Open:** 1030-1630  
**Admission:** adults £8.00, accompanied children free. All proceeds to charities Julian House (helping the homeless in Bath) and Parkinson's UK.  
**Amenities:** limited parking nearby; free minibus link from Tollbridge Studios at BA1 7DE or take First Bus service 7 from Bath bus station. Wheelchair accessible. Refreshments from Kim's Kitchen (famous for cakes!).  
**Features:** light railway and branch line model miscellany. Demonstrations, trade.  
**E-mail:** simon@titfield.co.uk  
**Website:** www.titfield.co.uk

**Saturday 26 July**  
**HITCHIN, Hertfordshire**  
**Organiser:** Letchworth MRS.  
**Venue:** The Priory School, Bedford Road, Hitchin, SG5 2UR.  
**Open:** 1000-1630  
**Admission:** adults £5.00, U16s free.  
**Amenities:** parking; disabled access; refreshments.  
**Features:** 16+ layouts including Sorrento Park (US TT, CM August 2023), Kamiak Falls (US HO, US HO, CM April and July 2022, below), and Gare de Brindille (WVI SM32, CM November 2019).  
**Website:** www.lethworthmrs.org.uk



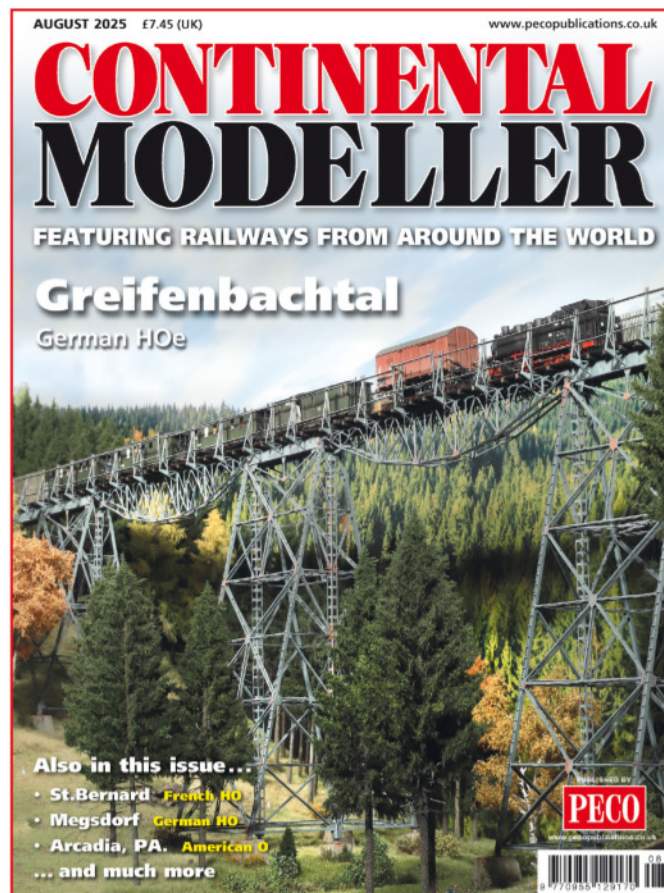
**Sunday 27 July**  
**ALDRIDGE, West Midlands**  
 Models in the Museum  
**Organiser:** Aldridge Transport Museum.  
**Venue:** Aldridge Transport Museum, Shenstone Drive, Northgate, Aldridge, Walsall, WS9 8TP.  
**Open:** 1000-1600  
**Admission:** adults £6.00, children £2.00, U5s free, family £15.00. Includes entry to museum.  
**Amenities:** free bus every half hour – see website. Free parking on site, plus park & ride.  
**Features:** c.20 layouts, including Le vieux hameau (French HOe, in this issue). Trade, museum shop.  
**Website:** www.amrtm.org

**Saturday 26 & Sunday 27 July**  
**NORTH SHIELDS, Tyne & Wear**  
**RAILEX NORTH EAST**  
**Organiser:** Blyth & Tyne MRS. Sponsored by Durham Trains of Stanley.  
**Venue:** Parks Sports Centre, Howdon Road, North Shields, Tyne & Wear, NE29 6TL.  
**Open:** Saturday 1000-1700  
 Sunday 1000-1600  
 Early entry for advance ticket holders – book tickets via show website.  
**Admission:** adults £10.00, children (5-16) £5.00, U5s free, family (2+2) £22.00. Card payments accepted.  
**Amenities:** bus from North Shields Metro station; free parking; disabled parking, access via ramp and lift.  
**Features:** 40 layouts including Shasta (US Z, CM March 2014), Iron Flatts (N), and Kiyomi (N). Demonstrations, trade.  
**Contact:** Brian Taylor, 07957 1234317.  
**E-mail:** exhibitions@btmrs.co.uk  
**Website:** www.railexne.co.uk

**Saturday 26 & Sunday 27 July**  
**STOKE ON TRENT, Staffordshire**  
**Venue:** St.John's School, Trent Vale, Stoke on Trent, ST4 6SB.  
**Open:** Saturday 1030-1630  
 Sunday 1030-1600  
**Admission:** adults £7.00, children free with accompanying adult. Proceeds to charity.  
**Amenities:** ample parking; disabled access; light refreshments.  
**Features:** layouts include Bregenbach im Schwarzwald (German N, CM September 2022).  
**Contact:** 07747 087050.  
**E-mail:** jrfcox93@gmail.com

# Coming next month

out 17th July



## • Greifenbachtal

The late Jochen Klinger and Jens Petermann created a superb HOe display showing what was once the highest narrow gauge railway bridge in Saxony.

## • Saint-Bernard du Grosbois

A rural terminus in the steam era – Thomas Bossonet presents his popular French HO exhibition layout.

## • Megsdorf

A small station and freight yard on a truncated branch set somewhere in southern Germany in the snow season, modelled in HO by Norman Raven.

## • Arcadia Pennsylvania Terminal

A fictitious short line freight yard – David George has created an American O exhibition layout which he had promised never to build ...

## • Malansac

Olivier Taniou reports on the N gauge layout built by members of the Rail Miniature d'Allaire club depicting a wayside station in the south of Brittany.

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### Trade Sales

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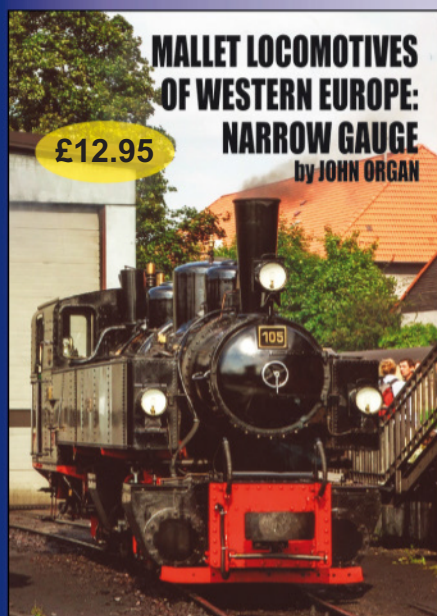
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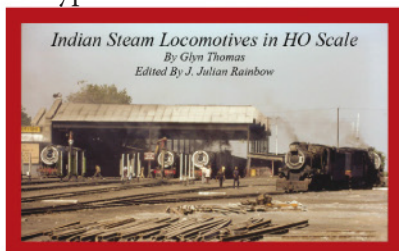


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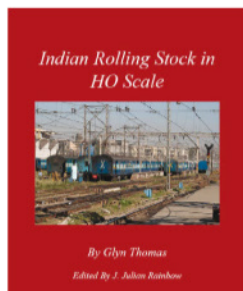


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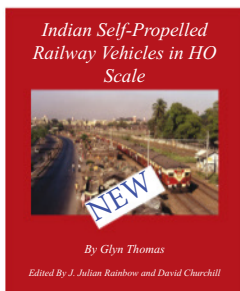
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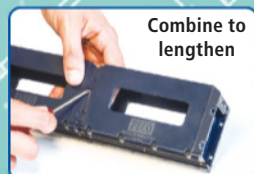
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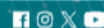
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