

SEPTEMBER 2025 £9.75 (UK)

www.pecopublications.co.uk

CONTINENTAL MODELLER

FEATURING RAILWAYS FROM AROUND THE WORLD

Saint-Hilaire

Belgian HO



Also in this issue...

- **Gremberg German N**
- **Kaley Yard US HO**
- **Santa Maria Swiss H0m**

... and much more

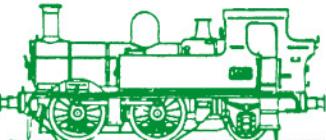
PUBLISHED BY

PECO

www.pecopublications.co.uk



9 770955 129187



Paypal invoicing available

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



Tel. 01639 731005

or 01639 731003

E-mail: kittlehobby@gmail.com

Walthers HO USA

post and packing £4.20
ring for our illustrated lists sent post free



10371 SD50 D&RG £148.00
D&RG had 17 of these loco's built between 1980 and 1987



W10366 SD50 C&NW £148.00



W10475 GP9 SPS £140.00
The proposed merger of SF & SP was denied in 1986, but not before 400 loco's had been repainted to "Kodacolor"



10210 ES44C Union Pacific £185.00
10324 SD60M Union Pacific £170.00
W10452 GP9 SF Blue/Yellow £140.00
W9464 F40 Amtrak ph 2 £138.00



W48513 SW1200 Southern Pacific £165.00
WT2500 GP15 BNSF Green/Orange £84.00



2505 Union Pacific GP15 £84.00
103 GP9 Santa Fe Blue/Yellow £69.00
113 GP9 AT&SF Red £69.00

Caboose



1502 Union Pacific Caboose £28.00
1520 BNSF £28.00
1505 CSX £28.00
1527 Norfolk & Southern £28.00

Coaches



Amtrak Phase 1 Dome/Obs/Coach/Diner/Baggage 5 Coaches for £200.00
UP Coach/Obs/Sleeper/Baggage 4 Coaches for £160.00

Hoppers



58078 GN 24' Ore Set (4) £104.00
W7850 CNW Cylindrical Hopper £34.00
106156 B&M Covered Hopper £39.60
7456 PS2 'Cargill' Hopper £27.50
1844 Union Pacific Hopper £19.50



W1613 Amoco Tank £18.95

HO Scale Gondolas

6262 B&O/Railgon £27.50



W1426 Illinois Central Hopper £19.50



W105903 Southern Hopper £18.95



W1842 Reading Hopper £19.50



B19111 Gt. Northern Grain Hopper £24.99



BW41850 B&O Hopper £19.99



B17202 Pennsylvania 40' Gondola £37.40



BW42852 Great Northern Box Car £28.65



W1844 Union Pacific Hopper £19.50



B18040 Penn Central 50' Box Car £27.95



W48006 36' Tanker £24.30



W40814 GTW 40' Box Car £23.00

N Gauge

W8103 SF Well Car Set (5) £85.00



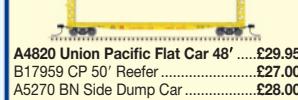
B15452 Gondola B&O o/t £22.00



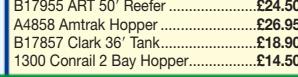
A34790 D&RG Hopper £15.50



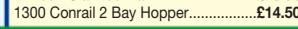
A4678 Amtrak 52' Gondola £21.95



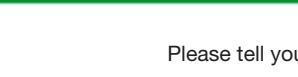
A4820 Union Pacific Flat Car 48' £29.95



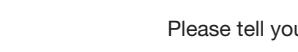
B17959 CP 50' Reefer £27.00



A5270 BN Side Dump Car £28.00



B17955 ART 50' Reefer £24.50



A4858 Amtrak Hopper £26.95



B17857 Clark 36' Tank £18.90



1300 Conrail 2 Bay Hopper £14.50

Opening Hours

Mon & Tues 10 a.m. to 5 p.m.
Thurs & Fri 10 a.m. to 5 p.m.
Sat 10 a.m. to 4 p.m.
Tel 01639 731005

American HO Scale

Locomotives/Freight all brands

B50715 Union Pacific Grey 0-6-0 £150.00



B63516 GP40 Conrail £112.95



BR9030 SD40 AT&SF with DC/DCC/Sound £245.00



B65204 GG1 Pennsylvania £170.00



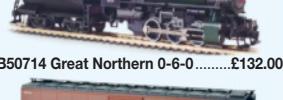
BR7365 FEF Union Pacific Grey £560.00



B51005 Union Pacific 4-4-0 £224.00



A3982 HH600/660 SP Lines £160.30



B50714 Great Northern 0-6-0 £132.00



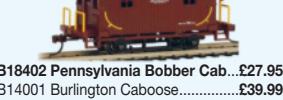
BW42727 NKP 40' Box Car £28.50



B50714 Great Northern 0-6-0 £132.00



B18402 Pennsylvania Bobber Cab £27.95



B14001 Burlington Caboose £39.99



B17947 50' Tropicana Reefer £25.95



B19803 40' Reefer ART £24.00



W3007 Engine Shed & Crane £30.00



W3092 Greatland Sugar Refinery £55.00

'O' Gauge buildings p&p £4.99



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



L612888 Railroad Crossing Lit £49.95



A6916 Steel Water Tower £44.10



B45979 Coaling Tower £31.20



Signal Box Kit £27.95



Lattice Footbridge £29.95



B45978 Water Tower £25.70



AM6494 Dry Goods Store (lazer cut wood) £46.20

American N Gauge post & packing £4.20



MT961 40' PFE Reefer £33.70



BW38164 Cyl Hopp. US Petro £29.35



MT0140 Tank 'Celanese' £33.70



A5007 'Hooker' Beer Can Tank £22.00



A5637 Short Tank 'Pabst' Beer £23.00



A5646 Box Car 'Pabst' Beer £23.20

Buy the pair of Pabst for £42.00!!!



BR7282 NYC Pacemaker 40' £28.20



BR7284 Union Pacific 40' Box Car £28.20



K7608 SD70 Union Pacific £110.00



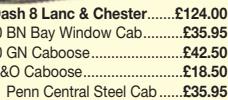
A5506 40' Santa Fe Reefer £31.00



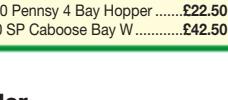
BR7983 B&O Pacific £306.50



A3889 N.W. Refrig. Line £29.35



BR7832 Mikado Gt. Northern £335.00



A3887 UP 40' ART Wood Reefer £27.20



MT5500610 Frisco 33' Hopper £29.95



A5697 NYC 50' Box Car £32.00

B14552 Pennsy 85' Obs Tail Car £39.95

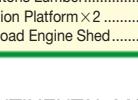
N Buildings



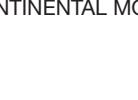
B18251 Hi Cube Santa Fe £36.00



B18254 Hi Cube Union Pacific £36.00



BR7159 Appalachian Bitum £27.50



FV513 Coal Gondola 'Fayette Power' £27.50



A5651 Schlitz Beer Van £23.20

W3811 Gatemans Tower x2 £32.00

A2841 Passenger Station £38.00

W3823 Wooden Coaling Tower £29.95

W3235 Waltons Lumber £31.50

A2842 Station Platform x2 £22.75

W3204 2 Road Engine Shed £28.95

CONTINENTAL MODELLER

September 2025

Volume 47

Number 9

From the Editor

Editor ANDREW BURNHAM
andrew.burnham@peco.co.uk 01297 306023

Associate Editor & Photographer CRAIG TILEY

Editorial Assistant CALLUM WILLCOX

Art Director ADRIAN STICKLAND

Graphic Illustration

DAVE CLEMENTS, GARY BICKLEY, STEVE CROUCHER

Review Photographer JOLYON SARGENT

General & Advertisement Manager JOHN KING
john.king@peco.co.uk 01297 306045

Advertisement Assistant NICOLE CHARLTON

Direct Subscriptions CHRISTINE TYNE
subscriptions@peco.co.uk 01297 306041

Chairman C.M.PRITCHARD

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

Peco Publications,
Beer, Seaton, Devon, EX12 3NA, England.

Telephone: 01297 21542

Website: www.pecopublications.co.uk

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

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

*Printed by
Stephens and George Ltd.,
Goat Mill Road, Dowlais, Merthyr Tydfil, CF48 3TD.*

© Peco Publications 2025

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

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

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

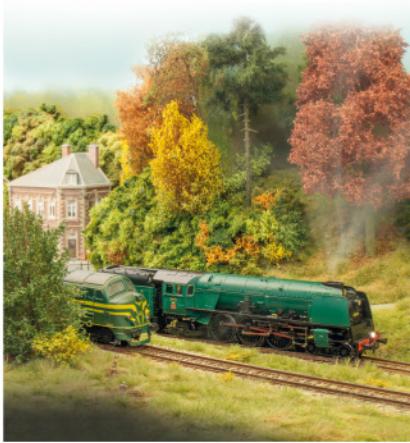
While every care is taken to ensure that the contents of the magazine are correct, the publishers cannot be held responsible for any errors that may occur in the editorial or advertisements nor for the actions of the advertisers.

ISSN 0955 – 1298

*Annual subscription (12 issues):
United Kingdom £90.00 (paid by Direct Debit), post free.
Overseas (including Eire) £120.00.
Back numbers – for information, see
the classified advertisement under 'Trade Sales Books'.*

RAILWAY MODELLER

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



Cover

In an appropriately autumnal setting, SNCB-NMBS semi-streamlined Pacific 1.030 pauses at Saint-Hilaire as AFB diesel 5404 waits on the single goods siding.

Photo: editor.

Variety of worldwide interests

One of the pleasures of compiling the magazine is dealing with the wide range of geographical subjects, and the scales and gauges used to represent them, evidenced as usual in this issue with features that range from Belgium to Australia and from Switzerland to Canada. Within the constraints of what is submitted – remember we can only reflect what modellers are doing – it is a pleasant and constant challenge to try and ensure a balance of topics in each issue and over time.

The range extends not only to the very varied subject matter but also the location of the modellers. With electronic communication this is no longer as immediately apparent as it used to be in the days of post. Of course it is much more convenient, as material can be transferred across the world in an instant, and questions can be asked – and answered – quickly and efficiently (time zones notwithstanding!) as the production process proceeds.

Like the varied subjects, matched by no other model railway magazine, we think this may be a particular feature of CM. As far as we can tell, most overseas magazines seem to include content primarily from and for their local scene, with some notable exceptions – American is pervasive, and Swiss – especially the Rhätische Bahn – is universally popular, as *Santa Maria* in this issue demonstrates. Some of this is due to what is commercially available, but not always – modellers can be very creative in adapting proprietary models and scratchbuilding, as Nigel Hurst shows with his Montréal Métro models (completed in this issue).

The appearance of a particular new product may open new possibilities – for example, the USATC S100 0-6-0T in O by Chrezo and Minerva (reviewed in this issue) is the kind of model that might make it tempting to try a new scale/gauge.

We know many of our contributors and indeed readers are active in more than one area, though it seems that some manufacturers of ready-to-run models remain reluctant to recognise this. To our knowledge, at least two of the contributors to this issue have other interests, and we are not surprised when a familiar name offers a new project – though sometimes the subjects are surprising!

Despite the best efforts of Lenz in particular, and the welcome contributions of some other specialist suppliers, O remains a minority interest in Europe. This will be partly a question of cost but probably even more a matter of the required space.

In this context we are reminded of the European and American O gauge meeting in Winchester on Saturday 18th October.

Also while looking ahead, we should note the annual convention of the British Region of the National Model Railroad Association in Derby which will be open to the public on Saturday 25th October.

There will be more details of both events in *Exhibition Diary* next month.

Both are indicative of British interest in modelling overseas railways, which is what makes publishing CM possible. In contrast, it seems far fewer foreigners model British – though they are featured in RAILWAY MODELLER from time to time.

Such are production lead times that we write just before *The Greatest Gathering* at the Alstom site in Derby at the start of August as part of the *Railway 200* celebrations. This promises to be a wonderful celebration of railway history, but as far as we can tell almost exclusively British – though Alstom is of course French in origin ...

This and other events around the country are attracting generally positive coverage in national media, print and broadcast, which can only be good for our hobby.

September 2025

Volume 47

Number 9

Contents



706

706 SAINT-HILAIRE – RAILWAY OF THE MONTH

Steven Deruytter presents his Belgian HO layout, a simple plan for exhibiting based on actual locations and unusually in an autumn setting.

718 CHOCOLATE & Co.

Emmanuel Nouaillier demonstrates more of his techniques for intricately detailed structure modelling, concentrating this time on enamel advertising plaques.

724 SANTA MARIA – PLAN OF THE MONTH

Dan Spalding describes his Rhätische Bahn H0m layout, which depicts a wayside station with typical features on a line that was planned but never actually built.

734 KALEY YARD

Trevor Smith introduces the second level of his American HO permanent layout which reproduces some of the features of Orlando, Florida.

718



724



734

742**742 MiNi GREMBERG**

A depot serving a freight yard near Cologne – Dries Reubens describes his first exhibition layout in N, which was originally built as a competition entry.

748 GRAIN ELEVATOR – SCALE DRAWINGS

Andrew Eastabrook has created a new source of freight on his Canadian HO layout The Pas & Northlands where trucks are unloaded and freight cars loaded.

756 SAINT AGUR

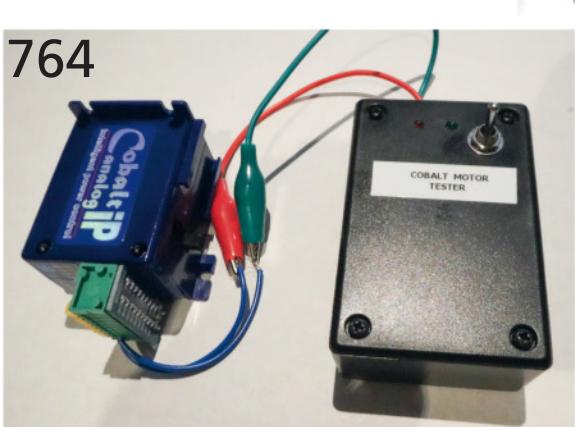
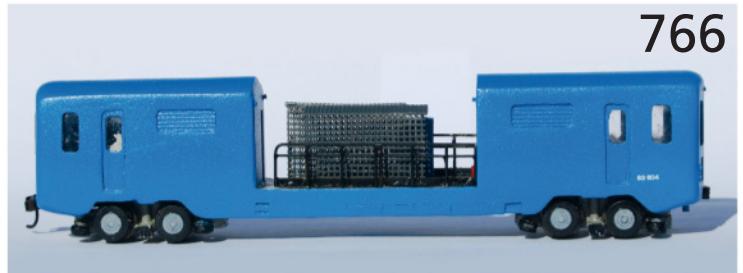
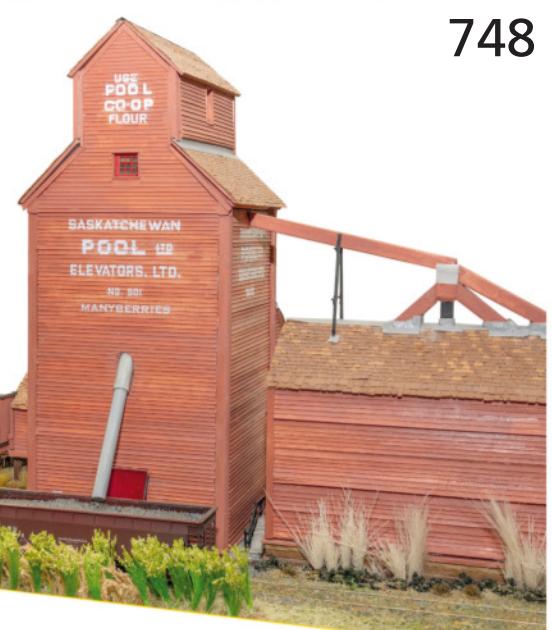
Small but satisfying – Ray O'Neill presents his compact French HO exhibition layout which poses certain challenges for shunting.

764 POINT MOTOR TESTER

A handy gadget for slow motion motors – Les Fordham explains a simple device developed for his latest project, a major re-working of his compact Australian HO layout.

766 RETURN TO THE MONTRÉAL MÉTRO – 2

Nigel Hurst has developed his interest in modelling an unusual system in HO. In this second instalment – the vacuum train and the multi service vehicle.

774 PRODUCT REVIEWS**780 BOOK and VIDEO REVIEWS****784 NEWS****786 EXHIBITION DIARY****764****756****766****766****748**

PROUD
WINNERS
OF THESE
RECENT
AWARDS:



ESTD

RAILS

1970



FAMILY
BUSINESS

FRIENDLY
SERVICE

PRE-OWNED & SECOND HAND

WE VALUE YOUR COLLECTION **VERY HIGHLY!**

1



CONTACT US

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

3



PACKAGE

either visit the shop,
send us your items,
or we can collect
larger collections

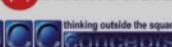
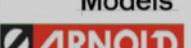
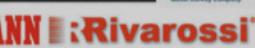
4



PAYMENT!

fast, secure payment
via your choice on
confirming of the
value offer - easy!

IMMEDIATE PAYMENT IN 4 EASY STEPS



WE ALSO BUY RAILWAYANA

SIGNAGE AND TOTEMS

thinking outside the square

21-29 Chesterfield Road

info@railsofshfieeld.com

Sheffield

[railsofshfieeld](https://www.railsofshfieeld.com)

South Yorkshire

[railsofshfieeld](https://www.railsofshfieeld.com)

S8 0RL

UK

Tel: (0114) 255 1436

Corporate Partners of

RAILWAY MUSEUM



SCAN
FOR
MORE
INFO!

WANTED

CASH OR EXCHANGE

WE WANT **ANYTHING** MODEL RAILWAY RELATED,
ANY AGE, ANY GAUGE, FROM A SINGLE ITEM TO
A LIFETIME COLLECTION. DISTANCE NO OBJECT.

BUY • SELL • EXCHANGE • ANY GAUGE • ANY AGE

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

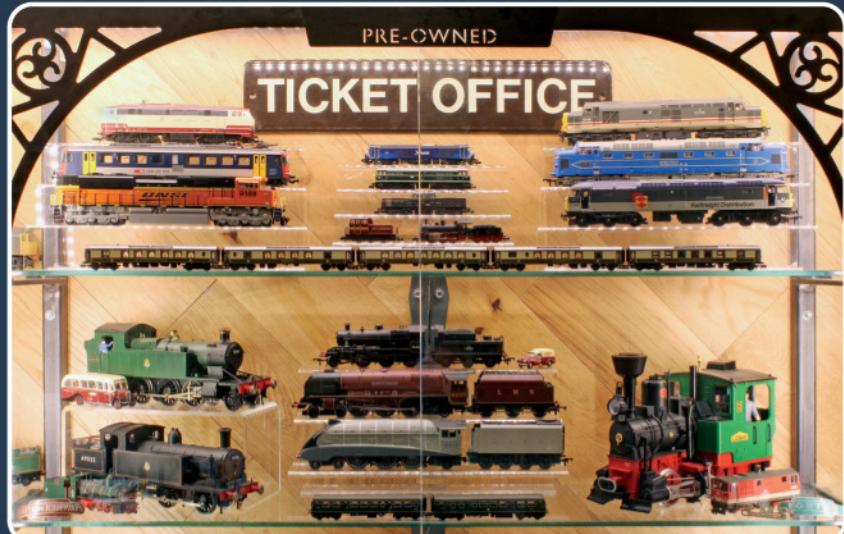
DECEASED ESTATES - EX SHOP STOCK A SPECIALITY
FAST SERVICE WITH COMPLETE DISCRETION ASSURED

R. Rae

I have had an excellent experience selling items through Rails second-hand service. The whole process was simple and straightforward and completed in seven days. A special mention to Ben who was my main contact and was a pleasure to deal with. I went into the process with some doubts but these were quickly dispelled and I would certainly use the service again.



Make our day by leaving us a 5 star review!



**TOP
GUARANTEED
PRICES
PAID**

Quote Ref:
CONTMOD25

DON'T DELAY - GET IN TOUCH TODAY!

+44 (0)114 255 1436 secondhand@railsofshffield.com

OR VISIT OUR WEBSITE AND CLICK ON THE **Stuff to Sell? LINK:**

www.railsofshffield.com

HO
Code 75

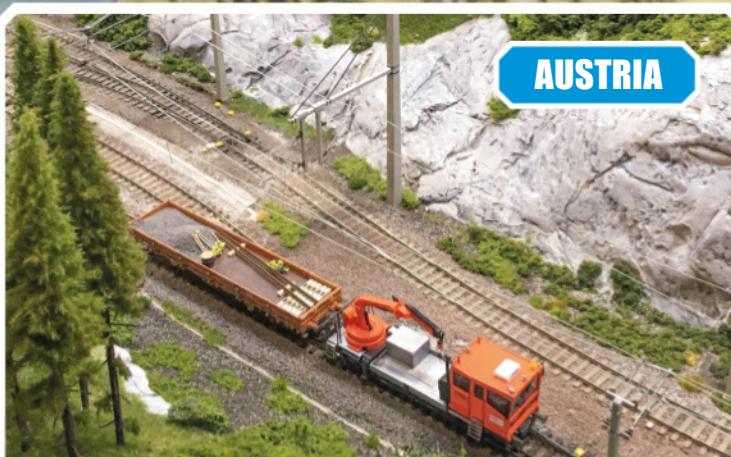
PECO STREAMLINE

RAILWAYS AROUND EUROPE

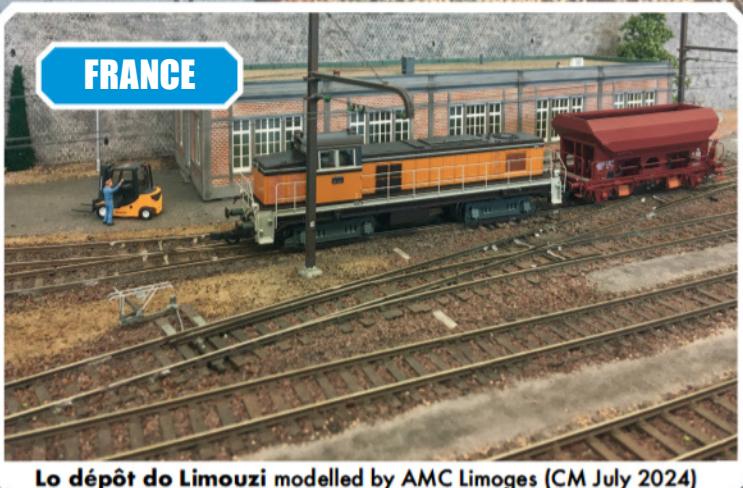
MADE IN THE UK • POPULAR ALL OVER THE CONTINENT



Dietrichsdorf modelled by Steven Davies (CM June 2019)



Wolfstatt modelled by Craig Charity (CM Feb 2025)



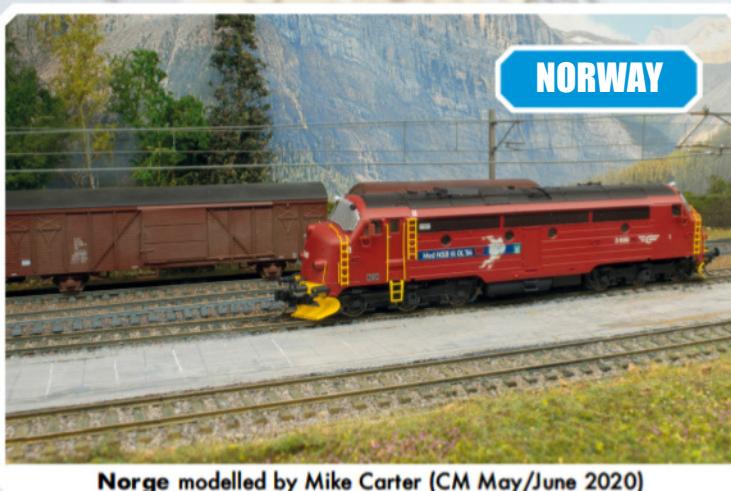
Le dépôt de Limouzi modelled by AMC Limoges (CM July 2024)



Diano Marina modelled by Rod Mackay (CM July 2023)



Kozel Cement modelled by Alan Wardman (CM Mar 2013)



Norge modelled by Mike Carter (CM May/June 2020)

8a For full details of the complete HO range see the latest PECO Product & Modelling Guide, available from your local model shop.

Made in the UK • For stockists call +44 (0) 1297 626204 or visit www.peco-uk.com



Pocket Line Controller

22-015

Mini Oval Track Set with KATO Pocket Line Controller

20-800



This track set is perfect for running compact-sized vehicles - from the Pocket Line series and trams, to the RhB series and H0 narrow-gauge trains. Small enough to fit on a desk or table, you can easily create an exciting range of space-saving layouts with ease! Plus, it includes the new Pocket Line Controller, which is user-friendly and ideal for beginners!



Combine it with the My Tram Classic series, now on sale!



14-806-1 My Tram Classic BLUE M ⚡ R150 ↔ 136mm



14-806-2 My Tram Classic GREEN M ⚡ R150 ↔ 136mm



14-806-3 My Tram Classic RED M ⚡ R150 ↔ 136mm



14-806-4 My Tram Classic YELLOW M ⚡ R150 ↔ 136mm

Icons - Specification

- 💡 Headlight
- 💡 Taillight
- ⚡ Motor
- ⚡ Minimum Curve Radius
- ↔ Overall Length

Icons - Option OP

- 💡 Interior Light (See item no.)
- ⚡ DCC-friendly

Check out our new catalogues!



Available from your local model shop



Official Website

KATO Europe A/S

Rebslagervej 6,
5471 Søndersø,
Denmark

KATO
PRECISION RAILROAD MODELS



Realistically Better!

Create *Realistically Better* lineside scenes for your
00 gauge model railway layout with our range of
stunning laser cut and 3D printed building kits.



You'll find everything you need to enhance your
model railway scenery and trackside scenes.

KITS & ACCESSORIES - 00 / 4mm / 1:76

10a

Visit www.scalemodelsScenery.co.uk to see our extensive range of products

Distributed by

PECO

Sell Your Collection

TRUST OUR EXPERTS



SCAN TO
ENQUIRE

CUSTOMER FRIENDLY, DOWN TO EARTH APPROACH

ABOUT US

For over a decade, Ellis Clark Trains has been purchasing model railways, die-cast vehicles and railwayana – including some of the largest single-owner collections the market has seen.

We travel widely to value collections but can also make offers based on lists sent to us via email or post. With specialist knowledge of 7mm finescale O gauge as well as Continental and American models, we purchase all scales from all eras.

You'll find us friendly, professional and down-to-earth, and we'll work with you to understand your needs. So give us a call or drop us an email to discuss the next step in finding a new home for your trains. And in case you're wondering... Albert is the dog.



ELLIS &
ALBERT

Contact us today
We'd love to hear from you

info@ellisclarktrains.com | **01756 701451** | ellisclarktrains.com



PRO-GRASS

LAYERING SYSTEM®

The Pro Grass Layering System from WWScenics is a fully comprehensive and carefully designed static grass scenery system comprising applicators, glues and static grass fibres.

Starter Set

The perfect introduction to the system, contains a PRO-GRASS Micro-Applicator, Basing Glue, Layering Spray, D-Baller Tool and a selection of grasses.



**THE
STARTER
SET**

Glues and Adhesives

Our basing glue and layering sprays will help you achieve incredibly realistic landscapes without having to wait for the glue to dry between layers. Also available - Track Ballast Glue and Tree & Bush Foliage Spray.

Applicators

Designed to allow the modeller to apply grass fibres with ease and effectiveness. There is an ideal applicator for every area of your layout, whether it be a wide open space or a tight corner. Plus, no power cables to get in the way.



Static Grass Fibres

A comprehensive range in a choice of realistic finishes and various sizes to suit any layout. Comes in 1000ml or 500ml containers or handy refill bags.



**TRUE
ORGANIC
LOOK**

**CHOICE OF
COLOURS**



**FULL DETAILS IN THE NEW WWSCENICS LEAFLET
AVAILABLE FROM YOUR LOCAL PECO RETAILER**

WWSCENICS

We're opening our factory doors with our new PECO TOURS

A wonderful insight into how and where your
favourite model railway products are manufactured

- 1.5hr guided tour of the three PECO factory units
- Entry to Pecorama with a free train ride
- Lunch onboard Orion our historic Pullman car
- Q&A with PECO senior management
- A unique souvenir wagon (worth £29.95)
- 10% discount off PECO products in The Model Railway Shop
- A goodie bag (worth £12.95)
- Refreshments throughout the day

Book yours...

Just £65.00 or £120.00 for two

www.peco-uk.com/tours


Made in the UK

 WE
TRAINs.



PECO

Pecorama

are in the beautiful village of Beer, on Devon's Jurassic Coast.

Steven Deruytter presents his successful Belgian exhibition layout, with an autumn setting.

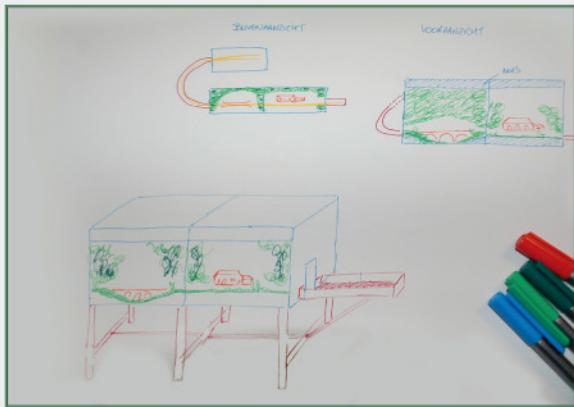
Saint-Hilaire

In the western part of Belgium, in West Flanders, we have a saying *Goestinge* which means "to pursue something wholeheartedly." What began in 2019 as a simple sketch for the Belgian *Modelspoor Magazine*'s bi-annual mini layout competition evolved during the Covid period into something far more ambitious.





Above
A series 81 0-8-0
(a former Prussian G81)
brings a local train of
four-wheel compartment coaches
over the stone arch viaduct
on the original module.
Photo: editor.



Left

The original design sketches.

Photo: author.

Below

The added centre module, the village with the station at its centre.

Photo: editor.

Inset below

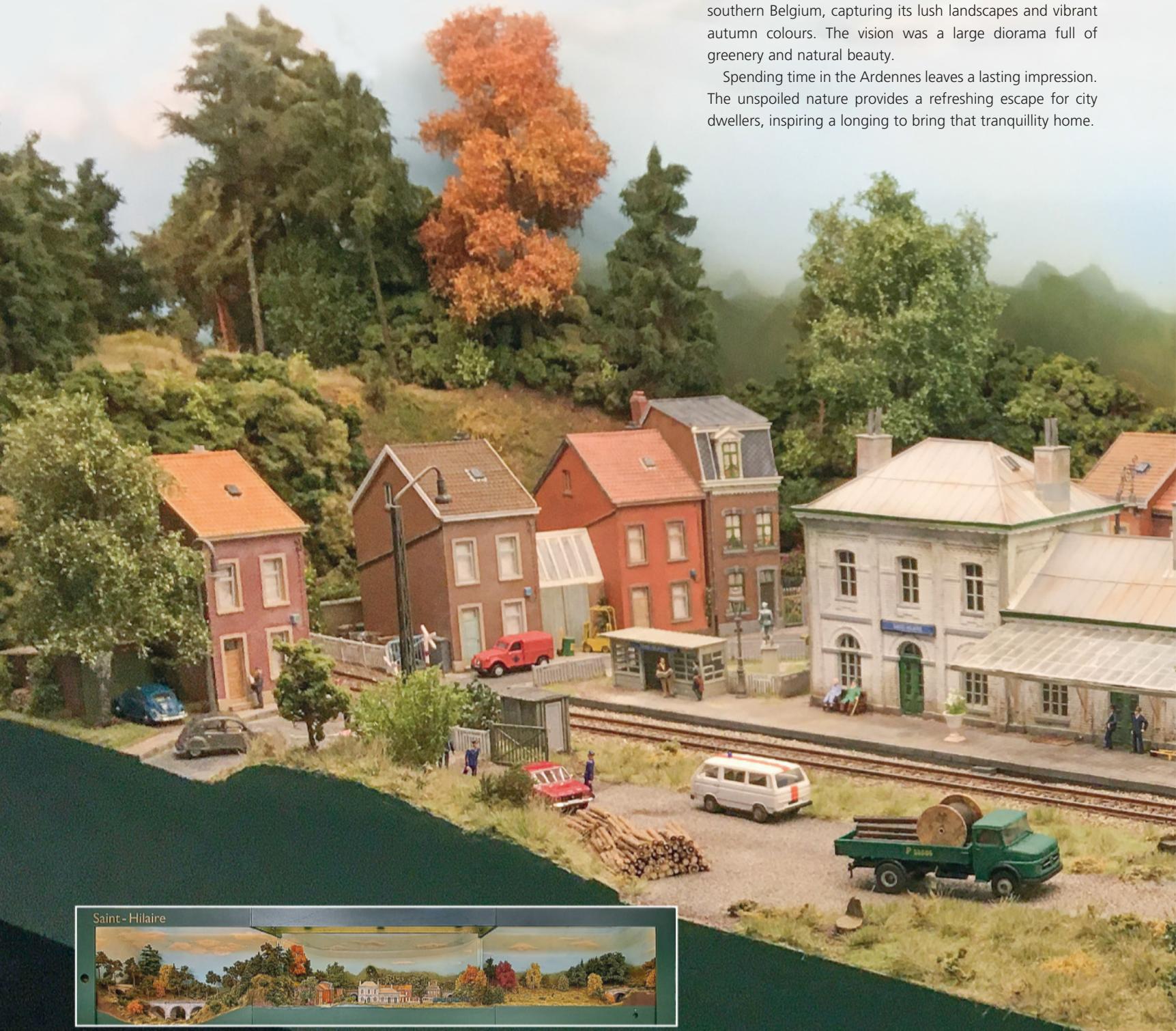
The full layout, made up of three modules.

Photo: author.

Initially constrained by the competition size limits, the delays to future exhibitions encouraged me to dream bigger. A fully realised station with its surrounding neighbourhood became essential. What started as a small diorama transformed into a fully-fledged exhibition layout. My original sketch featured just two modules.

In 2019, I decided to transition to a different scale: O. The possibilities of that opened up a world of new opportunities. Most of my HO collection was sold, except for a selection of my favourite items, predominantly from Epoch III and IV. These remaining treasures inspired me to pay tribute to HO one last time. The concept was to create a layout themed around the Bocq line in the stunning Ardennes region of southern Belgium, capturing its lush landscapes and vibrant autumn colours. The vision was a large diorama full of greenery and natural beauty.

Spending time in the Ardennes leaves a lasting impression. The unspoiled nature provides a refreshing escape for city dwellers, inspiring a longing to bring that tranquillity home.



A book from TSP (Train Service Patrimoine) about SNCB/NMBS Line 128 served as a key source of inspiration, complemented by photographs provided by Dave Habraken – my heartfelt thanks to him.

The Bocq line's architectural highlights, including tunnel portals, bridges, and the tunnel near Spontin station became central elements in the design.

The station

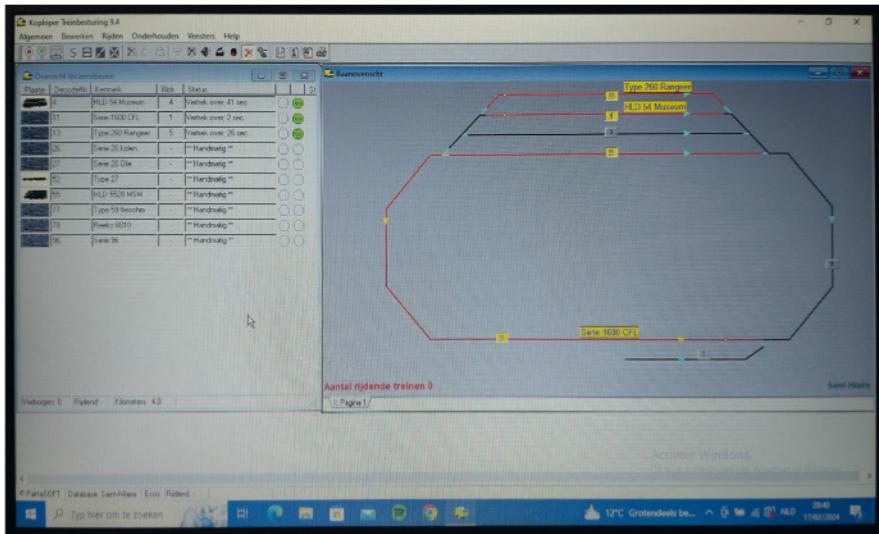
The natural elements came together beautifully, but I wondered: "What if I added a station?"

An old postcard of Huy Saint-Hilaire (right) became the catalyst. The station, with its distinctive glass canopy and faded grandeur, perfectly encapsulated the atmosphere I wanted. Though time and hardship had taken their toll on the station, this allowed me to embrace the freedom to recreate elements I personally loved.



To ensure flexibility, the layout does not represent a specific year. Instead, it spans Epochs III and IV, allowing me to alternate rolling stock and layout details. By changing trains and road vehicles, I can switch seamlessly from an Epoch III setting one day to Epoch IV the next. As operator of an exhibition layout, it is also enjoyable to have something different to look at and, above all, to entertain the audience with a diverse collection of stock.





Above
The computer control screen shows the simple track plan.
 Photo: author.

Above right
Return curves to the back stage storage sidings.
 Photo: author.

Below
The village street.
 Photo: editor.

The layout plan is straightforward. It features a single track main line with a single siding near the station (viewable from the public side) plus a hidden storage yard behind the layout for staging various train compositions.

Bi-directional traffic, with Spontin and Yvoir as imagined destinations, ensures continuous activity for viewers.

While the concept might seem simple at first glance, digital control enables me to surprise audiences with a variety of trains, keeping the display engaging – because, as our club chairman Wouter Decaluwe says, “Running trains is what people come to see!”



Materials and techniques

The layout is operated digitally using an ESU ECoS II central unit, a reliable system which I have used for years.

The track is Märklin K for the visible areas with C track in the staging yard – a practical choice that often goes unnoticed. The Märklin C-tracks are not exactly the most attractive choice for visible sections. However, they offer great value for a beginner. In this case, they form an easy-to-use and reliable block system. This is a feedback system connected to the PC, allowing it to monitor or control train operations.



The Märklin K-track is integrated into the ballast, and the rails are painted.

The construction of the landscape is done using insulation foam panels from the hardware store. This allows for easy dimensioning in terms of height and depth. It is simple to build up layers and create slopes in the landscape using a utility knife or a coarse file, such as a drywall rasp.

After laying and, most importantly, testing the track with your rolling stock, we move on to the next step. This involves considering how the background will blend into the foreground scenery.

The backgrounds are curved Forex sheets, 3mm thick. These can be found at specialised retailers or in the advertising industry. It is easy to heat and bend into shape.

An airbrush was used to create a background using a few basic colours. The key is to occasionally let the paint dry and step back to observe everything from a distance. Look often at the sky and the clouds. You would be amazed at how many colours are present in the sky. The background was airbrushed to add colour, blending various shades of blue, grey, and white. We often tend to make the sky too blue. What I mainly learned was that you should first lay a good grey base, then apply your blues, and lastly use white with grey tones. To achieve a smooth transition, lightly go over your final layer with blue and grey to blend everything. This creates a faded effect.

At the tree line and the horizon, a depth effect was created by applying brown and green tones. Using a stencil, tree canopies were simulated for added realism.

It was a good decision during the construction of this exhibition layout to make the background removable. During the building process, this was repeatedly seen as an added benefit. It offers a significant advantage: protecting the exhibition layout during transport. The layout was moved several times during construction, and this setup helped protect the scenery from potential accidents. With a few good M6 bolts and wing nuts, you can securely fasten the top part to the base.

Scenery

A blend of products from Noch, Busch, Anita Décor, MBR, RTS, and Woodland Scenics were used. Trees are a mix of handcrafted wire armatures.



Above

A test with an airbrush to create a background using a few basic colours.

Right

At the tree line and the horizon, depth was created with brown and green tones



Right

The backscene was not permanently fixed to the layout.



Below left

The base of the landscape was formed with dense foam.



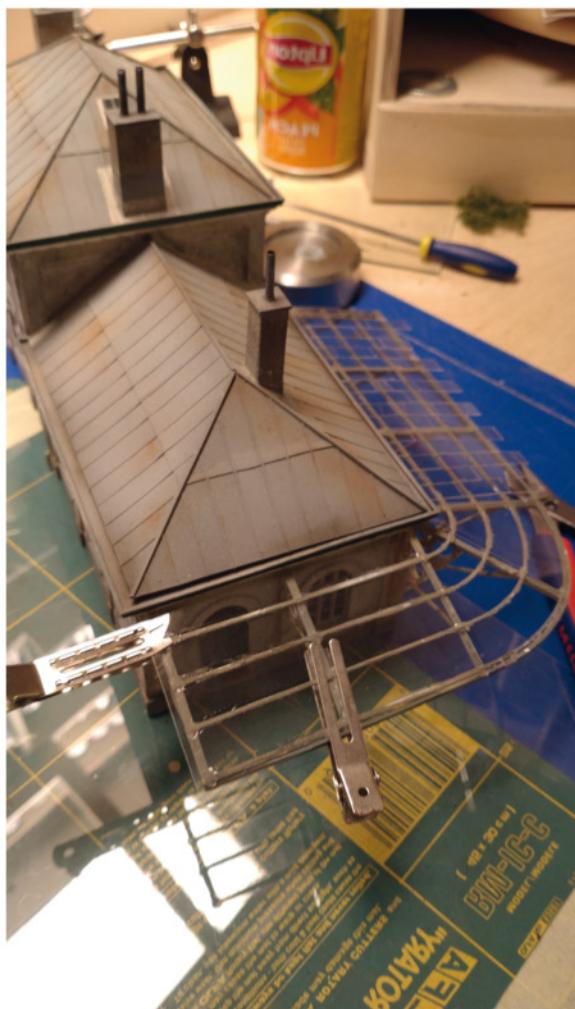
Below right

With ground cover and a first application of electrostatic grass fibres.

Photos (5): author.

The base layers of the various grassy areas are made from Woodland Scenics fine turf materials. Over this ground layer, I continue to build up the grasses or dry plains. For this, using a static grass applicator is a true luxury. A wide range of devices and high quality grass colours are available.





Left
The complicated canopy under construction.
 The roofs are zinc, not tiles.
 Photo: author.



Above
It is not clear why only the single storey extension had the canopy.
 Photo: author.

Below
The electrical cabinet by the track is from a resin kit. The shelter is by Jocadis.
 Photo: author.





Above
The station building.
 Photo: editor.

Above left
A passenger train pauses at Saint-Hilaire station while the local police use the goods yard for spot checks on vehicles.
 Photo: editor.

Structures

The station is based on a Kibri kit upgraded with a custom glass canopy reminiscent of Huy Saint-Hilaire circa 1900. The roof was fitted with zinc. For this, I was able to call on Roderik Vanderkelen, to whom I am grateful.

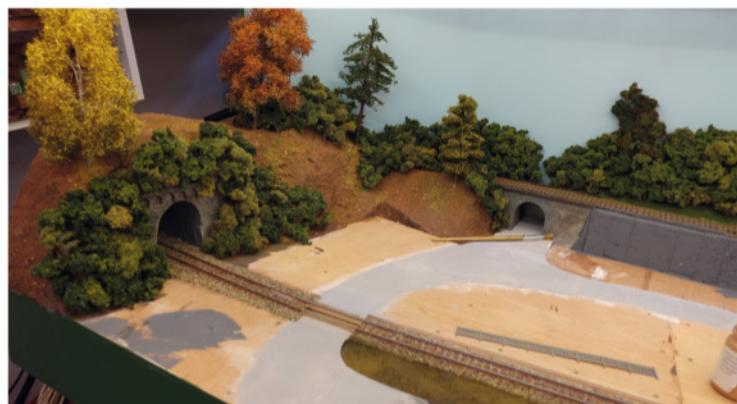
The electrical cabinet opposite the station is a resin model.

The waiting shelter, a typical Belgian concrete structure, is from Jocadis. Years ago, this manufacturer produced beautiful Belgian models.

The houses around the station are partly scratchbuilt, partly from various kits, and partly from Artitec. Their resin models are impressively detailed, and they are strong and not as fragile as plaster buildings. This is an important advantage, especially for portable layouts. However, a drawback is the level of difficulty in assembly. They require a lot of work to align the various façades properly. These are best glued with cyanoacrylate. Any gaps can be filled with a liquid plastic putty.

Left and below
Houses behind the station under construction.
 Photos: author.





Above

Integrated public transport
– passengers from the train
wait to board the bus.
The café on the corner
seems to be popular.
Photo: editor.

Left and right
Even though hidden,
the garden is detailed.
Photos: author.

Below left and right
The road surfaces were laid
carefully to make them smooth
and with guide wires for
the Faller Car System
Photos: author.





The café on the corner became a lively brasserie, adding charm to the town.

The roads were crafted from fine plaster and Langmesser Modellwelt road sections, finished with subtle grey-brown tones.

The Faller Car System was incorporated into the roads, to add moving vehicles, delighting younger visitors in particular. All the vehicles get a repaint!

An important consideration when building an exhibition train layout is ensuring that everything is constructed firmly and durably. What is not visible in exhibition layouts is the underside. This requires proper attention to install the electrical components and cables neatly. Do not forget to label everything.

Lighting from Brawa and Viessmann illuminates streets, platforms, and buildings.

Above
Even in Epoch IV with diesel power logs are loaded in the yard.
 Photo: editor.

Right
The underside of the layout. Note the neat wiring and clear labels.
 Photo: author.

Below left
Road vehicles are repainted to hide the plastic shine.
 Photo: author.



Below
As well as a repaint, the bus was dismantled to allow a driver and a few passengers to be installed.
 Photo: author.

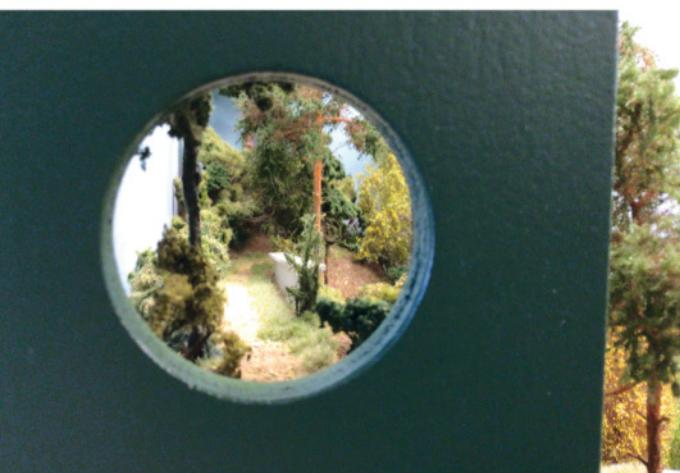




Left
In the left side of the fascia is a peep-hole which allows a look along the lane.
Photo: author.

Above
Semi-streamlined Pacific 1 030 drifts towards Saint-Hilaire station.
Photo: editor.

Below
AFB diesel 5528 heads a train of coal hoppers over the viaduct.
Photo: author.



An Arduino micro-controller creates an enchanting day-to-night transition.

The railway rolling stock is a varied mix from Märklin, Fleischmann, Roco, Piko, Klein Modellbahn, and more.

Sharing the journey

Building a layout is a journey full of rewarding challenges – from constructing portable baseboard modules to crafting detailed tunnel portals, landscapes, and station environments.

I look forward to sharing this layout in future, inspiring others to embark on their own creative adventures!





Above
2-10-0 26 053 on a freight. Some *Kriegsloks* were built in Belgian factories.
Photo: editor.

Below
Approaching Saint-Hilaire from the other direction is 0-8-0 81 232.
Photo: editor.



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

Photographs by the author.

Chocolate & Co.

The art of enamel signs

In addition to painted advertisements, in 'the old days' shop fronts were sometimes adorned with other advertising elements, such as large enamelled plaques and even posters glued to zinc supports. There is no shortage of examples of all kinds when looking at old iconography. You can still come across accumulations of these faded relics today, which might inspire many model interpretations, either individually or by aggregating different real-life situations.

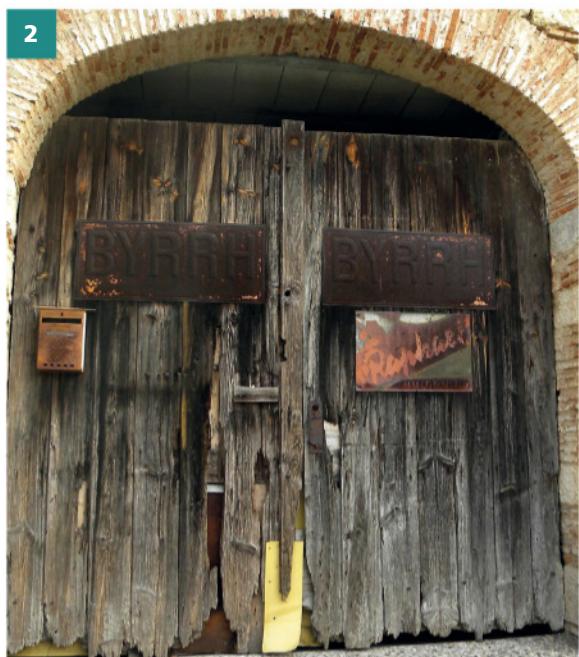
This colourful scene was inspired by many shop fronts photographed over the years, with a common thread: the general condition of the structures, the closed up windows and doors, and the presence of old posters. "Chocolate & Co." sums up this state of affairs quite well.



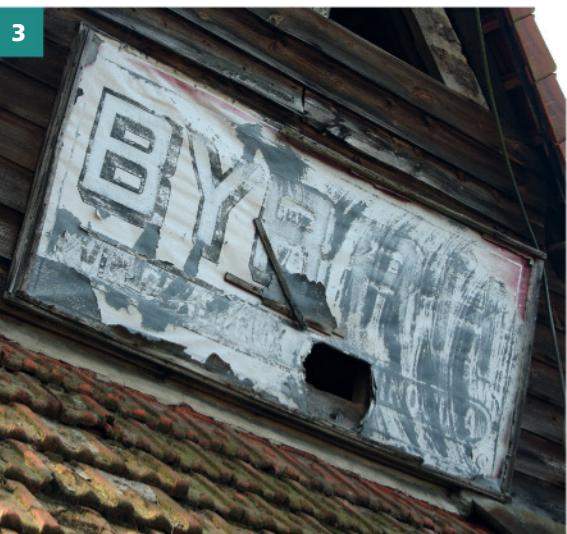
1 and 2

Whether on walls or old doors, such advertising plaques can still be found in their original state. I have made a habit of taking the time to capture them from different angles, often square-on for my modelling projects, and

in close-up. Record them while you can, because over time they gradually disappear from the landscape, sometimes removed by dealers or, worse, stolen, for re-sale.



3 and 4



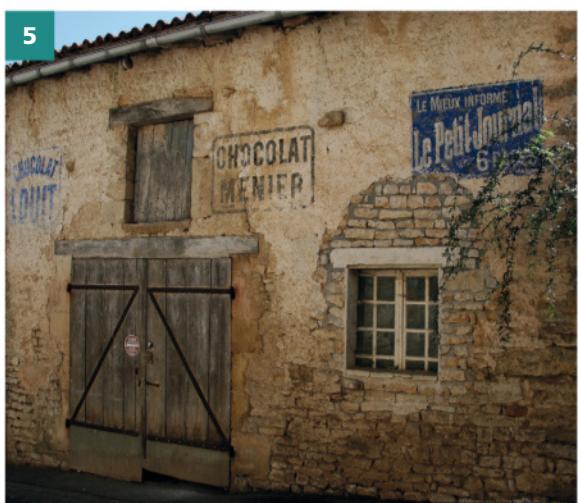
3

Just like painted or enamel plaques, this type of paper and zinc panel with its wooden frame can still be seen today. Even though the colours have often faded over the decades, the patterns still appear almost transparent with their shades of grey. Often strategically placed, they offer diversity to a miniature presentation. Brands such as Singer, Menier, Potasse d'Alsace, and Dubonnet are the most frequently observed remnants today.



4

5 and 6



5

As for the scenes I often create, I imagined the most perfect structure possible to display a plausible accumulation of plaques and plates of all styles.

Among the many buildings I had photographed, two in particular caught my attention for their appearance, architecture, and history, and also for the fact that they were loaded with advertising elements.

The structure would be freelance, incorporating various openings and details observed in reality or seen in photos.



6

7

Noticed incidentally just opposite one of these two old shop fronts, this sliding door made of rusty sheet metal with its two access steps immediately caught my attention and will be incorporated into the project.

Part of a storage building for agricultural products, it will be changed from its original purpose to add more character to the façade.

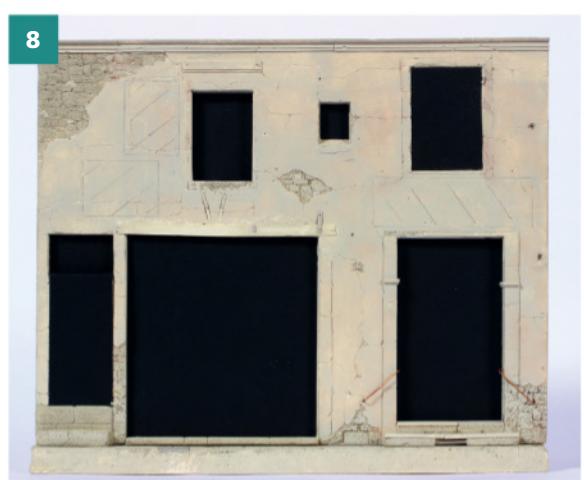
7



8

As usual, I drew up a preliminary plan on graph paper before beginning the build using foamcore board, coated, sanded, and scribed.

Once most of the preparatory work was done, a coat of neutral grey enamel paint was applied, and the locations of the various plates and signs were outlined in black pencil to avoid wasting time during the final colouring.



8

9

As I have already discussed it many times in these pages, I will not repeat the various phases of weathering used to obtain the initial partial result of peeling yellow paint. Just note that in this case I did not rework the decrepit appearance with different enamel shades but applied the yellowish tones directly using only sections of synthetic sponge.

Once the surface was completely dry, I used Vallejo acrylic 'Black Wash' to imitate various blackish oozes in certain areas, using different flat brushes.

9



10 and 11

10



While the various painted areas were drying, I took the opportunity to create the various shutters and doors that would be needed.

Once again I used the scribing technique on plasticard to imitate the wooden panels and embossed Bristol board to mimic the corrugated iron. For the latter, I used a painting and weathering technique that I have not yet described in CM, which I will come back to later.

11



12

Once these important elements were ready, I added a small incidental detail at the last minute, a padlock taken from a VectorCut sheet. This would add an extra touch of finesse to the presentation and was set aside for later installation.

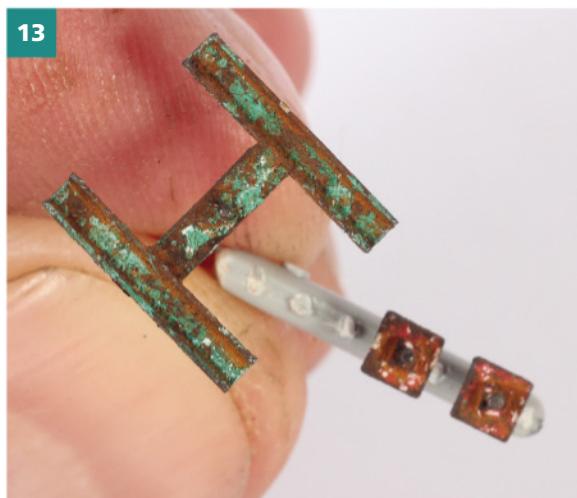
12



13

For the smaller details I treated a few scratchbuilt masonry anchors made using Evergreen sections or Grandt Line parts to match the general condition of the building as closely as possible. I opted for anchors with remnants of paint still present, deliberately chosen to contrast with the yellow paint on the façade.

13



14



To give more character to the ancient façade, I went back to these two examples of old zinc advertising signs, found on structures of the same type as the one modelled here.

The trick will be to place them convincingly on the façade.

16

The work on the panels focused on the effects of various degradations and deformations, in order to make these parts as realistic as possible.

Using white or ivory acrylic paints, dabbed on with a synthetic sponge, highlights the whitening in places, while dry-brushed pigments highlight various oozing patterns.

15

During my photographic wanderings, I sometimes have the opportunity to discover them, with luck visible from a suitable angle which allows for use in a model.

Paper and very thin plasticard are the best materials for simulating them in miniature. The image is printed out at the right size and the paper stuck to the plasticard.



16



17 and 18

In the same spirit, to enhance the entrance gate, I found in my archives various examples of plaques and other enamel advertisements. They were printed on matte Bristol board for the painted panels and glossy paper for the enamel plaques. Aside from the usual weathering sequence, I carried out various positioning tests to finally select this arrangement.



18



19 and 20

19



Since the plaques were supposed to have been fixed for a while, I accentuated the weathering on them more or less using standard techniques. With such a large number of parts requiring very detailed treatment, the work was divided into several sequences to avoid any weariness, with the heavy Menier plaque being treated last.

20



21 and 22

It is not uncommon to see some plaques more or less corroded, affecting the surfaces to which they were fixed with rust drips. Here, for example, I used different shades of 'home made' rust pigments mixed with brushed AK Thinner to mimic these characteristic oozings.

21



23

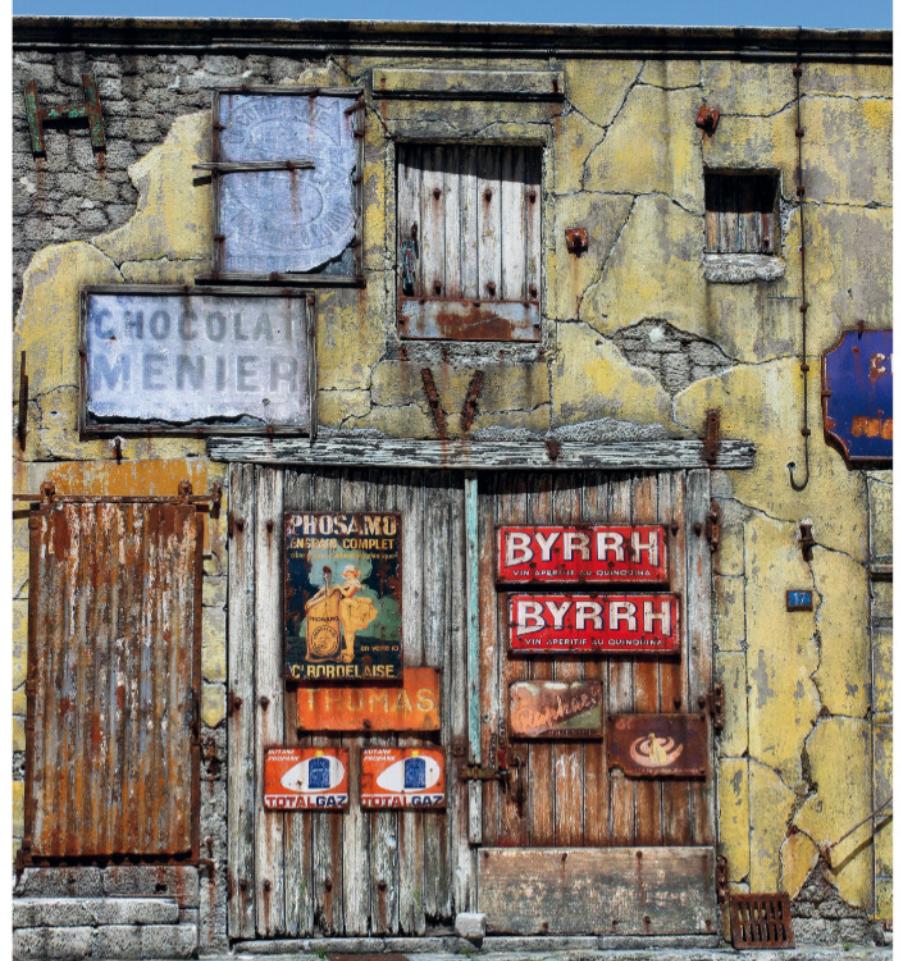
I am always on the lookout for small details noticed here and there which can be brought out at the right moment, like this screwdriver locking the latch. I imitated this in miniature using a Miniart set intended for military modelling.

23**23****25**

After taking some photos outdoors in natural light, I inspect the result and I may make some corrections here and there to perfect the overall picture as much as possible, as here for one of the entrance doors.

**24**

Once the various pieces of the puzzle are in place, all that is left is to add a few details at random around the structure, without going too far and so as not to distract from the main subject.

**24****The finished scene**



Dan Spalding describes his Rhätische Bahn exhibition layout.

Santa Maria

On a planned but never built extension

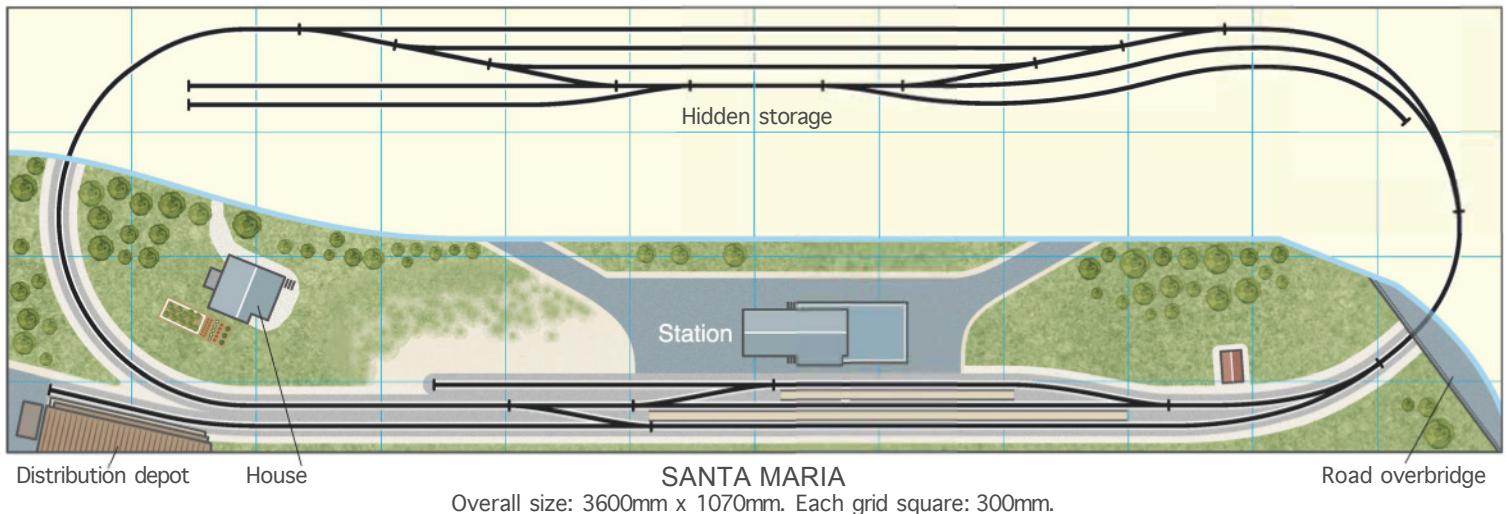
Why Swiss and the RhB?

Since I started my railway modelling journey aged 6 with my first British OO layout, I have been a bit of a magpie moving across scales and continents. An early 'experiment' in 009 included the random purchase of a solitary Bemo short coach (with swapped HOe wheels) at the Kivoli Centre, Bala, whilst on holiday. As it dwarfed the British outline stock, I wondered what sort of railway this coach ran on and was it in Germany or elsewhere? Being a

callow youth I did not really dwell on this question after the layout was broken up and stock sold off until, as an adult I discovered the Swiss Railway Journeys shows on the Travel Channel via satellite TV. Upon watching the episodes covering the Rhätische Bahn (and solving where my coach actually had come from) I became rather taken with this metre gauge network that ran through spectacular scenery, was a public service carrier (as opposed to a tourist line) and even carried freight.

Above
Trains pass at Santa Maria – reasonable length consists was one of the primary design requirements.





While on-line research and magazines were providing plenty of inspiration, I really now wanted to experience the RhB in person. The opportunity presented itself when the subject of where my wife and I should go for our summer holiday came up for discussion and my suggestion of tour of the eastern half of Switzerland by rail was agreed. As part of the fortnight, three days were allocated for trips to cover the RhB system under the guise of visiting Klosters and St.Moritz. After getting fully immersed in the RhB, our trip ended up in Zurich and a walk round the city, taking in a couple of model shops in between sightseeing. At one of these shops my eye happened to fall on a Bemo Ge4/4^{II} and Tm2/2 tractor in the secondhand cabinet and thus the die was cast as they were duly purchased with the intention of building my own little bit of the RhB.

Layout concept and planning

I have never been quick in formulating plans for layouts, and I spent the next five or so years researching the RhB, looking at other RhB layouts for inspiration, and slowly collecting more stock as funds allowed.

A further visit to south-east Switzerland allowed me to spend a day further exploring the Engadine Valley line from Pontresina to Scuol-Tarasp, including a few hours train watching at Zernez. As well as the passenger services, either the NEVA push-pull trains or regular coach formations, I got the added bonus of freights and engineering trains. I was also attracted by the unique stone buildings of the region, so now I had my location.

My initial thoughts were to try to recreate Zernez in model form but this was quickly rejected, since I intended to





Above
Low floor driving trailer
BDt1753 leads a push-pull
set away from Santa Maria.

build the layout to exhibit, the result would never fit into the family vehicle.

With my intended prototype location ruled out, a search of the internet came up with a number of aborted pre-First World War expansion plans, one of which stood out as a candidate for the application of a little modellers' licence. This was a 1909 plan to extend east from Zernez down the Ofenpass eventually crossing the Italian border and connecting with the Italian standard gauge at Mals. In my little universe the line did get built, stimulated by the creation of the National Park (established in 1914) to the east of Zernez and, despite a suspension of service for two world wars, continued to operate into the present. With the railway as an economic stimulus, the twin settlements of Val Müstair

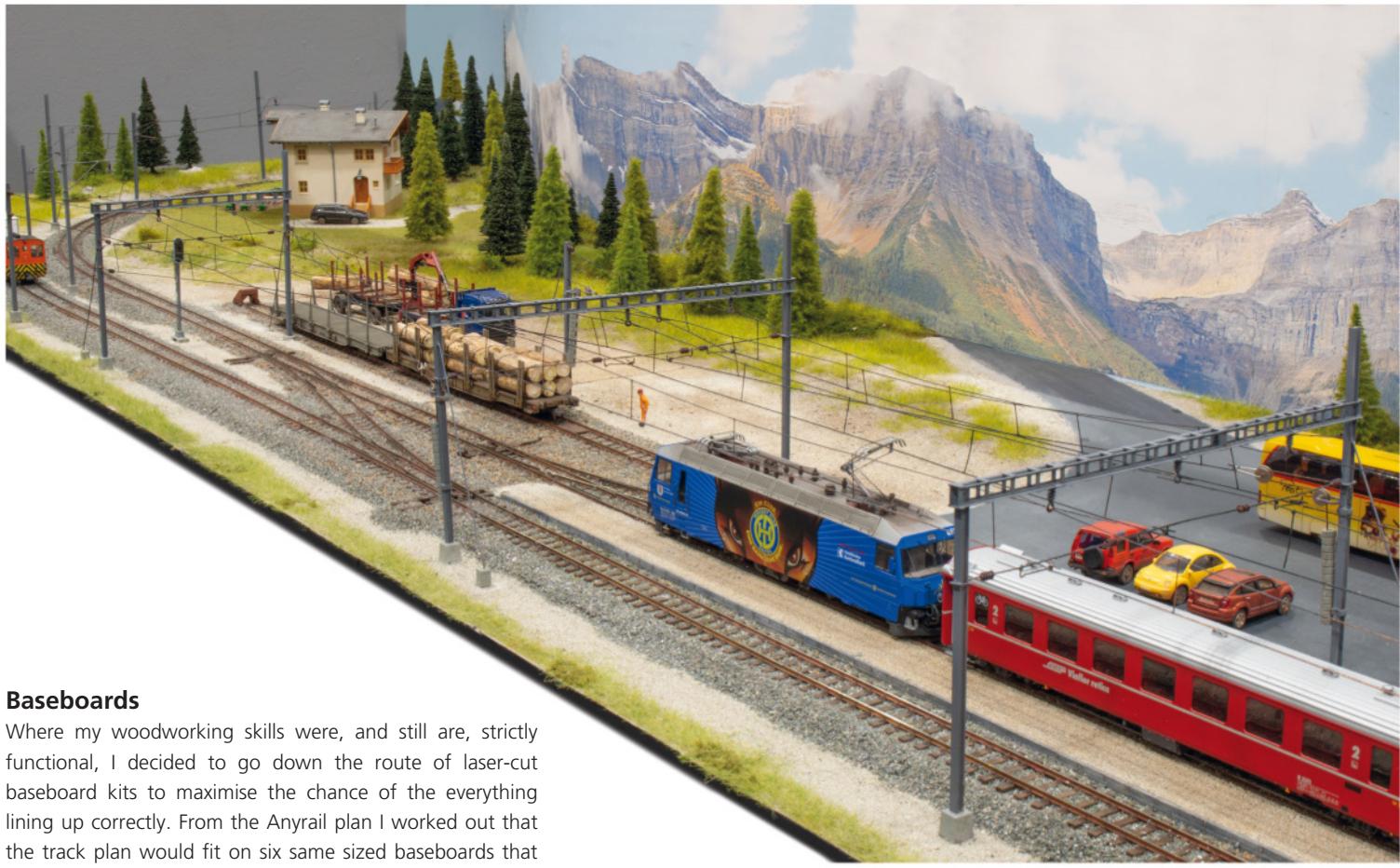
and Santa Maria grew with the RhB station serving the settlement taking the name ... Santa Maria.

So, with a back story settled, it was time to address actually getting a layout plan. I had a few absolute operating requirements for the layout: to be able to run trains of five coaches and a loco, have a passing loop in the station, and industries/sidings for shunting to maintain interest for spectators and operators.

Using Anyrail planning software I tried various permutations of track plans, eventually getting to a design that included my non-negotiables and (on paper) could be broken down into suitable size baseboards to be transported in the family wagon. At this stage everything seemed pretty straightforward. (Famous last words ...)



Right
The distribution depot
provides freight traffic
to add operating interest.

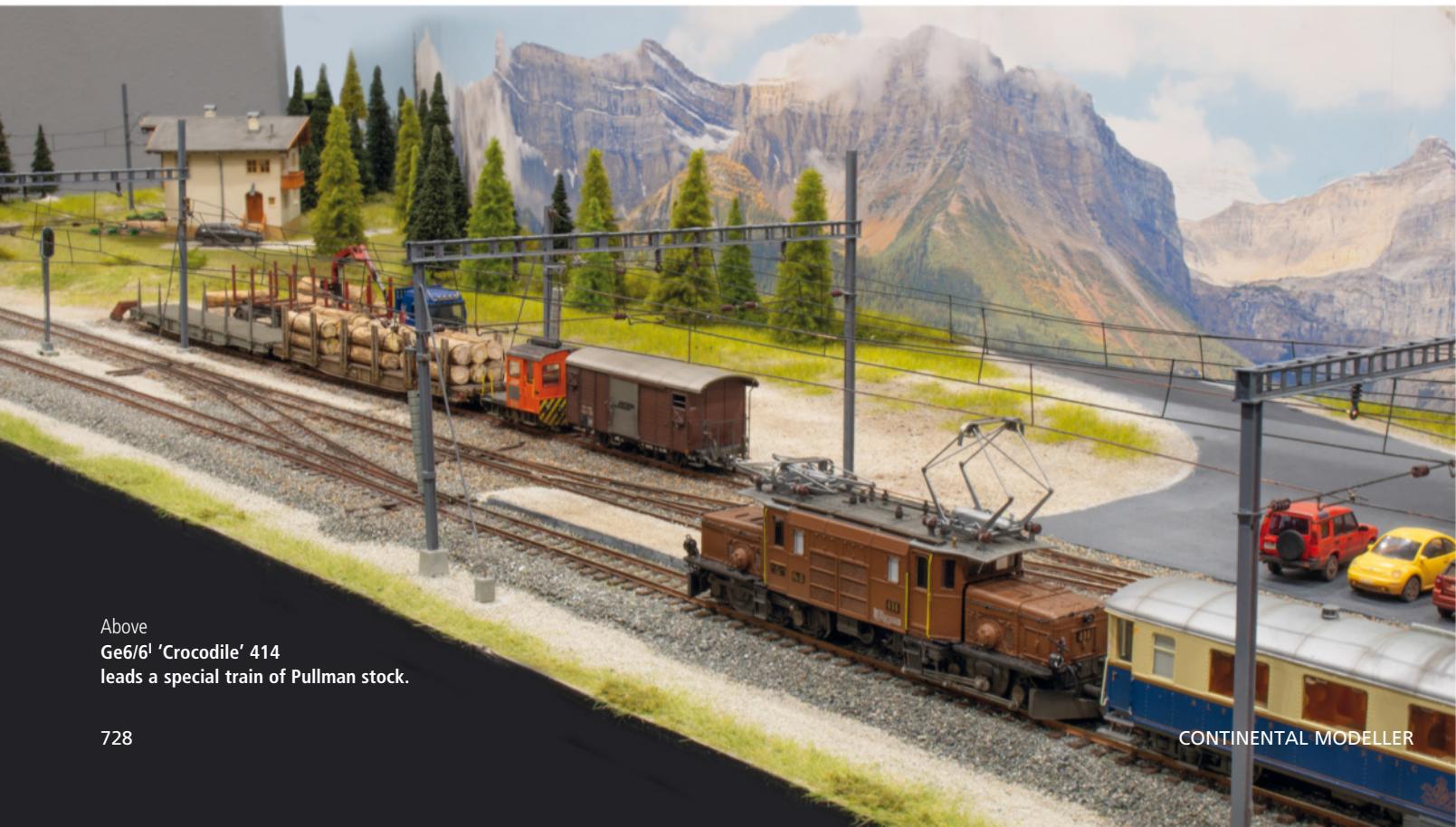


Baseboards

Where my woodworking skills were, and still are, strictly functional, I decided to go down the route of laser-cut baseboard kits to maximise the chance of the everything lining up correctly. From the Anyrail plan I worked out that the track plan would fit on six same sized baseboards that would then pair up for transportation. I had previously used Grainge & Hodder for some custom sized HO Freemo corner modules so they were again engaged again, this time including sufficient depth for Tortoise point motors and pre-cut holes for pattern maker's alignment dowels along with custom board dimensions.

With the board kits duly delivered, the decks were laid out together and a 1:1 scale printout of the Anyrail track plan laid out to check for any clash of cross members with Tortoise locations, and also mark any cuts required for backscene supports. Assembly was quick and straightforward

Above
Logs are being transferred from road to rail while Ge4/4^{III} 652 awaits the signal.



Above
Ge6/6 'Crocodile' 414 leads a special train of Pullman stock.



Below
Diesel tractor Tm2/2 19
is available for shunting
the warehouse siding.



with the alignment dowels working perfectly when the boards were bolted together for the first time.

To protect the baseboards all surfaces were primed prior to tracklaying and scenics.

The next stage of construction was not quite so straightforward as I realised that the proposed height of the backscene would not allow all the boards to fit in the car. After revising the height whilst ensuring a sufficient gap between boards for the overhead wires, end plates to box the boards were cut and fitted for a test loading of the car. This highlighted a couple of required changes to how one pair of boards bolted together and where the backscene would run.

Track

From chats with various other RhB layout owners at shows I decided to go with Peco H0m track on the basis of cost and availability compared to the various Bemo offerings. As I was using DCC, I took the additional step on all the points of

Above
Ge4/4 II 631 Untervaz
is held for a crossing
while Tm2/2 81 waits
on the station loop.



Above
Later in the day 631 works back
with an engineering train.



isolating the frog by cutting the rails and then adding additional electrical connection between the stock and switch rails.

Once laid on a cork roadbed and tested, the track and rails were airbrushed a standard 'track colour' brown. On the sidings the sleepers were overpainted with a random pattern of greys and browns to represent older, weathered sleepers. Ballast was a mix of mainly grey granite with a little brown and black added for visual interest.

Catenary

The catenary was the one aspect of the project that was going to take me way out of my comfort zone, so the build stalled for a while I digested the recommended Sommerfeldt instruction book. In order to test my acquired knowledge before committing to installing any masts, another 1:1 copy layout plan was printed out and the position of the catenary

masts and wires drawn in using the dimensions and guides in the manual. With what seemed to be a working plan, wires and masts were ordered and jigs created to make up the catenary bridges in the station area. With the pre-painted masts, gantries, and wires installed, the alignment to the loco pantograph was tested using a spare pantograph mounted on a spare bogie tank wagon chassis. Board joints were to be bridged with removable sections that hooked into the fixed section ends, which worked fine except where I discovered that the most complex of group of wires around the four sets of points at the one end of the station would be across a board joint. After much consideration I went for what can only be described as a cat's cradle of catenary wires soldered together which travels in a large box. This was not ideal and falls firmly under a lesson learned for any similar future layout about paying attention to where both the wires and points go.

Above
Ge4/4III 652 in a striking livery sponsored by the Graubündner Kantonalbank promoting Davos Hockey Club.



Left
The station building is the Faller (formerly Pola) kit for Susch.
The coach may be collecting a tour group from the train.



Above
Ge4/4^{II} 611 Landquart
in the yellow 'log.in' livery
encouraging young people
to apply for jobs on the RhB.



Above left and above
Two of the signals,
made from Schneider kits.

The signals on the layout were made from Schneider kits which, while a bit fiddly, went together well and have proved quite resilient. The intention was to have these automated but at the time the layout was built I could not find a DCC accessory decoder that supported Swiss signalling, so they have been left unlit for the moment.

Electrics

DCC (Digitrax) is used to run the layout, including point control and the uncoupling ramps for shunting. To protect the command station a single PSX PowerShield separates the track and the accessory power to help clear shorts from incorrectly set points. The Tortoise point motors are controlled via DCC Concepts slow motion point machine decoders; the older types are very easy to set up and program.

There are four uncoupling ramps to help with shunting freight wagons. They were home-made from brass tube and

are driven by servos controlled by a Digikeyis DCC controller.

No problems have been experienced to date mixing four different manufacturers DCC equipment, apart from a little more effort being needed to program the Digikeyis unit where Digitrax did not recognise the default address. However, this was overcome by amending the address using JMRI Decoder Pro software.

Our operating group had previous experience of using JMRI Panel Pro to control and monitor point setting. The control panel was set up in the software after consulting a number of very good tutorial videos available on YouTube before testing out. To run the layout there is a portable PC/monitor at each end connected to the DCC via a LocoBuffer interface. Apart from operators sometimes struggling with non-conductive fingers to make the touch screen work, it has been generally reliable and gives a clear indication of which way points that are out of sight are set.



Right
Diesel tractor Tm2/2 19
is kept occupied shunting
the log and drinks sidings.
The post bus is on hand
to meet the train as usual.

Scenery

Having modelled rural Kansas and urban Los Angeles on my previous layouts, semi alpine pastures were going to be a bit of change. Due to space constraints I would be creating more of a valley floor setting rather than mountain gorges and track spirals but this matched the topography of the real Santa Maria. To create a bit a variation to one side of the station area a little bit of height was created using thin sheets of high density foam board glued together then shaped covered with Sculptamold to provide a more random surface for wilder areas or left smooth for the chalet garden and driveway.

I also realised early on that I was going to need a quite a lot of trees. The required mix of pine and larch trees were represented by commercial products as a time saving measure with the cheaper but less realistic pine trees being used more in the background as filler while the more realistic larch and taller pine (made by Czech company Model Scene) where placed more prominently.

Ground cover was a base layer of Woodland Scenics fine ground foam followed by a combination of 2mm and 4mm static grass in spring and summer shades.

Buildings and small details

The original plan was to have a small group of buildings including a station guest house, but with the station building and yard area planned out it was clear that this would look far too crowded. Going for 'less is more', the area to the right of the station was allowed to go back to nature while the left became the site for a modern chalet house and garden. This Kibri kit was just painted up with a few 'modern' details added (solar panels and a satellite dish).

The station building was one of the first items purchased for the layout, being the Pola (now Faller) 'Susch' kit. While the building was assembled as per the instructions, the base supplied was amended in order to blend the building into the station platform area.

I really wanted an electrical transformer and switch tower on the layout but by the time of the first show the only ones I had found were expensive resin kits. However, the situation was eventually rectified with Faller releasing an affordable plastic kit, which also broke up the 'wild' section between the station and road bridge.

The low relief road bridge was based on the one south of Zernez station and is a combination of Wills stone sheet and Pikestuff highway overpass components and crash barriers.

After the station the other major structure was the rail-served distribution warehouse, based on the drinks distributor at Pontresina. This was scratchbuilt using a core of Wilko's copy of a well-known Danish building brick toy which was then clad in Evergreen embossed sheet. As well as the reference shots taken on my trips I made use of Google Maps Street View where the RhB network had been filmed.

Authentic details around the station, such as ticket machines and benches, were supplied by SwissModelRail and Modellbau Atelier.

The road vehicles are a mix from the usual European manufacturers. In all cases they received some form of weathering to tone down the plain plastic finish. The Herpa timber truck ended up getting a full repaint and full Scania branding with a decal set. All vehicles also got genuine Swiss licence plates using a TL-Modellbau decal sheet.





Above
Ge4/4I 605 Silvretta
brings a works train
under the road bridge
and past the switch tower.

Rolling stock

The majority of stock is Bemo with a couple of D&R coaches included in the roster for variety. I made the decision early on that, as far as possible, I wanted the stock used on the layout to reflect the time period when I visited the Engadine Valley. Thus, while they looked great, there were to be no *Glacier Express* coaches. A well-known on-line auction site proved to be a good source of out-of-production models, with the majority of the layout stock accumulated over a number of years. Where items had to be purchased new, Winco provided an excellent service, then latterly I have been importing from Germany.

Train formations that can be seen on the layout are based what I saw and travelled on during my visits and include a NEVA push-pull train, the *Engadiner* service, and a regular loco-hauled rake of coaches.

Wagons mainly consist of Haik bogie vans to serve the warehouse and bogie flats for the timber siding, along with a selection of Co-op container flats for a splash of colour.

While I have kept mostly to my time period/location rule, there have been a couple of lapses for locos or stock that I really like, the most notable being the fabulous Davos Hockey Club scheme Ge4/4II¹¹.

Installing DCC not unexpectedly proved to be a bit of challenge to find space in the older locos, but an article on DCC installation in a back issue of CM was a great starting point. After some experimentation I settled on using Digitrax Z scale decoders where no NEM sockets were present or a 6-pin NEM socket. For the odd loco with a re-designed DCC-friendly chassis I plumped for ESU. All have worked well, with regular wheel cleaning.

Left
Ge4/4II 612 Thusis
leaving Santa Maria
with a passenger train.
The signals were assembled
from kits by Schneider
but have not yet been made
to work in the correct way.

Photographs by the editor.

Another early decision was that my stock, in common with all my other modelling interests, would be weathered as that is what happens to them in real life. While most of my American outline projects call for extensive grime and rust, matching the prototype, the well-kept RhB locos and coaches offered a different challenge to portray them as used but definitely not abused! The freight stock, however, gave me opportunity to go to town, especially on the cement silo, fuel tanks, and engineers' wagons, again using prototype photos as a reference.

Conclusion

Overall, I am very pleased with how *Santa Maria* has turned out despite having major reservations when I commenced the project, especially over installing and maintaining the catenary.

Exhibiting foreign outline layouts in the UK can feel at little frustrating at times, so when visitors stop to comment or sometimes have a longer chat, it adds an extra satisfaction, so thanks to everyone who has taken the time at various exhibitions.

The layout's next outing is to the Stafford Railway Circle show on Saturday 27th and Sunday 28th September (see *Exhibition Diary* for details), so please drop by and say hello.

There are a number of people who deserve a special mention in helping to bring the project to fruition: Ian Lampkin was, as always, a great help with electrical and DCC debugging; Paul Steedman spent time and effort educating me about RhB signalling, along with loads of other RhB information and inspiration; and most importantly my wife Martha for the supply of cups of tea during late night work sessions and putting up with having the dining room re-designated as a layout construction area at regular intervals.

Trevor Smith introduces the second level of his large American HO layout. *Photographs by the author.*

Kaley Yard

Orlando, Florida

My modelling odyssey commenced in 1958 when my parents bought me a Hornby Dublo three-rail train set. My modelling skills were honed over many years with various layouts built in spare bedrooms, sheds, and garages.

In 2002 I visited the USA for the first time and on the journey from Orlando airport to our accommodation I saw a long CSX freight train. Wow!

Subsequent visits to the USA enabled me to explore Florida and Southern California railroads. These rail-fanning days inspired me to buy a locomotive with sound, a Lenz DCC system, and become a member of the NMRA. Retirement, downsizing when the children flew the nest, and the sale of my existing British layout enabled me to start an American layout in my garage.



Planning

I wanted to build a model railroad that would enable me to watch trains go by in scenarios that had impressed me during rail-fanning expeditions to the USA. My initial planning determined the layout would be two decks around the room with turnback loops to avoid spanning the entrance door. This would enable access to the layout without a duck-under or lift bridges – an important consideration at my advanced age! The two decks were to be linked by a four-turn helix in one corner.

The garage was finished with plastered walls, coved corners, a lowered/insulated ceiling, electrics, and LED lighting. Sky blue paint and a neutral carpet completed the layout room.

Above
Tri-Rail GM-EMD F40PHR
#811 is a Walthers
'Special Edition' body
on a Kato chassis with an
aftermarket sound decoder.
The Tri-Rail livery
on the commuter cars
is really impressive, so they
will never be weathered!





The upper deck represents Southern California, as charted in the March and April 2019 editions of CM.

I started the planning of the Florida deck with a list of the signature elements I wanted to include:

- Miami River neighbourhood
- a small lake with alligators and an airboat
- a shopping mall
- Orlando Amtrak station
- Kaley Yard, opposite Orlando station
- a Miami Tri-Rail station.

I used Google Maps and my own photo library to determine track plans and appropriate scenic accents, simplified to create the flavour of the locations rather than accurate representations.

I followed the principles adopted by the iconic American modeller John Armstrong to create a plan on 1cm square graph paper. 'Doodling with squares' also helped to determine baseboard and aisle widths.

The helix

A helix is used to connect the two decks. It is also used as a staging area and can hold ten trains of twenty cars with three locomotives.

Trains leave the helix near the entrance to Kaley Yard and continuous running is facilitated by a track that runs around the back of the helix close to the wall.

Baseboards

The 45cm wide foam shelves that form most of the baseboards are secured by timber L girders supported by threaded rod screwed into the wall noggins. The turn-back balloon uses traditional 5cm x 2.5cm timber frames on 5cm x 5cm timber legs.

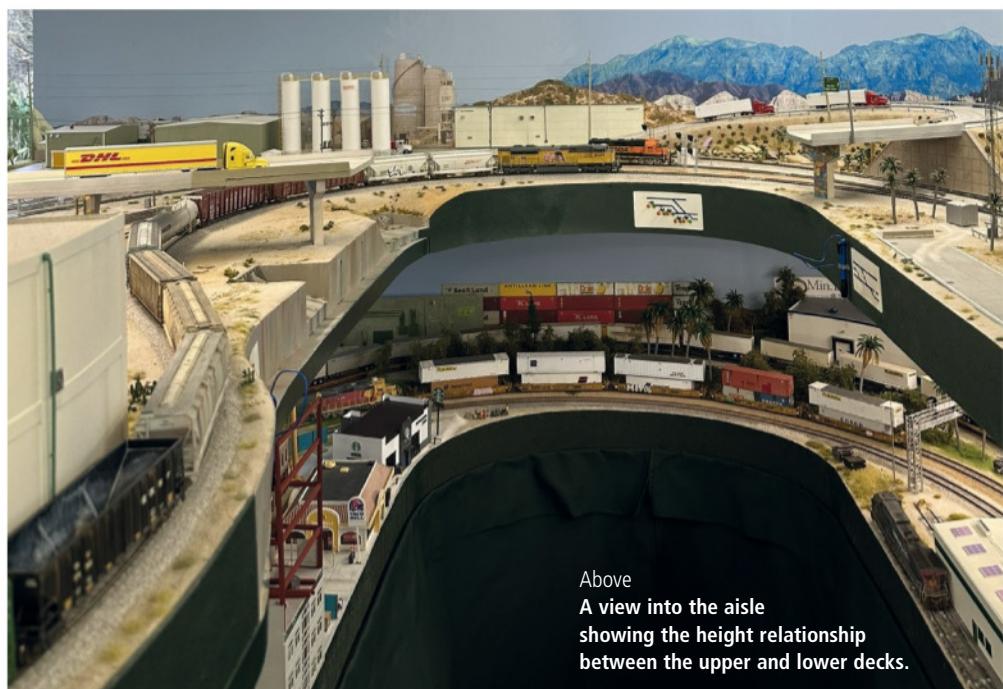
All the layout wiring is brought forward to the timber L girder for soldering, and curtain wire hooks are used to keep the wires in place. A bonus of using this method is that I never need to work underneath the layout.

Backscene

I think backscenes are an undervalued aspect of railway modelling. They can help set the location, approximate date, and time of year. They can enhance any model by adding a sense of depth and distance.

Above
CSX GE AC6000CW #682 shows signs of a hard life as it crosses the bascule bridge over the Miami River.

Left
CSX GM-EMD SD70MAC #713 passes Old Town, Workers are attending to the repair of an access road.



Above
A view into the aisle showing the height relationship between the upper and lower decks.



Left
CSX GE B23-7 #3106 with its shoving platform awaits the next assignment.

Right
In my imaginary world, the Florida Tri-Rail operation was extended to Orlando with a commuter station next to the Amtrak station.

Extensive research on Google Earth enabled me to locate specific photographic spots and Google Maps provided accurate locations. Mobile 'phones now have cameras capable of taking images of a quality that could be used for creating backscenes. My photographic expeditions focused on the Miami River area, Tri Rail locations, Orlando's Amtrak station, and Kaley Yard.

The 'print screen' function on a computer can grab images from Google Earth for anything I may have missed.

I use Microsoft Publisher to produce the backdrop images ready for printing, taking care to maintain scale and to make sure the images line up correctly.

I use a Canon MP970 printer set at high resolution with 120gsm matt paper, thicker than normal printer paper.

The images are trimmed with scissors to the skyline and then glued to the sky with PVA.

Trackwork

Track is Peco Code 83 laid on 2.5mm cork. I use flexible track and the turnouts are the largest possible angle for the location. There are a couple of Shinohara large radius curved points that see infrequent use and are hand operated.

The rails are painted with a Woodlands Scenics Track Painter.

The ties are painted with matt enamel paints using three or four different track colours from different manufacturers.

I use sieved aquarium sand for ground cover around the track, held in place with traditional thinned PVA glue. Once this has dried, ballast is added. I used Woodlands Scenics fine light grey ballast with PVA glue as the adhesive.

Control

The track is laid with the controller live so that any faults or shorts are immediately obvious.

It is impractical for the layout to have a conventional control panel and initially I used the Lenz DCC system with a USB interface linked to a laptop running JMRI. I used Wi-Throttle on my iPhone to drive the trains. I now use the Roco Z21 system, with a booster.

I purchased two secondhand iPads to control the layout, enabling grandchildren to operate at the same time as granddad!

I have used the Z21 system to control turnouts on other layouts but at my advanced years I found changing from 'loco' screen to 'turnout' screen can lead to accidents.

I have used the Gaugemaster Prodigy DCC system on a club layout and found the number of button presses needed to change points and signals to be a faff, particularly when you have to refer to a track diagram to find the accessory decoder address.

My solution to turnout control is to use Peco solenoid motors attached directly to the headstock timbers as they were designed to do, controlled by the traditional stud and probe method with mimic panels in appropriate locations.

All my newer locomotives have 'stay alive' capacitors so I can use Peco Insulfrog points without any stalling.

Right
CSX GM-EMD SD40-2 #8203 waits to head north.

Below
Opposite the station CSX GM-EMD GP40-2 #6351 has been left idling in Kaley Yard while the crew visit a local coffee shop for their morning break.





The turnback loops change polarity with Digitrax Auto Reversers.

The layout has three electrical busses. The brown and blue bus wires are the DCC track feeds, with dropers using black and red wires. The dropers are soldered to fishplates so no wiring is visible on the layout. The yellow and green bus powers the point motors, and the orange and white bus carries a 12 volt supply for lighting.



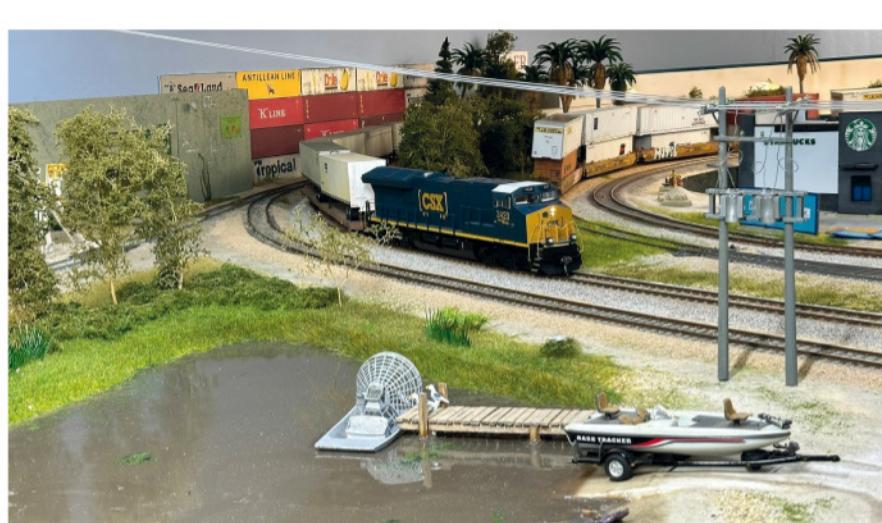
Above
A BNSF interloper, GE ET44C4 #3826, waits patiently
to perform its distributed power duties at the rear of the coal train.
Two Carnival cruise ships are moored behind Waterside Mall.



Above
An unkempt cement facility at the north end of the yard. The control panel uses stud and probe to activate solenoid point motors.



Right
One of the scratch-built signals – Plastruct railing, with Walthers chain link fencing panels cut and fitted horizontally to represent metal tread plate, an Eckon ladder, and BLMA (now Atlas) signal heads. These have ready wired LEDs but making them work is way beyond my electronic skills.



Scenics

The ground is represented by white aquarium sand supplemented by play pit sand, beach sand from my local beach, and Chinchilla dust. The sand and dust is spread dry and shaped with a foam brush. The mixture is then wetted with water through a perfume mister. The water has isopropyl alcohol and washing-up liquid added. The glue is PVA thinned with water and is dribbled on to the wet scenery with an eye dropper.

I use a Pro Grass Box from WW Scenics and static grass fibres in various lengths and hues from a variety of manufacturers to create grass tufts and grass areas.

Left

No Florida scene would be complete without water and an airboat. The transformers on the utility poles are by Custom Scenics and the airboat is a 3D print. The water is a Woodlands Scenics product with a brown pigment to give the right colour.



The cacti are plastic frets made by Pegasus Hobbies.

Palm trees are from an eBay trader in China.

The cracks in the roads are produced with an HB pencil, weathering is pastel powder, and road markings are made from automobile lining tape.

Buildings

There are few buildings on the layout. Summit Models provide a Starbucks, Taco Bell, and one section of the Waterside Mall. Walthers Cornerstone kits are the source of the 'old town' behind the Amtrak station at Orlando.

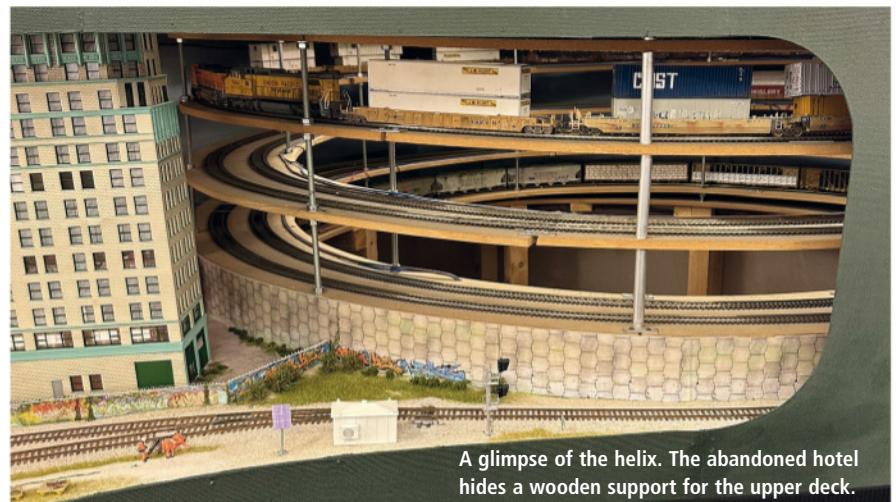
The Waterside Mall is mainly scratchbuilt from styrene while the signature building on the layout is the Amtrak station built from laser-cut ply to my own design. This will be featured in more detail in a subsequent article.



Above
GE ET44AH CSX #3420 is on intermodal duty as it approaches the bascule bridge over the Miami River.

Right
The customers for the local Taco Bell show no interest in the passing train.

Below left
BNSF #3826, a GE ET44C4, slowly traverses the bascule bridge.



A glimpse of the helix. The abandoned hotel hides a wooden support for the upper deck.



Locomotives

All my locomotives were purchased from either Contikits or eBay, most secondhand. Some are sound equipped using a variety of decoders. In consists, I usually have the front loco sound equipped and the remaining locos silent. I only run one train at a time, and I enjoy controlling the horn and engine sounds as the train progresses across the layout.

Some locos are still in the 'out of the box' condition, but those used most often have been weathered using an airbrush with enamel paints, dry brushing, and weathering powders. I use my own photos or the internet to source images of the loco I want to weather and match the weathering as close as possible to the photo.

Rolling stock

All the rolling stock on the layout passes through my workshop to be fine tuned for reliable running. Each vehicle has metal wheelsets checked for gauge with a NMRA standards tool. One truck on each vehicle has the retaining screw tightened and then loosened one half turn, the other truck is tightened and the screw undone one full turn. This provides a very simple compensation.

Above
Lightly weathered
CSX GM-EMD GP40-2 #6351
is back at the shed
after a morning's work.

Right
The loco facility office,
an old BLMA model
detailed and weathered.
Utility poles are prominent
feature in the USA, and this
one has been detailed
with Custom Scenics parts
and wires made from
Berkshire Junction EZ line.



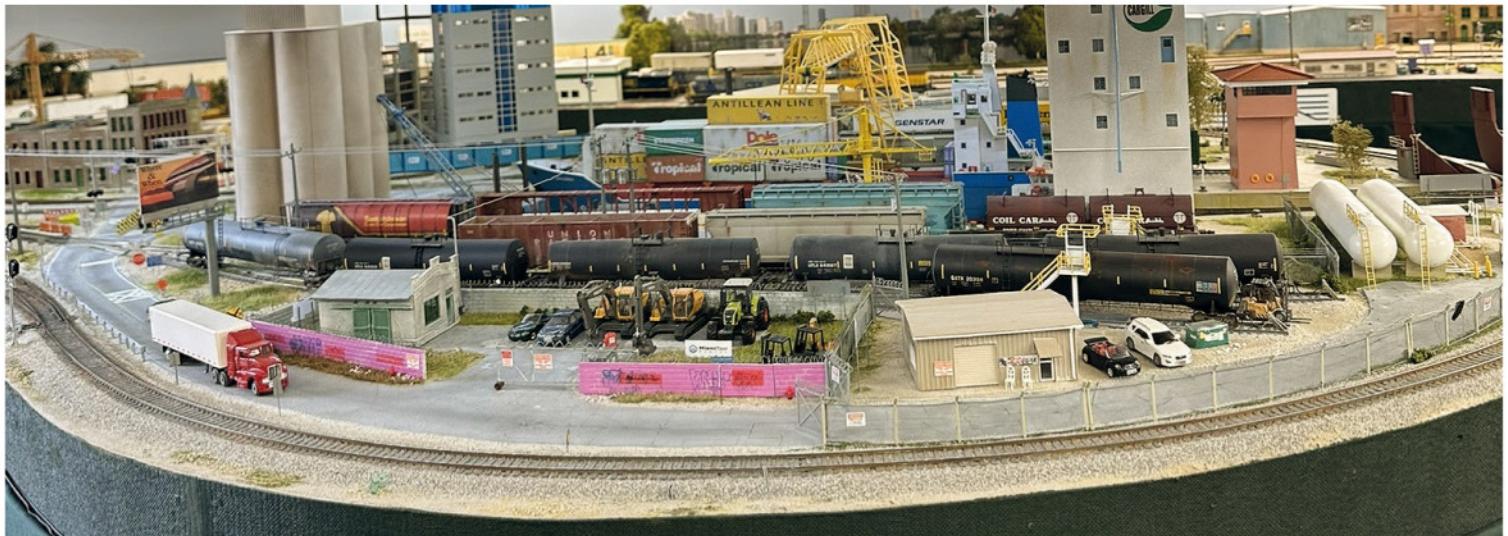
Left
Not all the local industries
have a rail connection.
Miami Tool Hire
is in a run-down area
with old infrastructure that
helps create the atmosphere
for the Miami River area.

Right
A lone railfan waits for
his next photo opportunity.
The Tri-Rail cab car
is waiting to head south.

Far right
Loaded tank cars have been
spotted at Florigas.

Below

Miami Tool Hire to the left and Florigas to the right. Behind is the Miami River with the *Sara Express* container ship waiting to be unloaded.



All couplings are Kadee #5 and are checked with the Kadee height gauge.

The stock is weathered from photos with a mixture of spraying, dry brushing, weathering powders, and weathering decals. Many freight cars have graffiti decals applied before a final coat of matt varnish.

Conclusion

The layout has now been nine years in the making. I have found most pleasure in the construction, and I find myself spending less and less time operating even though the layout provides an ideal backdrop for running trains.

I am particularly pleased with the backdrops and the depth they give to the scenery. I have strived to create a feeling for the sultry days and run-down aspects of Miami during the hurricane season in Southern Florida.

With the layout door closed, the lights on, and two or three locos in front of a long train, my mind wanders off to Orlando, to Miami, to ...



Dries Reubens describes his first exhibition layout in N, created as a competition entry.

Photographs by the author.



MINI Gremberg

A depot serving a freight yard near Cologne

Gremberg is a large freight yard just outside Cologne. After parking a train, the locomotives are serviced and stabled at the depot, which is equipped with a traverser. The presence of colourful locos at this depot had already triggered my imagination. Between December 2008 and December 2019, Belgian TRAXX locos were also based here: first the green-grey series 28, then from 2017 the Lineas locos in RailPool colours.

When *Modelspoor Magazine* announced the conditions for their third mini-layout competition in 2010, this turned out to be the ideal moment to build a miniature version of this depot, for the following reasons:

– in addition to the DBAG traffic red locos, many private operators also come to Gremberg, which makes the loco fleet very varied and colourful;

– the presence of the series 28 provides a Belgian touch; – the locos are moved on a traverser, which saves a lot of space and points, and this idea appealed to me.

I decided to build it in N, as this scale had not yet been featured in previous editions of the competition.

The project presented me with some challenges.

The traverser itself would have to be scratchbuilt as existing model traversers have too few connecting tracks (usually five on each side, while I needed double that) and

Above
Most of the locos have been weathered to some extent but the DBAG BR261 Voith 'Gravita' B-B heavy shunter is clean as it was still new.

Right
The depot hosts a colourful range of locos old and new – German, Swiss, Belgian, and independent operators.



also are not very realistic. The drive is built into the bridge, which makes the bridge itself much too massive and the pit underneath too deep.

The second challenge was even more interesting: in reality, the overhead runs above the traverser. The pantographs of the loco must therefore be lowered before the traverser is moved sideways carrying a loco. A fellow MSKK club member had previously developed a system using memory wire to lower pantographs in HO, but now he had to miniaturise it to N!

Planning

The competition rules stated a maximum area: for N the layout could not occupy more than 0.6m². The first task was therefore to get my idea within this space. I had to do some puzzling for this. For example, I decided not to use a rectangular base: By angling the front, the area was reduced and met the conditions. As a result, the tracks for the arrival and departure of the locos had to be laid a little more on a curve. The number of stabling tracks around the traverser was also limited. But after a few test set-ups, it still looked impressive.

The allowed area also had to include a possible fiddle yard. I thought of a fiddle yard as a sliding drawer with tracks, but this turned out to be too large. After some lateral thinking, there was a solution: why not move the locos vertically? So the loco lift was born, and it stayed under the maximum area. The lift was used at the exhibition but unfortunately it did not function completely as I wanted, so was subsequently replaced by a sector plate.



Construction

The layout was designed as a viewing box and made of 8mm MDF. A recess for the traverser was provided in the base plate.

Connecting wires were soldered to the tracks before they were laid. Because the layout is so compact, single pieces of flexible track were used. No solder joins were required, which benefits the power supply.

A few tracks at the front were provided with an insulated section so that non-digital locos could also be parked.

Above
The traverser is a space efficient way of accessing the maintenance shed.

Left
At one end of the shed we find the necessary offices.





Above
The yellow BR218 B-B diesel and BR120 Bo-Bo electric are used by DB Systemtechnik.

The maintenance shed was built in a shortened version based on photos of the original. Ribbed plasticard plates from Evergreen were used for this.

The doors were created from transparent packaging material, into which the grooves of the segments were first scratched and then painted.

Inspection pits are provided in the shed and a few (half) locos are being repaired.

Locomotives

I scoured the well-known auction sites and various exhibitions to obtain most of the models at a good price. I could usually find the correct basic model but in a different colour scheme. This was ideal for me because I could 'attack' the models with the airbrush. A few models of the older classes such as 140 and 151 were obtained as bargains due to damaged liveries. They were re-sprayed traffic red and provided with new numbers using waterslide transfers from TL-Decals. The white bar on the nose was applied with a self-made decal.

Left
A Belgian class 28 (Bombardier TRAXX E186 multi-system Bo-Bo electric) rides the traverser.



Right
Of course the depot also caters for diesels, from Köf III (BR332) shunters through BR290 to BR218.



Above
SNCB/NMBS 2841
 is a modified Arnold model,
 based on a TRAXX E186.

Left
The DBAG BR 155 Co-Co
 (former DR BR250)
 is a modified Minitrix item.

Below
The backscene includes
 wagons to suggest
 the large freight yard.



Models that were purchased in the correct colour scheme were renumbered according to photos of the originals, and sometimes provided with a different logo. In the mid-1990s, the freight department of the German railways was given the name DB Cargo, then towards the turn of the century the name was changed to Railion (whereby two different logos came into use), then it became Railion DB Logistics, and a few years later DB Schenker Rail. After these many changes, the name DB Cargo was re-introduced. Given that DB has a large fleet, it was impossible to change the logos on all the locos with every name change, so that the different logos could be seen at any one time. TL-Decals has all these logos in its range, so I could provide the models with the different logos.

The Belgian series 28 is not available in N, but Arnold did produce a basically correct model of the TRAXX E186, so I started re-spraying and making decals for these models.

Almost all the locos were modified in some way: if they were not provided with a different livery or number, they were at least weathered.

The 'Gravita' diesel was not weathered because at the time it was still quite new. Just like some other shunting diesels, it was equipped with an imitation shunting coupling, created by 3D-printing.

The well-known N couplings were removed (as they are not needed here anyway) and some models were detailed with scale couplings and imitation brake hoses.

A few older types (140, 151, and 155) were equipped with new single arm pantographs, just like the real things.





Working pantographs

From the very beginning, it was decided to use digital control. Many model locos are now equipped with a standard socket so that installing a decoder is very easy. With older models, the decoder connections have to be soldered to the printed circuit board.

Even smaller decoders now have multiple function outputs, so that I could use them to move a pantograph.

One end of a piece of memory wire was attached to a pantograph, the other end is connected to a function output of the decoder via a wire. The pantograph is also connected to the ground. By putting voltage on the memory wire, it shrinks, which pulls the pantograph down. This conversion is a very precise job and had to be started again several times. Also, a few decoders gave up the ghost during the work as they were overloaded by the current through the memory wire. The memory wire came from Jacques LePlat, but unfortunately is no longer available.

For this system I had to search for a decoder that was small enough for the N locos but also could handle the load. I had already had good experiences with Kühn P045 decoders, but it could not handle this load. After some searching I ended up with decoders from Doehler & Haass and since then only these have been installed.

The traverser

As already mentioned, the traverser itself had to be designed and built. Given that the surface over which the bridge moves is in reality only a little over a metre deeper than the bridge itself, it soon became apparent that I would have to install the drive completely under the base plate. The connection between the bridge and the drive could not be visible: I decided to make this connection as narrow as possible and to hide it along the pit walls.

The bridge is driven by an electric motor via a toothed belt under the base plate. The bridge must be aligned by sight: the reduction gearing allows it to be positioned very precisely.

The bridge itself was constructed from various plasticard sheets and profiles.

Above

The two BR189 electrics are Hobbytrain models modified with different markings.

Below

Two BR151 Co-Co electrics also modified with different liveries and logos. The original models are by Fleischmann.

Control

The layout is controlled digitally via a Netbook on which the free operating system RocRail is installed. RocRail was chosen because this program allows you to use gamepads as speed controllers. Gamepads are very cheap to obtain, and for this project I bought two with wireless connection. It takes some practice to get used to these controllers, but it works perfectly. And among youngsters it always elicits the statement: "Those trains are controlled with a Playstation!"

Conclusion

This mini layout was displayed at several exhibitions, (including the sixth Modelspoor Expo in Leuven in 2012, Eurospos in Utrecht, and the next MSM Expo in 2014 as well as our own club exhibition in Ostend in that year.

Considering this was my first exhibition layout, some points for improvement became apparent, notably that the MDF construction was much too heavy for such a small layout. The layout is therefore no longer operational, but there are plans to renew it.



Andrew Eastabrook has created a new freight revenue stream on his layout.

Photographs by Mike Schoen.

A grain elevator

on The Pas & Northlands



A contract has been signed with the operators of the Manyberries Elevator to transfer grain north to Hudson Bay Port via The Pas & Northlands.

There were indeed five grain elevators at Manyberries originally but four were taken down and moved to richer areas in the 1920s. There was one left in 1952 but it appears this was demolished by the late 1960s. The township of Manyberries is in Alberta, not Saskatchewan, so its elevators would have been part of the Alberta Pool. The Pas,

headquarters of the TP&NR, is in Manitoba to the east and just under 1,000km from Manyberries on a direct line – a very long branch indeed!

As an aside, the Manyberries elevator is in the Saskatchewan Pool because those were the only transfers I could get, and even then they were at the end of their life and only just usable – hence the weathered look. The Manyberries name was made up from individual letters supplied with the sheet of transfers.

Right
The elevator next to the branch line which runs through the home office, with the temporary ramps which allow truck access during a running session.

The construction of the model of the Manyberries township is under way but it will be a long time finishing. In reality Manyberries was founded in 1909 and in 1916 Canadian Pacific laid a grain gathering branch line from Lethbridge to a distant Shaunavon and in passing through CP built a station, a section house, and a yard complete with engine shed and water tower. The branch line closed in the 1980s and the township's decline started. Everything related to the railway was removed apart from the station building and the section house which survive as private houses. The township has also descended to near ghost town status although the Canadian census says that the maximum population was only ever around a hundred.

Construction

The model grain elevator has been under construction for about a year. It started out as a static diorama to sit next to the Manyberries branch line at the back of the home office desk. It has since grown in scope, extent, and ambition. I received a set of six drawings from my contact in Lethbridge for the construction of a standard 40,000 bushel capacity wooden elevator and annexe. The five main elevator drawings are dated 1927. The single drawing for the balloon annexe (of 42,500 bushel capacity) is dated 1948. These latter were more cheaply built and not as strong, indeed they were called 'balloon' because they would sag over time and eventually collapse.

All the major dimensions on the drawings have been scaled to 1:87 and timber section sizes have been followed where feasible to scale. I have carried out a lot of research on the wooden elevators and their operation; this film gives a good overall history:

www.youtube.com/watch?v=4X9R5iwQuXA

Originally there thousands of these 'cathedrals of the prairies' but they burnt easily, were subject to sometimes wildly fluctuating farming fortunes, and eventually were superseded by far fewer super-sized concrete elevators. There are now very few wooden elevators left, but there is an active preservation movement.

Below

A truck leaves the unloading shed having tipped another load of grain.

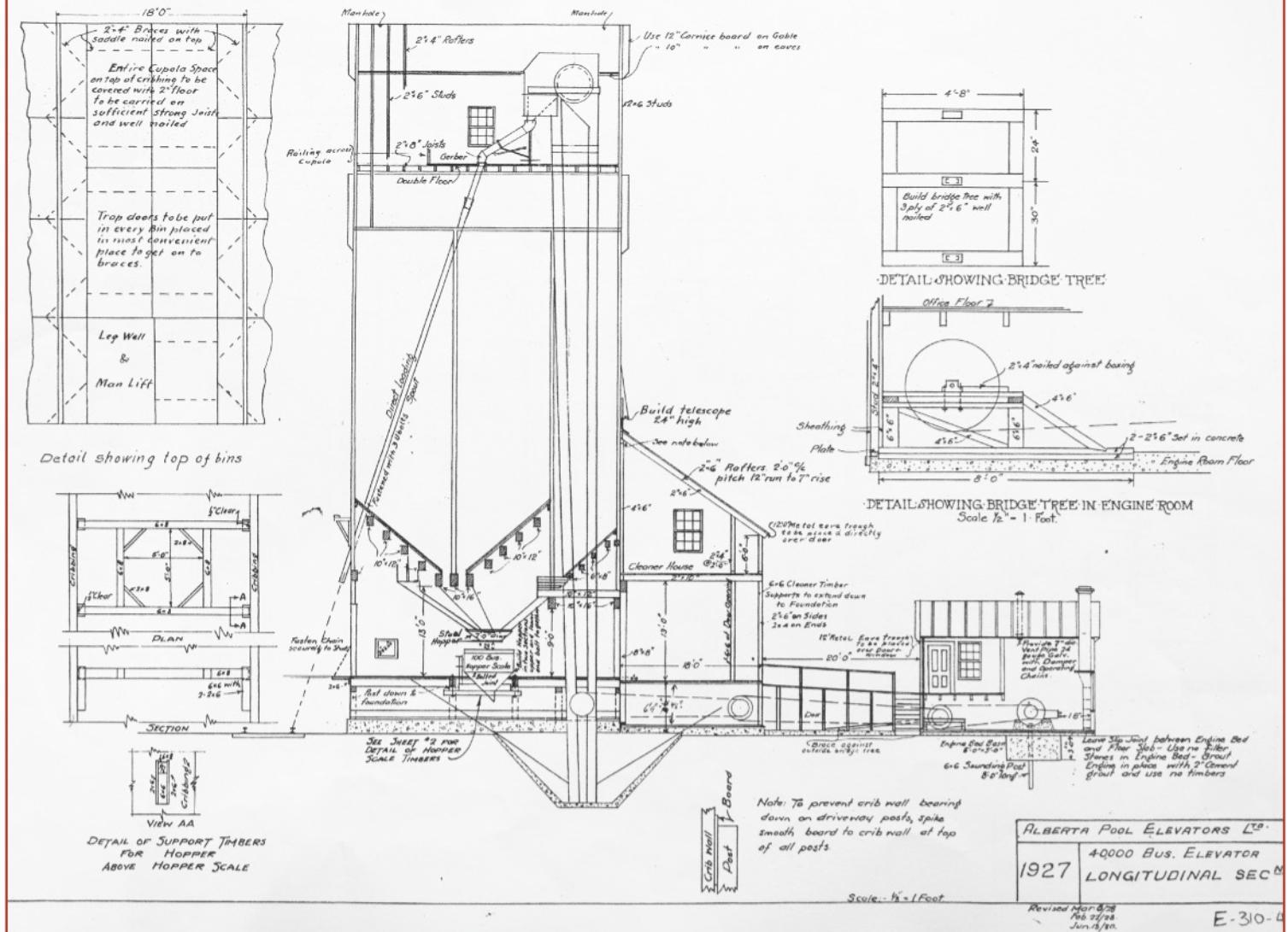


The size of the base of the diorama was determined by the space available next to the branch line, and is a somewhat curious shape. The roadway through the elevator is raised and temporary ramps are used when the model is in this location.

For the buildings I started with the balloon annexe to develop the construction techniques on a simple structure. The basic shell for both walls and roof is 2mm plywood with strategically placed reinforcing sections of oak strip or balsa. This is removable and is located accurately on the base course by balsa 'fingers'. The walls are finished with 8mm x 0.5mm basswood strip from Cornwall Model Boats (usual disclaimer) laid as weatherboarding fixed with white glue. The four 'strongback' projecting profiles give extra strength to what is a generally weak structure. The corner posts are 2mm x 2mm basswood strip.



4



Above
One of the five sheets of drawings showing how to construct a new elevator in the wilds of the prairies.
The balloon annex only needed one sheet.
It is very different from the many drawings and documents now used in a construction project.

Left
The balloon annexe removed, showing the storage for tools and the lighting battery.

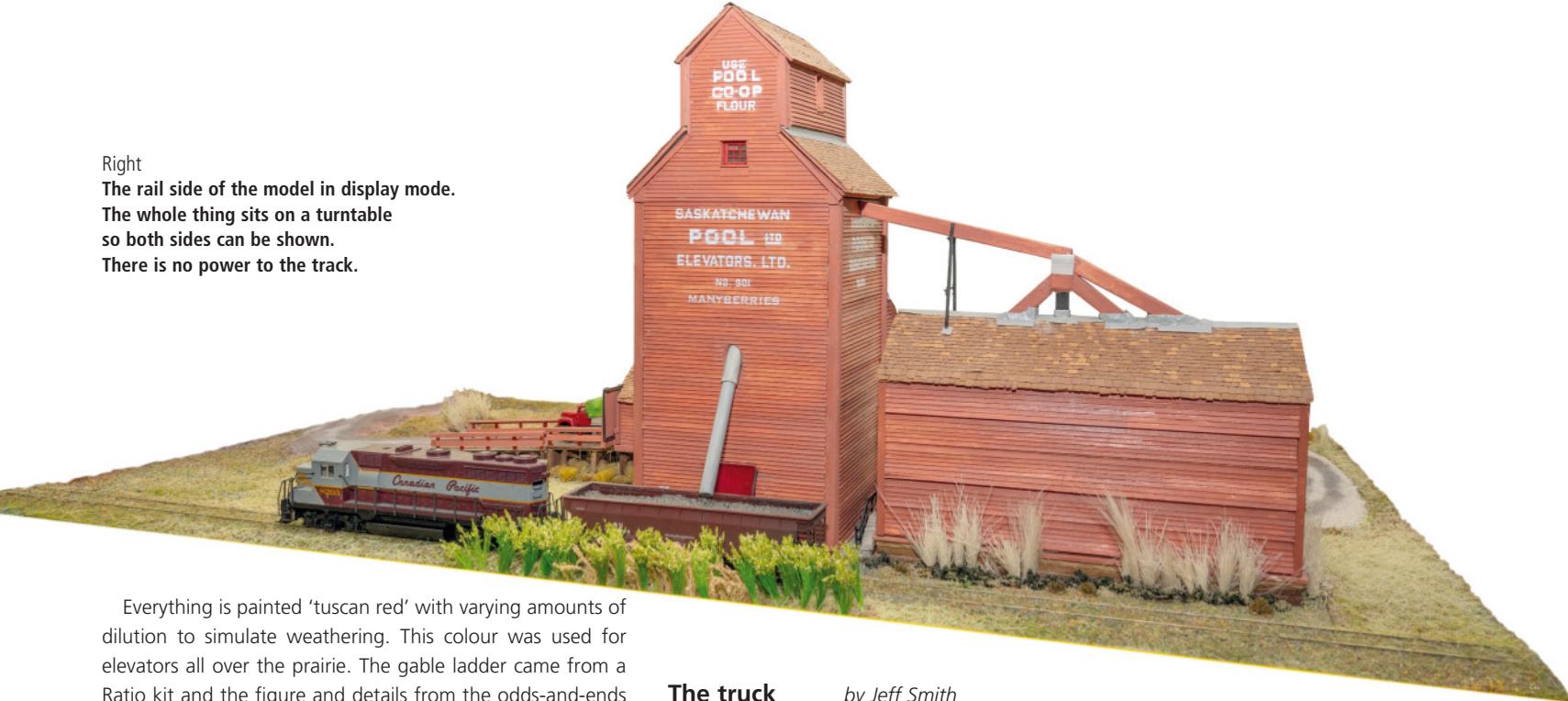
Right

The rail side of the model in display mode.

The whole thing sits on a turntable

so both sides can be shown.

There is no power to the track.



Everything is painted 'tuscan red' with varying amounts of dilution to simulate weathering. This colour was used for elevators all over the prairie. The gable ladder came from a Ratio kit and the figure and details from the odds-and-ends box.

The roof was a labour of love, but well worth the effort, I think. I used shingles cut from Sierra Scale Models #110 western red cedar sheets which are 0.1mm thick! These sheets have to be marked out and cut to form the shingles. These are a scale 3' long by 1', 1'6", and 2' widths, not much greater than the size in the real world. The shingles are laid course by course with a 2' lap together with under-eaves and verge details fixed with white glue. The ridge and the flashings are formed with painted aluminium strips cut from an old window blind. The grain feeds to the annex are made from four timber boards to form a tube supported on a frame made from sections of rail. The lighting battery and various tools are stored inside.

The outbuildings are based on the 1927 drawings. The smaller one contained fuel for the engine, coal for the stove, and a toilet. The larger building contains the gasoline engine connected by belt drive to the vertical conveyor. Over the top of the transmission tunnel is the elevator office, complete with interior and light – and very dusty glazing. Outside the top of the tunnel was used to give access to the elevator pass door. These subsidiary structures were built of many different materials with no two the same. In this case the corrugated iron roof came from spares box.

The elevator has the same basic shell construction and the same finishes as the balloon annex. The original intention was to make the elevator as one piece to lift off the baseboard but having glued together three sides it became apparent that to complete the structure accurately these would have to be glued to the base. Accurate placement of the feed spout, the access doors, and the platform on the rail side was a problem with too many moving parts.

I then saw Jeff and Emma Pike's new layout *A Remote Depot* which sparked further ambitions. I no longer have an exhibition layout but I enjoy shows so perhaps I could animate the elevator. I showed the part-built model at StowRail in 2024 where it generated some interest.

I asked Jeff to make me a vintage truck with full radio control, including tipping. Suffice it to say that it animates the scene beautifully but it needs a lot of practice to drive it accurately.

The truck by Jeff Smith

My normal subject matter for radio control conversions is 1:76 British modern image, although I have used HO large plant and tractors. So tackling a vintage American truck in 1:87 was daunting enough without the extra challenge of making it fully operational with a tipping grain hopper.

The rough plan was to use my usual steering axle from KKPMO in Poland – these are available in widths to suit, in 0.5mm increments – with a micro steering servo mounted vertically in the cab. A 6mm motor and associated 3D-printed gearbox, also from KKPMO, would be mounted horizontally between the rear wheels, and a second servo would be mounted inside the grain body to tip it up. Removable batteries, which would also sit in the grain body, would mean I did not have to find space for a charging point or an on/off switch, and providing multiple batteries also allows for continuous operation at an exhibition (one battery in use, one charging, and another on standby). But with all this taking up valuable space in the grain body, would there be any space left for actual grain?

I chose a 'Mini Metals' model of an International R-190 box truck in US Postal Service livery. This was a bit of a gamble as I have no experience of these models, and only being able to see pictures on the internet never really allows you to assess a potential model properly in terms of suitability for conversion to radio control – for example, are the tyres made of rubber or plastic? But when it arrived, the tyres were indeed rubber.

The first thing was to remove the box body.



Left

The truck with box body removed.

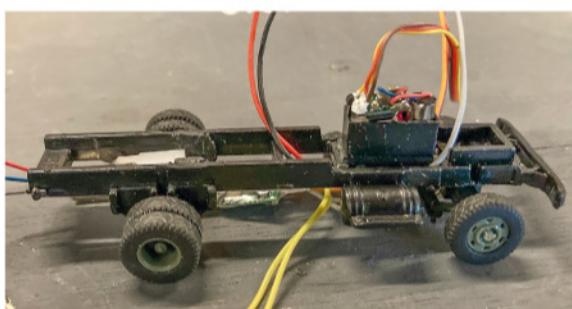


The wheels can usually simply be pulled off the axles, and the holes sleeved down to 1mm (steering kits and small motors for use in this scale are all 1mm diameter). The holes in the chassis for the rear axle are made into 2mm slots, into which the motor gearbox can be installed, with short lengths of 2mm brass tube (2mm outside diameter, 1mm inside diameter) acting as bearings, and the wheels are simply glued back on to the new, powered, axle.

A micro servo sits under the bonnet, deprived of its top cover as there was not quite enough room to keep it on. This operates the steering via a modified linkage – the first version of this did not have enough ground clearance, so both the linkage and the road were refined until the truck drove without fouling the road surface.

The receiver is a Deltang RX45, supplied fully wired by Andy at micronradiocontrol.co.uk. However Deltang have ceased production, and these tiny receivers, crucial to small scale RC conversions, are no longer available. Alternatives are in development from various other sources, but at the time of writing I do not know of an alternative that would fit such a small truck. In this case, I installed the receiver just under the chassis behind the cab.

A second servo is mounted to the hopper body floor (a simple brass rectangle cut from a sheet, with a 3D-printed grain body glued on top), and I glued a partition in place to separate this compartment from the load. The battery also sits in this front compartment, which is hidden from view by a tarpaulin. The servo acts on an L-shaped brass rod, mounted vertically to the chassis, which goes through the hole in the hopper floor – when the button is pressed on the transmitter, the servo pushing down tips the hopper up.



Above
The balloon annexe back in place, with the farmer's truck approaching. Note the radio control handset in the background.

Left
The truck mechanism.

The hopper body is a 3D-printed item from Shapeways. I cut out the rear door and then mounted it back to the body, top hung, using thin-walled brass tube. The door is held closed with a tiny magnet glued to the body, which acts on the steel door handle. It was an extremely delicate balancing act to get the strength just right, so that the door is held closed as the truck drives along the track but opens when the back tips up with the pressure from the poppy seed 'grain' inside, then snaps back closed when the body is returned to the horizontal position.

US Postal Service Green is not ideal for a grain truck: almost all of the photos I found for reference were of red trucks, but with very well worn and faded paint. So I mixed up some paint for the cab to try and mimic the look – mostly red with some white and pink added.

Each headlight is a single warm-white LED, and I apply matt black nail polish liberally around the back to block light leakage – its thick and gloopy consistency is perfect for this, and ensures light only gets out through the dollop of superglue gel used as headlight lenses.

Charging is via a small USB charger; it takes about the same amount of time to discharge the battery in use as it does to charge it up again (about 30-40 minutes).

I am pleased to have helped realise a full working scene, but I will not be taking any more commissions for the foreseeable future!

Working elevator

Having a tipper truck to deliver grain is not enough if it does not have somewhere to run. The removable ramps at each end of the elevator when it is in its branch line position allow the truck to run around the desk (carefully) and up into the elevator. For exhibition use I needed a bigger area so the outer baseboard was born. This has a weed-grown length of track to show the grain car (a 40' gondola with a part load) being loaded. There is both spring and mature wheat growing where the grain has missed the car. On the prairie side I have modelled a lumpy piece of terrain just after a passing storm with various puddles, partially flattened grasses, and a track, all within a perimeter board to prevent amateur drivers leaving the scene.

The ambition for the diorama did not stop there. Having a truck to deliver grain to a scale model of a wooden elevator, why not show how it works?



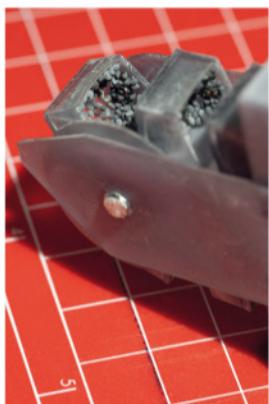


Left
The elevator mechanism.
 A continuous conveyor belt from pit to gerber, turned by hand.
 All the components were 3D-printed, apart from the aluminium 'wall' to the gerber and the 12mm wide ribbon used to form the belt.

Right
The roof and front of the elevator removed showing the mechanism and the truck tipping grain into the receiving pit.

At this stage the front wall, main roof, and balloon annexe were all detachable from the base. I now entered into a long period of further research coupled with trial and error 3D design and printing.

In detail the elevator works as follows: a large pit was dug on the site which was lined in concrete and shaped to direct the grain flow to the bottom of the vertical conveyor belt. This was fed from the delivery truck sat on a scale which allowed the weight of grain to be calculated. The belt has 'buckets' attached to it at close centres and film of them in operation shows them as a blur. The buckets collect the grain which is taken to the top of the structure contained within wooden tubes called 'legs'. At the top the buckets run over a wheel with most of the grain falling into the delightfully named 'gerber' (the name of the inventor) with the remainder falling down the return leg into the pit. The dust is everywhere and flammable – these were dangerous places to work. At the top, the grain collected in the gerber is discharged by spout into one of the storage bins. An ingenious arrangement of ropes and pulleys allows the location of the gerber spout to be controlled from the ground floor.



Below left
The bottom of the conveyor belt which sits in the pit filled with 'grain' (poppy seeds).

Below
The top of the conveyor belt, the crank, and the gerber.

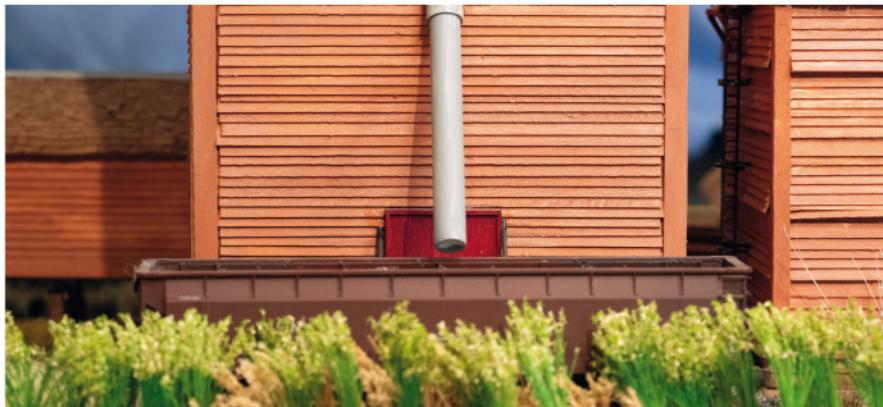
Below right
Side view of the top of the mechanism with the gerber in position to discharge into the spout filling the rail car.



To load the grain into a rail car, the selected bin is opened at the bottom to discharge into a hopper on another scale before falling into the pit to return to the top and into the gerber, now aligned with the discharge spout orifice.

In the model the legs and buckets built to scale were too small and there was a problem of what to use for the grain. After a number of trials, the best solution was leg internal dimensions of 15mm x 15mm with buckets 12mm wide and 9mm long, with a maximum of 9mm high. The buckets are glued to a 12mm wide white ribbon at close centres. These determined all the other dimensions taking into account the limited size of the pit (built at the time of the baseboard so fixed) and the available space inside the roof.





Left
The loading spout.
The plants in the foreground
are spring wheat that has
germinated by the track
after missing the cars.



Left
Grain falling into the gondola.
This has been used instead of
a Trudeau grain hopper car
to show the mechanism in use.



Below
The truck approaching with a load.
The structure is showing the effects
of the prairie weather.





Above
The truck leaving the covered shed attached to the elevator.

Grain was originally moved in box cars until hoppers were developed which allowed increases in loading speed. Nowadays high throughput elevators have storage for many thousands of tons feeding continuously moving 110 car unit trains on a balloon track with computer control.

The front wall of the model has the access doors, the lean-to, and the pitched roof structures attached. In the plan the lean-to in front of the elevator itself contains the weighing scale, the gerber control, and the sampling facilities. There was also a man lift which was a platform and a rope inside another leg running to the top floor and the gerber. In the double pitched roof section on the exit side there was space for a small truck to wait under cover when needed in this version of the standard design.

Scenery

The landscape is conventional plaster bandage and filler over shaped pieces of insulation pieces to form the basic terrain. Brown emulsion in varying dilutions covers all. The puddles and wet areas are clear varnish applied in one pouring which



Above
The elevator manager has a visitor. The complex is beginning to show signs of wear and tear after harsh winters and baking summers.



dries 'crinkly' to simulate lightly ruffled water. The somewhat anaemic prairie grasses are static grass applied fairly randomly, whilst the rest of the terrain is finished with various ballasts, scatters, clumps, and weathering powders.

Particular mention must be made of the excellent buddleias and the green and summer wheat plants, made in Vietnam. These add real character.

There are two people managing the operation and one truck driver, about typical it appears.

The diorama is presented on its carrying box with a black skirt on a table. The whole model sits on a turntable allowing all sides to be viewed.

Conclusion

This has been great fun to research and build, and there are many things I would change second time around – which there will no be!

Next under construction for the TP&NR is The Pas marshalling yard and station – finally after some twenty years!

Ray O'Neill presents
his compact French exhibition layout.
Photographs by the author.

Saint Agur

Small but satisfying

After a few recent holidays in Europe, I became interested in the railways there. I do not claim to be an expert, I just like their trains, so my next exhibition layout would have a European theme.

Would it be German or French? I chose the latter. It would a small working diorama which would fit into my car, with a size of 1,220mm x 400mm plus a 550mm fiddle yard.

There would be two industries, and train lengths would be a maximum of three wagons plus a diesel shunter.

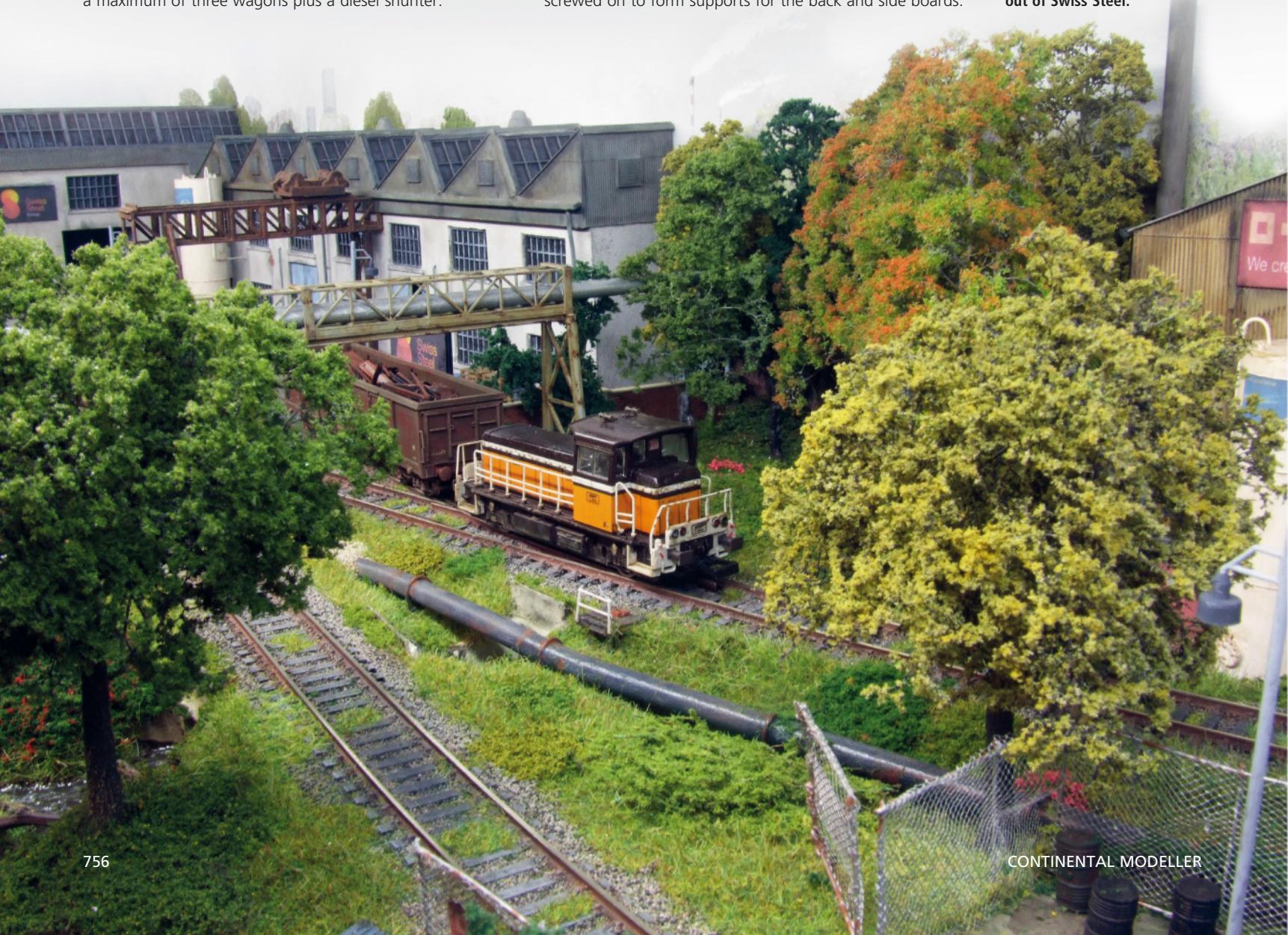
I chose the name *Saint Agur* – a bit cheesy, I know, but I think it works!

Construction

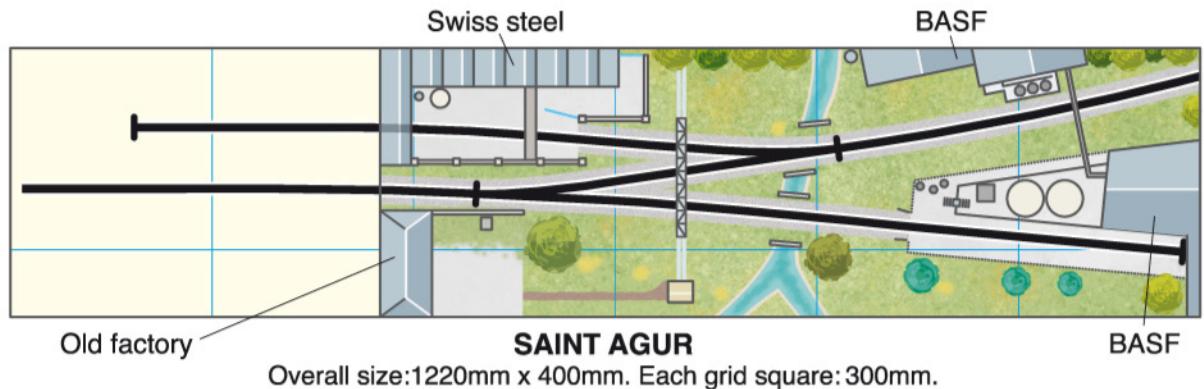
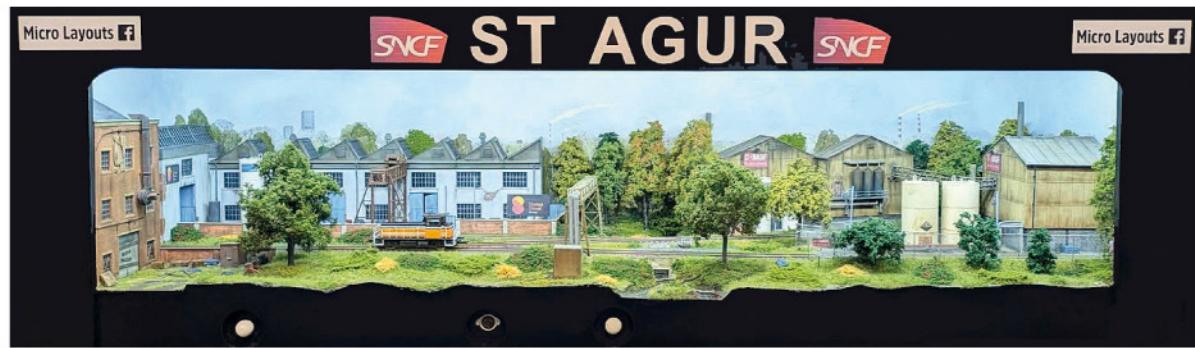
Traditional methods were used, 75mm x 18mm timber for the main framework with 38mm holes cut to reduce weight, and cross members placed at 450mm centres. Each corner had a 32mm x 12mm upright piece of timber 400mm high screwed on to form supports for the back and side boards.

Above
Akiem Y8000 8302 arrives
with an open coil wagon.

Below
SNCF Y8000 8034 pulls
a type **Eanos** wagon
full of scrap
out of Swiss Steel.



Right
Overall view.



Below
**8302 heading back
to the yard after shunting
BASF Chemicals.
The barrier wagon
is mandatory.**

Two pieces of 6mm ply were then fixed to the top of the framework, leaving a gap where the stream would go.

The back and side boards were made from 2mm MDF which was then covered in 1mm card to give curved corners. The front of the layout had two 400mm x 75mm x 9mm pieces of MDF fitted to both front corners, to bridge the gap

between these two uprights. I fixed a length of scotia beading, curved side facing in, with 2mm MDF fixed to the front to form a pelmet, then 10mm x 10mm timber was fixed to the outside top edge of the 2mm MDF to form a solid structure. (A lid would be added at the end of all construction.)



Two pairs of legs were made from 38mm x 18mm timber with 32mm x 12mm cross braces; these are a slide fit into pockets in each corner.

The fiddle yard used 75mm x 18mm timber with a 6mm ply top, with alignment dowels and a 6mm bolt to fix to the main board.

The track base was made with two layers of 10mm self-adhesive cork floor tiles, cut to fit the track formation. (These had been lying around for some years waiting for the right job to come along!) This gave a subtle difference in height.

The stream was formed by gluing a plywood strip underneath the gap between the ply tops. Plaster bandage and filler were then used to blend all the terrain.

Track and electrics

Track is Peco code 100, with two small radius electrofrog points (one left and one right) with flexible track for the running lines. I was going to use code 75 but some of the older stock I have acquired has slightly larger flanges (like the Lima of old) and they ride on the chairs.

Wiring could not be any simpler – just two wires soldered to the main inbound track, the others feeds taken off this, so really it was six wires.

As all the older diesels I have acquired are pre-DCC, I decided that the layout will be DC-only. (Just as well I kept my Gaugemaster handheld controller when I went over to DCC!).



The 38mm hole which I had put during construction came in handy for recessing a DIN socket for the handheld; a 2.5mm jack socket was added to the back of the layout, again recessed, for the 16v supply.

I have also built in an automatic shuttle, which can be switched in and out via a DPDT switch. The main reason for this was to allow me to leave the layout when necessary if doing a one-day show on my own.

Frog polarity is changed by a slide switch which had a piece of 1mm piano wire fixed into hole drilled through the knob, which also had 2mm hole drilled in it, all fixed to a piece of aluminium angle. This was lined up under the point

and screwed in place, with the 1mm wire going up through a 10mm hole in the baseboard and locating in the hole in the tie bar. A piece of 2mm bicycle wheel spoke was fitted into the 2mm hole in the switch knob and pushed through the front of the layout and a bead was glued on the end. This works well, switching point and frog together.

Lighting is by two rows of white LEDs supplied via a DPDT on/on switch – I can have one or both LED strips on. There is usually enough light with one row, and I use both when taking photos. Power is from a 12V 2A supply via a 2.5mm jack plug.

Below
Akiem Y8000
shunting Swiss Steel.





Above
A former ÖBB Rh2060 arrives with loaded telescopic hood coil wagons.



Location

The layout represents the end of a truncated branch line somewhere in the suburbs of Paris, serving two remaining industries. The line did carry on for a further mile or so to a chipboard factory – you can still see the chimneys but it is not rail-served any more, going over to road.

While searching looking for universal industries to suit a fictitious layout, I came up with two that would fit the bill.

Swiss Steel Group has locations all over Europe, including the UK. This would be ideal for my ever-increasing fleet of short covered steel wagons, Eanos gondolas, and flat wagons.

BASF would be my other industry, another global giant; this would enable me to use my small fleet of chemical tanks.

Wagons would be tripped from a nearby satellite yard, on an 'as and when needed' basis.

Scenery and structures

This is what I like best, making everything fit.

The first task was spray painting the track dark brown, followed up with a rust colour for the rails.

Next was the backscene. I like the look of a cloudy, overcast sky. First, the backboards were given a couple of coats of light grey acrylic paint. Once dry, I added washes of different greys blended together with a large mop brush, using swirling strokes. After a couple of days drying, I added the tree line, which was a photo taken from the internet and

Below
Y8034 is picking up an empty coil wagon which will be replaced with the loaded one left temporarily on the main.



Above
Former ÖBB Rh2060
framed by the pipe bridge
shunts chemical tanks
at BASF.

faded in Photoshop, printed out, and glued on. Distant factory chimneys were added, and a couple of blocks of high-rise flats.

All the buildings are made from 2mm posterboard, strengthened by 6mm x 6mm timber, with a bit of tinkering until I was happy with their shape and location.

The BASF buildings are a corrugated sheet and block design. The tops were clad with Slater's plasticard, while the base is sheets of block paper glued on and sealed with matt varnish.

The Swiss Steel building has a sawtooth roof covered with Slater's corrugated sheeting. The walls are a stucco finish, made by applying Liquitex modelling paste with a makeup sponge to give a light stipple.

Both buildings were painted their chosen colours and then given a black/brown wash. Doors and windows were then fitted, as was any wall detail, i.e. pipes and so on.

The old boarded-up champagne factory was covered in red brick paper and details added, and a coat of weathering, sealed with matt varnish.



Right
Arzens liveried SNCF Y8000
shunting Swiss Steel.

Once happy that everything looked right, a final coat of weathering was applied using a mix of artist pastels and makeup.

Next was the greenery. A layer of hanging basket liner was glued down, and, once dry, the backing was pulled off, leaving what looks like tall grass. This was then trimmed with scissors and a blend of 4-6mm static grass was added. While this was left to dry for a few days, I made a start on the trees, which are a mix of sea foam with different colours of Woodland Scenics foliage added and plastic armatures with sea foam branches glued on.

The rest of the details were added. Tanks were made from plastic waste pipe and with florists wire for the pipework. The chain link fence was made from chicken wire and wedding dress tulle.

Other details were bits left over from kits, taken from the "Don't throw anything away" box!

Operation

With such a simple track plan, I had to try to create some sort of procedure that would add interest while operating at an exhibition.

Swiss Steel has three locations for wagons, two inside the building and one outside under the overhead crane. The crane has not been used for years and is out of use, and this location is used to hold any incoming loaded wagons which will be shunted into the factory when needed. Because the headshunt feeding the factory can only accommodate a loco and two wagons, this can lead to some interesting moves.

BASF has two places for chemical tanks, each of which receives different chemicals, so when shunting, you must make sure you place the right tank car at the right location. There must also be a barrier wagon between the loco and the tanks.

All this is controlled by scenario cards which tell you what wagon goes where and what you have to pick up. It is usually on a like-for-like basis.

Train lengths are one or two cars maximum and the loco, plus a barrier wagon for BASF.



Right
Shunting Swiss Steel
requires the use
of the whole headshunt.
The line once carried on
to another factory –
the smoking chimneys
are visible in the distance –
but it is no longer rail served.

Below
Y8000 8034 shunts
covered and open
coil wagons into Swiss Steel.



Stock

Rolling stock is all Roco, a mixture of type Shimmins hopped cover steel coil wagons, telescopic hood steel coil wagons, Eanos opens, flats, and tank wagons.

There are three four-wheel diesel shunters, two Roco SNCF Y8000 and a Liliput ex-ÖBB Rh2060.

The next step was to standardise on a coupling, as all the models had different styles of European couplings. I have had a lot of success on other layouts using Bachmann small NEM couplers set up to work on the Brian Kirby method, by adding a staple to the coupling and magnets in the track: the system works 99% of the time and gives hands free shunting, as long as all the couplings are at the same height.

Conclusion

I have enjoyed building *Saint Agur* – it has been a fresh challenge learning new techniques.

You may see it at an exhibition near you: I have some appearances scheduled:

Liverpool – 6th and 7th September

(More details in *Exhibition Diary* – see page 786.)

Barrow-in-Furness – 11th and 12th October

Preston – 7th and 8th March 2026



Right
Former ÖBB Rh2060
shunts Swiss Steel, framed
by the district heating pipes.



Les Fordham explains an aspect of his latest project, revising a layout which represents a rural break of gauge location between New South Wales and Victoria.

Photographs by the author.

Point motor tester

A handy gadget for slow motion motors

I have used the wire-in-tube method for point operation on my previous layouts, but for the revised layout I decided that to make operation easier I would use Cobalt slow motion point motors.

I constructed a small unit to help with testing the point motors as I installed them.

My compact layout *Yanga* was described in the July 2020 issue. It is probably the first layout in fifty years of modelling that I have really enjoyed building and operating. The redesign was inspired by a desire to operate the layout even more prototypically.

Recently released new models from Casula Hobbies of the NSW 12 class 4-4-0 (right) and 19 class 0-6-0 (below) are very nice, run well, and small – ideal for a compact layout.

So the new arrangement would need a turntable so that these tender locomotives were not required to run tender first over long distances. The model is based on a line that extended from Hay in New South Wales about 90 miles across the hot dry plains to near Balranald. I did not think the railway would expect crews to run that far tender first. In the January 2023 issue I described how I converted a Peco N gauge turntable to HO.

I planned the new version of *Yanga* with the addition of a turntable, a carriage shed, and a longer platform (to cater for another new model!). Some better baseboards would add to



Below right
The revised layout features a turntable to cater for the new tender locos.

the quality of running and operation. As I expected that this would be my last layout, I employed a carpenter/joiner to build a good sturdy set of baseboards. DCC Concepts alignment dowels are a great addition to the new baseboards and ensure they align perfectly.

On previous layouts the points were operated by slide switches and a wire in a tube to change the point and switch the frog. All of the points are Peco code 75 wired as per the instructions. On a layout of this size, the running and shunting is carried out sedately so the electrical reliability is important. Many of the locos are DCC sound fitted which requires good electrical pickup.



The old layout had one crossover but the new one has three. I thought it would be a pain to have to change two switches every time the crossovers were used, so I decided that electric point motors would improve things. The new Cobalt Analog IP type is reasonably compact and does not hang very far beneath the baseboard. These point motors are reasonably priced, and readily available here in Australia.

I found it easier to install the point throw rod onto the point motor on a tray that would catch the small screw that holds the wire rod in position when it dropped out – it is fiddly when you do not have small fingers. Spare screws are supplied.

The wiring appeared simple in that two wires are needed from a DPDT switch on the control panel to the point motor, which relies on a polarity change to activate the motor and has two built-in changeover contacts. One set of these can be used to switch the live frog if required. This wiring could be local to the point if you wanted to keep it short and simple. At this stage my concern was just testing the installation and aligning the point motor.

It was essential to set out the track to visualise the layout and check the lengths for standing room in the loops as well as the clearances. Once this was completed and the final point locations were established, it was time to install the point motors.

As the layout is portable, it is easy to turn the baseboard on its side to make installing point motors easier. At my age climbing under baseboards and soldering upside down has no appeal at all.

I drill a pilot hole as per the instructions where the operating wire goes through the tie bar, and then another pilot hole at each end of the throw bar. I can then turn the baseboard over and using a marker pen draw a line between the three holes. This line marks where the motor will be mounted correctly at right angles to the point.

If it is not possible to gain access to the underneath of the board and you have to work under the layout, it would be easier to fit all the wiring to the motor before putting it in position. If you are able to install the motor with the baseboard on its side or upside down, then only the power switching wiring needs to be installed at this time. I connect two wires to power the motor to test its operation.

Once the hole for the operating wire is drilled and cleaned up, the motor can be fitted and checked for operation. This is when I use my test unit to check if the point is throwing correctly. I connect the alligator clips to the actual wires from the panel to the motor as that also confirms that the connections on the motor are correct. It is also possible to connect the test unit to the motor when it is in position and use the



Above
The point motor tester.

Right
In use with a point motor before installation.

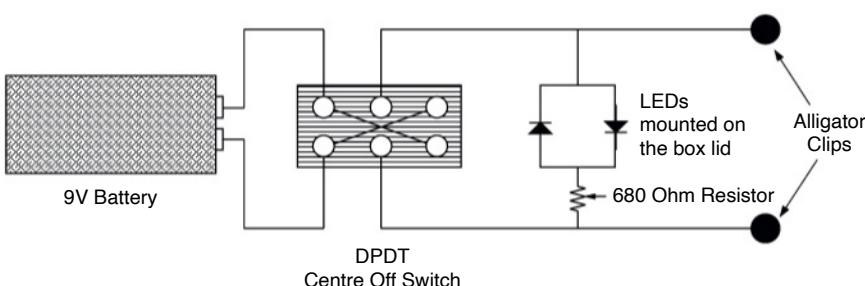


switch to operate the motor and check it before it is more permanently mounted. The screw holes can be marked and pre-drilled which makes installation easier.

The test unit is powered by a 9 volt battery and is mounted in a small electronics project box, 80mm long, 50mm wide, and 30mm deep. I used a double pole, double throw, centre-off small toggle switch, two LEDs connected through a 680Ω resistor, and two leads with alligator clips on the end. The centre-off switch enables the tester to be turned off when not in use. Double-sided tape holds the battery to the box lid, positioned at the opposite end to the switch and LEDs. Connecting clips to attach to the battery are readily available. The two centre terminals of the switch are connected to the test leads with the alligator clips. The leads from the battery clip feed the power to the terminals on one end of the switch and the wires are also connected to the opposite terminals on the other side of the switch. This allows you to change the polarity of the output without having to swap the alligator clips.

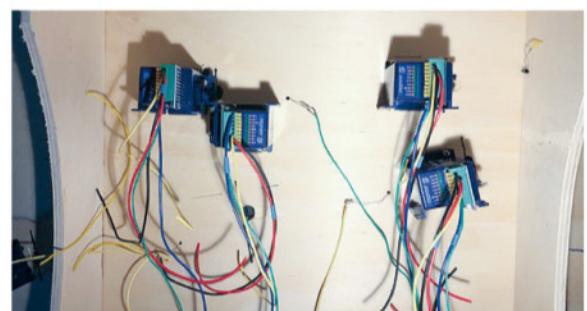
I wired one red and one green LED into the lid – one will light depending which way the switch is thrown. They serve no purpose other than indicating that the polarity of the drive circuit has changed.

To power all the point motors I purchased an AC/DC plugpack with a 12 volt DC output rated at 1 amp, which is more than adequate. If you are using a commercial model railway transformer-controller, there may be a spare 12 volt DC output that you could use.



Below
The simple circuit.

Below right
Tested point motors in place awaiting connection.



Nigel Hurst has developed his interest in an unusual system.

Photographs by the author, unless otherwise noted.

Return to the

Montréal Métro

Part 2



The vacuum train

Perhaps one of the most unusual trains on the Montréal Métro network is the Vacuum Train (*Tracteur électrique du train dépoussiéreur*). Seen by very few people, the Vacuum Train is an engineering train which usually ventures out of the Youville maintenance workshops at night once the Métro is closed to passengers. As the name suggests, it is basically a giant vacuum cleaner on wheels which slowly passes over the whole network once a month, sucking up anything untoward which could become a fire or tunnel obstruction hazard.

In addition to the 1963 order for the 369 MR-63 passenger cars, Canadian Vickers also built an additional five vehicles for the Vacuum Train. The two outer driving motor cars (currently numbered 83-604 and 83-605) are rubber tyred locomotives, powered by 750v from the side guide rails, with a driving position at each end. Each car visually resembles

Above left

One end of the vacuum train, a drive motor car.

Above

The intermediate vehicles – the vacuum unit itself between two filter cars.

Inset above

Makers' plate.

Below

In use at a station.

Below right

In the Youville workshop.



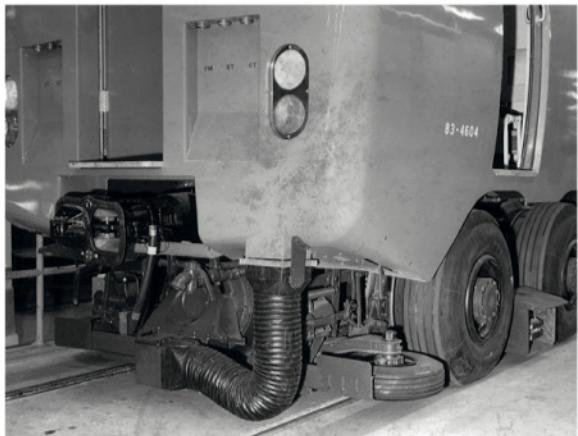
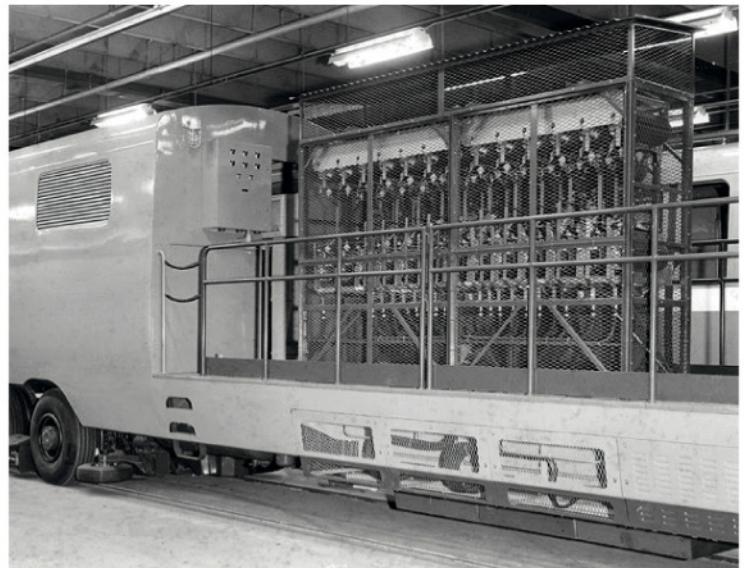
one of the non-driving MR-63 trailer vehicles, the key difference being the centre of each car is completely flat at floor level and contains control equipment within caged metal frames.

The three inner cars are all steel wheeled rail vehicles. The centre car (numbered 82-524) is the short, bogied vacuum collector itself with dust sucking apparatus mounted centrally underneath. It is sandwiched between two filter cars (82-509 and 82-510) which are permanently coupled with large diameter pipes connecting them as they are the dust and debris storage bag cars. These two vehicles are based on longer cars.

Very little information is available on line about the train, however YouTube videos are now appearing of chance sightings of the train moving round the network late at night.

I was fortunate enough to be able to obtain a set of photos taken for me at the Youville workshop by the friend of a connection in Montréal. I was very grateful to get such helpful information which allowed me to proceed with the model.





Above left
Drive motor car cab.

Above right
Drive motor car centre section.

Left
Drive motor car end detail.

Right
Part of one of the filter cars, on standard freight trucks.



Driver Motor Cars (83-604 and 83-605)

As previously described, the top and tail motor cars of the Vacuum Train are basically the MR-63 non-driving centre cars but motorised and with driving positions and directional lighting fitted on each end of each car. As the Vacuum Train is permanently coupled, I understand that the inner driving cabs are no longer operational.

To make two of these models in HO to match my MR-63 models, I decided to use the master components which I had used to make the moulds for the whitemetal components.

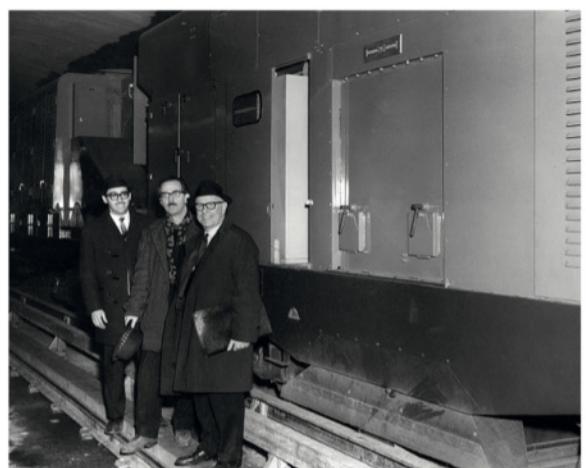


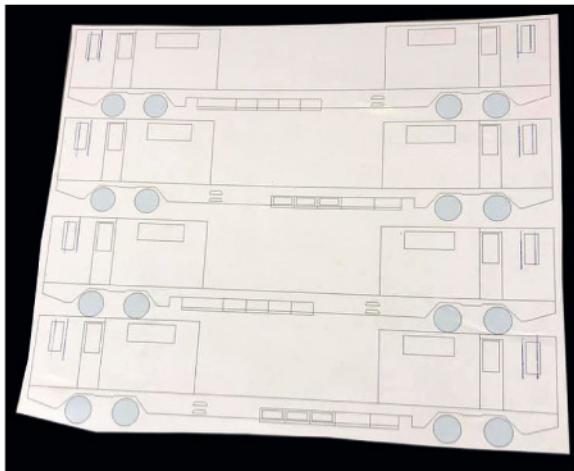
Left
The vacuum power unit.

Right
Officials inspect the vacuum train in use.

All prototype photographs courtesy Benoît Clairoux, Société Transport de Montréal (STM).

(These had been kept safe for almost 27 years!) These master components would be my guide to recreate two new body shells. I have long since lost the rubber mould which was used to cast the whitemetal components back in 1997, so casting new parts for the model was not possible. However, I could use the original components as a guide, which proved useful. As I was only building two cars to match the existing MR-63 model dimensions, I decided not to use 3D-printing, however that did not stop my computer from being essential within the modelling process!





Left
The paper templates.

Above
The motor car cab structural frames.



Above left
Paper templates still in place.

Above
The plasticard skin is added.
Note the false flat roof.

Left
Motor cars taking shape.

Scaling off my original master components with a pair of calipers, I drew up the MR-63 components on CAD and created a set of HO plans. These were then printed out on standard A4 paper, cut out with scissors, and spray mounted onto a thin plasticard sheet.

I had various widths of leftover 300mm long PCB strips in my bits box, which were used to form a solid frame for the two cars, working with 1mm thick plasticard for both the floor and the flat false roof. The idea of the PCB strips was that they would be used to create the tumblehome of the car. The thinner plasticard with the spray mounted MR-63 plans was cut out and glued to this structural frame of the model, curved to form the tumblehome. This is basically the same approach I used in making the MR-63 master components all those years ago.

Four thin plasticard car sides were cut with the spray mounted plans still attached. The windows, doors, and grille locations were then carefully cut out with a sharp knife and filed to their approximate shapes. Four car ends were also created in the same way on the computer, printed on paper,

and spray mounted. Once cut, everything was superglued to the PCB frame, which then created the very basic shape of the motor cars.

Further PCB strips were cut and glued to the false flat roof to create a curved roof profile. Thin plasticard was then curved and glued over this frame to create the final roof profile.

To make my life more difficult at this time, I decided to add lights to the model during the building process. More specifically, I drilled and glued fibre optics into the front and back of each driving cab which would be linked to an LED to be placed in the area behind the grilles. Being HO, it actually became quite a fiddly task.

The gaps between the roof, sides, and ends were then filled with Milliput, smoothed, inspected, filled again, and smoothed once more to create a seamless car body with the appropriate curves.

Grilles were cut from corrugated plasticard and stuck behind the outer walls. Although this is not technically correct as the prototype grilles are flush with the body, I felt this was the neatest approach in HO.

The drivers' doors were cut from regular plasticard and glued in behind the body, with the window being cut and filed to the correct size. One of the driver doors was intentionally left open, with a small part of the sliding door visible on one side, to suggest the operator had simply not closed it.

The handrails and toe boards which are seen in the flat centre of each motor car were formed of brass wire and brass strip. Another CAD file of the design was measured and drawn up, then printed on paper four times. This was used as a guide to cut, bend, and solder the brass wire together before a coat of black paint was applied. This approach was very successful as all four of the handrails look consistently uniform and very neat.

As the models were progressing, I first used temporary whitemetal bogies from the MR-63 model refresh project until the new 3D-printed bogies with resin tyres were ready for fitting. Using a left-over motor bogie from another project, the model was motorised. This required me to cut into one of the driving cabs from below, which was a tight squeeze with fibre optics also passing through the area.

Once all the details were complete and the two models were perfectly smoothed and looking crisp, they were then primed and spray painted in what I believed was a suitable shade of blue. It was too dark! I left the darker shade for a period as I turned my attention to the three centre vacuum cars instead.

Vacuum and filter cars

When I approach a new railway modelling project, I normally first look to see what ready-to-run models are available and how these can be adapted for my project. As the three centre prototype vacuum cars appeared to be largely based on standard North American freight cars, it made sense to me that the three cars would most likely be based on standard dimensions as per existing freight cars built at the time.

My contact in Montréal confirmed that the two longest filter cars (82-509 and 82-510) are 43' long, the main part of the body is 35', and the end facing the central vacuum car is 6'. The central vacuum car itself (82-524) is 31'6", the structure 27'6", and the part of the conveyor which protrudes from the structure is 15". This information was incredibly useful as it allowed me to start drawing the cars in CAD and to test the proportions of each car. As so little information was available about the Vacuum Train, I proceeded on the general approach that I would use three existing freight car models, stripped of the body shells and utilising only the frame and truck as the starting point, adding new scratchbuilt bodies.

Based on the limited photos I had of the train, once I was satisfied that I had the proportions of each car correct in 2D CAD, I cannibalised some old AHM HO freight cars to use the most suitable length chassis.

I decided to scratchbuild the new car bodies out of plasticard instead of 3D-printing as these models were so unique. I felt plasticard gave me more control over the roof curves and general ease of forming the most accurate shapes. Instant cut, inspect, check, and adjustment was faster in plasticard than 3D-printing.



The 2D plans were printed out on paper, spray-mounted to a sheet of white plasticard, and the pieces carefully cut out with a sharp knife. The first step was to plasticard over the side of the chassis with a new skirt arrangement. Then I started to fabricate the bodies from sheet plasticard, carefully referring back to the photos and the plans at every step to ensure everything looked as correct as I could make it. The roof of each car was bent from plasticard, glued in place and with additional plasticard strips glued on and filled with Milliput to form the most accurate shape possible. Corrugated plasticard was used to represent the grilles, with microstrip being carefully added to represent hinges and other details. Pipes were formed out of brass wire, with fire extinguishers cut from plastic rods.

Top
The freight car underframes used for the filter and vacuum cars.

Centre
A filter car body takes shape.

Above
The vacuum car body between the two filter cars made from plasticard.

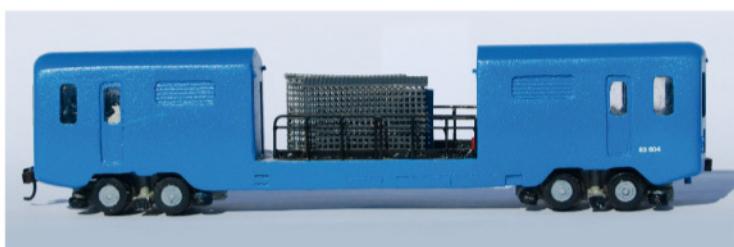
Below
The complete but not fully painted train on my scrapyard diorama.





Above

The almost complete drive motor cars, in the blue that was too dark.



Above

A complete drive motor car in the correct blue.



Above

Both of the complete drive motor cars.



Above

The complete vacuum car.



Above

One of the finished filter cars



Below

The complete vacuum train.



Painting and finishing

Once the entire model was complete, some more trial and error took place to find a more suitable shade of blue. The entire five car model was then painted a lighter shade of blue than my initial test paint on the motor cars, with the underframes of the central vacuum cars being painted a dark grey.

The motor vehicles were glazed, and simple white number decals applied. To represent the control equipment in the centre of each motor car, I used some square perforated metal sheet which I bought at a local craft shop, cut and bent to shape.

While the motor cars and outer ends of the three vacuum cars were fitted with Kadee couplers, the three centre vacuum cars were permanently coupled together with square brass rod. The large vacuum pipes which connect the centre vacuum car to the two filter cars were cut from a piece of soft grey foam, trimmed to form as much of a cylinder shape as possible. This was then glued into position, and allows the train to negotiate curves.

The Vacuum Train is certainly a unique model, and was a lot of fun to research and build something very unusual.

Multi Service Vehicle: *Le Tracteur*

One of the latest additions to the Montréal Métro are the works *Le Tracteur* (tractor) units which are diesel-powered rubber tyred Multi Service Vehicles, responsible for moving the maintenance and construction cars around the network once the passenger trains have stopped for the night.

I have never seen one in real life, but as a quirky looking but essential part of the Métro network, I decided it would be a fun challenge to build one in HO. I first researched the vehicles to find out what they were called, who made them, and, most importantly, if there were any drawings of them which I could use.

The small fleet of *tracteurs* are made by the Canadian company RPM Tech, and were designed and built especially for the Montréal Métro.

I contacted the manufacturer in Canada, who quickly responded that they were unable to supply any drawings due to a confidentiality agreement with the STM (Société Transport de Montréal).

So I did something which I have never done before in my model making adventures: I decided I would try and work out the dimensions myself using photos, known information, logic, and a bit of luck!

As the Montréal Métro has standard gauge deep-flange steel wheel rails which make contact with the standard safety running rails only in case of a rubber tyre puncture, I could work out the approximate width of the vehicle. As the centrally mounted cab unit would accommodate an average height person, say 1.8m, I could take an approximate dimension of the cab height from floor level, based on the height of the door. I could estimate the height of the handrails around the *Tracteur* based on best practice from industry. As I roughly knew the size of the wheels and could estimate the width of the steps, I could estimate the length. The green equipment unit was identified as a Comairco air compressor unit, and so I could obtain the dimensions for this on line.

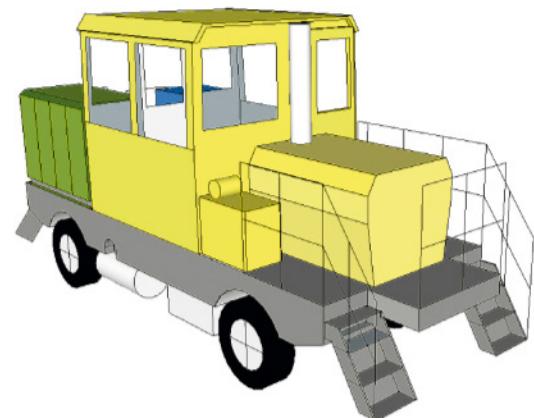


Above

The Multi Service Vehicle built by RPM Tech.

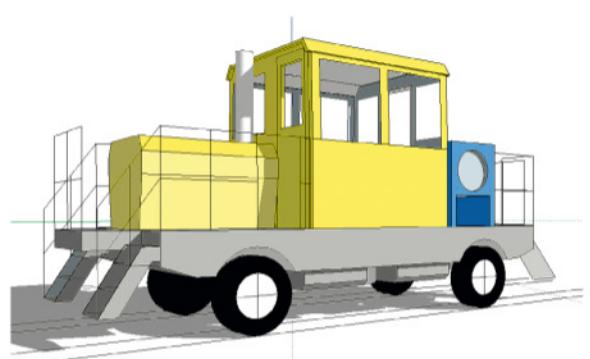
There were several working assumptions here, and to test the theory before building a physical model I built a virtual model in Sketchup. This was a very useful exercise and allowed me to play around with the proportions of the width, length, and height of the machine and the pieces of equipment on it.

The virtual model was coloured the same as the prototype and could be rotated to any angle and viewed in perspective. This was very extremely useful as I could position the virtual model into the same camera angle as the photos I found on line, meaning I could check to see if the proportions of the virtual model matched the photo.



Right

The Sketchup virtual model created to assist making the various parts.





Left
Construction well advanced.



Below left
Primed ready for painting.

Right and below right
The body painted
and test fitted to the chassis.



Above
The motor and gearbox.



Once I was satisfied that I had the full virtual model as correct as possible, I then printed out the plans on paper, and using the same technique as the Vacuum Train I spray mounted the plans to thin plasticard and began cutting out the pieces with a knife. Using liquid polystyrene cement, the pieces were stuck together, with care being taken to ensure all corners were 90°. The windows were then drilled and carefully filed to shape.

Plasticard formed into small shapes like this is better than 3D-printing for a one-off model as I can create a very strong model with thin walls and smooth surfaces. For such a small item, a 3D-printed model would have required thicker walls, which, given the extent of cab glazing, would not have looked as good.

The window surrounds were cut from microstrip, glued, filled, and filed to form a neat appearance.

The steps were also cut from plasticard and carefully glued together.

The exhaust stack was made from brass tubes cut and bent as appropriate.

The model was primed white and then spray painted yellow, with the equipment boxes painted blue and dark green. Details were picked out in silver.

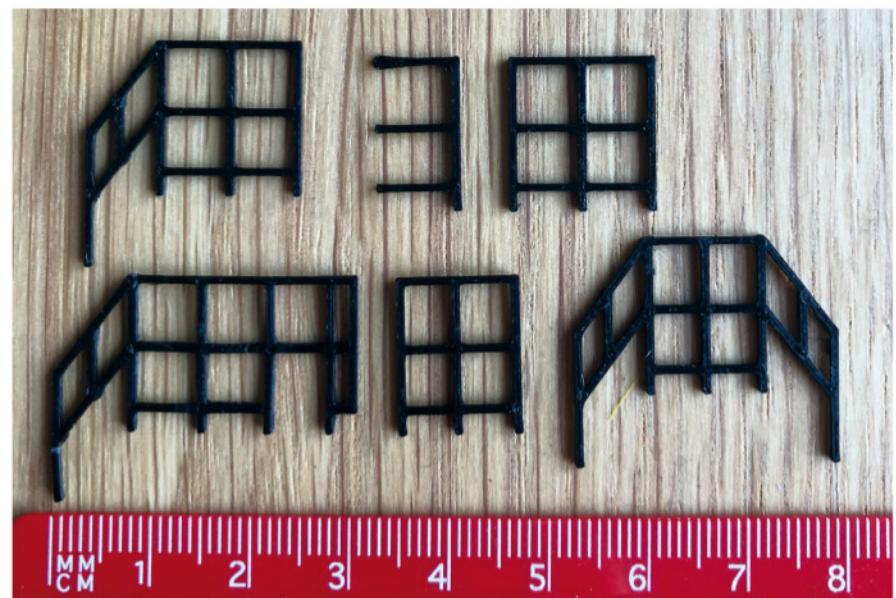
The handrails were the only other part of the model which was designed in Sketchup and 3D-printed. This is where 3D-printing becomes useful, as handrails can be created as thin one-piece structures which are incredibly accurate.

Unlike the other Métro rolling stock, where the steel rail wheels which are only used in emergency are on the same

axle as the rubber wheels, on the *Tracteur* the steel rail wheels are outside of the rubber wheels; they are much smaller and help guide the unit along. I opted to design and 3D-print these as dummy wheels, picked out in silver.

The motor was from a Tenshodo 'Spud' with an etched brass gearbox, left over from another project.

I designed the decals on the computer, based on the dimension of the cab side, and had these printed out. They were applied before the model was varnished and glazed.





Kadee couplers were added front and back, and the rubber tyres were the same as the other models, glued onto the standard rail wheel.

Conclusion

Overall, this was a very enjoyable project and one of my favourite models built to date! A unique model of a very rare subject which captures the look of the real thing.

My return to the Montréal Métro was complete for now. It was fun to return to the network of which I have many fond memories. These new and refreshed models have been rewarding, bringing new challenges and new approaches to existing projects.

They were deployed on a new diorama with three tracks representing a storage garage, fictional but loosely based on the area behind Angrignon station at the end of the Green Line, complete with three half-length MR-63 driving cars with their red tail light LEDs creating the illusion of more parked trains ready for their next turn of duty.

This page
The finished model.



Below
On the three track diorama representing a storage yard with half-length MR-63 cars with working tail lights.



Reviews

Evaluated by our own specialist staff



O

USATC S100 0-6-0T from Chrezo and Minerva

Anticipating a need for switching locos in ports and depots following the planned invasion of mainland Europe, in 1942 the United States Army Transportation Corps ordered 382 S100 0-6-0 tanks from several builders (Davenport Locomotive Works of Iowa, H.K.Porter, Inc., of Pittsburgh, and Vulcan Iron Works of Wilkes-Barre, Pennsylvania). They were shipped to Great Britain in 1943; some saw use on British railways, then most were transferred to the mainland after D-Day.

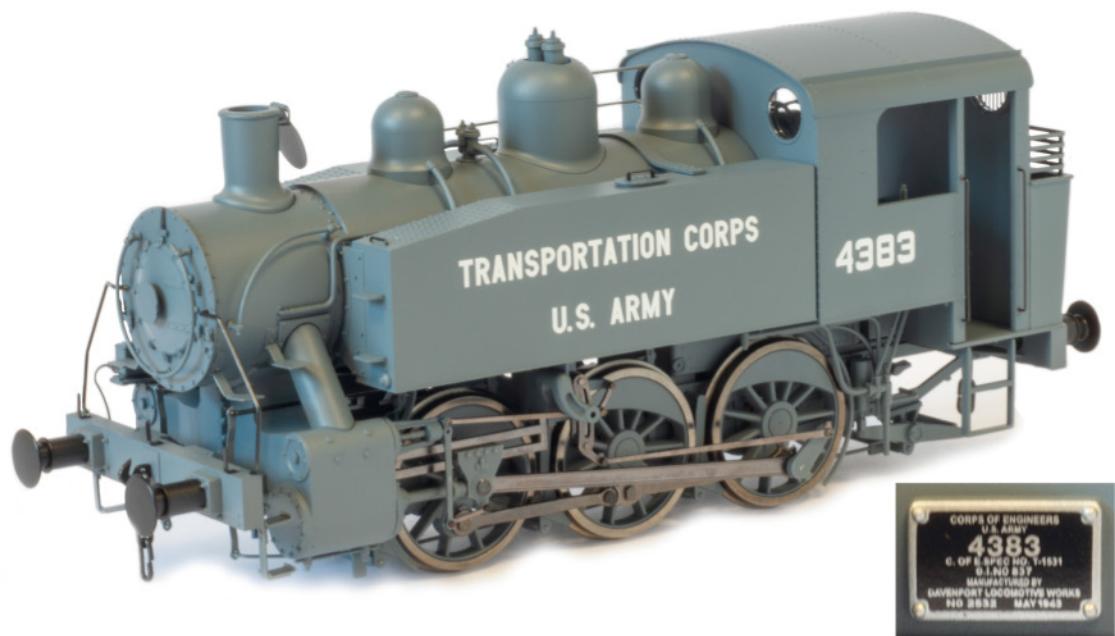
They entered service in France immediately after the invasion, and eventually 77 were on the SNCF roster, with the last in use as late as 1970. Many were sold to industrial users.

They were distributed through France to Germany, Austria, Italy, Jugoslavia, and Greece. Several state railways (SNCF, ÖBB, FS, and JZ) used these locos after the war, in some places well into the 1970s. Examples could still be found even later in parts of the former Jugoslavia. Locos of this type were also used in countries such as Israel, Iraq, Iran, China, and Russia (broad gauge).

All this makes the loco an interesting prospect for a manufacturer, even if the type is restricted to yards and depots.

Minerva from the UK and Chrezo in France have collaborated to commission a 7mm scale (1:43.5) model for 32mm standard gauge, which has recently been released. Chrezo offer original USATC and French variants, with detail differences – e.g. TIA water treatment tank, safety valves, and bunker tops.

Minerva offer five British variants (reviewed in the current September 2025 RAILWAY MODELLER) with significant



modifications by the Southern Railway such as enclosed cabs, rectangular windows, large coal bunkers, and other specific details. Five colour schemes are planned including SR black with yellow shaded green lettering, BR black with early crest, BR black with late crest, BR lined green with late crest, and Keighley & Worth Valley Railway lined brown.

The model appears accurate according to published plans and photos, though note there were many detail differences over time.

Our sample is in plain USATC grey, numbered 4383, a machine built by Davenport; this later became SNCF 030 TU 22, allocated in this livery to Hirson (18th May 1946), then to Somain (17th June 1946), Calais (10th September 1948), Le Tréport (5th May 1949), and finally Longueau (13th December 1961), where it was withdrawn on 31st December 1966.

Other French 030TU versions offered include: grey un-numbered; black un-numbered; 4 black Est with 'Soyez Vigilant' lettering; 20 black Nord; 27 black Ouest; and 47 green Ouest.

The highly detailed model has been assembled from over 250 individual components, and features an injection moulded plastic body on a die-cast metal chassis.

The body has the tank fillers moulded in place and is enhanced with many separately applied details – note the smokebox and cab door handrails in fine wire, smokebox steps, top feed and pipework, sand pipes, safety valves, whistle, tank strap, detailed backhead with controls according to variant, protective bars on the rear spectacles (etched metal), injectors and pipework under the cab,





cab door steps, brake shoes and rigging, shunters' steps behind the front buffer beam, and sprung buffers. The chimney cover is movable.

Detail differences according the version include the coal bunker (no coal rails as delivered); the position of rear spectacles (lower on original USATC, but soon raised when coal rails were added);



the type of regulator; and the front handrails (removed from British locos).

Some optional parts are provided – hinged front deck, Coale safety valves, TIA water treatment reservoir, and cab doors.

The detailed motion is very fine, a combination of metal and plastic parts.

There is a working link to the mechanical lubricator on the front footplate.

The chassis casting incorporates leaf

springs, equalising beams, and rivets on firebox sides.

The model boasts fine scale wheels, with narrow treads and very fine flanges.

It comes fitted with three-link couplings on sprung hooks.

The mechanism employs a high torque motor with flywheel with a 40:1 gear drive onto the rear axle in the firebox; the wheels are coupled by the rods.

There are wiper pickups on the back of all wheels, well concealed despite the relatively open frames.

Two LS10X1 'sugar cube' speakers are installed during manufacture; there is also space for an additional speaker in the smokebox.

Options include DC (DCC ready), DCC fitted, and DCC sound using the latest technology (Zimo MS450R). This applies only in the UK only - in France a sound kit is offered as an extra only with online purchases direct from Chrezo.

The decoder is loaded with the characteristic sounds of the 030 TU, with files developed by British specialist Paul Chetter.

The model runs smoothly and quietly, from a crawl to a realistic maximum.

There are no traction tyres. With a weight of 820g, the hauling capacity should be adequate for shunting tasks.



The minimum radius is quoted as 1,028mm.

Length over buffers is 210mm.

The models have a two year guarantee.

The instructions (naturally in French with the Chrezo models) show how to remove the body to connect a decoder via the eight-pin socket. The front handrails and the drain cock operating rods need to be carefully disconnected.

Minerva are able to supply the French versions to order in the UK.

This model has been carefully researched and well made. Beware – it could tempt you into O!



Manufactured for

Chrezo
15 rue François Arago,
F-17200 Royan, France.
www.chrezo.com

Minerva Model Railways Ltd.,
P.O. Box 244,
Penarth, CF64 9FJ.
www.minervamodelrailways.co.uk

PRICE £390.00 DC (DCC ready),
£445.00 DCC fitted,
£525.00 DCC sound.

HO

DB BR704 catenary maintenance railcar new by Liliput



Five BR704 overhead catenary maintenance railcars were supplied between 1977 and 1978 as successors to the BR701 and BR702, based on the successful BR627.0 and BR628.0 bogie diesel railcars. They had two engines and were rated at 140km/h so could reach work sites quickly. They had standard buffering and drawgear so were able to tow wagons with spares and equipment as required. In a working life of over thirty years they were allocated to various depots around Germany as required. In 1986 they were rebuilt with low-emission engines and the exhaust ducts were moved to either side of the roof to improve working conditions; the exhaust could be directed as required.

When the BR827.0 and BR628.0 railcars were retired, spares were no longer readily available so in 2012 all the tower railcars were withdrawn and stored, awaiting potential buyers. None were found and eventually all five were scrapped.

The new model from Liliput is striking in its bright yellow livery. The finish and lettering is faultless.

Two versions are currently offered - Epoch IV 704 002-5 allocated to Karlsruhe (ref.L133240) and Epoch V 704 004-1 allocated to Würzburg (ref. L133241, illustrated).

The roof carries a scissors pantograph for monitoring the overhead, and adjacent there is a spotlight and a raised lookout with windows equipped with windscreens wipers.

There is also a work platform with folding railings which could be raised and swung out to either side. This is replicated on the model, though on our sample the movement was initially rather stiff, due to paint in the hole in the roof making the pillar a tight fit.

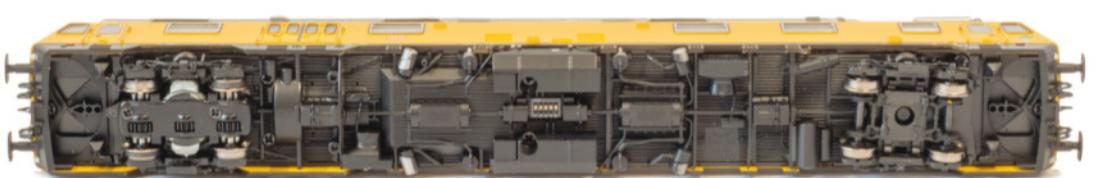
The fine platform railings can be raised and lowered, and etched metal access ladders are hung on each side.

The equipment on the roof is accurately represented, including switchgear, isolator, cabling, access walkways, railings, aerials, and lamps.

The moulded plastic body has correct features, with panels and grilles realistically represented, augmented with separate handrails and windscreens wipers. There is flush glazing, and a basic interior.

The underframe is very detailed. The bogie sideframes have axleboxes with springs, shock absorbers, and auxiliary piping. The body-mounted sandboxes have fine delivery pipes.

The buffer beams are fitted with full brake pipes and dummy scale couplings; attenuated versions are provided as alternatives if working couplings are to be used. Cut-away buffer beams and NEM pockets on close-coupling mounts are provided for this if required.



The model has a cast metal chassis, and is powered by a small can-type motor with a flywheel - the mechanism is kept low within the chassis. Both axles of one bogie are driven. Current collection is by wipers on all wheels. There are traction tyres on two wheels to ensure the vehicle can haul a couple of wagons.

The model runs smoothly, and is controllable across a reasonable speed range. It has directional LED head and tail lights, plus interior and cab lights; five small DIP switches under the base (concealed by the fuel tanks) select the mode.

A 21-pole socket (NEM660) for a digital decoder can be accessed by removing the engine housing - there is no need to dismantle the body, though this simply unclips.

The interior includes a loudspeaker as standard, ready wired.

This unusual but essential item of maintenance stock could be the centre of an interesting scene on the layout.

Full marks to Liliput for a fine model of something a bit out of the ordinary.

Manufactured for

Liliput
Bachmann Europe plc
Niederlassung Deutschland,
Am Umspannwerk 5,
D-90518 Altdorf b. Nürnberg,
Germany.
www.liliput.de

Bachmann Europe plc
13, Moat Way, Barwell,
Leicester, LE9 8EY.
www.bachmann.co.uk

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

PRICE L133241 £225.00.



As the name suggests, Innofreight is committed to innovations in rail freight transport. With its InnoWaggons, the company claims to have ensured that freight transport on rail is more efficient than ever before. InnoWaggons are available in three different lengths: 2 x 30', 2 x 40', and 2 x 45'. Each vehicle consists of two close-coupled wagons. Using standardised foldable container pins, InnoWaggons can be fitted with a variety of different bodies and transport frames. This allows the wagons to be individually equipped and loaded for each customer and even, if necessary, for each task. This is a far-sighted approach, especially in light of the increasingly complex approval procedures for rail vehicles.

The type Sggmrss is a permanently coupled pair of heavy duty bogie flats with common brake equipment, fitted with robust stanchions for timber transport and substantial end bulkheads. There are two variants - with and without central bulkheads. Some time ago Brawa released the centre bulkhead version and this has now been joined by the other style.

All markings are clearly printed; our samples represent VTG 37 80 4657 070-1 in dark blue, with centre bulkheads (ref.50667) and InnoFreight 35 81 4657 345-8 (ref.50803) in light blue, with no centre bulkheads. Innofreight 35 81 4657 199-9 is also available (ref.50668). All carry Epoch VI markings, clearly printed.



The models are built to scale length around a cast metal open frame for rigidity and a low centre of gravity, enhanced with many separate detail parts, including the brake handwheels. The shunters' grabs and lashing hooks are commendably fine.

Full brake hoses and dummy scale couplings are provided for the modeller to fit if working model couplers are not required.

The plastic bulkheads, bolsters, and stanchions have small locating pins which press into holes in the frame casting.



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

The brake system (visible from below) consists of separate added components.

The bogie side frames are very well detailed replicas of the latest generation Y25 type. The bogies feature three-point suspension for optimum trackholding.

The models roll freely on blackened metal disc wheels (also detailed on the inside) on pinpoint metal axles, insulated one side with plastic centre bushes.

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

The length overall is 340mm.

The models are supplied without loads.

Manufactured for

Brawa (Artur Braun)
Modellspielwarenfabrik,
Uferstraße 26-28,
Remshalden, D-73630 Germany.
www.brawa.de

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

PRICE each £105.00.





The Deutsche Bundesbahn V100.20 diesel hydraulic was built between 1962 and 1965 as a development of the V100.10 with more powerful 993kW engine as it was intended for use on main and steeply graded lines unlike the original which was designed for branch services.

A larger cooling system was required for the increased engine power so the front end and frame cover plate V100 2022 onwards were lengthened from 12,100mm to 12,300mm. The larger cooling system can be recognised by the vertical compared to horizontal louvres of the other series.

These locos were considered very robust and reliable, achieving high trouble-free mileage, and were widely used throughout West Germany.

The recent modified model from Fleischmann represents the later form.

The finish is excellent in the 'old red' livery, with the main colours dense and even, well distinguished, with neat 'metal' door handles and window frames.

All the markings are very clearly printed for V100 2027 built by MAK, right down to the depot allocation (Bw Lübeck in the Hamburg administrative area) and operational data (with an April



1964 overhaul date). A small sheet of etched metal number and works plates is included.

The moulded plastic body shell is correct in dimensions and details, with all features such as grilles, louvres, and panels accurately represented. There is flush glazing, and a clear view through the cab.

Separately applied fine details include the vents, aerial, handrails, and steps. The buffer heads are blackened metal.

Supplied for the modeller to fit are optional accessories – an alternative closed buffer beam plus tiny dummy scale couplings and brake hoses: these are very finely moulded in black plastic and will require a keen eye and a steady hand!

The bogie side frames exhibit good relief detail, with suspension components and sandboxes formed in place; the brake shoes are in line with the wheel treads.

A detailed fuel tank, air reservoir, and drive shafts enhance the underframe.

The metal chassis carries a can type motor which drives to all four axles. There are two traction tyres (on one inner wheel of each bogie, diagonally opposite) which with a weight of 44gr should ensure ample pulling power.

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

The unit runs smoothly and quietly, and is responsive across a realistic speed range.

It has triple white LED headlights and twin red tail lights which change according to the direction of travel.

The internal printed circuit board carries a Next18 decoder socket and there is space for a loudspeaker. The model is also available with digital sound.

The model comes fitted with regular couplings in NEM 355 pockets on close-coupling mechanisms on the frame.

Length over buffers is 77mm. The minimum recommended radius is 192mm.



Manufactured by

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

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

PRICE ref.7360016 £170.00



From an early date railway administrations and private companies built special wagons for particular materials. At the end of the 19th century Bavaria had numerous special designs – for milk and beer, for sewage (as fertiliser), for ammonia, tar, and for spirits (as they were generally described at the time) such as ethanol and alcohol for chemical processes. The Royal Bavarian State Railways had by 1912 forty-five special tank wagons built for these hazardous liquids. These wagons had a flat tank between two end platforms. At one end was the handbrake, either open or in the usual cabin, at the other a pump house with emptying nozzles and a hand pump to allow unloading of the contents without special equipment. These wagons were either leased or privately owned. Their use was by no means limited to Bavaria – they also ran in 'cross-border' service to other German state railways and even into neighbouring countries. They were very rugged and a number of them even survived until after the Second World War.

Minitrix announced a brand new model of these distinctive vehicles in 2024 and offered a special limited edition set of three private owner wagons (one with brake cabin) as used by the Nürnberg-based company C.C.Krausser on the Royal Bavarian State Railways (K.Bay.Sts.B.). All markings are very neatly reproduced.

The tank has prominent rivets and a large filler cap in the centre; a delicate handrail assists access. The handbrake spindle on the open platform is equally fine, while the brake cabin and pump house are planked, the latter with free-standing handrails. The brake platform is planked while the decks either side of the brake cabin are chequer plate. Each corner of the vehicle has a footstep.

The models feature the characteristic double spoked wheels as moulded plastic with blackened metal tyres, on pinpoint metal axles running in metal bearings. They roll freely. The underframe has a low relief presentation of the brake equipment, and the brake shoes are in line with the wheel treads. Buffers are of the open frame spring type.

Standard couplers are fitted in pockets on close coupling mounts. This set is sold out at source but may still be found at dealers.

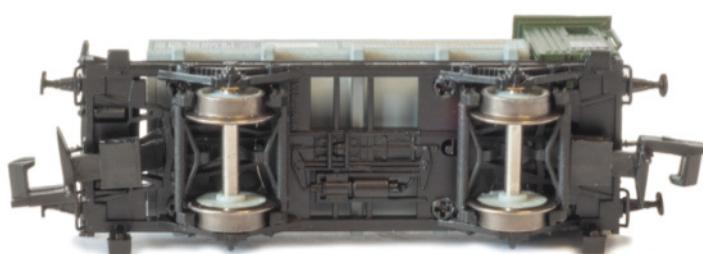
Manufactured by

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

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

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

PRICE ref.15464 £120.00



Eisenbahn-Kurier Special 157

Linienstern Mühldorf

Dieselparadies in Südbayern

Eisenbahn Kurier Verlag

Munzinger Straße 5a, D-79111 Freiburg, Germany

www.eisenbahn-kurier.de

297mm x 210mm 98pp

Softback €13.90

ISBN 978-3-8446-7050-9 ref.7050

German text

The rail network around the town of Mühldorf (Oberbayern) in the far south-east of Bavaria has seen considerable development. Until 1914 international long-distance trains ran via the München – Mühldorf – Freilassing line, and today it is still used as a diversionary route. Since the 1970s BR218 diesel-hydraulics have dominated services around Mühldorf. Apart from deployment on passenger trains, the working diagrams also saw them at the head of heavy goods services in the so-called 'Bayerische Chemiedreieck' (literally, Bavarian Chemical Triangle).

The arrival of the BR628⁴ diesel railcars together with the introduction thirty years ago of a new timetable offering frequent local services led to a renaissance in passenger traffic around Mühldorf. The BR218s and 628⁴ units remain in service here, though their numbers are declining. On freight services modern classes such as the EMD Class 77 or the Stadler EuroDual type now dominate the scene.

This new Eisenbahn-Kurier special covers the development of motive power around Mühldorf from 1950 through to the present day and shows the development of both passenger and goods services.

The first chapter, 'Eisenbahn für Südbayern-Entwicklung und Bau der Strecken um Mühldorf' (six pages) tells the story of the building of railway lines around Mühldorf and their development from 1858 through to 1914. A map of lines in south-east Bavaria as at 1948 is reproduced in colour.

The second chapter 'Abseits der großen Magistralen – Der südbayerische Personenverkehr' (eighteen pages) looks at the development of passenger services in south-east Bavaria away from the main through lines from 1871 through to the present day, with an extract from a 1914 passenger timetable.

The third chapter is entitled 'Garanten des Güterverkehrs – Die Chemische Industrie in Ostbayern' (fourteen pages) examines the variety of different freight traffic to be seen Upper Bavaria from the early part of the last century through to the present day, including the power station at Wajon, north of Schalchen, and aerial views of the huge Wacker chemical plant in Burghausen.

In the fourth chapter, 'Güterverkehrsstrecken Mühldorf – Bedarf in alle Himmelsrichtungen' (fourteen pages) illustrates the demand for freight services to all areas radiating from Mühldorf. A track plan of the station, loco depot, and marshalling yard as at 1950 is reproduced over two pages.

The penultimate chapter, 'Eine gute Alternative – Umleitungsverkehre über Mühldorf (Oberbay)' (five pages) looks at how in the past – and even today – the line from München via Mühldorf to Freilassing has proved to be a useful diversionary route away from the usual München – Salzburg line via Rosenheim, mainly for passenger but also for freight services. Trains on this diversionary route are shown being worked by diesels of classes 212, 217, 218, and 232.

The final chapter is 'Der Betriebsmaschinendienst – Die Bw Mühldorf und Simbach 1950 bis heute' (thirty-two pages) offers a detailed look at the loco depots at Mühldorf and Simbach and their development from 1950 to the present day, showing both steam and diesel locos. Tables showing motive power allocations for Simbach in 1950 and for Mühldorf in 1950, 1964, 1981, 1986, 1996, and 2008 are included, along with extracts from working diagrams for BR218 diesel-hydraulics based at Bw.Mühldorf from 20th December 1993 to 28th May 1994. Other working diagrams for



steam and diesel locomotives and railbuses are also included from the years 1955, 1960, and 1991.

This is another excellent publication in the Eisenbahn-Kurier Special series on an important and busy rail centre, and it can be thoroughly recommended to all those with an interest in Germany's railways, particularly in the diesel era.

Although a good knowledge of the German language will be required to get the best from it, the wealth of photographs (over 180) of both passenger and freight services in the hands of a variety of different diesel classes will be particularly useful to the modeller.

A number of advertisements for other EK-Verlag products include the DVD 'Linienstern Mühldorf' (ref.8662) and the recently published book 'Sagenhafte Baureihe 218' by Peter M.Rappold (ref. 6446).

Left

Old and new diesels at Mühldorf, 18th March 2013 – 218 416-5, 247 051-6, and 218 422-4.

Photo: Graham Lightfoot.



Welcome to Germany

Compiled by Udo Kandler

Eisenbahn Kurier Verlag

Munzinger Straße 5a, D-79111 Freiburg, Germany.

www.eisenbahn-kurier.de

210mm x 295mm 146pp

Hardback €39.90

ISBN 978-3-8446-6439-3 ref.6439

German text

This album presents a selection of photographs taken by foreign railway enthusiasts visiting West Germany between 1956 and 1972. They were mostly British, though there are some from Dutch and French fans. A high proportion are by Robin Fell who seems to have made regular visits between 1967 and 1972, but notables such as C.Gammell and J.B.Snell are also represented.

The (colour) frontispiece illustrates a group from the Railway Correspondence and Travel Society (RCTS) on the Brohltalbahn in September 1959, and it is likely that the majority of these pictures were taken in the course of railway related excursions though some may be incidental to business trips or military involvement.

All have been sourced from the Eisenbahnstiftung collection. The compiler wonders what has been lost when relatives dispose of deceased estates – "lost to the dustbin of history" – and commends Eisenbahnstiftung for accepting them and making them available.

They are presented in five sections: on the way in Germany (32 pages); the lower Mosel as a railway hot-spot (30 pages); diversions to Saarland, Baden-Württemberg, and Bavaria (15 pages); tramways (7 pages); and from the French perspective – all the work of Jacques-Henri Renaud (38 pages).

The collection is completed with a brief list of sources and references.

There is a surprisingly high proportion of colour, from as early as 1958 (on the covers, pages 4 and 5, and 37 to 100). This is significantly more than the previous (2020) EK volume of visiting photographers, understandably given later period.

The photos (176 in all) show mainly steam locomotives – most likely the main object of the visits – but also some of the then new diesels and railcars.

They are mostly scenes, not just loco portraits, on out of the way branches as well as main lines, by the lineside as well as at stations and sheds. There seems to have been some effort to seek out the last working examples of certain classes in particular areas. The incidental details apparent in many scenes are fascinating, and many would be worth replicating on a layout.

The pictures are mostly presented as one large image per page, occasionally two, accompanied by lengthy and informative captions, often going into detail about the locomotives as well as identifying the location, the working, and (in most cases) the date (more or less precisely).



The standard of reproduction is uniformly excellent, whether due to the quality of the originals or the care in processing.

This collection of outstanding railway photographs captures the atmosphere of the Deutsche Bundesbahn at the time. Modellers in search of both inspiration and authentic period detail will find plenty here! Highly recommended.

Faszination 'Molli' Edition Bahn-Bilder – Band 21

by Jan Methling and Michael Mißlitz

Verlag Dirk Endisch

Yorckstraße 12a, D-39576 Stendal, Germany

www.verlag-endisch.de

170mm x 240mm 192pp

Hardback €30.00

ISBN 978-3-947691-61-6 German text

The Bad Doberan – Kühlungsborn West 900mm gauge railway, widely known as the "Molli", is today one of the most popular tourist attractions in Mecklenburg, Western Pomerania. On 9th July 1886 the first steam train rolled through the streets of Bad Doberan. More than twenty years passed before the Heiligendamm – Kühlungsborn West extension opened, on 12th May 1910. Developed from as early as 1793, Heiligendamm is the oldest German coastal spa, noted for its elegant architecture.

Since October 1995, the 15.4km long line has been operated by the Mecklenburgische Bäderbahn Molli GmbH (MBB). This copiously illustrated book impressively documents the history of the line, to mark thirty years of the independent operation, privatised from DBAG.

Michael Mißlitz is the current managing director of the railway.

The line is noted for two contrasting sections: the tramway-like street running through Bad Doberan town, where the trains must proceed at walking pace, and the long straight section parallelling the tree-lined road to Heiligendamm, where the permitted speed is the highest on any German narrow gauge line. Three powerful and fast 2-8-2 tanks were supplied by Orenstein & Koppel in 1932 to work the line, and remarkably a fourth was built new in 2008/9 to the same design, as it was so well suited to the operation. The uncommon gauge – shared only with industrial

railways and the island of Borkum – meant that the railway could not easily find alternative locos and stock.

While primarily a photo album and mostly concerned with the modern era, the scene is set with a very thorough introduction and history, with stock lists, supported by archive images.

The images begin in black and white and later (from page 66) move to colour; all are well reproduced on good quality paper.

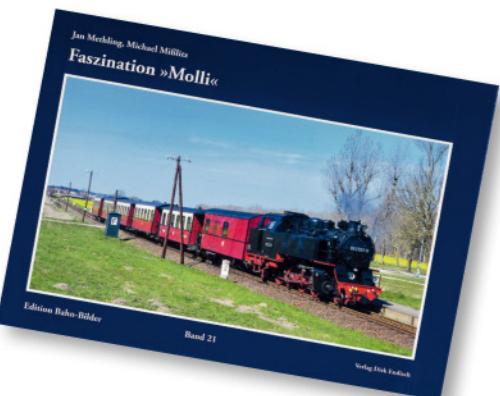
The earliest colour dates from August 1966.

From 1995 all the colour photos are by Jan Methling, the most recent being December 2024; we assume he is a local resident as the line is seen in all seasons, including snow! Most of the historic material is also from his collection. In all there are 66 black & white and 166 colour photos.

Presentation is straightforward: after the thirty-four pages of illustrated introduction and history, the album section is mostly one large, occasionally two smaller, pictures on each page, with informative and frequently quite long captions adjacent. Each photo is credited.

The photo content means that even those with only basic German should be able to appreciate this book.

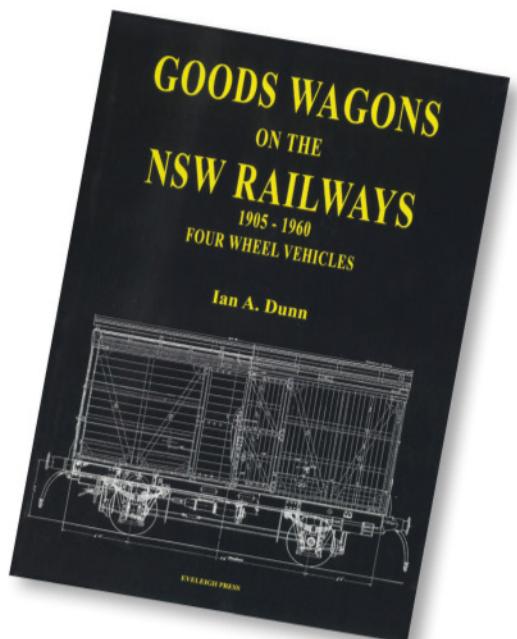
The last page advertises other Endisch publications in this series.



Highly recommended for modellers wanting to observe not only the details of stock and infrastructure but also absorb the atmosphere of a working railway, still performing the function for which it was built – conveying holidaymakers from the main line station to the coast. Once simply a means of transport, now it is the attraction.



Left
2-8-2T 99 2321-0
speeding along
by the Lindenallee
approaching
the outskirts
of Bad Doberan
on 12th May 2024.
Photo:
Graham Lightfoot.



This is essential for those who wish to understand the development of the NSWGR goods wagon fleet in the first half of the 20th century. It is another remarkable achievement in research and compilation, destined to be the standard reference, for which author and publisher must be commended. The amount of detailed information is astounding. We hope they will be able to continue the good work with coverage of bogie vehicles ...

Note this is a large and heavy tome and postage will be expensive.

Goods Wagons on the NSW Railways 1905 – 1960 Four Wheel Vehicles

by Ian A. Dunn

Eveleigh Press

P.O. Box 345,

Matraville, New South Wales 2036, Australia.

www.australianmodelrailways.com

305mm x 215mm 336pp + CD

Hardback A\$110.00 + p&p.

ISBN 978 1 876568 56 6

This new book continues the Eveleigh Press long-term series on the rolling stock of New South Wales (already consisting of three volumes on the passenger stock and the early goods wagons) with comprehensive coverage of the goods wagons from the second half century of the state's railway history. It has been six years since the first volume on wagons, and given the amount of information presented here it is easy to see why!

To set the traffic patterns and wagon types in context, the book opens with an interesting overview of the system. There are detailed sections on wagon design and construction – timber underframes, wheels and journals, hook couplings, automatic couplings, buffers, hand brakes, air brakes, composite underframes, hopper underframes, steel underframes, wagon bodies, painting, codes and numbers, and sources (builders). Some of the principal NSWGR personalities are also identified.

The main body of the work describes the wagons by type and code – flat wagons, open wagons, bulk wheat, hoppers (departmental), private coal hoppers, covered and louvre vans, stock wagons, refrigerator cars, tank wagons (departmental), tank wagons (private), brake vans, and departmental vehicles such as

breakdown cranes, accident vans, workmen's vans, and shunter's trucks – many converted from older vehicles.

It soon becomes apparent that the wagon code, derived from the type of load for which the vehicle was intended, can cover a wide variety of vehicles with different dimensions and details.

For each type there are full lists, as far as known, on the accompanying CD as a 63 page PDF – a neat solution for far too much information to put on printed pages.

The book is rounded off with an index.

The work is illustrated with a superb collection of black & white archive photographs, reproduced as well as the originals will allow with the benefit of modern methods. In some cases a specific vehicle is extracted and enlarged from a wider image; a couple are slightly pixelated as result. All are fully captioned.

They show wagons under construction and in service, and modellers will find the variety of loads and the techniques of loading very interesting. Who would have thought that cattle could be carried in open wagons or modified wheat hoppers? (See pages 111 and 247.)

The first sixteen pages feature colour photos of representative goods trains between 1964 and 1969.

Supplementing the photos are scale drawings, most from official archives, with fine detail well reproduced – no mean feat with such material – though not necessarily to modelling scales.

The photos and drawings are augmented by period documents in facsimile, such as specification sheets and service record cards, etc.

The presentation is clear and conventional, uniform with other Eveleigh titles, and eminently appropriate for works of historical record.

The author was assisted with research in primary sources by Don Estell, with further support from Richard Mathews, Howard Armstrong, Matthew Moore, Jeff Muller, and Evan Rees.



Eisenbahn Video-Kurier 165

Schwerpunkt: 25 Jahre LINT Triebwagen

The main topic of this programme is 25 years in service of the Alstom Coradia LINT units. It begins with BR640 units in service with DB Regio. 640 003 is seen leaving Braunschweig Hbf. with a local service, followed by other private operators examples filmed from the lineside, such as a Vectus unit at Dausenau on the Koblenz – Limburg line arriving into and departing from the station. 648 340 is then seen at Bad Schwartau, near Lübeck, arriving at and departing from the station on a DB Regio service. Further DB Regio examples are observed from the lineside, and 648 616 is seen arriving into and departing from Hagen Hbf. In Nürnberg Hbf. 648 826 is seen arriving and departing on another DB Regio working, with others seen at Velden (bei Hersbruck) in the Pegnitz Valley. A DB Regio LINT operated service to Göttingen is seen arriving and departing. Private operator units are then seen, including some with the newer cab ends. At Königstein (Taunus) on the Frankfurt-Königsteiner Eisenbahn (FKE) a two-car Hessische Landesbahn (HLB) LINT set is seen arriving at the terminus station. Further services operated by this company were filmed from the lineside.

We then take a look at LINT units in service with NordWestBahn (NVB), including at Hameln. Eisenbahn und Verkehrsbetriebe Elbe-Weser GmbH (evb) LINT units are also seen, at Bremerhaven. At Marktredwitz a LINT is seen on a service to Regensburg, and in Augsburg we observe a Bayerische Regional Bahn (BRB) LINT departing the Hauptbahnhof. LINT units operated by Erixx GmbH are seen filmed from the lineside. At Halle (Saale) Hbf. HarzElbeExpress (HEX) LINT units also seen. In DB Regio service 620 007 is seen with others of this class. 622 506 is seen at Kordel on the Köln – Trier line. At Itzehoe a LINT operated by the Nord-Ostsee-Bahn (NOB) is seen while another in Vlexx GmbH colours was spotted at Oberwesel in the Rhine Valley and followed en route to Koblenz Hbf. In Braunschweig Hbf. an erixx LINT unit is seen, followed by the Ostdeutsche Eisenbahn GmbH (ODEG) 1622 505. Coverage is completed with a brief look at the new hydrogen powered example.

The next feature is '4,000hp on the Cities Express' and here we see ex-Deutsche Reichsbahn diesel-electric 142 001 in original Bordeaux red livery between Gera and Leipzig hauling a photographers' special formed of seven DR orange & cream coaches.

EK-Videothek DVD c.58mins + 45min Bonus ref.8565 €19.80

At Reuden (bei Zeitz) it is seen running round the train and couples up to the other end. Here the train is passed by a DB Fernverkehr IC service hauled by a blue PRESS BR245 diesel-electric and then 142 001 leaves gathering speed as it passes the camera. The distinctive sound of the Kolomna power unit can clearly be heard. Further scenes of this working are filmed from the lineside.

The section looks at the rail operating company HSL Logistik. At Rostock an ex-Deutsche Bundesbahn V60 diesel-hydraulic shunter is seen running light engine, followed by ex-DB 290 127 in ocean blue & beige livery on a train of tank wagons. This is followed by a BR189 electric filmed from the lineside on a car train. Another train of tank wagons is then seen behind 186 364, followed by another member of this class on a car train being passed by a DB Fernverkehr ICE unit. Further HSL Logistik freight workings are shown filmed from the lineside hauled by electric locomotives, including along the Elbe Valley line. Ex-DB BR151s are also featured, while a new Stadler EuroDual locomotive is shown running light.

The next segment features ex-DR 'Ludmilla' diesel-electrics in service with DB Cargo and private rail operators, filmed from the lineside on a variety of different freight services. Examples in the original DR Bordeaux red livery are shown, including 232 004, 232 068, and 232 601. 232 045 is also seen in the so-called 'Polish style' red and white colour scheme on a train of steel coils. In DB Cargo traffic red livery another member of this class is shown on a mixed goods train. Examples in orient red are also seen, and also in the black livery of the Erfurter Bahn Service.

The *Erinnerungen* section shows colour film of the dismantling and removal of the Pacific 01 1102 in Bebra.

Bahn News reports the final day of semaphore signals at Nördlingen in Bavaria, and a Bayerische Eisenbahnmuseum BR798 railbus is seen on a special.

In the final section, *Rückblick*, we see archive colour film of steam locomotives working and on display at Potsdam Stadt in 1988. A variety of ex-DR steam and diesel classes are shown, including some working special passenger trains.

The *Bonus* section is *Volldampf bei der Deutschen Reichsbahn*, featuring film shot in the early 1990s in Mecklenburg-Vorpommern, Saalfeld, Probstzella, and around Berlin showing steam locos of classes 44, 50, 52, 64, and 78.

A certain amount of background music is used on this production, mainly in the *Rückblick* section, but it is not too intrusive.

Trailers for other DVDs from Eisenbahn Kurier Verlag last for about ten minutes.

The Eisenbahn Kurier railway video library is published by EK-Verlag, Munziger Straße 5a, D-79111 Freiburg, Germany. www.eisenbahn-kurier.de



Die Baureihe E94

Kraftpaket auf sechs Achsen

Introduced from 1940, the six-axle E94 electrics were built to work heavy goods trains, particularly on steeply graded lines, such as in the Frankenwald and over the Geislinger Steige. The story of these legendary locomotives is told in this programme. Examples are seen in service with the Deutsche Bundesbahn, Deutsche Reichsbahn, and in Austria. The many preserved examples are also shown. We see 1020 018 and 037 in Austria and E94 051, 052, 056, and 088 in Germany. A special event bringing together many of these locos on freight duties is also featured, with film shot from the lineside, from the air, and from in the cab.

The presentation begins with scenes of preserved 194 158 and E94 088, followed by film in the cab of 194 158. Further scenes show other preserved machines, including ex DR 254 059 and 193 012. In Nördlingen E94 135 is also seen with former ÖBB 1020.17 pulling away with a train of logs. Further film of this train was taken inside the cab of E94 088 and from the lineside. These two locos are also seen later on a train of hoppers.

We then see archive black & white film of E94s on freights, augmented by some stills. Colour film of E94s in service with the DR is also included, with 194 566 seen on a loco depot turntable. Other E94s are observed from the lineside on a variety of freight workings and unusually a passenger service from Freilassing to Berchtesgaden. 194 459 is seen on a freight at the '150 Years of German Railways' event in Nürnberg in 1985, followed by scenes shot from the lineside of double-headed orange ÖBB Rh1020s on freights in Austria – 024, 026, and 034 are among those featured – and 1020 026 is seen on a passenger train of four coaches. Withdrawn machines are shown awaiting their fate. Orange 1020.37 is seen on a train of open wagons at Steyregg, with further scenes filmed from in the cab and from the lineside.

EK-Videothek: Berühmte Züge und Lokomotiven DVD c.58mins ref.8677 €22.80

At Seebrugg in the Black Forest, E94 088 is seen departing on a special passenger service formed of four green four-wheeled coaches. Further film shows this train from the air and from the lineside. When preserved, E94 088 is seen being hauled by a DR BR118 diesel-hydraulic en route to the Berlin Technical Museum; later scenes show this consist with the E94 leading.

The next sequence shows a train of silo wagons behind DR 254 052 in green with red frame and bogies. 254 056 is also seen in this livery at the head of a heavy train of bogie hoppers. In Leipzig Hbf. the same loco is seen leaving on a train of double-deck push-pull stock and later at Leipzig-Plagwitz, running as E94 056 with a BR50 2-10-0 pushing at the rear. E94 056 is now preserved at Leipzig Hbf.

This is followed by scenes of E94 088 along with two ÖBB 1020s, with 1020 018 leading. At Neustadt (Weinstraße) 194 051 is seen leaving on a passenger train with further film of this working shot from the lineside and entering Weinheim (Bergstr.). Here the loco is noted running round the train. E94 280 is then seen at the head of another passenger train formed of DB ocean blue & beige stock, filmed from the lineside and from in the cab. Similar coverage shows it on a chartered freight.

The only example to carry DB ocean blue & beige livery, 194 178, is then seen on a train of bogie tank wagons. This is followed a former ÖBB 1020 in blue, numbered 0418, as used by the Mittel Weser Bahn, crossing a bridge over the River Weser. On the Spessart ramp 194 158 is seen accelerating slowly away with a mixed freight filmed from the lineside with an ocean blue & beige DB BR140 assisting at the rear.

The programme ends with film of a train of four-wheeled hopper wagons hauled by 194 192.

The clear and informative commentary is only available in German. A little background music is used but it is not intrusive.

Around five minutes of trailers for other EK DVDs follow this programme.

The Eisenbahn Kurier railway video library is published by EK-Verlag, Munziger Straße 5a, D-79111 Freiburg, Germany. www.eisenbahn-kurier.de



Wendezugsteuerwagen

Vom Hasenkasten zum modernen IC 2

The first *Steuerwagen* (driving trailers) in Germany were seen on the Lübeck – Büchener – Eisenbahn, worked in push-pull mode with a streamlined tank engine. In the 1950s steam powered push-pull trains were introduced in the Hamburg area. With the introduction of modern electric and diesel locomotives, the *Steuerwagen* came into everyday use. This programme takes a look at the history of the

Steuerwagen, with examples of various types, such as the *Hasenkasten* (rabbit hutch), the *Karlsruher Kopf* (literally, Karlsruhe head), the Wittenberg type, the X-Wagen, double-deck vehicles, and those used on Inter-City and Inter-Regio services.

The coverage begins with scenes of the latest types in service with DB Regio and DB Fernverkehr today. A Wittenberg type is then seen, followed by an ex Deutsche Reichsbahn example leading on a service bound for Treuchtlingen propelled by a BR143 electric. We then see archive black & white film of the original LBE type observed from the lineside and at Lübeck-Travemünde Strand station. Archive colour film of Deutsche Reichsbahn double-deck stock is also shown, worked by both electric and diesel motive power. Further archive black & white film shows a Deutsche Bundesbahn (DB) silverfish (*Silberlinge*) rake with a *Steuerwagen* of the Hasenkasten type leaving Hamburg Hbf. More colour film shows another of this type on a similar working leaving Lübeck Hbf. propelled by a BR220 diesel-hydraulic.

This leads naturally to the later *Karlsruher Kopf* silverfish, including one leading being propelled by a BR111 electric. Further examples of this type are seen in the banded mint green, grey and turquoise livery, including at Nettersheim on the Köln – Trier line pushed by a BR215 diesel-hydraulic in orient red. Traffic red (*Verkehrsrot*) examples of this type are seen, pushed by similarly liveried BR218 diesel-hydraulics. There are views inside the cab, and more examples in traffic red, including one on the Geislinger Steige incline. More examples of this type including services with a BR141 electric and leaving Stuttgart Hbf. with a BR111 at the rear.

EK-Videothek: Eisenbahn-Geschichte DVD c.58mins ref.8682 €22.80

Next is film from the early 1990s of green DR double-deck stock, including a service being propelled by a V100 diesel-hydraulic. Scenes inside the driving cab of the *Steuerwagen* are featured, and we see the train arriving into and departing from Klandorf, north of Berlin, with further footage from the lineside. At Nauen on the outskirts of Berlin another rake of double-deck stock is seen departing the station with a BR118 diesel-hydraulic at the rear. Similar trains are seen working in the Dresden area.

Next we get film of a train of type X coaches with a *Steuerwagen* leading crossing the Hohenzollern Bridge across the Rhine into Köln Hbf. The set is in S-Bahn orange and pebble grey. Later, examples are noted in the latest traffic red colour scheme, including at Köln-Hansaring, where a set is seen with a BR143 electric at the rear.

More scenes of the Wittenberg type in service were filmed from the lineside, including one leading a rake of coaches with a DR BR219 diesel-hydraulic at the rear. Another similar working is seen being propelled by a DR 'Ludmilla' diesel-electric, while in the Rhine Valley further examples are filmed from the lineside. At Filsen on the right bank of the Rhine we see a set with a Wittenberg type leading being pushed by a BR143 electric, with views in and from the cab.

A yellow example belonging to DB Systemtechnik is then noted being pushed by a similarly liveried BR218.

We then see more old DR *Steuerwagen* with BR143 electrics around Berlin, and examples in traffic red, including at Leipzig-Plagwitz station where one is seen arriving and departing on a local service.

Double-deck vehicles are seen under construction at Görlitz and later in revenue service, including at Neu Ulm station with an S-Bahn orange and pebble grey BR111 at the rear, and also at Chemnitz Hbf. Another DB Regio service formed of double-deck stock with a *Steuerwagen* leading is seen departing from Mühldorf (Oberbay.) for München Hbf. with a BR218 diesel-hydraulic at the rear. Film shot inside the cab of the *Steuerwagen* is also shown.

The commentary, only in German, is both clear and informative. There is some background music used, mainly towards the end, but it is not intrusive.

Around five minutes of trailers for other EK DVDs follow this programme.

The Eisenbahn Kurier railway video library is published by EK-Verlag, Munziger Straße 5a, D-79111 Freiburg, Germany. www.eisenbahn-kurier.de



Voith-Maxima

Die Baureihen 263 und 264

The Maxima locomotive family from Voith should have meant the end for all the older types of Deutsche Bundesbahn diesels. However, due to independent operators taking over numerous ex-Deutsche Reichsbahn diesels following German re-unification, no further interest was shown in a newly developed diesel-hydraulic. Despite intensive efforts to market these locomotives, just thirteen of the type 40 C-C (Class 264) and six of the type 30 C-C (Class 263) were built. Today they are all in service with private rail companies in Germany and abroad. At one time the most powerful single-engine diesel-hydraulic type in the world, this portrait shows this small collection of locos at work.

The programme begins with scenes of a Maxima at the head of a train of four-wheeled hopper wagons. This is followed by a night sequence in Osnabrück where an EHB Maxima is seen in overall grey livery. There are views inside the engine room as the power unit is started. In daylight the locomotive is later seen moving off with a long train of VTG bogie open wagons, with further scenes filmed from the lineside. At Hasbergen the loco is seen running light through the station and then we see a type 30 operated by EHB at the head of another train of VTG bogie opens, pushing them into a siding. A Stadler EuroDual diesel-electric locomotive is then seen on a similar working filmed from the lineside with a Voith Maxima at the rear.

Next is film shot at Köln West where Maximas are observed on freights, followed by SGL Maxima V500 017 on the München Hbf. – Nürnberg Hbf. *Neubaustrecke* (new high speed line) working a track laying train.

At the InnoTrans exhibition in Berlin in 2006 the original Voith Maxima 264 001 in blue and silver Voith colours is shown. Further scenes show this loco running light, with some film in the cab and in the engine room. In Blankenburg (Harz) this loco is seen pulling away from a halt at the head of a long train of VTG bogie hoppers. Further film of this working shows it from the lineside, from the cab, and passing through Güsten station. At Nacherstedt-Hoym the train is seen slowly approaching the station, and at Königsberg the train reaches the main line where its speed increases.

EK-Videothek: Baureihen DVD c.58mins ref.8668 €22.80

Next we observe the hyle's Voith Maxima 40 C-C V490.01 in grey & orange, followed by scenes in Lübeck with a Nordic Rail (NRS) Maxima leaving the docks railway (*Hafenbahn*) with a long train of GATX bogie hoppers. Then we see H.F.Wiebe's type 40 C-C in their yellow livery at the head of an engineers' train. A LEGIUS-owned Maxima is then shown double-heading with a BR185 Bo-Bo electric on a train of VTG bogie tank wagons. Following this a blue & silver Maxima is seen on a heavy train of Vogt containers, crossing over impressive bridges and viaducts.

Back in Blankenburg (Harz) another Maxima in a similar livery heads a train of VTG bogie hoppers, filmed from the lineside and in cab, from where the power unit can clearly be heard. At Hadersleben-Wedderstedt the train is seen passing through the station and passing a traffic red 'Ludmilla' BR232 diesel-electric in the siding.

The programme closes back on the München Hbf. – Nürnberg Hbf. *Neubaustrecke* where the track laying train is seen moving at walking pace hauled by SGL V500 017.

The commentary, only in German, is clear and informative, as usual. There is some background music used but it is not too intrusive.

Around five minutes of trailers for other EK DVDs follow this programme.

The Eisenbahn Kurier railway video library is published by EK-Verlag, Munziger Straße 5a, D-79111 Freiburg, Germany. www.eisenbahn-kurier.de



Below

Voith Maxima demonstrator 92 80 1254 008-4 D-VTLT at Hamburg-Wilhelmsburg on 4th March 2011.

Photo: Benno Wiesmüller

News

Information from CONTINENTAL MODELLER

Swiss Railways Society app



The Swiss Railways Society (SRS) is proud to announce the successful launch of its innovative mobile app, designed to cater for both its members and the wider public. Believed to be the first app of its kind offered by a British railway enthusiast society, this free app sets a new standard for connecting railway enthusiasts and travellers to all things Swiss rail.

Available now for download, the app is packed with features that seamlessly combine practical travel resources with rich content for rail enthusiasts. Users can access real-time travel information, exclusive ticket discounts, and the latest Swiss transport news. Additionally, modellers can enjoy dedicated sections focused on Swiss railway modelling, while members can find details about the Society's activities, including forthcoming meetings and events.

Details on the SRS website:
<https://swissralsoc.org.uk/>

"The Swiss Railways Society has always been about bringing people together through their passion for railways," said SRS Chairman Roger Ellis. "This app embodies our commitment to innovation and accessibility, offering something for everyone, from seasoned modellers to those simply seeking convenient travel advice."

The Swiss Railways Society was established 45 years ago to celebrate and promote Swiss railway systems, culture, and modelling. With a membership of nearly 1,200 in the UK and overseas, SRS offers a quarterly full colour A4 magazine and many other benefits for everyone captivated by Swiss railways. Annual UK membership remains at only £20.00.

Kaeserberg

train of the month

The small E3/3 (0-6-0T) 'Tigerli' No.8458 was built in Winterthur in 1907. While intended for shunting, this class occasionally saw service on branch lines with lightly loaded passenger trains.

On the Kaeserberg layout, it runs with two four-wheel vehicles, a baggage/post van and a third class coach, as could have been seen before the First World War.



Although this train could only travel at a maximum of 45km/h, compared to horse-drawn carriages the time savings offered by the railway were enormous.

Kaeserberg
Impasse des Ecureuils 9,
CH-1763 Granges-Paccot,
Switzerland.
www.kaeserberg.ch

New for HO from Preiser



Recently released are more new items from the 2025 programme.

HO ref.10811 DBAG security staff
HO ref.28270 DB stationmaster
HO ref.28266 DB track worker
HO ref.10807 café WLAN

All these figures are finely formed and meticulously painted.

Paul M.Preiser GmbH
Am Ruhbach 2,
D-911628 Steinsfeld, Germany.
www.preiserfiguren.de



New from Cités Miniatures



HO
Covers for concrete channels
ref.ED-085-1-HO

At the request of a customer (a former railway worker), an initial channel cover was developed, inspired by the pre-cast concrete pavements already available. Despite the availability of numerous products from other manufacturers, the client was unable to find exactly what he wanted.

This pack allows for the installation of 1m of channel. It can also be modified, upon request, to accommodate other specific requirements.

O and HO
Agricultural silo and warehouse

This project, again the result of a customer order, is at the prototype stage to date. The demand for agricultural buildings does not seem very strong, judging by the sales of the 'Agricultural Cooperative' (ref.BV-051-F-HO).

However, it is worth noting that the 'silo' and the 'warehouse' versions (the

latter without the upper section) are available in both 1:43 and 1:87.

Anyone interested in one of these (or even an adaptation) is welcome to send a message to express their interest.

Cités Miniatures
145 Avenue Henri Ginoux,
F-92120 Montrouge, France



New from American Z Line



AZL have gone back to their roots with an all-new brass steam locomotive – the Norfolk & Western J class 4-8-4. Only fourteen of these streamliners were built between 1941 and 1950 and used on such notable passenger trains such as the *Powhatan Arrow*.

The models come with traction tyres, separately applied handrails, optional close coupled tender with smaller step plate, and display base. They are recommended for 245mm radius curves and above.

All fourteen road numbers are available, in two versions (A and J), including the operating example located at the Virginia Museum of Transportation.



The GM-EMD SD40-2 is offered for the Norfolk & Southern with three road numbers, #3405, #3406, and #3413.

The models represent late production units and feature the 88" nose, prototypical antennas, Leslie SST air horn, cab headlights, automatic brake, dynamic brakes, corrugated radiators, original fans, ditch lights, low snow plough, full width anitclerk, 4,000 gallon fuel tank and HTC trucks.

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



The GM-EMD FP7 comes lettered for the C&O with two road numbers, #8000 and #8003.

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



www.americanzline.com

New from Halling for HOe



The GM-EMD SD60 is offered for CN, with two road numbers, #5428 and #5431.

The ALCO RSD-5 phase 1 is available for the ATSF with two road numbers, #2121 and #2159.



The GM-EMD F7 is available lettered for the SLSF – Frisco as a set of A+B (#5018 and #5139) and a single A (#5022). Both A and B are powered.



To match the Frisco GM-EMD F7, the bay window caboose comes in two road numbers, #1731 and #1735.

Mixnitz – St.Erhard electrics

The 11km long narrow gauge Mixnitz – St.Erhard line was built in 1913 as part of the development of the magnesite deposits in Breitenau am Hochlantsch. Two four-wheel electric locomotives, *Breitenau* and *Hochlantsch*, were delivered by AEG in the same year and used for passenger and goods trains.

Halling have revised their popular HOe models. The prototypically green locos with neat decorative lining differ in numerous prototypical details and arrive fully equipped with re-worked hand-coloured accessories. A new coreless motor drive not only provides smooth running characteristics but also plenty of space and a complete view through the driver's cab. The specially developed circuit board not only offers directional lights but also the option of easily digitising the small model and even equipping it with sound.

ÖBB Gw/s 10011-0 and SLB Ds 452 van kits

Halling are offering kits for the Pinzgau 'Glühweinwagerl' and the 'Jaro' generator van. The new models are laser-cut from real wood and for the first time the parts come ready painted and printed. The models look very realistic and are far superior to plastic models.

The 'nearly ready made' kit also includes a fully functional pre-assembled chassis, a laser-engraved roof, and fine but very sturdy burnished bronze parts. You do not have to paint or decal anything!



Assembly needs only a knife and tweezers. The kit even comes with a piece of sandpaper and superglue – everything you need to build the model. Assembly is simple following the clear instructions and should only take about 45 minutes.

In recent years, actual model building has increasingly disappeared from model railways – a sad development. Halling hope these kits will bring the fun back to modelling!

These two Pinzgau wagons are the start of a whole series of narrow gauge models.

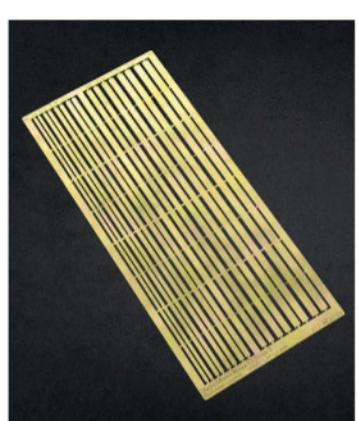
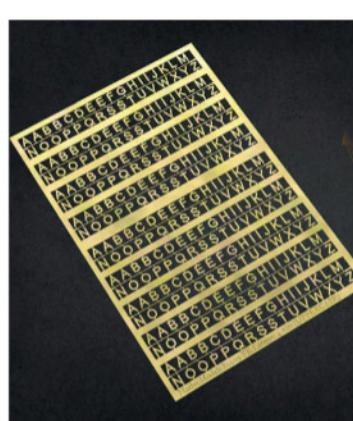
Halling Modelle
Leopoldigasse 15-17,
A-1230 Wien, Austria.
www.halling.at



Etched accessories from Matho

New from Belgian scenic suppliers Matho Models are two potentially useful packs of photo-etched brass accessories:

ref.80009 4mm upper case letters; €14.95.



ref.80044 strips, 1.25 – 3mm wide, 0.1mm thick; €12.95.
Usable in all scales.

www.mathomodels.com

Exhibition Diary

Dates, events, and information

Saturday 23, Sunday 24, and BH Monday 25 August

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 & 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 H0m layout *The Andeer Line*. (Full instructions will be given.)

Website: www.pecorama.co.uk

Bank Holiday Monday 25 August

HARROGATE, North Yorkshire

Organiser: Harrogate MRG

Venue: Constance Green Hall, St.Aidan's School, Oatlands Drive, Harrogate, HG2 8JR.

Open: 1000-1600

Admission: adults £7.00, children £2.00, family (2+2) £15.00.

Amenities: free parking. Local buses. Nearest railway station is Hornbeam Park, c.15 minutes walk. Easy access for those with impaired mobility. Cafeteria.

Features: layouts include *Arcadia, PA. Terminal* (US O, in this issue) and *Karolina Falls* (US On30, CM September 2014). Demonstrations, trade.

E-mail: contact-us@harrogate-model-railwaygroup.org.uk

Website: www.harrogate-modelrailwaygroup.org.uk

Saturday 30 August

TADWORTH, Surrey

Organiser:

North Downs Model Railway Circle.

Venue: The Good Shepherd Church Hall, Station Approach Road, Tadworth, KT20 5AE.

Open: 1000-1700

Admission: adults £6.00, seniors/disabled £5.00, U16s £3.00.

All proceeds to Good Shepherd Church.

Amenities: free parking; refreshments.

Features: 27 layouts including Neumarkt (German HO), *Five Mile Siding* (US HO), *Lafayette Spring* (US HO), and *Willis Bluff* (US HO). Trade.

Contact: Stuart Robinson, 07758 458827.

E-mail:

stuart.robinson27@ntlworld.com

Website: www.ndmrc.info

Saturday 6 September

BECCLES, Suffolk

Organiser: Norfolk & Suffolk

Narrow Gauge Modellers.

Venue: Barsham & Shipmeadow Village Hall, B1062, Barsham, Beccles, Suffolk, NR34 8HA.

Open: 1030-1600

Admission: adults £3.00, U16 free.

Amenities: off the B1062 c.2 miles out



of Beccles. Turn in by red 'phone box. Car parking by hall and overflow on paddock next to hall. Light refreshments.

Features: narrow gauge layouts, including *Chipeta* (US HOn3). Demonstration, trade.

Contact: Richard Doe, 01502 471760.

E-mail: nsngm@yahoo.co.uk

Website: www.nsngm.org.uk

Saturday 6 September

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 & 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 H0m layout *The Andeer Line*. (Full instructions will be given.)

Website: www.pecorama.co.uk

Saturday 6 September

BRIDLINGTON, East Yorkshire

Organiser: Trainshed Bridlington MRG.

Venue: Bridlington Club for Young People, Sports Centre, Gypsey Road, Bridlington, YO16 4AY.

Open: 1000-1600

Admission: adults £7.00, accompanied children free.

Amenities: free parking; wheelchair-friendly venue; refreshments.

Features: layouts include *Megsdorf* (German HO, CM August 2025), *La Camrienne* (HO), and *Americana* (HO). Trade.

Contact: David Harrison,

07811 254080.

E-mail: bridmodelrail@hotmail.co.uk

Website: www.bridmodelrail.org.uk

Please send details for possible inclusion to:

Peco Publications, Beer, near Seaton, Devon, EX12 3NA.

E-mail: clubs@railwaymodeller.co.uk

Amenities: free on-street parking locally. Classic bus will run from Merseyrail Northern Line's Waterloo station to the exhibition; venue is close to bus stop. Refreshments.

Features: layouts include *Gresten* (Austrian HOe, CM September 2012, left), *Turtle Bay* (colonial O09, CM October 2022), *Furka Oberalp* (Swiss H0m), *Saint Agur* (French HO, in this issue), and *29th Street Wharf* (US HO, CM October 2010). Trade.

Contact: 07745 866836.

E-mail: info@lmrs.org.uk

Website: www.lmrs.org.uk

Saturday 13 September

CAMBRIDGE

RAILEX EAST

Organiser: 31A Cambridge MRC.

Venue: Cambridge Regional College, Kings Hedges Road, Cambridge, CB4 2QT.

Open: 1000-1600 (Last admission 1530)

Admission: adults £7.00, accompanied children £3.00. All children must be accompanied by an adult. For groups with 2 or more children and at least one adult, one child will be admitted free.

Amenities: free parking; full access for disabled visitors; refreshments.

Features: layouts include *Donnersbachkogel* (HO/H0e Austrian) and *Bastogne* HO Belgian, CM May 2015). Societies, trade.

E-mail: Neil Chapman, club secretary secretary@cambridge31a-mrc.org.uk

Website: www.cambridge31a-mrc.org.uk

Saturday 13 September

OLNEY, Milton Keynes

Organiser: Olney MRC.

Venue: The Olney Centre, High Street, Olney, MK46 4EF. Note new venue.

Open: 1030-1600

Admission: adults £5.00, accompanied U15s free.

Amenities: free parking in town within easy walking distance; disabled access; refreshments.

Features: layouts include *Sorrento Park* (US TT, CM August 2023). Trade.

Contact: Malcolm Haynes,

07752 683619.

E-mail: malcolm@olneymrc.org.uk

Website: www.olneymrc.org.uk

Saturday 13 September

SOUTH CROYDON, South London

Organiser: Christopher Dean

and 7th/12th Croydon Scout Group.

Venue: St.Paul's United Reformed Church, Croham Park Avenue, South Croydon, CR2 7HF. (Opposite Old Whitgiftian rugby ground).

Open: 1000-1600

Admission: adults £6.00, children £3.00, families (2+2) £15.00.

All proceeds to local charities.

Amenities: street parking available in adjacent roads. Regular bus and London Tramlink services pass nearby. Disabled access. Hot and cold food.

Features: layouts include *Fürenalpbahn* (Oe, CM May 2019) and *San Telmo* (On30, part of the *Isla Blanca* project, CM November 2020 and January 2022).

Secondhand stall, trade.
Contact: 07956 520959.
E-mail: tinkerscorner@aol.com
Website: www.stpaulsirc.org.uk

Saturday 13 & Sunday 14 September FAVERSHAM, Kent

Organiser: Faversham MRC.
Venue: The Abbey School, London Road, Faversham, Kent, ME13 8RZ.
Open: Saturday 1000-1630
Sunday 1000-1600
Admission: adults £7.00, children (5-16) £3.00, U5s free. Cash preferred.
Amenities: free on-site parking. Nearest railway station is Faversham – venue is accessible from station concourse by walking under subway and then continuing for around 10 mins, or by taking a taxi. Refreshments.
Features: layouts include *Stevens Point* Service (HO) and *Batou Scie*. (On30). Societies, trade.
Website: www.favershmmrc.org.uk/2025.html

Saturday 13 & Sunday 14 September LEAMINGTON SPA, Warwickshire

INTERNATIONAL N GAUGE SHOW
Organiser: Meridienne Exhibitions Ltd.
Venue: Warwickshire Event Centre, near Leamington Spa – at the junction of the A425/B4455.

Open: Saturday 1000-1700
Sunday 1000-1600
Admission: adults £14.50, seniors (65+) £13.00, children 5-14 inclusive £6.00. Tickets (valid for one day) are available via the website. Tickets will also be available on the day.

Amenities: visitor entrance is off A425 Southam Road. Follow signs to 'Visitor Entrance', use postcode CV31 1FE. Free visitor car park plus designated parking area for Blue Badge holders. Saturday only: Exhibition Link bus runs every 30 minutes from Leamington Spa railway station – check show website. Disabled facilities. Restaurant and coffee shop.

Features: layouts include *Singen* (German, CM May 2021), *Muhlenfelder* (German), *Sellraintal* (Austrian), *El Cremallera* (Spanish Nm, CM March 2012), *BNSF Metra Chicagoland* (US), *Nazareth Portland* (US), and *Fontaine Quarry* (Nn3). Societies, trade.

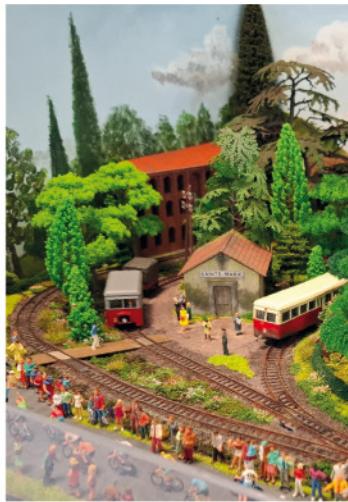
Contact: 01926 614101.
E-mail: info@meridienneexhibitions.co.uk
Website: www.meridienneexhibitions.co.uk

Saturday 13 & Sunday 14 September LEIGH, Greater Manchester

Organiser: Leigh MRS.
Venue: Leigh Sports Village, Leigh Leisure Centre, Sale Way, Leigh, Greater Manchester, WN7 4JY.
Open: Saturday 1000-1700
Sunday 1000-1600
Admission: adults £8.00, U15s free with paying adult.
Amenities: free parking; free vintage bus service from Leigh bus station; disabled access..
Features: 30+ layouts including *Auswiss* (Swiss HO/H0m), *Bad Kissen* (German HO), and *Byford County Terminal* (US HO). Trade.
E-mail: lmrs.secretary@gmail.com
Website: www.leighmodelrailwaysociety.wordpress.com
Website: www.maerklin.de

Saturday 13 & Sunday 14 September NEWTON AYCLIFFE, County Durham

Organiser: Darlington MRC in association with Railway 200.
Venue: Oakleaf Sports Complex, School Aycliffe Lane, Newton Aycliffe, DL5 6QZ.
Open: 1000-1600 both days
Admission: adults £8.00, U16s free.
Amenities: free parking. Venue is around 0.7 miles from Newton Aycliffe railway station. Good access for people with disabilities; wide range of meals.
Features: marking 200 years since the Stockton & Darlington Railway opened, with layouts based on lines in Britain and around the world, including Austria, Switzerland, and Thailand. Trade.
Contact: info@DarlingtonMRC.co.uk
Website: www.railway200.co.uk/activity/darlington-model-railway-club-exhibition-2025



Saturday 13 & Sunday 14 September SWANSEA

Organiser: Swansea RMG.
Venue: LC Swansea, Oystermouth Road, Swansea, SA1 3ST.
Open: Saturday 1000-1700
Sunday 1000-1600
Admission: adults £10.00, accompanied children £1.00. (No dogs.)
Amenities: adjacent public car parks. Swansea rail and bus stations are half a mile away. Full disabled access. Costa Coffee café.
Features: 20+ layouts including *Bremen Trams* (German HO, CM December 2022 and September 2023), *Norge* (Norway HO, CM May and June 2020), and *Beijiao* (China HO, CM Warley NEC preview November 2023). Societies, trade.

Contact: Martin Evans, 07884 183395.
Website: www.srmg.org.uk

Friday 19 – Sunday 21 September GÖPPINGEN, Germany

40th International Model Railway Exhibition (IMA) and 14th Märklin Days
Venues: Stauferpark, EWS Arena, Leonard Weiss Areal, Göppingen station, Märklinum, and Märklin headquarters
Open: Friday and Saturday 0900-1800
Sunday 0900-1700

Admission: adult –
Single-day ticket (regular) €17.00
Single-day ticket (club members) €14.00
Single-day ticket (disabilities) €14.00
Afternoon ticket (from 2 pm) €10.00
3-day ticket (regular) €42.00
3-day ticket (club members) €35.00
3-day ticket (disabilities) €35.00
Family day ticket (two adults and three children up to 12s) €42.00
children –
Single-day ticket (6 to 13) €6.00

Start up/my world club members €4.00
Note: Märklinum extra charge, and limited capacity.

Amenities: free parking and a free shuttle service between venues.
Features: over 130 exhibitors across five venues. A unique combination of model railways, live steam attractions, and a family-friendly supporting programme. Over 100 exhibitors and manufacturers from the model railway industry; impressive layouts in various gauges; large LGB exhibition in the EWS Arena; Märklin factory tours (Fri & Sat 09:00 – 15:00); loco parade at Göppingen station; cab rides; rides on historic trains.

Website: www.maerklin.de

Saturday 20 & Sunday 21 September WIMBORNE, Dorset

Organiser: Wessex Association of Model Railway Clubs.
Venue: The Hamworthy Club, Magna Road, Wimborne, BH21 3AL.
Open: Saturday 1000-1700
Sunday 1000-1600
Admission: adults £7.00, accompanied U16s free.
Amenities: free car park; disabled access (except for squash court area); restaurant and bar.
Features: 14+ layouts including *Hells Glen* (US N). Demonstrations, societies, trade.
E-mail: chairman@wamrc.com
Website: <https://wamrc.co.uk>

Sunday 21 September WISBECH, Cambridgeshire

Organiser: Wisbech MRC.
Venue: Parson Drove Village Hall, 63, Main Road, Parson Drove, Wisbech, PE13 4LA.
Open: 1000-1600
Admission: adults £4.00, accompanied U16s £2.00, U5s free.
Amenities: free parking; disabled access; refreshments.
Features: layouts include *Burma Railway*. Demonstrations, trade.
Contact: 07798 767890.
E-mail: wisbechmrc1@gmail.com

Saturday 27 & Sunday 28 September LYDNEY, Gloucestershire

Organiser: Forest of Dean MRC.
Venue: The Dean Academy, Lydney, Gloucestershire, GL15 5DZ.
Open: Saturday 1100-1700
Sunday 1000-1600
Admission: adults £5.00, children £3.00, family (2+2) £12.00.
Amenities: 15-minute walk from Lydney railway station; free parking; fully accessible; café.
Features: 20+ layouts in various scales from N to G. Trade, secondhand.
Contact: 01594 835935.
Website: www.fodmrc.org.uk

Saturday 27 & Sunday 28 September STAFFORD

Organiser: Stafford Railway Circle
Venue: Bingley Hall, Stafford Showground, Weston Road, Stafford, ST18 0BD.
Open: Saturday 1000-1700
Sunday 1000-1630
Admission: adult advance tickets £16.00, on the door £18.00; children 5-16 £5.00; family (2 adults + up to 3 children) in advance £32.00, on the door £36.00.

Amenities: the Showground is 3 miles east of the town on the A518. Extensive free parking (satnav ST18 0BD). Free bus service will run from Stafford railway station on both days. Disabled access. Catering.
Features: layouts include *Santa Maria* (Swiss HOm, in this issue), *Marmagne* (French HO, CM March 2005), *Bear Creek* (US HO), and *Eight Dollar Canyon* (US HO). Trade.

Contact: Terry Robinson, 07825 917857.
E-mail: tcr.robinson@icloud.com
Website: www.staffordrailwaycircle.org.uk/exhibition

Coming next month

out 18th September



Saturday 27 & Sunday 28 September LEUVEN/LOUVAIN, Belgium

Modelspoor Expo

Organiser: Modelspoor/Train Miniature
Venue: Brabanthal, 1 Brabantlaan,
B-3001 Leuven, Belgium.

Open: Saturday 1000-1800
Sunday 1000-1700

Admission: adult €17.50 on the door.
€16.00 in advance from participating
retailers before 26 September, or via
website.

Amenities: bus service from Leuven
Centraal railway station on both days.
Ample parking. Disabled access.
Catering.

Features: c.40 layouts, several making
their debut, including *Chaleux* (Belgian
N), *Sourbrodt* (Belgian N), *Arranstein*
(German N), *Gbf.Unterhaltung* (German
N), *Karakura* (Japanese N, CM February
2025), *Houyet* (Belgian TT, CM
September 2024, above), *De
Graafstroom* (Dutch P87m, CM October
2019), *Hasselfelde* (German HOm, CM
July 2024), *Mol Sand Tram* (Belgian
HOm, CM April 2025), 'twas in
Amsterdam (Dutch trams HO, CM
December 2017), *Hasselt 2002* (Belgian
HO, CM November 2016), *Sehr-am-
Üzant* (Belgian HO), *Hermoha* (Belgian
HO), *Charleroi - Route de Mons* (Belgian
HO), *Belsteco* (Belgian HO), *Trois-Ponts*
(Belgian HO), *Bleije* modular layout
(Belgian HO), *La Petite Ceinture de Paris*
(French HO, CM July and August 2023),
Dock Martens (French HO), *Dune Métal*
(French HO), *Orelle-Prémont* (French HO),



CM French Special 2019, above), *Court
du Bouton* (Swiss HO, CM April 2025),
Bw.Altendorf (German HO, below),
Nordlandsbanen - Station Hell
(Norwegian HO, CM October 2024),
Montereau (French Oe), *De Zanderij*
(Dutch Oe), *Houthandel Peters* (Oe),
Between Klei and Leuzze (Belgian Om),
Rodachtalbahn (German O), *Portland
Oregon* (US O), *The Blue Stone* (Belgian
Gauge 1), *Diesel Paradise* (Gauge 1),
Helvetia (Swiss Gauge 1), *Line 178*
(Belgian Gauge 1 in LEGO), *Dry* (French
IIm), *Platform 9* (LGB), *Kinderdroom*
(Playmobil and Märklin HO), and
Waldbahn 1925 (German 1:10). Plus the
mini layout competition with around a
dozen entrants. Extensive trade.

E-mail: info@modelspoor.be

Website: www.modelspoorexpo.be



CONTINENTAL MODELLER
FEATURING RAILWAYS FROM AROUND THE WORLD
21 rue des Haies
French HO

Also in this issue...
• **Broken Creek** US HO
• **Orlando station** US HO
• **Widening the gauge** Brazil HO
... and much more

PUBLISHED BY
PECO
www.pecopublications.co.uk

Barcode: 9 770958 129187

• 21 rue des Haies

Vincent Cleren has modelled a French industrial suburb with a high level of authentic observed detail in HO where family connections inform certain structures.

• Broken Creek

Lee Wenham's American HO layout depicts the end of a truncated branch in granger country with a run-down grain elevator and a small team track.

• Orlando station building

Trevor Smith describes in detail the construction of the impressive scale model on his large American HO permanent home layout.

• Widening the gauge

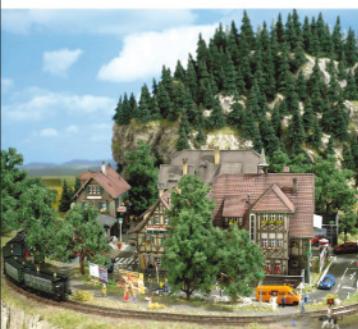
Mike Hyde decided to use EM track (18.2mm) in 1:87 to represent more accurately the broad gauge in Brazil.

• O gauge adaptations

Philip Morgan relates his modelling experience as a result of choosing a comparatively specialised scale for European and American subjects.

... and much more!

CREATE YOUR DREAM LAYOUT



WITH
SCENIC
PRODUCTS

FROM



GOLDEN VALLEY HOBBIES

DISTRIBUTOR OF
MODEL RAILWAY ACCESSORIES
www.goldenvalleyhobbies.com

01981 241237

ONLINE SHOP **LENDONS** OVER 70 YEARS IN BUSINESS EST. 1944

Suppliers of Model Railway Locomotives, Coach and Wagon Stock. Accessories and parts for all popular gauges.

ARNOLD **Electro** **Jouef** **Rivarossi** **HORNBY** **INTERNATIONAL**

Hornby Collectors Centre and Hornby Warranty Repair Centre

Large selection of spares

192 Fidias Road, Llanishen, Cardiff CF14 5LZ

9am-5pm www.hornbyinternationaluk.co.uk



029 2075 2563

9am-5pm



www.hornbyinternationaluk.co.uk

INDEXES

PLEASE SEND SAE FOR DETAILS OF

AVAILABILITY AND CHARGES:

PECO TECHNICAL ADVICE BUREAU, BEER,
NR SEATON, DEVON EX12 3NA

JOHN SUTTON MODELS

I sell Garden Railway items including
Live Steam Locomotives,
N Gauge and 009.
I also buy similar items.

You can contact me via:

Johnsuttonmodels.co.uk

Johnsutton3@sky.com

07798 924575

MARCFWAY POINTWORK

61

YEARS

MAKERS OF QUALITY POINTWORK IN GAUGES 1, 0, SM32, 00 & EM

RENOWN FOR QUALITY
R.T.R. Ranges in:
GAUGE 1, 0, SM32, 00 & EM
SAE or Phone for leaflet
01709 542951
www.marcway.co.uk

ALSO AVAILABLE FROM STOCK

American 0 Gauge Points

with 124FB or 148FB Rail

European 0 Gauge Points

with 124FB or 148FB Rail

American S Gauge Points

with Code 100FB Rail

American HO3 Gauge Points

HO Points matching Peco service

with Code 100FB or 75FB Rails

Phone Marc on 01709 251251

MARCFWAY

Bullhead Flexible Tracks

Injection moulded finely detailed and proportioned to capture bullhead trackwork of the British Steam era.

O Gauge NS Track Box of 10 yards£79.95

OO Gauge (J) NS Track Box of 10 yards£49.95

OO Gauge (K) PB Track Box of 10 yards£49.95

EM Gauge (L) NS Track Box of 10 yards£49.95

EM Gauge (M) PB Track Box of 10 yards£49.95

Also P4 (4 types) Track Box of 10 yards£51.00

Marcway & SMP on www.marcway.net - carriage extra

MARCFWAY

SCALE MODELS

Vast selection combined with friendly, helpful service & professional advice

HORNBY & SCALEXTRIC MAIN AGENTS

Peco - Bachmann - Farnish - Dapol - Gaugemaster etc.

Secondhand Equipment Bought & Sold in all gauges G to Z.

598-600 ATTERCLIFFE ROAD

SHEFFIELD S9 3QS

www.marcway.co.uk

OPEN 10.30-4.00pm Closed Wed & Sat

2 MILES FROM M1 JUNC 34

200 yds from Attercliffe Tram Stop

0114 2449170

POINTWORK: 01709 542951

POINTWORK: 01709 542951

POINTWORK: 01709 542951</p



**SWISS
RAILWAYS
SOCIETY**

2026 SWISS CALENDAR



13 sparkling views of Swiss transport in beautiful scenery. Limited edition A3 full colour one month to a page. Only £10 plus p&p.

Available early September - visit our web site shop to order. And why not join the Society - it's only £20 per year (UK)

www.swissralsoc.org.uk

OSBORN'S MODELS

DOING 'N' SCALE
on a
BIG SCALE

KATO
PRECISION RAILROAD MODELS



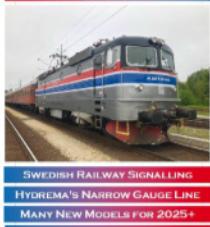
7 HONESTONE ST, BIDEFORD, N.DEVON, EX39 2DL 01237 423453

[WWW.OSBORNSMODELS.COM](http://www.osbornsmodels.com)

SCANDINAVIAN RAILWAYS SOCIETY



SKANDIAPILEN
THE JOURNAL OF THE SCANDINAVIAN RAILWAYS SOCIETY



Interested in Danish, Finnish, Norwegian or Swedish railways?

Then come and join us!

- ◆ Full-colour quarterly journal
- ◆ Help and advice network
- ◆ Members' library

Find out more at:

www.ScanRailSoc.org.uk

SCOGRAIL

Unit 2, 48-52 Tomline Road, Ipswich IP3 8DB

Opening Hours: 1000-1600 Mon-Fri. Closed Sat, Sun & Bank Holidays

Phone: 01473 715769 Email: scograil@btinternet.com Web: www.scograil.co.uk

From 01/07/25 UK delivery: Orders under £50 = £3, £50 & over = Free (Prices & availability correct as at 19/07/25)



Fleischmann 6260063
N Gauge ÖBB Bp 2nd
Class Coach £29.95



Fleischmann 6260064
N Gauge ÖBB Bp 2nd
Class Coach £29.95



Fleischmann 6260043
N Gauge DB AG IC/EC Bpmzz
284.4 2nd Class £34.95



Fleischmann 6260044
N Gauge DB AG IC/EC Bpmzz
126.2 1st Class £34.95



Fleischmann 6260045
N Gauge DB AG IC/EC Bymmsz
187.5 2nd Class £34.95



Hobbytrain H23784
N Gauge DB TWA 800A Double
Flat Wagon V £45.55



Hobbytrain H24660
N Gauge SBB Hbbilns Sliding
Wall Van Set (2) £47.50



Hobbytrain H24680
N Gauge PKP Hbbilns Sliding
Wall Van Set (2) £47.95



Hobbytrain H23479
N Gauge SBB Cargo Taggnpps
Hopper Wagon Set £53.40



Hobbytrain H23440
N Gauge SBB Habilis Bogie
Van Set (2) V £54.60



Hobbytrain H23442 N Gauge
SNCF Kronenbourg Habis Bogie
Van Set (2) IV £54.80



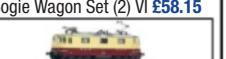
Hobbytrain H23445 N Gauge
Pimk Rail Habis High Capacity
Bogie Wagon Set (2) VI £58.15



Fleischmann 737812
N Gauge DB BR103 174-9
Electric Loco £149.95



Fleischmann 7360008
N Gauge DB BR210
Diesel Loco £154.95



Fleischmann 732400
N Gauge SBB Re 4/4 11158
Electric Loco £159.95



Jägerndorfer 60100_1
N Gauge HectorRail Rh1042
Electric Loco £164.95



Jägerndorfer 60100_2
N Gauge Grampet Cargo Rh1042
Electric Loco Epoch VI £164.95



Jägerndorfer 60100_3 N Gauge
Blood Orange ÖBB Rh1042
Electric Loco Epoch IV £164.95



Jägerndorfer 60100_4
N Gauge Centralbahn Rh1042
Electric Loco Epoch VI £164.95



Jägerndorfer 60100_5
N Gauge Centralbahn/EK Rh1042
Electric Loco Epoch VI £164.95



Jägerndorfer 60100_6 N Gauge Green ÖBB Rh1042
Electric Loco Epoch IV £164.95



Piko 96393 HO Gauge
Expert PKP EP08 Electric
Loco IV £156.30



Roco 56332 HO Gauge Start
DB Fad159 Self-Discharge
Hopper £18.95



Roco 6600090
HO Gauge CFR Zas Bogie
Tank Wagon VI £34.95



Roco 71414 HO Gauge SBB
Re10/10 11323/626 Electric
Double Unit IV £399.95



Roco 71921 HO Gauge
DSB Litra Electric Loco VI –
DCC Sound £224.95



Roco 71961 HO Gauge
TXLogistik BR193 657-4
Electric Loco £169.95



Roco 74474
HO Gauge SBB EW IV
1st Class Coach £46.95



Roco 74475
HO Gauge SBB EW IV
1st Class Coach £46.95



Roco 7500016
HO Gauge Metrans Rh386
Electric Loco VI £139.95



Roco 7500020 HO Gauge
SBB Re460 Electric Loco Locarno
Film Festival Livery £158.95



Roco 7510020 HO Gauge SBB
Re460 Electric Loco Locarno Film
Festival Livery – DCC Sound £247.95



Roco 76739
HO Gauge SBB Eaos
Gondola £21.95

We will be at the International N Gauge Show

Saturday 13th – Sunday 14th September



THE FRENCH RAILWAYS SOCIETY



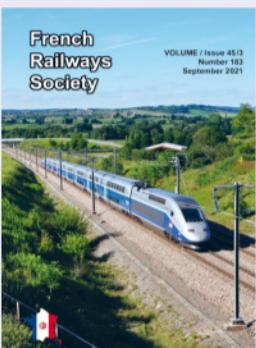
For all enthusiasts of French railways, past and present, full size and model form.

Membership includes a quarterly Journal and online access to our 60,000 image photo-archive.

UK membership is £18 p.a. For overseas rates and to apply please visit our website:

www.frenchrailwaysociety.org

or write: 57 Broomhill Road, Orpington BR6 0EN



THE GERMAN RAILWAY SOCIETY

QUARTERLY JOURNAL ↔ PUBLICATIONS

ALSO COVERING AUSTRIAN RAILWAY NEWS

For details visit

www.grs-uk.org



For details e-mail memsec@grs-uk.org or send an A5 SAE to:
49 Queens Road, St George, Bristol BS5 8HT Telephone: 0117 954 2424



HAMPSHIRE MODELS

PECO



01256 406604

enquiries@hampshiremodels.co.uk

www.hampshiremodels.co.uk

For all your modelling needs from 'N' gauge through to 'O' gauge, both new and pre-owned.

Unit 31,
Basepoint Business Centre,
Stroudley Road, Basingstoke RG24 8UP
www.hampshiremodels.co.uk

OPENING:
Mon, Tue, Thu, Fri
9am-4pm
Wed
9am-12 noon

FLEISCHMANN

The model railway for experts

ROCO

PIKO

Micromotor.EU



Coreless motors, 300+ upgrade kits, flywheels, gears
UK distribution: **Peter's Spares** or your favorite model railway shop. www.petersspares.com



All model railways, scales and gauges



Join today and enjoy these member only benefits:

- Connect with Modellers Worldwide
- Digital Roundhouse Magazine 6x per year
- Digital NMRA Magazine 12x per year
- Borrow Books from the Region Library
- Member Aid - Help for Modellers
- Achievement Programme
- NMRA-X Online Clinics
- Supplier Discounts
- NMRA National Membership

www.nmrabr.org.uk



ELAINE'S TRAINS

Model Railway Specialists

Pre-Owned European

and International

H0, 0 and N gauge

New stock regularly listed, photographed and tested

Website and exhibition sales only

◆ We ship worldwide - VAT free for export ◆

See us at: The International N Gauge Show

Warwickshire Exhibition Centre, CV31 1FE

13th/14th September

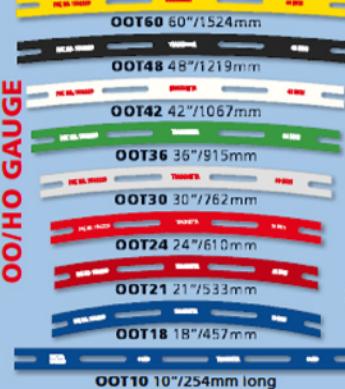
◆ Collections and surplus stock purchased ◆

◆ Co-run by a continental enthusiast ◆

elaines-trains.co.uk

01673 857 423

SMOOTHLY DOES IT with Tracksetta®



FOR KINK-FREE
TRACKWORK AND FLOWING
TRANSITION CURVES



FULL DETAILS IN THE PECO CATALOGUE
PRITCHARD PATENT PRODUCT CO. LTD.
Tel: 01297 626204 • www.peco-uk.com

Go Digital RAILWAY MODELLER

Now includes access to
the full set of Railway
Modeller back issues!

Works on your PC, Mac, laptop,
iPhone, iPad, Kindle Fire and
Android devices.

- Same content as the magazine
- Great space saving solution
- Download/view on the day of publication - no more waiting for the postman
- Never miss an issue - even when you're away from home

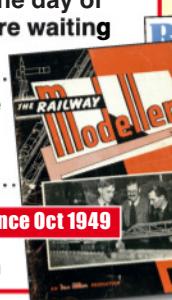
[View every issue since Oct 1949](http://www.peco-uk.com)

www.peco-uk.com

Just follow the link:

[https://www.peco-uk.com/pages/publications-digital-editions](http://www.peco-uk.com/pages/publications-digital-editions)

or scan this
QR code



Mount Tabor Models

Come and visit Mount Tabor Models, the friendly model shop, based in the heart of the Peak District, where there is plenty for the rest of the family to do and see while you look round our shop.
If you can't visit simply phone, Fax or E-mail your requirements.

MODERN IMAGE DELIGHT



Brawa H0 42408 Br362 Diesel shunter Ep5 analogue £230.00



Trix H0 22417 Br217 Diesel Ep6 Digital sound Ep6 £275.00



Trix H0 25160 NS 1700 electric Ep5 digital sound



Trix H0 25181 DB Br181.2 electric Ep4 digital sound



Roco H0 70772 DB Br218 Ep5 digital sound £315.00



Trix H0 22619 DB Br150 weathered digital Sound Ep5



Brawa H0 41802 DBAG Gravita 10Bb Br261 digital sound, uncoupling Ep6 £325.00



Brawa H0 43812 Br147 Ep6 Digital Sound £380.00



Brawa H0 43820 Br187 electric Ep6 digital sound £380.00



Brawa H0 43816 DBAG 147.5 electric digital sound £380.00



Brawa H0 43830 MRCE Br187 Ep6 digital sound £380.00



Trix H0 22686 BrE120 electric digital sound Ep5 £245.00

Visit our trade stand next at:

13th/14th Sept Leigh Festival of Model Railways & Transport Modelling, Leigh Sports Village Leisure Centre, Sale Way, Leigh, Greater Manchester

Provisionally:

27th/28th Sept Stafford Model Railway Exhibition, Stafford County Showground, Weston Road, Stafford, Staffordshire

Shop open Tuesday and Thursday afternoons 1 pm till 5 pm other times by appointment.

Mail order continental model railway specialists.

Mount Tabor Models, Scarthin, Cromford, Matlock, Derbyshire DE4 3QF

Phone & Fax 01629 822294

E-mail: mount.tabor@btopenworld.com



Fay brings you more lovely models, recently arrived at C&M

Roco 7500037	Metronom Class 146 Electric, Era VI	£245.00	£216.10
Roco 6210105	Metronom 3 x Double-deck coaches, including Driving control Car, Era VI	£325.00	£311.10
Roco 6200106	Metronom 2 x Double-deck coaches	£205.00	£194.85
Roco 6200107	Metronom Double-deck coach	£105.00	£97.40

These 4 items make up a full 6-coach push-pull set



Roco 7500075	Electric 2-Axle Rack and Pinion Locomotive, Based on DB Class 169 locomotive	£210.00	£198.80
Roco 7510075	As 7500075, but with DCC Sound	£305.00	£285.30
Roco 6200063	3-Car Set for above locomotive	£105.00	£92.95



Roco 6200024	Ouigo Corails. 2-Car Set	£135.00	£121.25
Roco 6200025	Ouigo Corails, 3-Car Set	£200.00	£181.95
LS 10479	SNCF Corail Plus livery BB15000	£235.75	



LS 16001	DB ET403 InterCity 4-Car Unit, Era IV	£571.30	
LS 16002	as 16001, different unit number	£571.30	
LS 16003	DB InterCity ET403 Restaurant Car	£97.05	
LS 16004	DB InterCity ET403 Open Coach	£73.60	

16003 and 16004 are for use with 16001 and 16002

ALL ITEMS ARE IN STOCK AT TIME OF PLACING THIS ADVERT

1 Crosby Street, Carlisle CA1 1DQ
Tel: 01228 514689, Tues > Sat 10a.m. > 4.30p.m.

<https://candmmodels.co.uk> sales@candmmodels.co.uk





Roco HO SNCF 230F



Artitec HO and TT

A&H MODELS

Website: www.aandhmodels.co.uk
e-mail: dccshop@hotmail.co.uk
Telephone Mail order
01280 701410

Shop: A&H Models 95 High Street, Brackley, Northamptonshire NN13 7BW

Trainsporters

MODEL TRANSPORTATION

The **innovative** solution to
storing and transporting your
model railway stock



As used by
manufacturers:

Accurascale
Bachmann
Cavalex
Dapol
Hornby
Minerva
Murphy Models
PRMRP
Tower Models

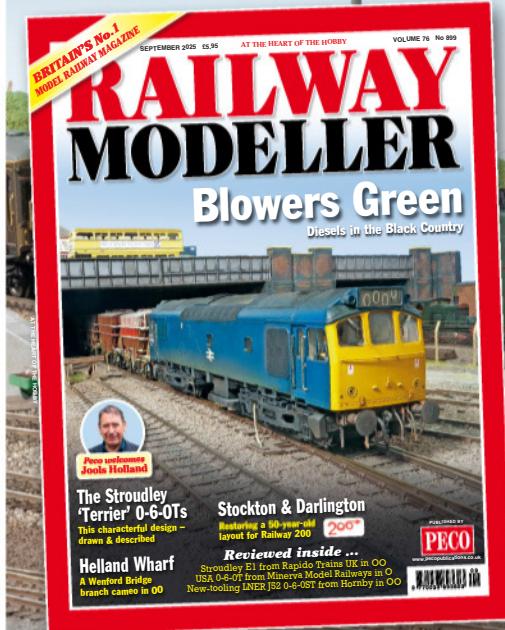
SEE OUR
WEBSITE FOR
TOUR DATES
TRAINSPORTERS.COM

- Exceptional quality
- We use Really Useful's Boxes
- Ideal for storage, club events, and exhibitions
- Free shipping on 2 or more boxes
- Available for O, On30, OO, HO & N Gauge

Tel: 0333 4040 811

www.trainSPORTERS.com

THIS MONTH IN RM

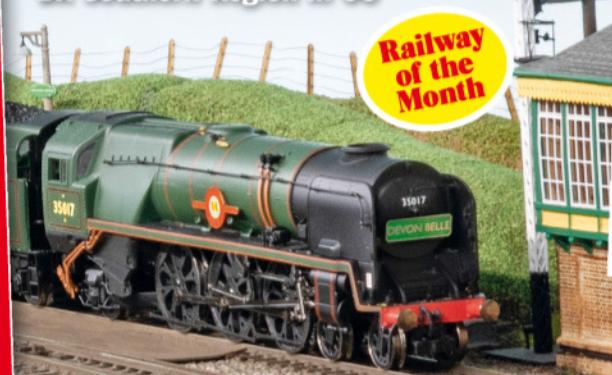


ON SALE

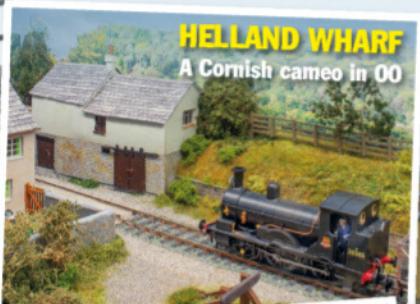
Thursday 14th August

BUCKHORN WESTON

BR Southern Region in OO



Railway
of the
Month



HELLAND WHARF
A Cornish cameo in OO



BLOWERS GREEN
The BR blue diesel era in O

BR MK.1 COACHES IN G1

John Boyson continues his account of
using 3D-printing methods in 1:32

MOUSEHOLE

A narrow gauge scene in O-16.5

JAMES STREET EXTENDED - PT3

Continuing our look at the changes made
to this mammoth N gauge layout

PLUS!
MUCH MORE

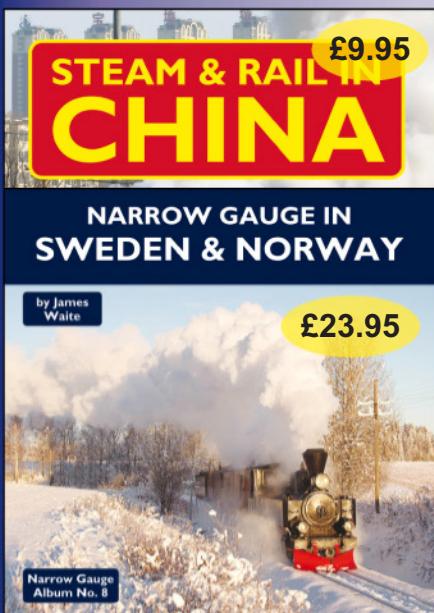
SUBSCRIBE NOW and never miss another issue! Call 01297 626203 or visit www.pecopublications.co.uk

Mainline & Maritime
3 Broadleaze, Upper Seagry,
Chippenham. SN15 5EY
01275 846178
www.mainlineandmaritime.co.uk

MAINLINE &
MARITIME

PLEASE ADD
10% UK P&P,
MINIMUM £3, MAXIMUM £8

TOPSELLERS! TOPSELLERS!

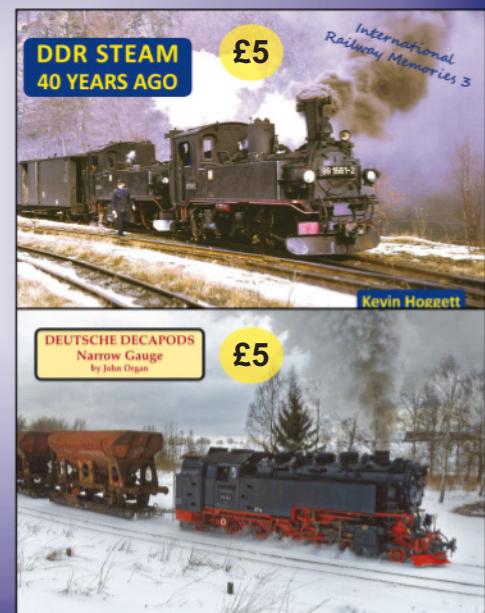


RAILWAYS OF THE HOLY LAND



Alon Siton

SPECIAL OFFERS!



WANTED

Model Railway & Collectables

We buy all makes, all gauges, live steam, aeroplane kits, boats, tanks, radio controlled, die cast and more.



Top prices paid for your models



Swift payment made on collection



01778 594604 or 07578 708785



contact@littleworthmodels.co.uk

 **LITTLEWORTH**
MODELS 

1

Contact us for a valuation



2

We make an offer



3

Bring, send or collect



4

Payment made



Find out more and get a **FREE valuation** at
www.littleworthmodels.co.uk



18+ years trading
in collectables



Collection made in person
from across the UK



We carefully dismantle
your displays for you



Honest valuations
and fair offers given

Littleworth Models • 26a Meadowgate • Bourne • Lincolnshire • PE10 9EZ • United Kingdom

SUBSCRIBE TODAY!

Only £90.00 for 12 issues



25% SAVING
off the cover price
(UK only offer)

**GREAT QUALITY
READING**
lots of informative articles
all on high quality paper

FAST DELIVERY
direct to your door

FREE ACCESS
to the digital edition*



DIGITAL EDITION *Worth £49.99
Available for your PC, Mac, tablet or mobile device.
Fully searchable back issues starting from January
2011. Access to digital content available only while
subscription is active.

OVERSEAS SUBSCRIPTIONS
only £120.00 (12 issues)

Please note: Payments may be shown on statements as 'shopdevon'



Scan the QR Code to subscribe at:
www.pecopublications.co.uk
or call on 01297 626203

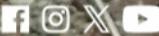


Photo shows a busy scene on the stunning German N Gauge layout
Salford-West, created and photographed by Freddie Welzel.
As seen in Continental Modeler October 2024.



White Rose Modelworks
Unit 10, The Craft Yard,
Bedale Station, BEDALE,
North Yorkshire DL8 1BZ
Tel: +44 (0)1677 422444

Check our new website:
www.whiterosemodelworks.co.uk

Email your enquiries:
info@whiterosemodelworks.co.uk



Modular Lasercut Baseboards
40 Standard Sizes to Suit Your
Space & Needs
Control Shelves and Backscenes
Unique Plug and Latch System for
Easy Joining



Lasercut Helixes in 4 Standard Sizes
Also Stretchered & Bespoke Helixes



Tracklaying, Electrics and Scenics
Control Systems for DCC & Analogue

Available in Kit format, Assembled Baseboards or
fully Electrified and Sceniced Layouts

If you are interested in American Railroads
remember Hampsthwaite meeting
1st Sunday in the odd months

INDEX TO ADVERTISERS

A

A&H Models 18a
www.aandhmodels.co.uk

C

C&M Models, Carlisle 17a
www.candmmodels.co.uk
 Contikits (m) 21a
www.contikits.com
 Continental Modeller Digital Only 14a
 Continental Modeller Subscriptions 20a

E

Editorial 3a
 Elaine's Trains 16a
www.elaines-trains.co.uk
 Ellis Clark Trains 11a
www.ellisclarktrains.com

F

Features 4a & 5a
 French Railways Society 15a
www.frenchrailwayssociety.org

G

Gaugemaster OBC
www.gaugemaster.com
 German Railway Society 15a
www.grs-uk.org
 Golden Valley Hobbies 14a
www.goldenvalleyhobbies.com

H

Hampshire Models 16a
www.hampshiremodels.co.uk

K

Kato 9a
www.unitrack-kato.com

Kittle Hobby, Swansea 2a
www.kittlehobby.com

L

Lendons of Cardiff 14a
www.lendons.co.uk
 Littleworth Models 19a
 email: littleworthmodels@gmail.com

M

Mainline & Maritime 19a
www.mainlineandmaritime.co.uk
 Marcway Models & Hobbies, Sheffield 14a
www.marcway.co.uk

MECH Models, Burton on Trent 23a
www.mech-models.com
 Micromotor 16a
www.petersspares.com
 Mount Tabor Models, Matlock 17a
 email: mount.tabor@btopenworld.com

N

The NMRA British Region 16a
www.nmrabr.org.uk

O

Osborn's Models 15a
www.osbornsmodels.com

P

PECO Factory Tours page 705
 PECO HO Code 75 8a
 PECO Scale Model Scenery 10a
 PECO Subscriptions 20a
 PECO Tracksetta 16a

R

Rails of Sheffield 6a, 7a & 14a
www.railsofsheffield.com
 Railway Modeller Digital Only 16a
 Recreation 21 14a
www.rue-d-etropal.com

S

Scandinavian Railways Society 15a
www.scanralsoc.org.uk
 Scograil, Ipswich 15a
www.scograil.co.uk
 John Sutton Models 14a
www.johnsuttonmodels.co.uk
 Swiss Railways Society 15a
www.swissralsoc.org.uk

T

This Month in Railway Modeller 18a
 Trainsporters 18a
www.trainsporters.com

W

White Rose Modelworks 22a
www.whiterosemodelworks.co.uk
 WWScenics 12a

The U.K.'s Premier
North American Model Railroad Store

'Bricks & Mortar' store so why not pop in
have a cuppa, chat and check us out !

- Extensive Stock with Competitive Prices
 - FREE Parking, Tea or Coffee
 - Friendly Staff & Helpful Advice

Official
ScaleTrains
Dealer
For both HO and N scales

UK Distributor for Tru-Color Paints



Sale !!!

**30% off all current stock of Z scale
rolling stock, track, accessories.
Phone us for unbeatable offers !!**



The Best for North American Model Railroads



INFINITY

MODEL RAILWAY CONTROL [and beyond]



Wireless Analogue Control



No Decoders Required

www.gaugemaster.info/NotDCC



These products are available from your local model shop, or, in case of difficulty, direct from ourselves.

Gaugemaster Controls Ltd., Ford Road, Arundel, West Sussex, BN18 0BN, United Kingdom - +44 (0) 1903 884321 - hello@gaugemaster.com. E&OE.



@gaugemaster



@gaugemaster



@gaugemaster_controls



@gaugemaster_controls

www.gaugemaster.com