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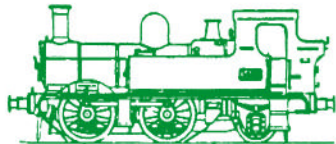
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January 2026

Volume 48

Number 1

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RAILWAY MODELLER

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



Cover

**A short freight pulled by JŽ/JDŽ 18.001
(a former Südbahn class 639 4-6-2T)
arrives at Fusine – Laghi station
on the Italy / Yugoslavia border.**

Photo: Davide Raseni.

Happy New Year

We wish everyone a peaceful and prosperous New Year. Whatever the year may bring, we hope the hobby will continue to provide you with enjoyment and relaxation.

We have no grand celebrity layout to start this year as we did last, with our report on Sir Rod Stewart's inspiring installation, though in some respects all the layouts we feature are 'stars'.

We are particularly proud that we feature not only foreign layouts built by British modellers but also the work of many modellers overseas. Some we find, for example by visiting exhibitions in Europe, while some find us, often through contact with other contributors. We are pleased that they seem to have a positive experience of the publication process and recommend us to their friends and fellow modellers. Alongside a plentiful and continuing supply of local talent, this enables us to present a wide range of scales, gauges, and subject matter, and quite independently of any commercial considerations. Some projects use proprietary equipment (stock and structures) more or less as supplied, others involve some adaptation, while others require significant amounts of scratchbuilding to achieve their aim.

As usual at this time of year, at the time of writing we have just returned from a successful event at the National Exhibition Centre near Birmingham. It was noticeable that it included fewer foreign layouts – and indeed was a smaller show overall – than when staged by the Warley club, but the layouts were of a generally high standard.

We were particularly pleased to encounter two that we had noted from exhibition listings but not previously been able to see, *Donnersbachkogel* (Austrian HO/HOe) by Gerhard Novak and *Nazareth Portland Cement* by Phil Baggley (with no connection to the *Nazareth* in our December issue other than a coincidental choice of prototype area). We plan to present articles about both of these layouts in due course.

Following the news in the previous issue of *Neuburg 1913 and 2013* gaining an award at the Farnham show, our *News* section this month (page 72) includes three reports of 'foreign' layouts winning best-in-show awards as chosen by the visiting public at recent general exhibitions (i.e. not shows dedicated to a special theme).

Our congratulations to those responsible for *Megsdorf* (German HO, CM August 2025), the *Bergeller Bahn* (Swiss HOm, CM March 2007), and *Mauch Chunk* (US HO, CM June and July 2023).

We hope this indicates that attitudes are changing – at last. Too often we have witnessed foreign layouts ignored and literally bypassed at shows by British enthusiasts. Perhaps the general public, without any particular prejudices, can be more appreciative of something a bit different and entertaining.

CM Cup Competition

It is time to consider your choices for the 2025 CONTINENTAL MODELLER Cup. With well over a thousand pages published in the course of the year, we hope that the quantity and the quality of the material presented through the year will make the choice difficult again! While modelling is not in essence a competitive sport, we find it interesting to know which features were particularly appreciated. The entry form is on page 15a.

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January 2026

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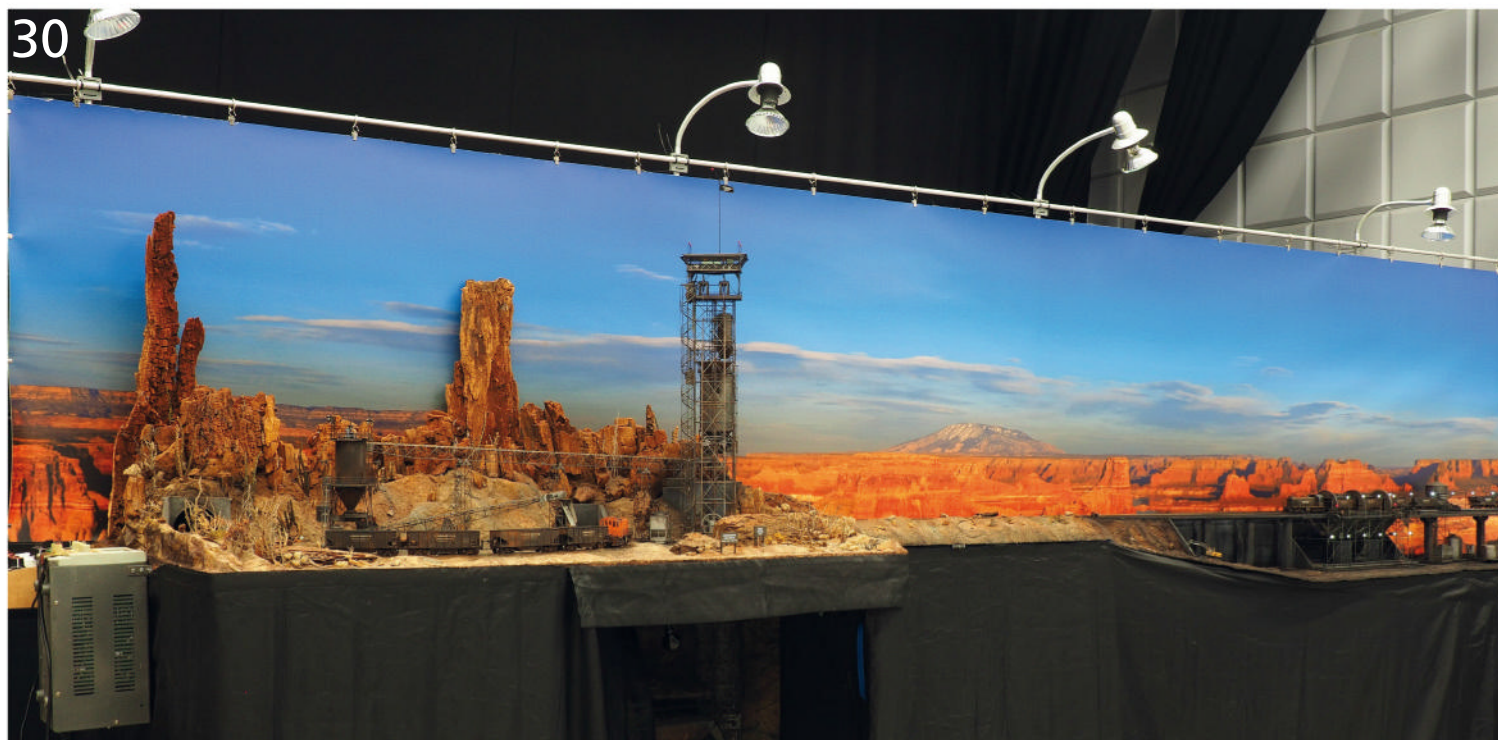
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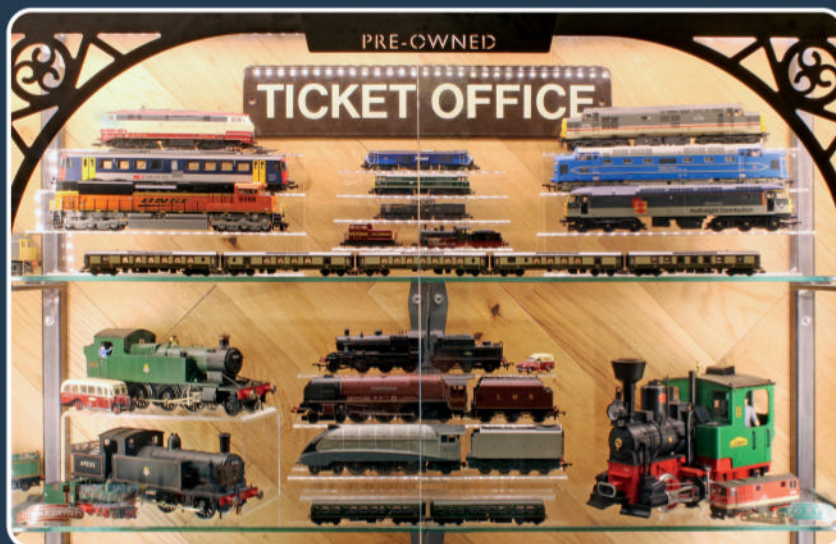
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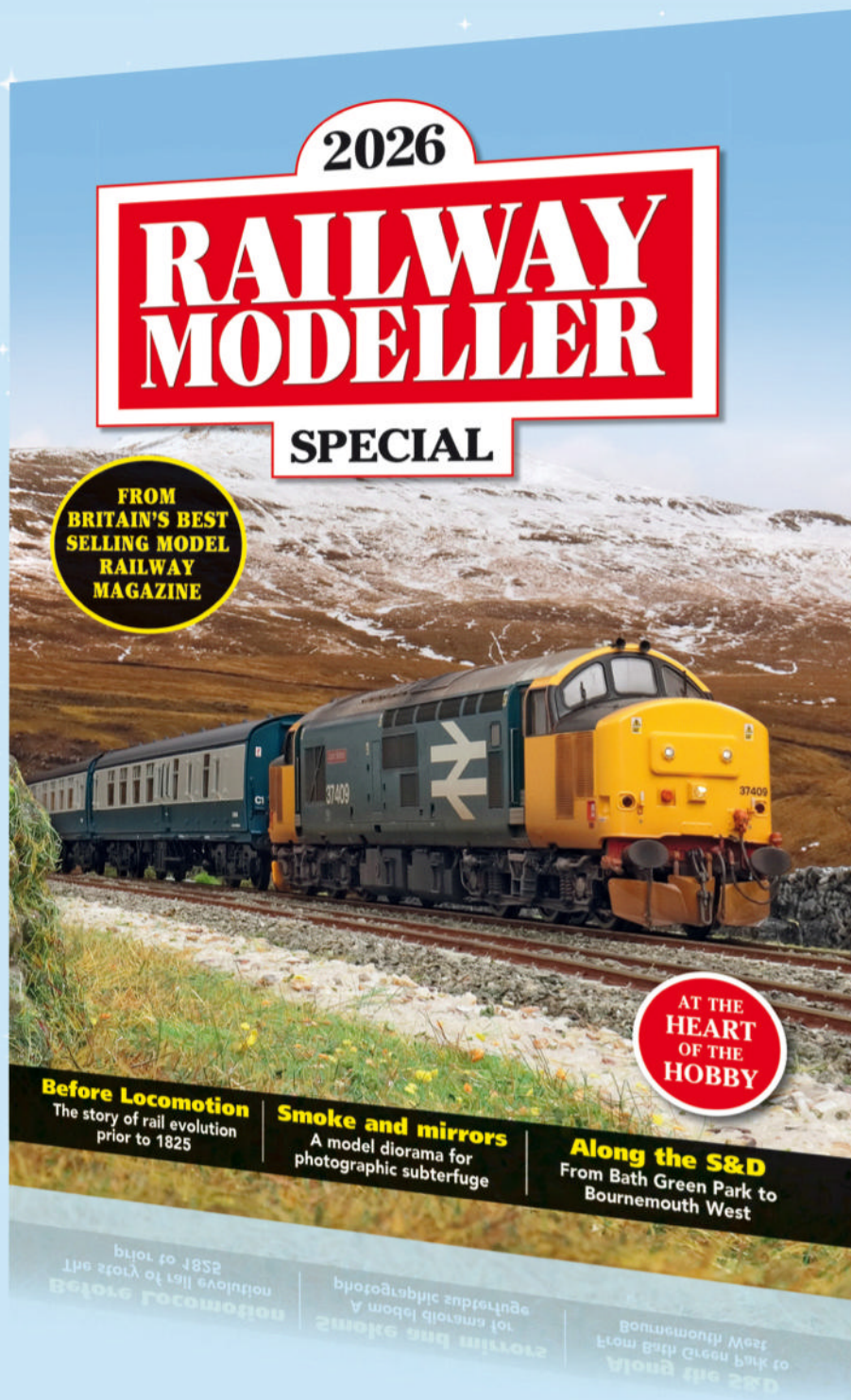
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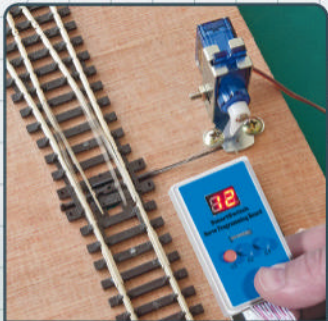


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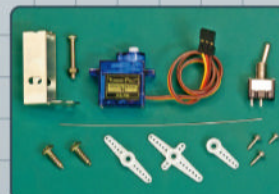
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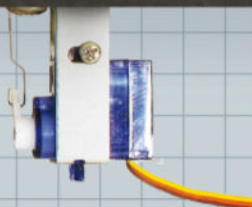


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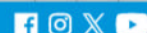
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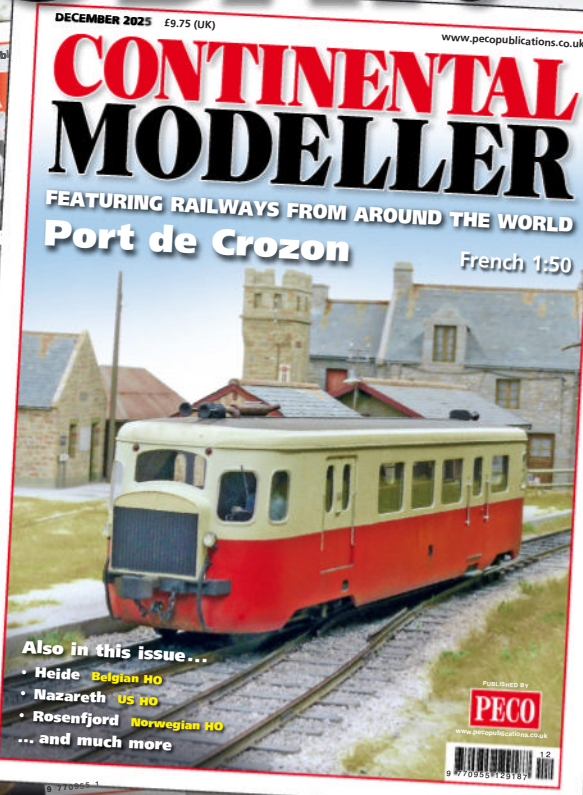
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Photo shows a scene on the stunning Belgian HO exhibition layout Dolmny, created by the Belux model railway group. As seen in Continental Modeller November 2025.



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Ge 6/6 I "Rhaetian Crocodile"

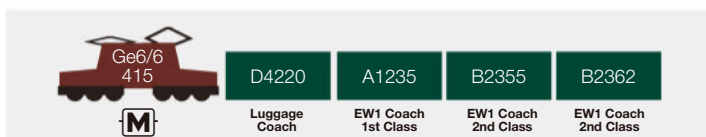
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The photo is of a prototype. The locomotive in the photo has a different car number from the set.
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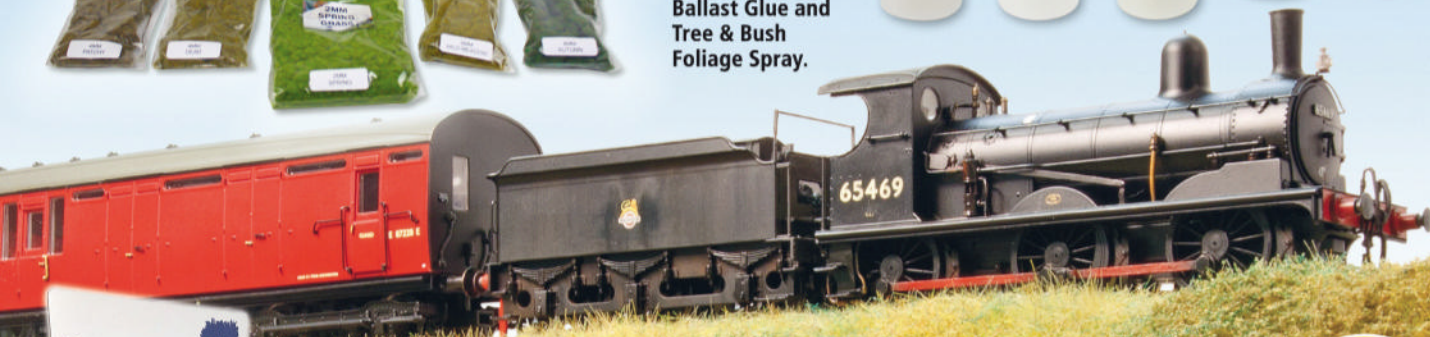
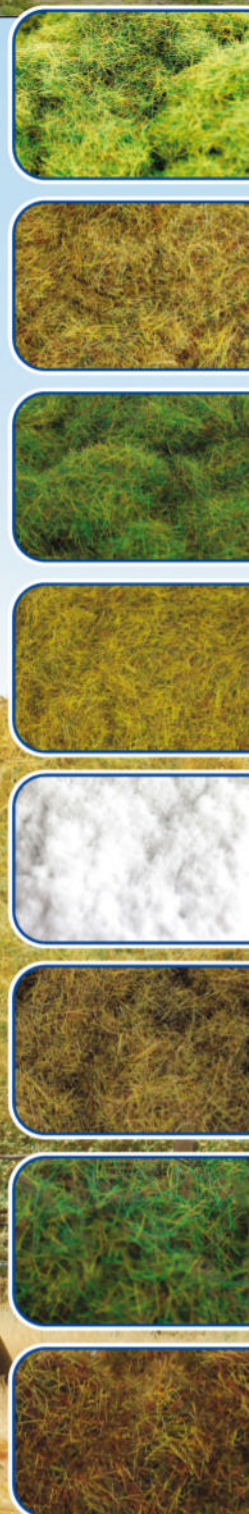
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Jörg Krause presents his German exhibition layout, only intended to be an interim project.

Wiesenberg

Set in a typical Brandenburg landscape

The first ideas for this layout emerged during the OntraXS! exhibition in the Dutch national railway museum in March 2022. At that time I was modelling Saxon narrow gauge railways in Oe, but after a conversation with Dr Franz Rittig I came up with the idea of designing a layout in HO based on a north-east German theme as an interim project. It would primarily use commercially available proprietary models.



Below
The BR24 mixed traffic 2-6-0 was widely used in the province of Brandenburg. The Prussian clerestory roof compartment coaches were colloquially known as 'the thousand-door train'.

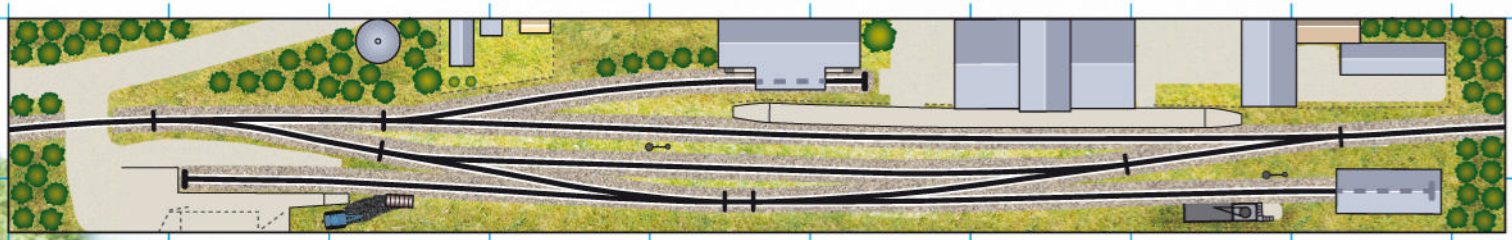
It was to be a compact layout with a small station. Just two or three locomotives and a handful of typical coaches and wagons were to be purchased for this purpose.

Well, that was the theory. Even during the planning phase, which occupied me quite intensively, the project grew into a full-fledged layout.



Right
The station building is a typical Prussian structure made from an Auhagen kit.





Wiesenberg Overall size 2800mm x 400mm. Each grid square = 300mm x 300mm.

The aim was to capture the vastness of the Brandenburg and Mecklenburg provinces in the model. The challenge was to enliven the apparent dreariness of the landscape with little stories on and off the tracks. This is how the plan was born. The name is a play on words from Wesenberg and Wiesenburg, both of which actually exist in the region.

Originally, three through and two dead-end tracks were planned, with an end loading dock and an engine shed. The track with the goods shed was not planned. However, when two additional points were included as a 'discount' with the track material, I promptly integrated them into the plan. In retrospect, this greatly enhanced the operation.

Below

A BR56 2-8-0 arrives as a BR89 0-6-0T waits to shunt. The large radius points are clearly visible.

The two main tracks and the points are properly ballasted while the sidings are in a typical gravel bed.

The BR56 (former Prussian G8² was originally based on the island of Usedom, where it was unusually fitted with smoke deflectors.





Below

The BR55 0-8-0 on the freight clearly shows that its best years are over, and the spare parts situation in the DDR is critical.



Construction

From the outset, the layout was designed for transport to and operation at exhibitions. It consists of two segments each measuring 140cm x 40cm. In addition, there are two curved sections (140cm x 60cm) which convey the trains to the fiddle yard, which is identical in size to the station boards and has five through tracks and four dead-end tracks.

Various construction methods were tried out during the construction of the segments. The station and curve sections consist of a 9mm plywood frame into which 3cm thick Styrofoam panels were fitted.

However, the construction using the Styrofoam panels has only proven to be partially successful. The relatively large distance between the point motor and the point results in unfavourable angles, which places significantly more stress on the motors and linkages.

Above

Have the grandparents in the trackside garden noticed that their grandson has managed to escape through a gap in the fence?

Below left

The delicate planks for the animal pen fences were cut from thin wooden veneer. In the background, a local forester is riding a Simson SR-2 moped.

Below

By a corrugated iron hut, two employees prepare bagged briquettes for sale.





Above

A short local freight arrives hauled by 89 6225. The DR paired four of these 0-6-0Ts with six-wheel tenders to extend their range.

Below

On the central through track, there are two special loads – a smart new fire engine for the local brigade, and new shrouded beach chairs for the Baltic Sea beaches!

The fiddle yard was constructed entirely of plywood.

The excellent *Mein Gleis* track from Weinert was used for the visible part with Peco code 75 for the fiddle yard.

The points are worked by MTB motors. The individual points in the scenic section are controlled by switches on the front of the layout. A route control system was installed in the fiddle yard.

Control of the locos is by a Roco Z21 DCC system.

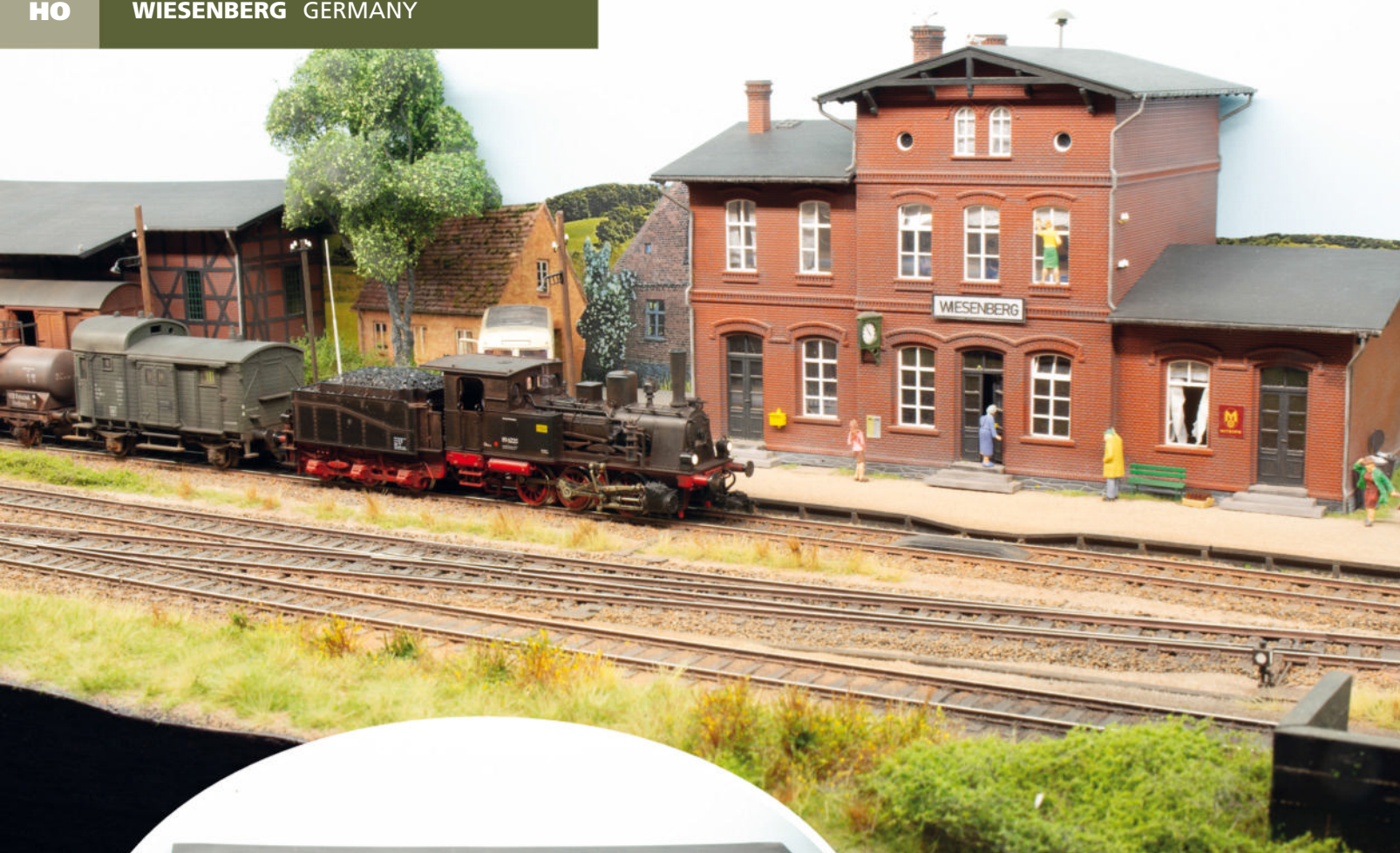
The terrain was constructed from layers of Styrofoam, and the surface was modelled with RTS filler, then the layout was greened electrostatically. The trees were handcrafted from wire, grass fibres, and various imitation leaves.

For the cobbled roads, the pattern was individually embossed into the surface using a home-made tool.

The background is made of 6mm plywood which was painted light blue. The horizon line consists of mirrored photos from the internet and effectively closes off the landscape at the back.

With the exception of the coal stage, which was scratchbuilt, all the buildings in the scenic section are made from kits in the Auhagen range, which are ideal for this region. However, some of the components were assembled differently from the instructions, and some of the windows and doors were modelled open.





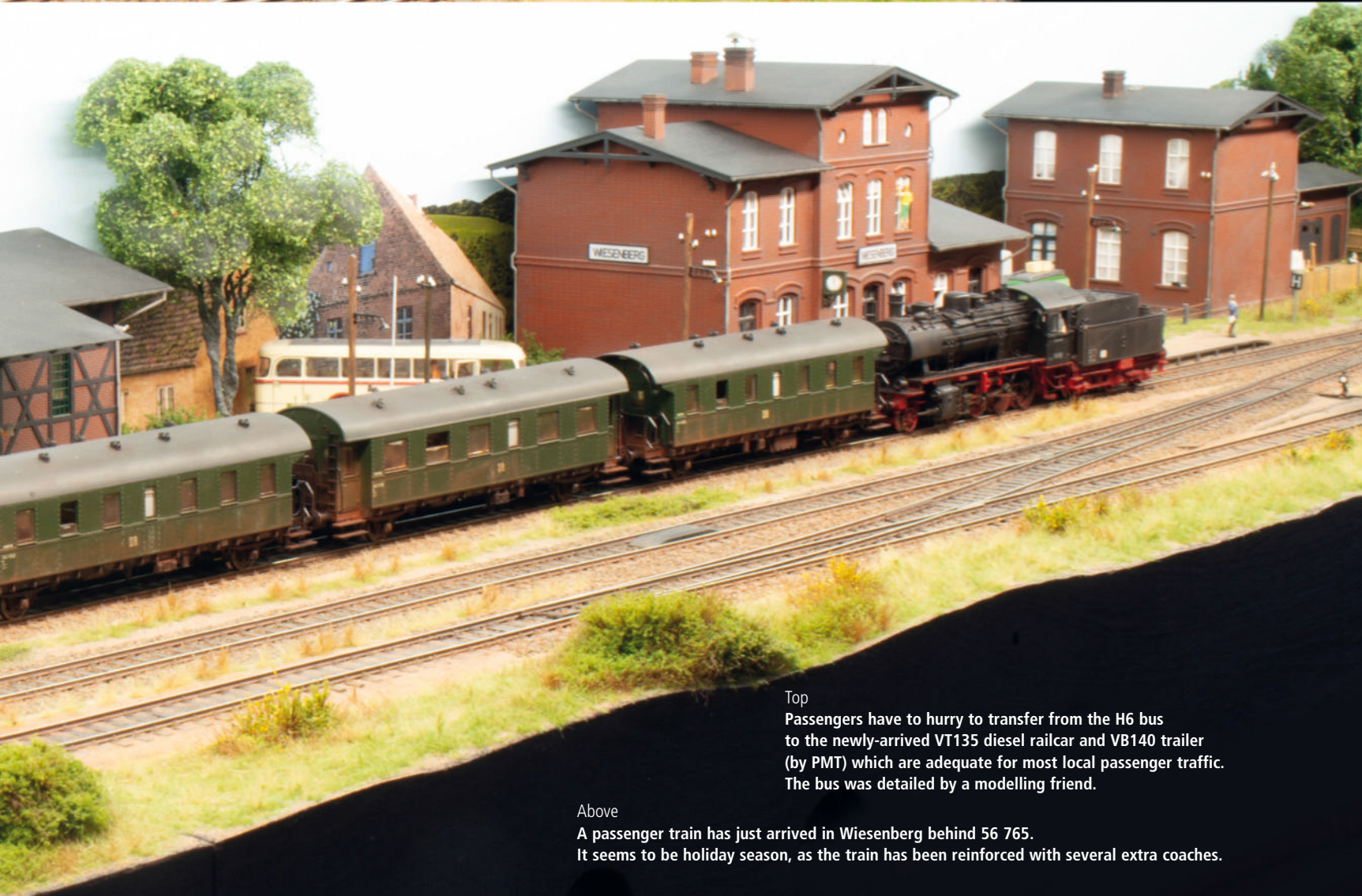
Above

Is that the stationmaster's wife who is rather daringly cleaning the windows on the first floor? And was it the risky cleaning operation or that last beer in the Mitropa restaurant that has made the gentleman in the beige coat feel unwell?

Left

The goods shed was built from an Auhagen kit adapted to half-relief.





Top

Passengers have to hurry to transfer from the H6 bus to the newly-arrived VT135 diesel railcar and VB140 trailer (by PMT) which are adequate for most local passenger traffic. The bus was detailed by a modelling friend.

Above

A passenger train has just arrived in Wiesenberg behind 56 765. It seems to be holiday season, as the train has been reinforced with several extra coaches.



Left
There is a lot of activity in the yard of the railway workers' house. While mother and daughter hang out the laundry, the father, on his day off, is challenged by his son to a penalty shootout.

Right
The small shed was built to accommodate the allocated Prussian T3 (later BR89) locos.

Below
All the operational and residential buildings at Wiesenberg station are located on the right of the scene. The coal and water cranes, as well as the shed doors, can be operated by servos with switches on the fascia.

Photographs by the editor.

Rolling stock

The plan was to purchase just two or three locomotives and approximately twenty coaches and wagons. Well, as with the layout construction, this also went somewhat beyond the planned scope! Although the fleet became quite extensive, attention was paid to vehicles appropriate for Epoch 3.

Since almost all of the models were acquired second-hand, it was easy to weather them, some quite heavily.

All locos are equipped with the latest generation sound decoders from ESU and Zimo. Some have been fitted with ESU digital couplers.





A look ahead

Wiesenberg has been shown at several exhibitions, including *OntraXS!* in March 2025. I often like to engage in conversation with the audience while controlling the layout from the

front. This in turn gives rise to further ideas for creating small scenes and details. These will continue to complement the layout in future.



Emmanuel Nouaillier

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

Brickwork

Old bricks and vintage beer – 1

Brick is certainly one of the most imitated building materials in structure modelling, but in reality appears so different from one country to another, and sometimes from one region to another! However, despite these significant differences, the fact remains that the imitation of walls, the main effects of decay, and colouring have a generic base.

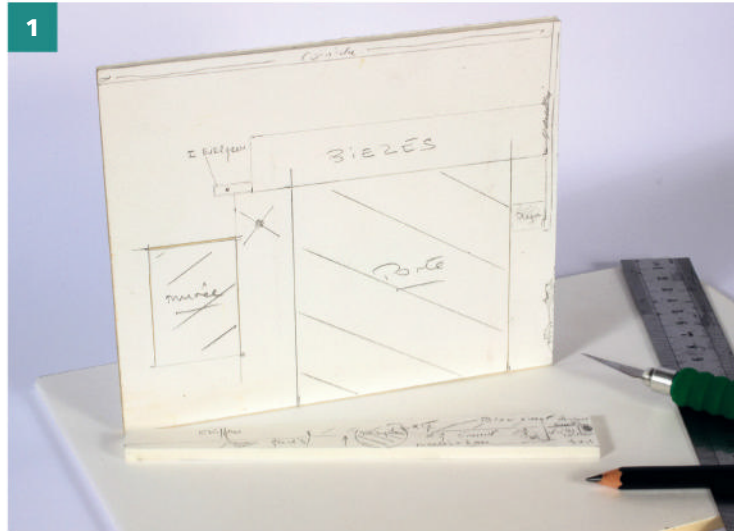
Over the years I have developed a basic method using foamboard to simulate this in smaller scales. Of course, this method is just one amongst others and I make no claim that this technique is the best. However, having worked in a larger scale, I wanted to test this method once again to see if convincing results could still be obtained.

There is no shortage of sources of inspiration. To describe this method, I re-arranged a simple old brewery façade with its sign, giving the bricks that decayed look so particular to buildings aged by time, as in these typical examples.



Step 1

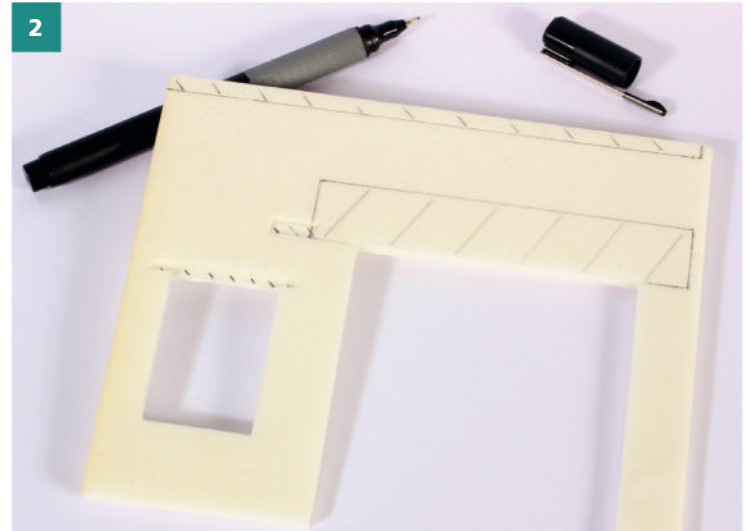
As for previous projects, sheets of foamboard were cut to the dimensions required. Then I made a sketch which carefully compressed all the necessary realistic elements. Openings and main features were directly drawn onto the board.



Step 2

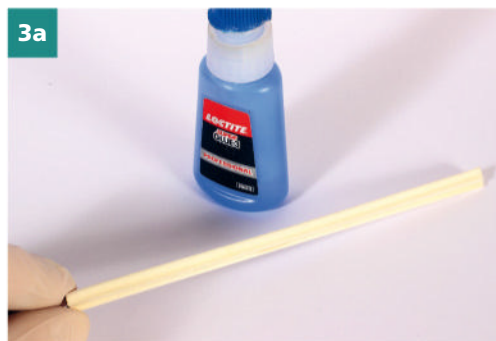
Once the card was carefully peeled back from the surface, the openings were cut out.

All the places where the bricks will not be visible in the end are indicated with very fine marks on the foam. This avoids wasting time on the engraving.



Step 3

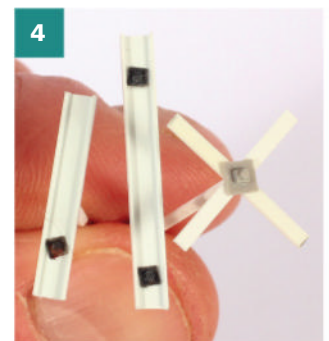
The first step when working on foam is a little exercise to reproduce a cement cornice on the upper part of the wall. The shape was made by pressing a round brush handle into a section of 5mm thick foam. The appearance was refined with sandpaper, even eroded in places, then given a layer of cyanoacrylate glue to stiffen it.



Step 4

Such old brick walls with that industrial look provide the chance to place lots of metal elements that appear as so many rusty details.

Among them, some are basics, such as wall anchors of all kinds and shapes – these are very easy to simulate from scratch using Evergreen strips, plasticard, and nut/bolt/washer mouldings.



Step 5

Next we must make the tools to impress the shapes of the bricks. I form these from old paint brushes – the end of the handle is carefully hollowed out, the metal strip is then smoothed with a small flat file, and pressed in its definitive form employing fine pliers. I made several to be able to alternate and reproduce contrasts more easily in certain cases.



Step 6

If you want to give the wall a really old deformed look, some preparation of the surface can be carried out. Here I worked by simply pressing into the foam to deform it into slight hollows ... the effect is up to you, with more or less intensity!



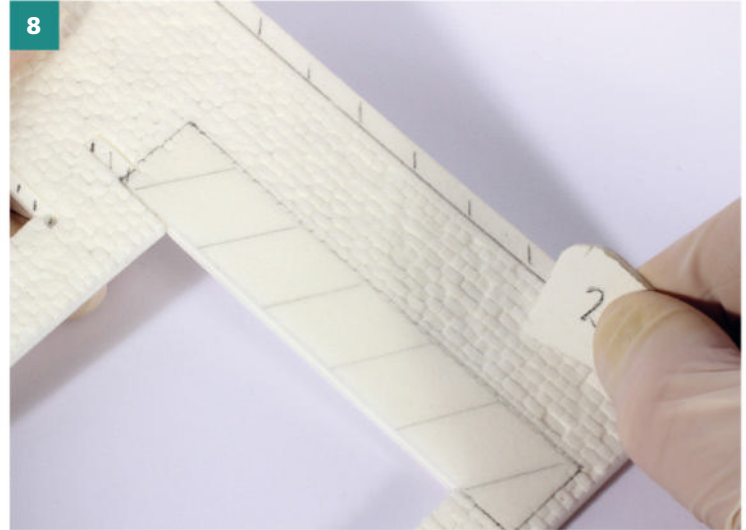
Step 7

The bricks are impressed in rows, always using a metal ruler as a guide and taking care not to apply too much force. I advise making a few test pieces to calibrate the pressure to make the right impression.



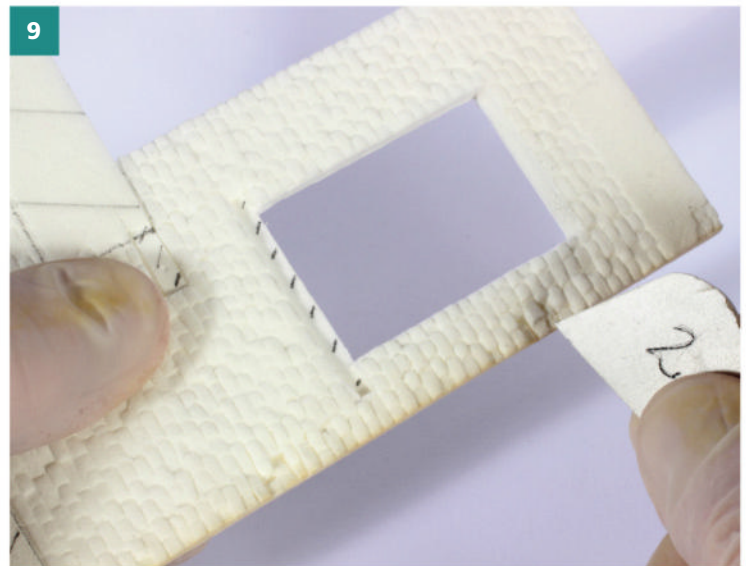
Step 8

Here again I did some optional work, in this case by pushing in some bricks more, at random, creating subtle contrasts in the assembly. Here I used a rudimentary tool cut from plasticard to the same width as a brick.



Step 9

In the same vein, as observed in reality, you can accentuate the effects of ageing endlessly, with missing bricks in certain areas, using the same tool but this time cutting away the foam to create a definite depression.



Step 10

You can continue this preparatory aging work even further, in particular with the aspect of the bricks themselves, more precisely between the joints. This can be done by employing a scribe or the point of a needle held in a pin vice. It is the most tedious work and will have to be carefully considered to appear as realistic as possible.



Step 11

To complete the surface before the first painting stages, some places where the bricks are particularly worn (especially due to damp and rain) are dabbed with a metallic brush to make them appear eaten away.

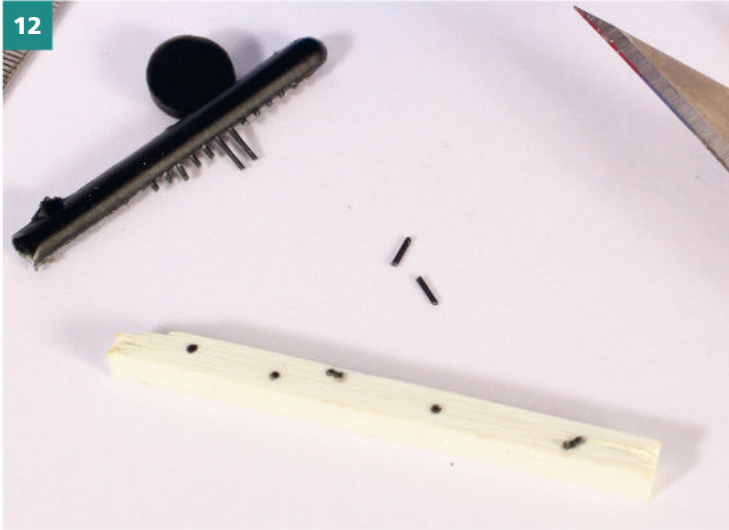
This requires closely targeted work on previously defined places, as here with a missing downpipe.



Step 12

I end with additional work around the window opening by fitting a wooden lintel made with plastic (on which I added some old nails) and a cement window sill, made with plaster and limited precisely with masking tape.

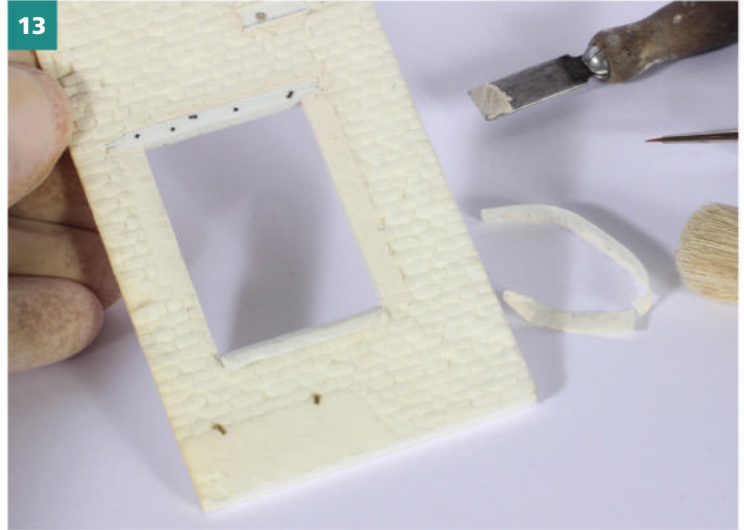
12



Step 13

Once dry, I crushed it with a chisel blade to blend it with the rest.

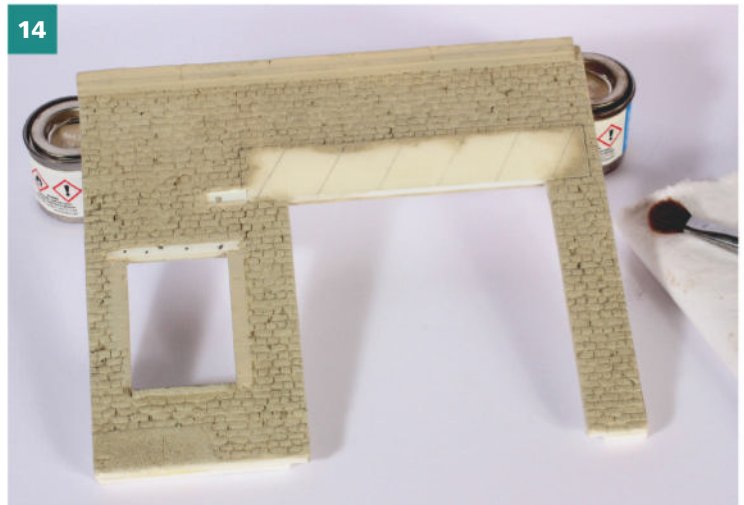
13



Step 14

The foam has to be carefully prepared before being painted with Vallejo acrylics. I applied two quick coats of Humbrol 'neutral grey' enamel with a wide brush, but you could also use an airbrush or a spray can.

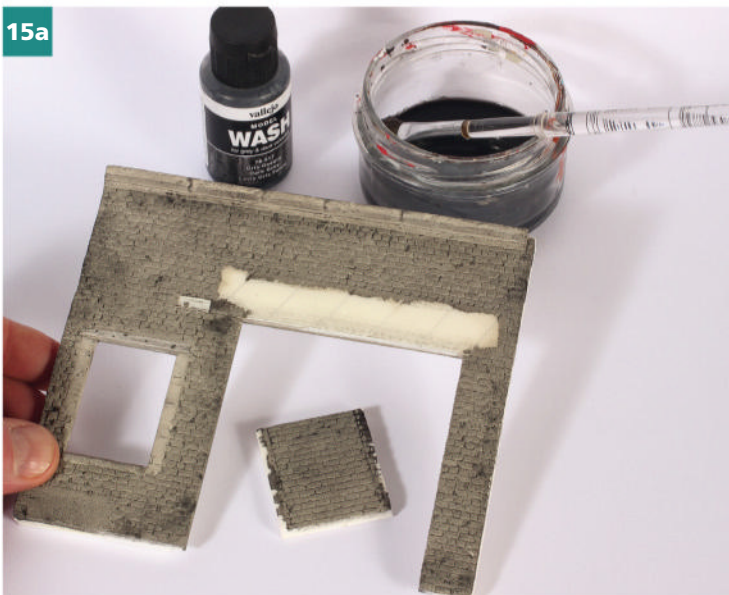
14



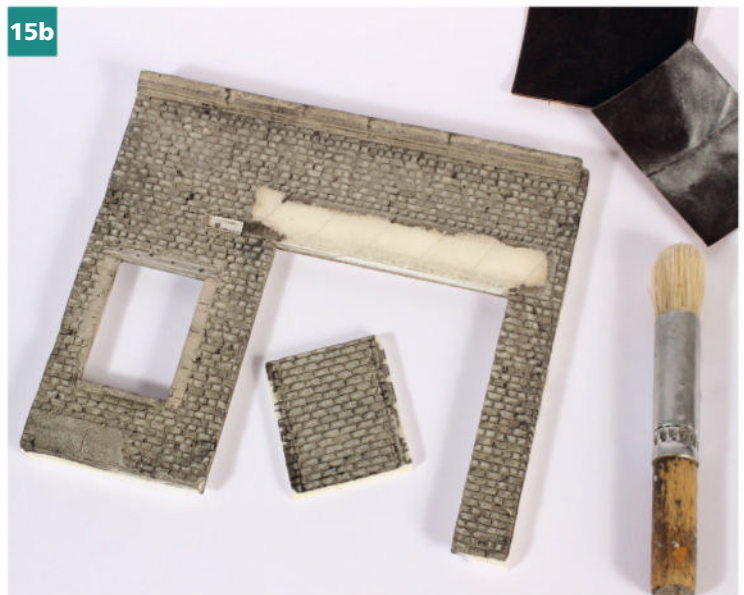
Step 15

48 hours later, the façade received a matt black wash diluted with water. Once it was completely dry, I worked the surface with fine 400 grade abrasive, in small circular movements to refine the grain size of the bricks, avoiding areas where they appear eaten away. This step is important for the final effect when you look at it really closely.

15a



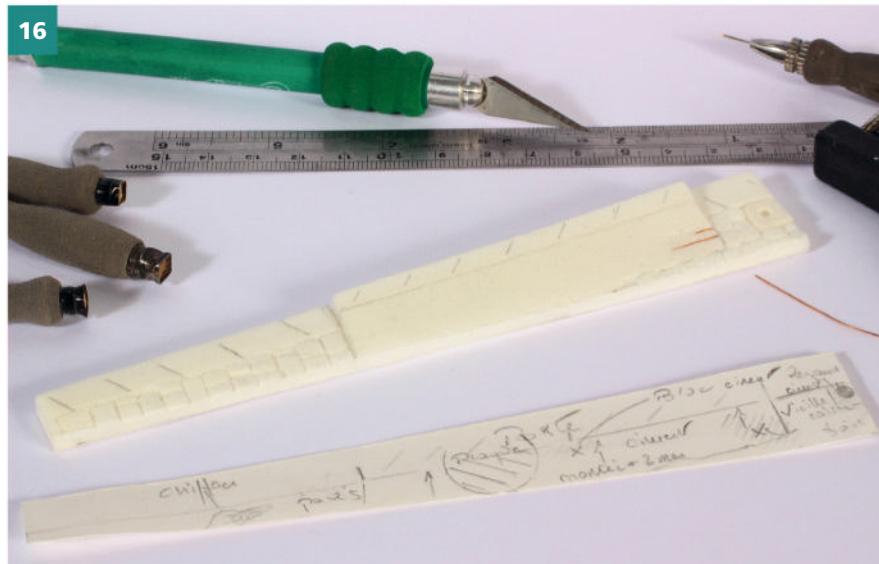
15b



Step 16

Last but not least regarding the preparatory work, a small area of ground in front of the building will allow some careful detailing and the addition of various small items.

This was made and embossed in a thicker foamboard sheet (10mm), combining deformed cobblestones and worn concrete ... to maintain the atmosphere.



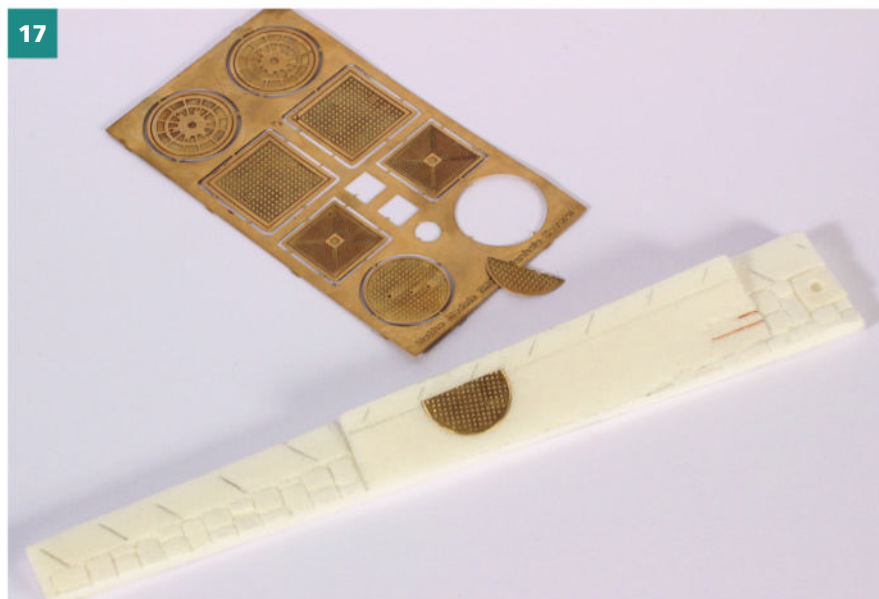
Step 19

In the meantime, I took the opportunity to prepare the door and sign from plasticard sheet and strips of various sizes using my usual engraving technique to simulate the basic wood grain and the effects of wear.



Step 17

This is the perfect opportunity to place such elements as manhole covers (or even just part of them) to enhance the surface, in this case using fine products from Matho Models.



Step 20

Later I added old advertisement plaques to increase the attractiveness and break the monotony of the original.



Step 18

The ground is painted and weathered using the methods applied previously for concrete. Tufts of grass will be added later when all the details have been stuck in place.



It is always useful to inspect work in progress in good light to see if the overall effect is convincing or not and deciding if anything needs to be corrected.

... to be continued.

Peter Dale chartered the famous preserved Patiala State Monorail Tramway at the Delhi railway museum on 25th February 1987.

Photographs by the author.

Patiala monorail

The Patiala State Monorail Tramway used the Ewing system of an outrigger running on the road to support the tram. There were two lines in Patiala State (now part of the Indian Punjab). The first, from Sirhind to Morinda, opened in 1907 and although operated by mules seemed to carry considerable traffic – 20,000 passengers were reported on the 15 mile line in one month. The second line, from Patiala to Sunam, also opened in 1907 but it is not clear if it initially opened as far as Sunam. It was short-lived and had closed by 1914, apparently due to road competition. Four 0-3-0 locomotives were built for it by Orenstein & Koppel. They were never used on the Sirhind – Morinda line, which continued to operate until 1927, and were largely too heavy for the 18lb per yard rail on the Sunam line, only having been used between Patiala City and City Mandi, a distance of about one mile. They had very short working lives. Fortunately, when the Patiala line closed, much of the stock was put in storage. It was found later by Mike Satow, who worked for ICI in India and had a vital role in Indian railway preservation. It was realised that this equipment was far too unusual to scrap and a loco and some stock went to the National Railway Museum in Delhi.

When I flew out to India in 1987 I had only a vague idea where I wanted to go and I had no photo permit. So I went to Rail Bhawan, the tower block headquarters of Indian Railways in New Delhi, where I met a very helpful member of the Public Relations Department. He suggested many good steam centres and depots to visit but there was one snag – I would have to wait in Delhi for a couple of days for the photo permit.

So then I did the tourist bit with a taxi that took me to various sites, tombs and temples that all melded into one. By the afternoon I had had enough and asked the driver if he knew where the Railway Museum was. He did not but soon found out. There I found the Patiala loco and stock. It looked as though it could be steamed, so I asked at the desk and was told it could be steamed but was very expensive – 75 rupees, about £3 at the time. So I paid up and got a receipt and arranged for it to be in steam on the day before I was due to fly back, as I had allowed an extra day in my itinerary. On the due day I went to the museum and the loco was indeed in steam with 75psi on the gauge!



Luca Klobas presents a diorama reproducing a now disappeared cross border railway between Italy and Yugoslavia.

Model photographs by Davide Raseni and Paolo Visintini.

Fusine – Laghi

A border station in the eastern Alps

Fusine – Laghi / Ratschach Weissenfels / Ratece Bela Pec – three names for a station which is now just a memory.

Three borders, three languages, three names for the same place – stories of ordinary everyday life for those who live in the Fusine plain, nestled between the Karawanken mountain range to the north and the Julian Alps to the south. In this valley today runs a beautiful cycle path on the route of a former railway, which after the Second World War became one of the least known Italian railway crossings and which, without exaggeration, has always been surrounded by an aura of mystery, due to the very scarce written and photographic documentation. This particularly intrigued me. If we add that the people who experienced this railway first hand are increasingly fewer, and that the FS building today no longer exists, all these elements prompted me to recreate in miniature something of which a good part of the traces have now been lost, both physically and in the collective memory.





Above
A freight coming from Italy must change its locomotive for a Yugoslavian one. Both locomotives are clearly of Austro-Hungarian origin: the FS Gr.477 0-10-0 a former kkStB Rh180, the JŽ/JDŽ class 25 2-8-0 a former kkStB Rh270.
 Photo: Davide Raseni.

Left
A JŽ/JDŽ class 25 preparing to hand over a freight from Jesenice to a FS Gr.477, Some children are fascinated by the shining Gr.477 stopped on the first track.
 Photo: Davide Raseni.

After having visited the area in all seasons of the year, I decided to try my hand at creating a diorama reproducing the station at Fusine – Laghi in a summer setting immediately after the Second World War, when the station was still manned by a stationmaster.

After the diorama built by Daniele Arbore representing the Val Rosandra line (see CM October 2019), I also wanted to make my contribution to remembering another fascinating border line between Italy and Yugoslavia that has now disappeared.

Brief historical notes

The Ljubljana – Tarvisio Boscoverde railway line was inaugurated on 14th December 1870 thanks to the Kronprinz Rudolf Bahn which connected Ljubljana, located on the Southern Railway, with St. Valentin on the Westbahn. After its construction, the KRB managed it for over a decade, but later financial difficulties arose and, in 1884, the kkStB (Imperial Royal State Railways) took over this line.

Built as an important transport artery between Carniola and Upper Austria, it was heavily affected by the construction of new rail connections (the Pontebbana and Transalpina railways) which greatly diminished its importance. The historical events of the twentieth century, with the two world wars, had direct effects on this line. The entire route, which ran within the borders of the Habsburg Empire until 1918, initially under the direction of the kkStB in Villach and from 1906 under the direction of Trieste, was subsequently divided into three parts: the section from Ljubljana to Fusine Laghi was operated by the newly-formed Yugoslav State Railways, the short Italian section from Fusine Laghi to Coccau went to the FS (Ferrovie dello Stato), while the remaining part was operated by the Austrian Federal Railways (BBÖ). The historical upheavals of the last century thus transformed a point of modest significance, such as Ratschach/Ratece station, into a facility of international importance, albeit located on a secondary line, going on to take the name of Fusine – Laghi.



Left
One of the very rare photos of Fusine – Laghi station, probably in the 1930s. The dark colour of the station façade seems to be the classic FS red. The locomotive is a FS Gr.476 (ex kkStB Rh80). We observe FS personnel with Royal Carabinieri and Royal Guardia di Finanza. Photo: collection A.Panarella.

In 1919 a wooden halt was built on the Yugoslavian side which the following year became a proper border station with a modern appearance. This took the name of Ratece/Planica.

After the First World War, the Tarvisio Centrale to Fusine – Laghi line was operated by FS until the cessation of passenger traffic which formally occurred on 1st April 1957. On the Yugoslavian side, the surviving Jesenice – Kranjska Gora – Ratece/Planica branch continued a brisk regular freight and passenger service until 1st April 1966, when the line was closed. On the Italian section, freight trains

continued to reach the border station until 1st December 1965, while the complete closure was decreed in 1967, although local accounts suggest that the line was still used as an industrial siding, limited to the Tarvisio Boscoverde – Fusine in Valromana section, serving the Weissenfels steelworks, until the early 1970s. On the Yugoslavian side, the JŽ quickly proceeded to demolish the railway just a few months after its closure, starting from 1st September 1966, while on the Italian side, the railway remained complete from Tarvisio Boscoverde to Fusine – Laghi until the very early 1990s, when the new Pontebbana line was begun.



Left
A rare picture taken during the 1950s in Planica, the Yugoslav border station facing Fusine – Laghi in Italy. The JDŽ class 28 is a twin of the FS Gr.476 (visible in the Italian picture above). It is interesting to note how the water column has been wrapped in a layer of rope to protect it from the terrible winter cold in this area. Photo: archive Muzej Noveiške Zgodovine Slovenije.

Right
A Yugoslavian timetable from the 1950s, showing trains on the Jesenice – Rateče – Planica line, where the border station of Fusine – Laghi is noted.
Photo: collection L.Klobas.

LEKARNA Mr. ph. Jože Žabkar — Jesenice, v bližini kolodvora																			
3. Jesenice—Rateče—Planica.																			
15.08	5.56	7.12	9.44	11.45	15.00	15.00	18.40	20.50	—	odh. Ljublj. gl. kol. 2 prih.	7.38	8.50	11.38	16.11	17.58	20.30	21.43	—	—
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8630	8620	8612	8636	8614	8634	8616	8618	8622	—	Ljubljana	8611	8623	8613	8615	8637	8617	8629	8619	—
2-3	2-3	2-3	2-3	2-3	2-3	2-3	2-3	2-3	—	—	2-3	2-3	2-3	2-3	2-3	2-3	2-3	2-3	—
7.23	7.40	9.46	11.35	14.12	17.28	18.30	21.12	22.81	—	odh. Jesenice 2 prih.	5.29	6.55	9.38	13.40	16.03	18.05	19.55	20.41	—
7.28	7.46	9.52	11.43	14.17	17.35	18.35	21.17	22.86	4	Hrušica p.	5.24	6.50	9.33	13.35	15.57	18.00	19.50	20.36	—
7.38	7.57	10.03	11.59	14.27	17.52	18.45	21.27	22.96	11	Dovje - Mojstrana	5.15	6.41	9.24	13.26	15.44	17.51	19.42	20.27	—
7.48	8.11	10.17	12.14	14.38	18.06	18.56	21.38	23.07	20	Gozd - Mrtulek p. . . .	5.04	6.30	9.13	13.15	15.24	17.40	19.31	20.16	—
7.55	8.19	10.25	12.23	14.45	18.14	19.03	21.45	23.14	23	prih. Kranjska gora	4.58	6.24	9.07	13.09	15.14	17.34	19.25	20.10	—
7.56	8.20	10.30	13.07	14.48	18.17	19.04	21.46	23.15	23	odh. Podkoren p.	4.56	6.21	9.04	13.06	14.40	17.29	19.23	20.08	—
8.01	8.25	10.35	13.14	14.53	18.22	19.09	21.51	23.20	26	prih. Rateče-Planica . . .	4.52	6.17	9.00	13.02	14.34	17.25	19.19	20.04	—
8.05	8.29	10.39	13.19	14.57	18.26	19.13	21.55	23.24	28	odh. Rateče-Planica . . .	4.48	6.13	8.56	12.58	14.28	17.21	19.15	20.00	—
8.15	8.35	10.56	13.30	15.03	—	—	—	—	31	prih. Rateče-(Fusine Laghi)	—	—	8.45	12.52	14.12	16.58	—	—	—
9.00	9.00	11.15	—	15.20	17.10	—	6.25	—	—	odh. Rateče-(Fus. L.) prih.	6.12	—	8.33	10.31	14.00	16.46	—	—	—
9.20	9.20	11.35	—	15.40	17.30	—	6.45	—	—	prih. Trbiž-(Taro. C.) odh.	5.50	—	8.12	10.10	13.35	16.25	—	—	—
1 Do 6. XI. in od 18. XII. dalje samo ob delavnikih, v ostali dobi dnevno. — 2 Samo ob nedeljah in praznikih do 6. XI. in od 18. XII. dalje. — 3 Samo ob sobotah in dnevih pred prazniki.																			
4. Kranj—Tržič.																			
5.43	7.12	11.45	15.00	17.30	18.40	—	—	—	—	odh. Ljublj. gl. k. 2 prih.	6.55	8.50	11.38	16.11	19.25	20.30	—	—	—
6.35	8.07	12.36	15.52	18.22	19.38	30	—	—	—	prih. Kranj 2 odh.	6.02	8.15	10.52	15.18	18.30	19.40	—	—	—
P	P	P	P	P	P	P	—	—	—	Direkcija drž. žel.	P	P	P	P	P	P	—	—	—
922	8512	8514	8516b	924	8518	—	—	—	—	Ljubljana	921	8511	8513	8515	923	8517	—	—	—
2-3	2-3	2-3	2-3	2-3	2-3	2-3	—	—	—	—	2-3	2-3	2-3	2-3	2-3	2-3	—	—	—
6.47	8.25	12.45	16.10	18.27	19.52	—	—	—	—	odh. Kranj 2 prih.	5.55	7.52	10.42	15.05	18.17	19.32	—	—	—
6.55	8.34	12.54	16.19	18.36	20.01	6	—	—	—	Naklo	5.48	7.45	10.35	14.58	18.10	19.25	—	—	—
7.03	8.42	13.02	16.27	18.44	20.09	10	—	—	—	Duplje	5.40	7.38	10.28	14.51	18.03	19.18	—	—	—
7.11	8.49	13.09	16.34	18.51	20.16	15	—	—	—	Križe-Golnik p. . . .	5.33	7.32	10.22	14.45	17.57	19.12	—	—	—
7.16	8.54	13.14	16.39	18.56	20.21	18	—	—	—	prih. Tržič odh.	5.27	7.26	10.16	14.38	17.51	19.06	—	—	—

Information on the international traffic is uncertain. Browsing through old timetables, one understands how, from the 1920s to the 1930s, traffic was certainly more sustained, reaching around five pairs of trains (passenger and mixed) per day in some months of the year, but the number of freights is uncertain.

With the worsening of relations between Italy and Yugoslavia and the approach of the Second World War, the workings were reduced to only three and then ended up at two in the last years of operation. On the Italian side, the trains were classified as mixed or omnibus. It is interesting to note how in all the timetables, unlike other crossings, those towards the Balkans had very few indications of international connections with Yugoslavia, almost as if there were a sort of railway *hic sunt leones*!

As regards the motive power, Yugoslav locomotives and crews certainly reached Fusine – Laghi station but from a service timetable across the border in 1925 it is probable that they even got as far as Tarvisio Centrale with some trips. The almost total lack of photos, both official and by enthusiasts (very few at the time, and with little film ...) can be explained not only by the rather remote location of this line but also by the fact that it is located in a particularly sensitive sector from a strategic and military point of view. In fact, between the two wars the area was affected by the construction of a part of the Vallo Littorio fortified line, while in the immediate post-war period, due to the Cold War, it was certainly not easy to document the area photographically.

Not having certain and exhaustive data on the classes that reached the station under FS management, it is necessary to rely on the few existing photographs (two!) as well as from the valuable direct testimony of a shunter who served in Tarvisio Boscoverde and Tarvisio Centrale between the end of the 1960s and the beginning of the 1970s who was interviewed by my friend Davide Raseni.

In the known photos we find an 875 and a 476 but it is probable that other locos of non-Italian construction also operated there, such as FS class 683 ex-MÁV as well as FS classes 471 and 740. In the last years of service as a simple siding the use of the D245 diesels allocated to Tarvisio is attested.

Today the trackbed has been transformed into a cycle path and cross-country skiing trail, while the area where Fusine Laghi station once stood is a campsite. The reason why the nice original buildings here were completely demolished is unclear. The same fate also befell the wooden building at the Fusine in Valromana halt, the only place between Fusine Laghi and Tarvisio Centrale where trains stopped for passengers.



Right
Although closed since 1957 (1966 on the Yugoslav side), incredibly on the Italian side the line remained equipped with track and signals until the early 1990s.
Photo: R.Chiandussi.



Above
The station, with a local train to Tarvisio Centrale
hauled by a FS Gr.477.
Photo: Paolo Visintini.

Below
A freight pulled by JŽ/JDŽ 18.001 (a former Südbahn class 639 4-6-2T,
converted from an old Klein Modellbahn model) while in the nearby field
farm workers are busy mowing the grass by hand. Photo: Davide Raseni.

Above right
FS Gr.477 and JŽ/JDŽ 25
at the station.
Photo: Paolo Visintini.





The diorama

On a pine board measuring 120cm x 80cm I designed the positioning of the most significant elements that include the station building, the water tank, and the loading ramp serving the warehouse. The size of the base forced me to make some compromises, reducing the distances between some buildings.

The track plan reproduces the situation as it was in 1949. It consists of four tracks (Peco code 75 flexible), with sleepers damaged with a cutter to make them irregular and appropriately aged.

The stationmaster supervised the operation of nine points and the home and distant semaphore signals, as well as some level crossings.

The first track was equipped with an inspection pit and a loading gauge and extended at each end with short sidings. A third small siding originated from a point at the Tarvisio end, passed behind the warehouse, and almost reached the square behind the station.

The model of the passenger building, which no longer exists today, located at km 8+262 from Tarvisio Centrale at an altitude of 850.462m a.s.l. is made of 3mm Forex. The dimensioned drawing of the building found in the online archive of Fondazione FS Italiane was of great help. The original Austrian passenger building consisted of a central two-storey section with single storey side wings. The FS remodelled the building according to the changed operational needs of the post-war period, raising one of the two wings. In this way, space was found for the ticket office, the waiting room, the stationmaster's residence, and the customs and police responsible for border controls.

The border came to be located at km9+337.50, just over 1km from the station.



Left
JŽ/JDŽ 18 001 shunts
a classic Yugoslavian
freight train baggage van
(a Baat Klub model)
near the water tower.
In a few minutes
it will return light engine
to Yugoslavia after bringing
wagons to be loaded
at Fusine – Laghi.
Photo: Paolo Visintini.

To imitate the roof I used pre-printed cardboard sheets, reproducing Marseille tiles. These can still be found along the line, where toll booths or small service buildings once stood. The dull orange uniform colour of the cardboard did not entirely satisfy me, so I coloured each individual tile with different shades of powdered colours, to give the roof a lived-in look. Around the many chimneys it was necessary to apply abundant patches and drips of soot. Here the winter is no joke and the stoves work hard.

I had quite a hard time with the window frames, made by gluing very thin strips of balsa wood onto sheets of acetate. The work really tested my nerves because the thirty or so windows are double (internal + external frames). Based on one of the few black and white photographs, I reproduced a

gazebo next to the building, surrounded by a small fenced garden. Not having colour images of the buildings, which no longer exist, I let myself be guided by intuition, carefully observing the few photos available. These seem to indicate, as far as the main building is concerned, a rather dark plaster colour and logically red seemed the most plausible, as this was one of the standard colours, used on several FS lines.

Facing the station we find the building housing the water tank. A medium-sized chimney on its roof denotes the presence of a heating system inside, very appropriate, considering the winter temperatures in this corner of Italy often reached several dozen degrees below zero. I used 3mm Forex again for the walls, covered on the upper floor with wooden boards. For this construction I opted instead for a

Below
A local to Tarvisio Centrale,
consisting of one third class
coach and a baggage van,
is ready to depart
from Fusine – Laghi
in the late afternoon.
Photo: Davide Raseni.



Right
The road side of the imposing station building with its complex architecture. A Fiat 626 bus from an alpine resort in the surrounding area is waiting for a group of excursionists who will be arriving on a passenger train.
Photo: Paolo Visintini.



yellow plaster colour. The water tower is accessed from a dirt road, through a double-leaf FS gate. To the right and left of the tower we find a modest coal depot, a pile of spare rails and sleepers, small piles of gravel for minor maintenance of the line, and a self-built snowplough.

The only commercially produced building is the wooden goods warehouse, a kit from the Czech company Igra Model (ref.121007) which produces delightful railway and civil buildings of central European style, so perfect for this line.

Two balsa wood walkways facilitate the level crossing of tracks I and II, in the middle of which two electric lamps have been positioned (MS Accessori Ferroviari, ref.H506).

The real location was equipped with two water cranes for replenishing the steam locos, positioned respectively between

tracks I and II and II and III. Not having details on these, I opted for a Spitzner-type column, a model very common on central European lines. The model is a kit by the Czech company Miniatur (ref.MH02), as are the baskets for collecting the waste from the steam loco fireboxes and the insulators on the scratchbuilt telegraph/telephone poles. Crates, barrels, bags, a self-built steelyard scale, conifer trunks from the nearby Tarvisio woods moved by a rubber-wheeled crane (Kibri) and a nice Fiat 634N truck by SAGI demonstrate a system that still has a fair amount of activity.

Since the area is a destination for hikers, both in summer and winter, I thought of adding a touch of colour, parking a FIAT 626 coach by IV Models in front of the station, waiting for a group of hikers returning from the Fusine lakes.

Below
A local train hauled by a small FS Gr.875 2-6-0T. The fireman is busy oiling the motion while the last passengers are boarding the train.
Photo: Davide Raseni.



On the small siding that runs behind the warehouse on the road side I imagined a German-type freight wagon had been parked for a long time, apparently abandoned during the last war and already prey to invasive brambles.

The railway yard is fenced by the classic FS fence.

The landscape is almost non-existent and merely frames the little space left around the railway area, along which runs a country road occasionally used by a tractor, more often by draft animals and cows destined for grazing. Near a typical forage dryer, scratchbuilt from wood and aluminum foil, some local farmers are busy mowing and manually collecting hay.

Rolling stock

For taking photographs of the diorama, my friend Davide and I selected JDŽ and FS Epoch IIIa stock not only from our own collections but also from those of Massimiliano Di Biagio and Vittorio Pascale.

The Yugoslav locos are all models built by me on commercial mechanisms as unfortunately there is practically nothing on the market.

For the FS locos we used a Roco Gr.875 2-6-0T and a Gr.477 0-10-0 by Micro-Metakit.

As for the passenger stock, a third class A.C.M.E. coach and an ATM postal/luggage van allowed us to reproduce the short FS trains that existed at the time. Since I have not yet found any models of the Yugoslavian four-wheel coaches used on this line, I had to skip the JDŽ passenger trains.

The choice of wagons, by Exact Train, Klub Baat, and Liliput, was wider. In fact, on this line you could find freights or mixed trains with wagons mainly from the Austrian, Italian, and Yugoslavian administrations.

Conclusion

My friends Davide Raseni and Paolo Visintini helped with the photo shoot outdoors, even if the backdrops are not strictly mountainous as they should be. But a splendid sunny day allowed the diorama to be enhanced with natural light.





Above
A general view of the station with a local FS train to Tarvisio Centrale and a freight just arrived from Jugoslavia.
In front of the station a bus meets the passenger train.
 Photo: Davide Raseni.

Left
The goods warehouse (a kit by Igra Models) with the loading platform and a crane for handling timber. An old Fiat truck (a S.A.G.I. model) and a then new Fiat Topolino (a Rietze Model) are parked nearby.
 Photo: Davide Raseni.

Right
The old crane (a Kibri kit) on the loading platform.
 Photo: Paolo Visintini.



Roddy Mullin describes his new portable layout.

Photographs by the author.

Cheyne Junction 2

Expanding a successful design

This is my fifth Z gauge exhibition layout. The first *Cheyne Junction* (CM December 2016) was exhibited at Zedex in 2015. It was subsequently rebuilt onto a wallpaper pasting table, becoming twice the length, and shown at Oxrail in 2019. It folds up for storage (and fits in the car boot).

It is an attempt to include a high speed line into an existing landscape. There is no interchange between the two systems. The high speed line is a single loop and surprises exhibition viewers by disappearing into and returning out of the same tunnel entrance. This line is equipped with working colour light signals operated by electronics from MERG.



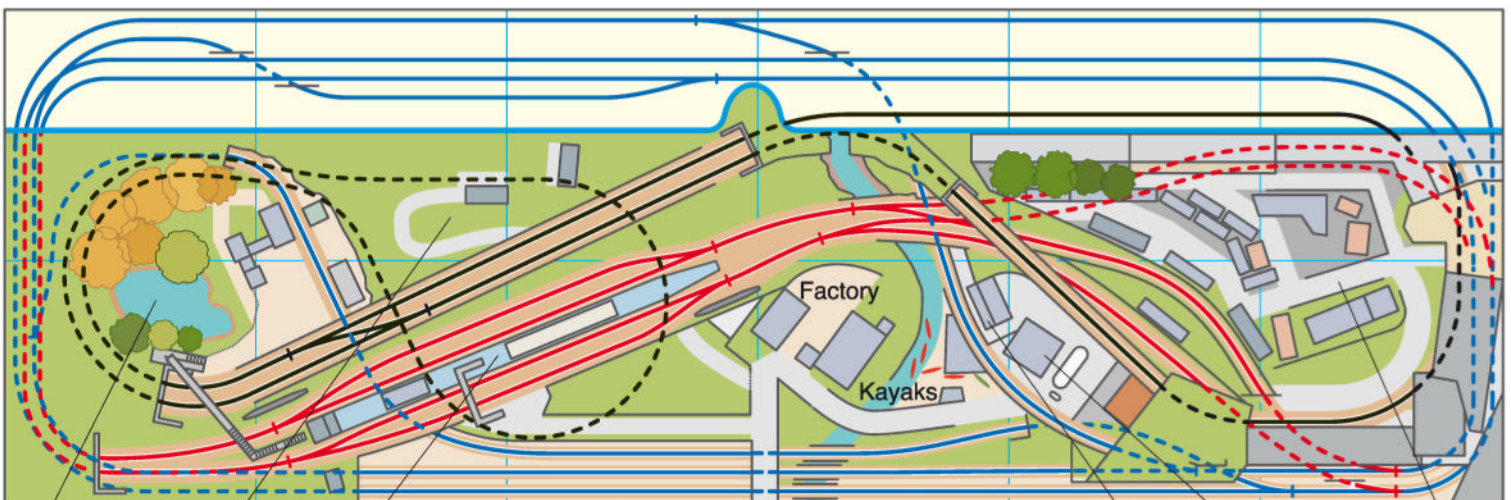


The layout features a quarry with old abandoned works buildings adjacent to a fishing club lake. There is a stud farm above the lines. In the valley a kayak club operates near a factory with old and new factory buildings. There is also a town with a ruined castle, modern brutalist flats (one with scaffolding) and a mix of shops, businesses, housing, and a church.

The layout was designed for continuous running at exhibitions. There are four holding places for trains – two platforms at the junction station and one at each of the small stations, which are on unidirectional tracks. There is no fiddle yard. The two sets of main lines converge under the town which allows trains to be switched to any track.

Two controllers operate through cab control.

Most of the locomotives and rolling stock are European outline by Märklin, except the high speed unit which is a Japanese train by Rokuhan.



CHEYNE JUNCTION 2
Overall size: 179cm x 59cm. Each grid square: 30cm x 30cm.

Mario Alberto Scarati and **Bice Luigia Carabelli** describe their unusual exhibition layout.
Photographs by the authors.

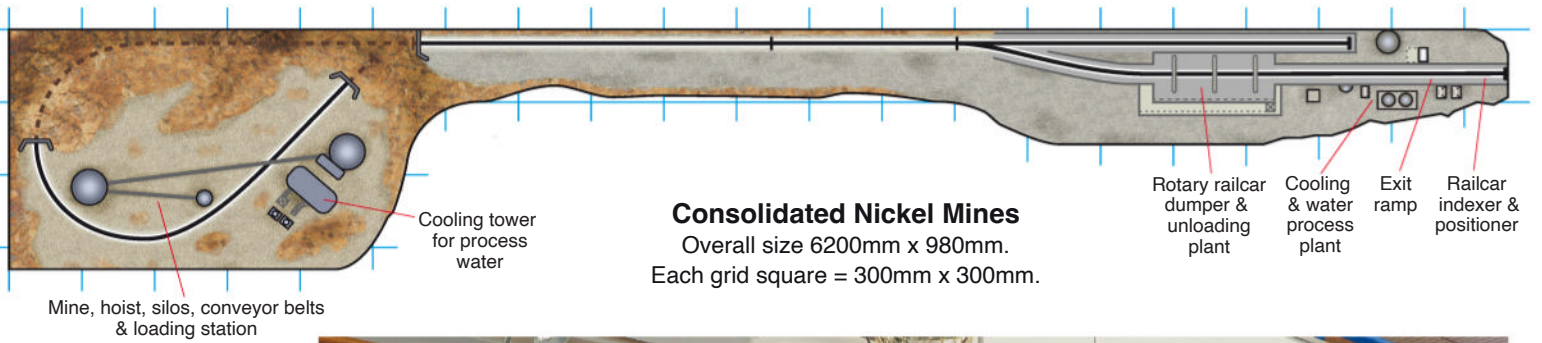
Consolidated Nickel Mines

Located in the south-west of the USA

Consolidated Nickel Mines depicts the complete setup of a mining installation. The layout consists of the underground mining section, the two-way hoist that takes the ore to the surface, the loading station, where the ore is loaded into rail cars, a private railroad, and an unloading station equipped with a rotary car dumper.

The ore is nickel sulphide, in a seam of inert rocks. The location of the fictitious mine is a desert area in the south-west of the USA.



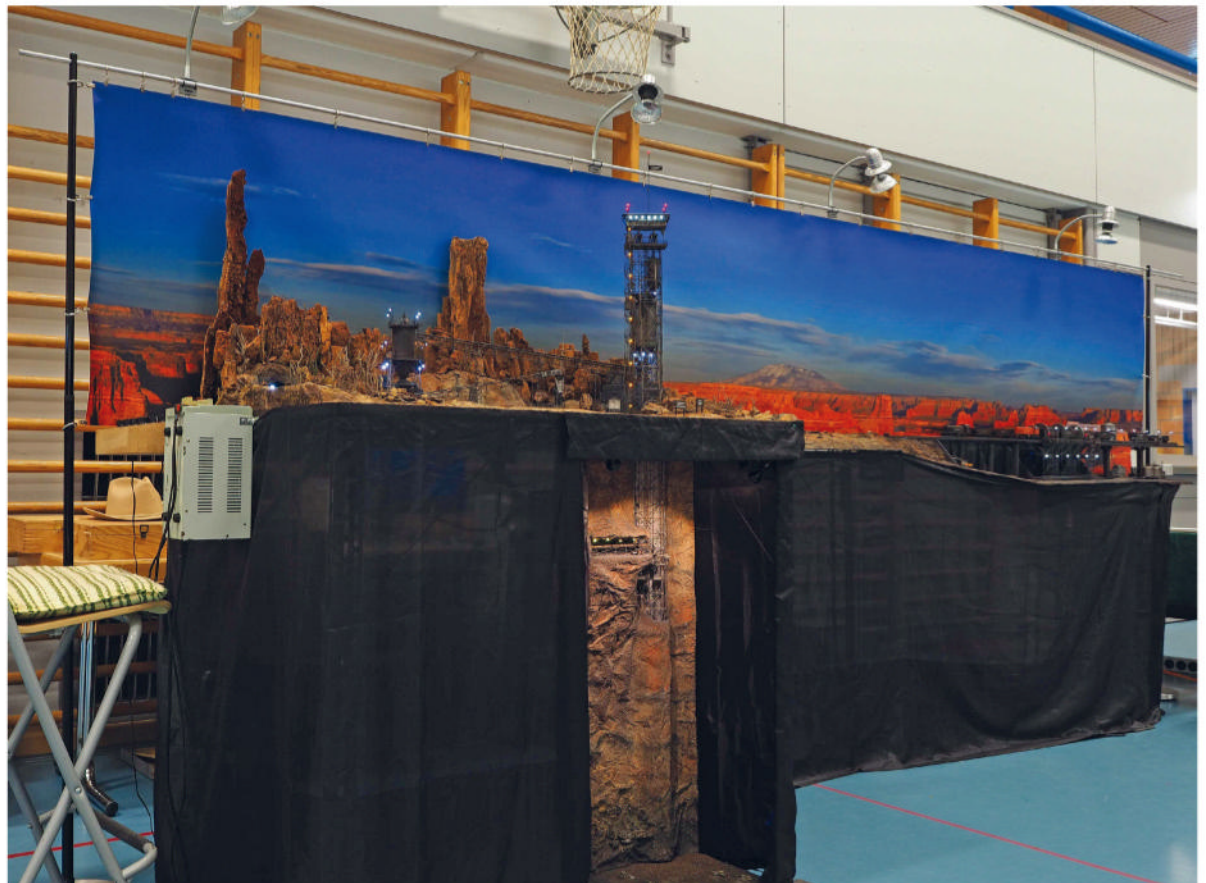


Above
The whole layout makes an impressive display.

Inset above left
Sulphide deposits in the rock formations above the mine site.

Left
The loading site on the left of the layout.

Right
Below the tall hoist tower there is an even deeper underground section, also equipped with working machinery.





In the underground section, an auger dosing/feeding unit feeds the raw ore to a horizontal conveyor belt. This feeds a two-way hoist that lifts the ore to the surface.

The skips are hoisted to the top of the headframe and their load of ore is discharged into a primary buffer silo. From this silo, another auger feeds a second belt conveyor which discharges into a second buffer silo. The buffer silos reduce fluctuations in the output from the mine, maintaining a constant flow to the loading station.

All these operations are servo-actuated and remotely controlled by the operator of the first section of the layout.

In the prototypical operation of the mine, the two trains available at Consolidated Nickel are fixed composition four-car consists, pulled by ALCO S4 switchers. The freight cars are modified USRA 55-ton hoppers, with the bottom doors permanently welded shut. The trucks have also been reinforced to withstand the load of the high-density nickel ore. The cars are equipped with rotary couplers, one at each end of a pair of cars, to allow unloading by a rotary dumper.

On the layout, the two locos are ALCO S2 and S4 switchers (the only difference being the design of the trucks) from Atlas, and the cars are USRA 55-ton hoppers from Accurail. The original axles of these cars have been substituted with metal axles, and the trucks re-machined to improve wheel concentricity and alignment. This is necessary to obtain a precise alignment of the cars within the tight tolerances required of the barrel of the rotary dumper.

The rail line is single track to the rotary dumper unloading station. The track, including the only turnout, is Peco US Code 83.

After unloading, in the prototype operation, the ore would be loaded into gondolas for the long-haul travel on Class A railroads to the smelters where the ore would be processed to nickel metal. But that is beyond the scope of the layout.

Above
The long conveyor supplies a cylindrical storage bin which feeds a conveyor ...

Below
... which loads the hoppers.





Above
The train passes under
the conveyor from the hoist
to the storage bin.

Below
Ventilators and winches.

Structure and scenery

The structure of the layout is made of birch plywood, and the base of the elevated rocky areas is a fibreglass/epoxy composite. The landscaping (sandstone rocks) is made of partially decomposed wood (fallen red fir trees from the woods of the Austrian Alps). In order to be used as structural material, this porous wood needs to be stabilised, after

careful drying, with an injection of fluid epoxy resin in the cracked areas. After stabilisation, this material can be easily sculpted into the typical shapes of the sandstone spires, chimneys, and mesas of the Arizona desert. In some areas of the layout, the features of the flatter areas of the landscape have been obtained from bark of maritime pines. The structure of the bark realistically simulates stratified rocks.

Finishing of the landscape was done with sands and pigments, spraying a soft adhesive (diluted two-part epoxy or acrylic hairspray) onto the surfaces and blowing the pigments onto the part. In some cases, to highlight the texture of the spires, the pigments have been sieved from above onto the adhesive-coated areas.

Machinery

All the machinery and the stock on the layout reproduces prototypical equipment. The design and arrangement of the operating units were derived from real blueprints of this machinery; one of the two builders/modellers/owners of the layout is a chemical engineer, and is fairly familiar with this type of equipment.

The machinery was entirely built from steel, rods from 0.3 to 3mm diameter and sheet from 0.2 to 0.8mm thick. Other parts (bearings, bushings, pulleys, levers, etc.) were machined with a precision lathe and a milling machine, starting from larger sized steel and brass profiles. Some other components were machined from carbon-fibre rods.





This page

The underground section, with conveyor, chute, and hoist.

All the metal structures were made with techniques that mimic full-scale engineering.

First, wooden jigs were machined to keep the individual metal pieces in position. When all the pieces were fastened in position, the individual joints were soldered. The steel pieces were previously subjected to fine grinding/polishing, followed by chemical pickling (oxalic acid aqueous solution), to remove all the traces of oxide.

Soldering was carried out with conventional tin/lead solder and zinc chloride flux paste.

The soldering sequence was done in such a way to avoid thermal distortion of the structure – e.g. a long lattice girder is soldered starting from top left to bottom right, top right, bottom left, then centre left, centre right, and so on.

After soldering, all the individual joints were machined with a flexible shaft and micro milling bits to remove excess solder and obtain a prototypical appearance of the joints.

It is interesting to note that the spherical 0.5-0.6mm milling bits used for finishing the soldered joints produce a finish that simulates well the appearance of prototypical arc-welded joints.



Once the smaller sub-assemblies were created, they were soldered together into the larger finished parts. Again, this procedure copies exactly the full size sequence with which large lattice structures are produced. In some cases, such as the hoist tower, it was necessary to do four soldering sequences, from the small pieces to the sub-assemblies to the large finished item.

The drives of the machinery are modified radio control servos. Removing the electronics and encoders, and machining away the stops to the continuous rotation of the larger crown gears, produces excellent geared motors.

The servos from which these drives are obtained are equipped with carbon fibre/polyamide gears, which have shown to be immune from wear, even after hundreds of hours of operation at a typical speed of 30–60 r.p.m.

Recently, two separate cooling units for the process water have been added, one in the headframe area and the other below the exit ramp of the rotary dumper. In the real thing these units supply water for cooling critical parts of the heavy machinery and electrical equipment. Hot water is pumped back to the coolers, where it is sprayed downwards against an upward counter-flow of dry air. A large vertical-axis fan provides the air flow. The evaporation cools the process water, which is pumped again to the machinery.

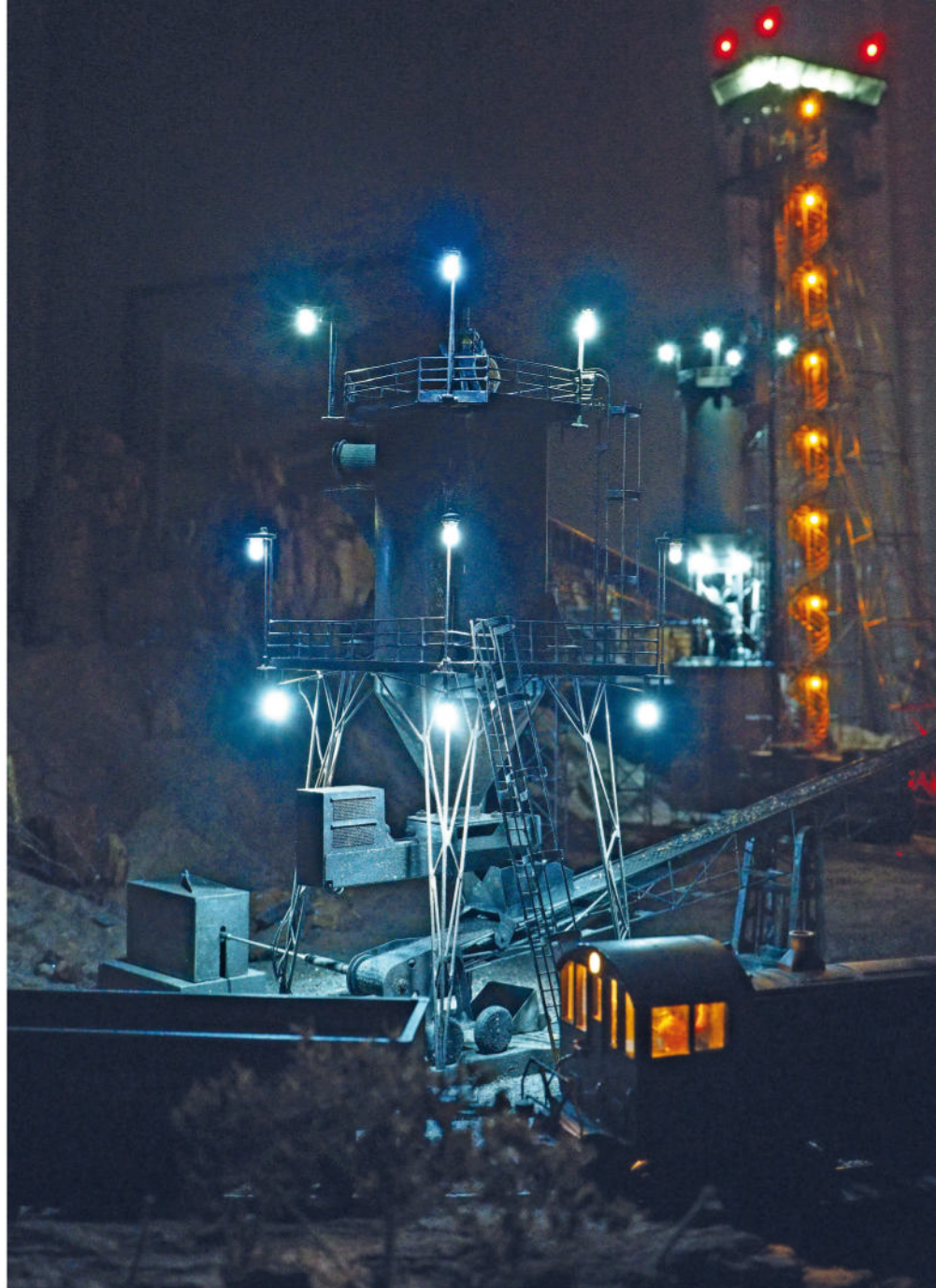
In the model, the fans have realistic impellers with an authentic angled blade profile. These impellers generate a real, if small, air flow! These units reproduce prototypical cooling towers from Evapco Inc.

Also, a water treatment (softening) unit is installed, together with raw water and treated water buffer tanks, and water conduits. But there is no actual water on this layout!

All these units were totally scratchbuilt in steel (sheet, rod, and mesh). The fine steel mesh is typically used in industrial filter cartridges.

Ore

The ore is medium-grain ballast from Woodland Scenics, 60% brown, 40% black. (This ballast is made from crushed hazelnut shells.) In fact, this is a non-abrasive and free-flowing material, fundamental properties for the smooth operation of the machinery. A small fraction of finely crushed pyrite is added to the ore. This creates a nice shimmering effect when the ore moves along the conveyor belts and is discharged in the rotary dumper, but in fact this is not realistic (nickel sulphide ore is black, and the seams dark brown).



Above
Integral lighting ensures that work can continue round the clock.

Power supplies

The track is split into four sections as a point-to-point layout. The sections are: mine and loading station, rail link, dumper, and dead end track. Each section can be energised independently, through two laboratory power supplies. One operator presides over the mine/loading section, the other operator controls the dumper.

The power supplies are analogue, current-controlled. Current control means that a specified current level is set and the system automatically modulates track voltage in order to compensate for local variations of electrical resistance of the track/wheel contact. The constant current setup leads to a constant torque in the motors of the locos. This allows for very smooth operation even at very low train speeds.

The power supply for the machinery is voltage-controlled at 3 Volts. The individual drives are controlled through rheostats, and typically work at 1.5–2V, depending on the required speed and load.

The LED lighting is fed from a separate 3 Volt stabilised power supply. Some arrays of coloured LEDs work at lower voltage, and are equipped with proper ballast resistors in series with the lamps.

Left
One of the cooling units – with working fan – before installation.



Rotary dumper

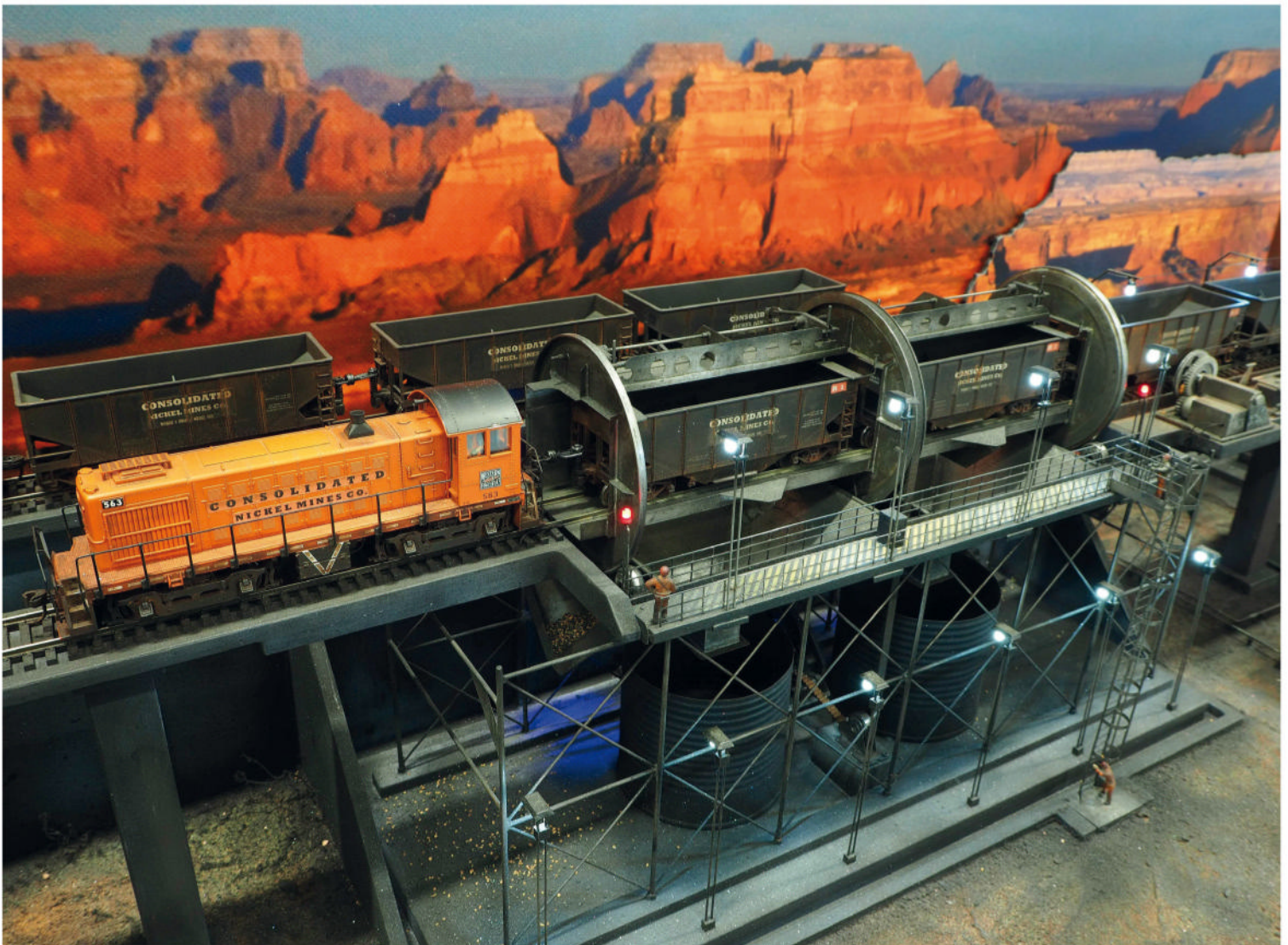
The rotary car dumper reproduces prototypical units (e.g. those from Richmond Engineering Works, METSO, and others). The rotating section has a working clamping system (four clamping points per car) which keeps the wagons in position during the 135° rotation of the barrel. As in the full size system, the cars have a standard coupler at one end and a rotary coupler at the other end, to tip and unload two cars at a time.

The exit ramp from the rotary dumper is also equipped with a working car positioner. As in reality, rakes of cars can be moved along the unloading track without the need for a loco. A cable-loop operated shuttle moves along a smaller track parallel to the main track, and a movable arm on the shuttle engages the couplers, allowing the unloading of two cars at a time. The current for the movable arm actuator comes from a third rail parallel to the track.

Development

The construction of *Consolidated Nickel Mines* started in 2008. The first module, part of the mine section, with incomplete landscaping, was first exhibited in 2010.

In 2011, the fully functional rotary dumper was presented as a separate exhibit.





Left
**Propelling loaded cars
 towards the rotary dumper.**

Left
**The locomotive retrieves
 empty cars from the dumper.
 The second train is ready
 on the parallel track.**

In 2012, the three modules were linked together, and a photographic backdrop for the whole layout was added. The backdrop photo is a panoramic shot of Padre's Point in Arizona, courtesy of Mr Ian Parker of Evanescent Light Photography, inkjet-printed onto banner-grade PVC sheet.

Through the years, the layout has undergone continuous development, from both the operational and aesthetic viewpoints, and these processes are still under way. A layout is never finished

To date, the layout has been exhibited at twenty-nine European venues, in France, Germany, Luxembourg, The Netherlands, Switzerland, Italy, and Poland, for a total of 75 days. Although we do not like the idea of competitions, we were honoured to be awarded three first places and two second places.

Setting up the three modules plus the underground section and the backdrop at exhibitions takes two of us seven to eight hours. Taking it down requires about four hours.

Above
**The rakes of cars are drawn
 through the rotary dumper
 by a cable-operated shuttle
 which pauses to allow
 each pair to be emptied.**



Right
**The shuttle unit runs on
 a separate parallel track
 with a third rail alongside
 to supply power.**

Yann Monbaron introduces the layout of Alain Manzoni.

Photographs by the author.

Château-Léman

A freelance setting
between Switzerland and France

Welcome to *Châteaux-Léman*. This layout is certainly not intended for rivet counters, and its motto is more like 'model railways are fun.' Thus, the basement of Alain's house is dedicated to his world, and the room is bathed in a railway atmosphere – various items of memorabilia adorn the entire room, such as old lanterns, paintings, railway signs, etc.

The name comes simply from the fact that Alain likes castles – there are three on the layout! – and that, living in Geneva, he is very close to the lake.

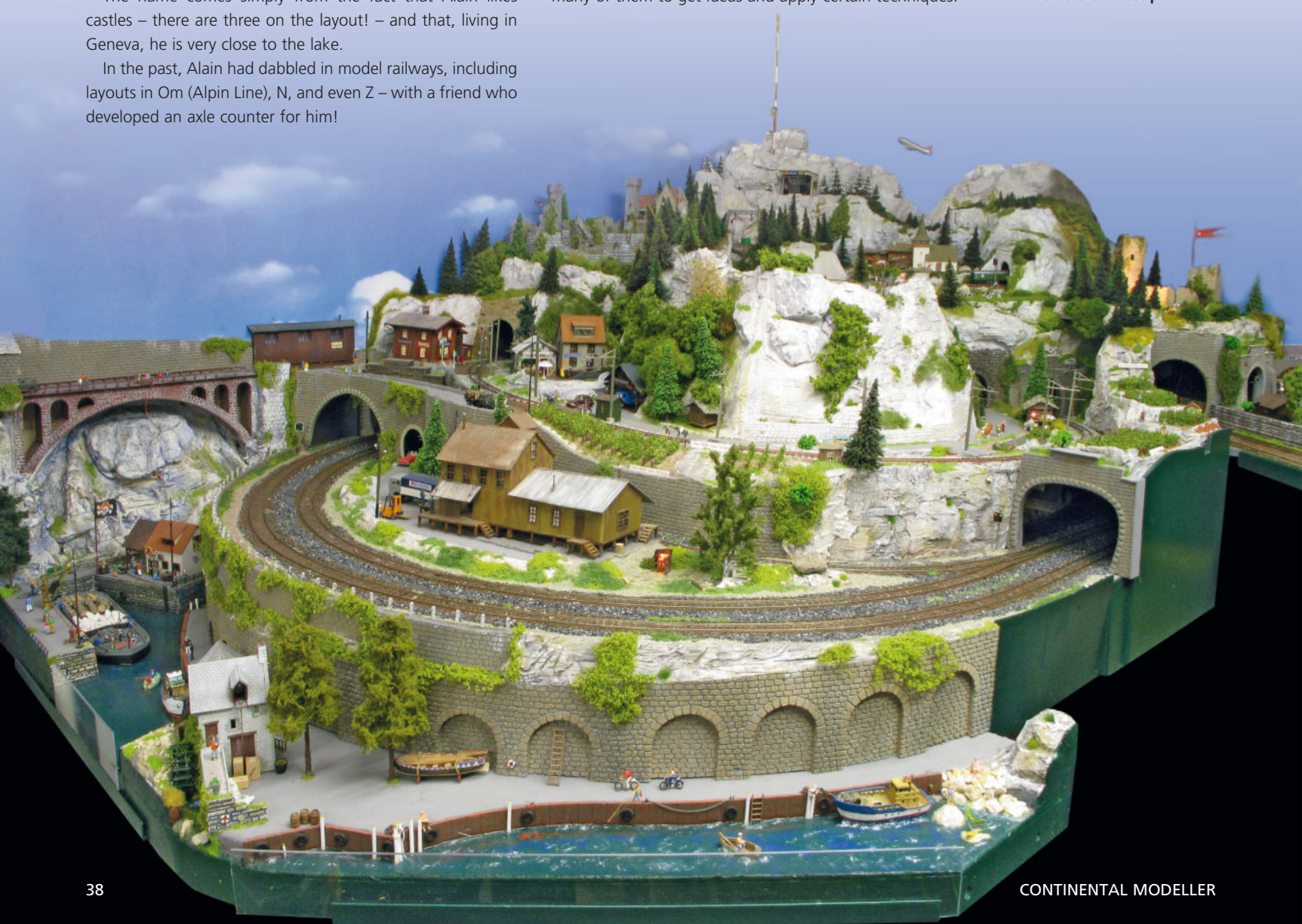
In the past, Alain had dabbled in model railways, including layouts in Om (Alpin Line), N, and even Z – with a friend who developed an axle counter for him!

By reading articles in specialist journals (from Switzerland, France, Germany, England, America, etc.) and drawing inspiration from well-known figures Alain was able to glean plenty of ideas for his layout. Today, thanks to the internet, we can discover a wealth of videos and personal websites that allow for easy implementation, depending on your needs. These did not escape his notice, and he watched many of them to get ideas and apply certain techniques.

Above
The eponymous château.

Right
The layout room is decorated
with railway memorabilia.

Below
The left of the layout,
which is the oldest part.



Construction and scenery

The layout is C-shaped. Before getting out the saw and drill, a 1:20 scale mimic of the future layout was created using cardboard and a copy of the plan, so as to visualise its future position in the room. The track layout had been drawn previously using Raily software. The layout was traced with the plan printed out actual size.

The basic structure is an assembly of pine joists with the running surface made of 12mm spruce plywood. The base of the landscape and the Faller Car System road are made of 8mm or 12mm wood. The landscape is covered with wire mesh or hessian, then plastered over.

The rocks were formed using silicone moulds from Woodland Scenics and painted using the method demonstrated by Gerhard Dauscher (of Miniatur Wunderland).

Expanded polystyrene was used for the removable scenery parts (inspection and access hatches).

The greenery mainly comes from Heki (netting and a mix of green flocking), and the trees are from Faller or Heki, but some of them were made by Alain using the usual twisted copper wire and Heki foliage technique.

The buildings are plastic and laser-cut kits from Faller, Kibri, and Vollmer, along with personal creations in cardboard and wood using traditional methods.

Construction began in the 2000s with an initial version where a partition at the end of the room served as a driver's cab with the control panel and the computer.

In fact, Alain considers this layout as a prototype, a way to test materials and techniques with a view to developing nice scenery and also to experiment with the different possibilities offered by digital equipment with computerised control.

This layout still requires a good number of hours of work to be complete, which is why, for example, there are no overhead contact lines and the roads are not finished. Although he had a lot of fun operating and playing with this layout, the desire to move on has become increasingly strong in recent months. The layout no longer meets his quality criteria, which have evolved since the creation of the first elements. Currently, the layout is fixed and cannot be dismantled, something that bothers him because if he



moves, it is not possible to re-use it. He would like to make the next one in the form of different removable modules in the event that he has to leave the house he currently occupies. But this is still for the future.

Below left and below
The terrain over hidden track can be removed for access.



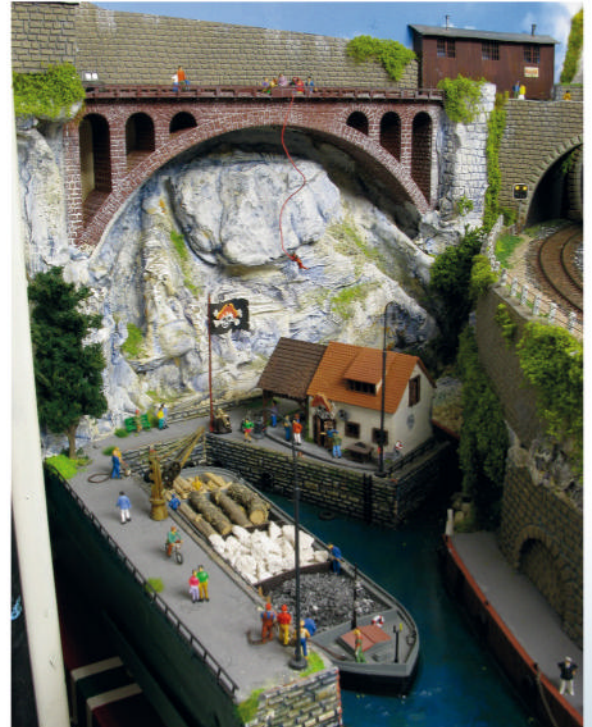
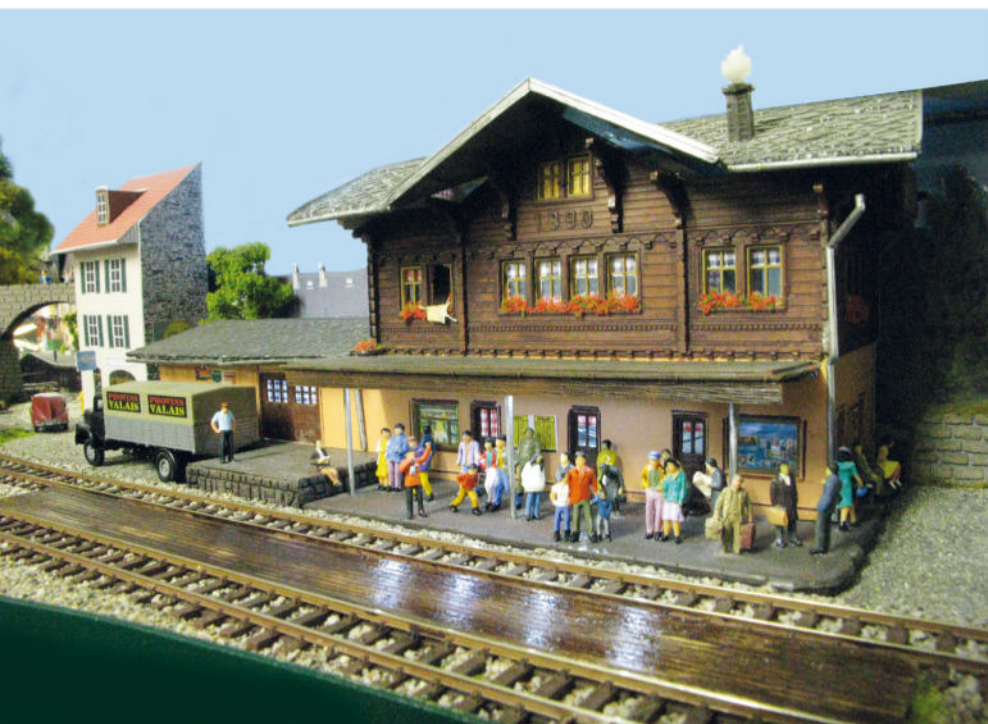


Above
**The farm inspired
by Alain's daughter.**

Above right
**The small port
and its pirate bar.**

Below
**The metre gauge terminus
on the left of the layout.**

As the layout may be visited by children from the neighbourhood and friends, Alain has included some cameo scenes. Buildings were offered to him and he had to integrate them even if, over time, there was not enough space. Many of the scenes in the model were inspired by the activities of his friends and family. For example, we find a construction site with working machinery inspired by a friend who sells this type of equipment. The idea for the farm came from his daughter, who runs a farm. For this reason, some areas were extended beyond the basic carpentry. Thus, a lakeside was created (remember that we are on the shores of Lake Geneva!) with a boat, a landing stage, and a beach.



The forced perspective technique was used on one side of the layout with a train in N (1:160) and even buildings in Z (1:220), not to mention the aeroplane, essential to the landscape in a city with an airport!



Technology and operation

The layout has two circuits, one HO standard gauge, the other HOm metre gauge.

The standard gauge circuit is double track. The station has a third track that allows for overtaking, or even reversals with shuttle trains. The open track areas allow trains to move through beautiful scenery decorated with bridges, viaducts, and tunnels. After this partially visible 'parade' section, the trains enter the hidden section located below the visible level. There are two possibilities: either avoid the storage yard by staying on the main line (scenic lower part) or enter the storage yard, which consists of two sets of four tracks each. The ends of the dead-end tracks allow shuttle trains to be parked. In computer operation and with good settings, this does not pose any particular problem. This allows for optimal use of the space in the hidden sidings. As the collection of rolling stock has increased over time, dead-end storage tracks have been added, with direct links to the open track.



Above
The right of the layout with the lake, the double track viaduct, the castle, and the metre gauge terminus. The switches on the front panel activate various animations.

Top
The lower section with the hidden sidings.



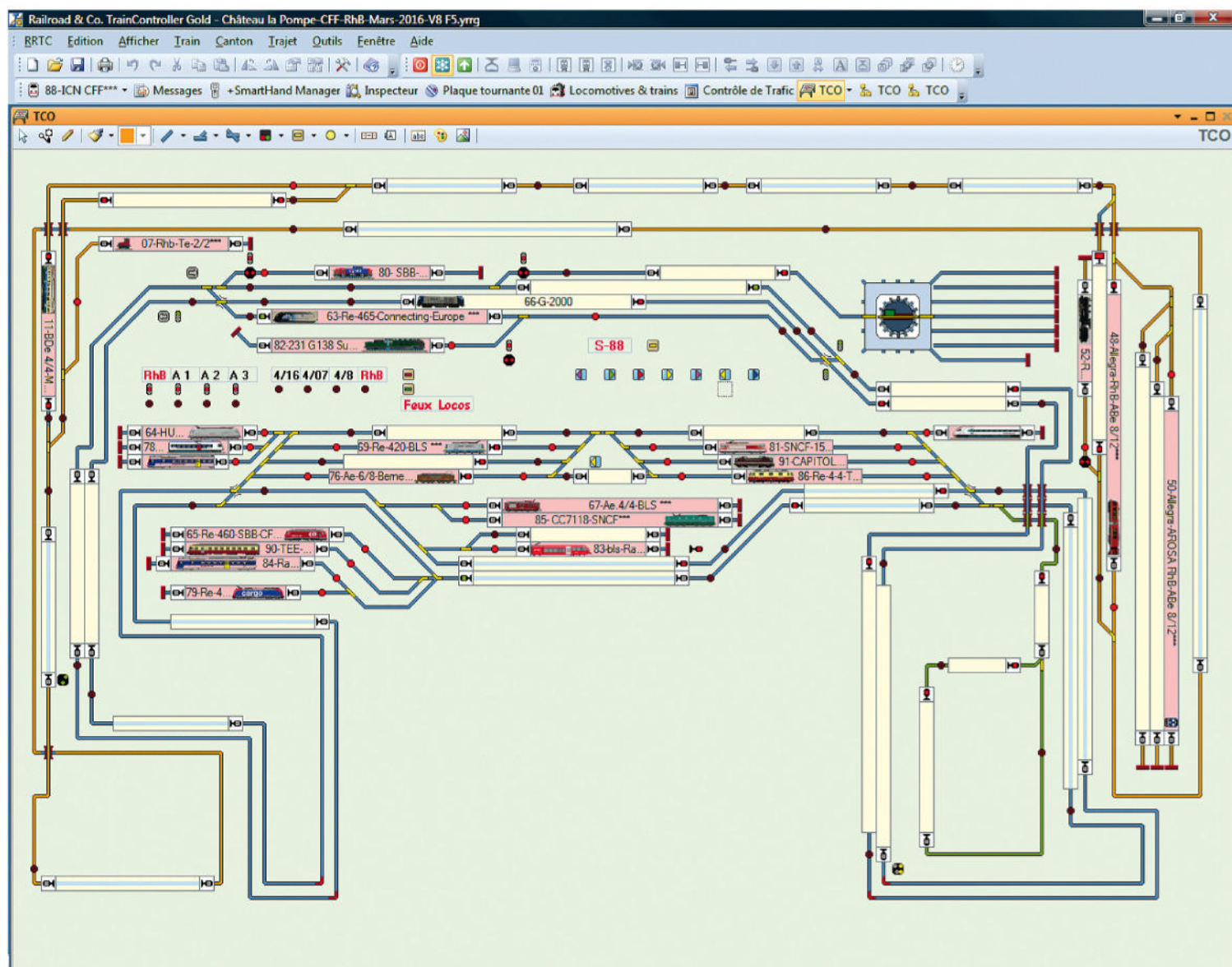
Since trains were arranged in the sidings for a specific running line, it was necessary to build a loop to allow trains to be turned around and run in the other direction.

The primary goal of the layout was, of course, to be able to run trains, but also to play with them by manually driving them on the open line or by manoeuvring a loco on the turntable. To ensure that all this worked well, Roco Line track without the plastic ballast base was chosen. Surface-mounted solenoid drives were used for the points in the hidden sidings. In the visible section, drives were mounted under the board.

The working colour light signalling is based on the Swiss system; the aspect to be displayed is managed by programming in TrainController.

The control panel

Alain decided to install a panel so he could perform some operations manually, without needing to be in front of the computer. The panel is very simple and does not allow for all the operations possible from the computer, but it also has the advantage of being usable by children who occasionally come to his house to play with the trains.



Left

The main station, Città-Manzon, with the manual control panel.

Right

Looking along the layout past Città-Manzon main station.
The control desk is on the right.

The principle is quite simple. The push-buttons are connected to a LocoNet feedback module (Uhlenbrock formerly ref.63340, now ref.63320) equipped with a resistor because these are consumption detection modules. It would have been more judicious to use the ref.63330 modules (formerly ref.63350) via ground return without the need for additional resistors, but Alain used the equipment he already had for the initial tests. This feedback contact is integrated into the TrainController traffic management software, and the various actions to be performed when this contact is pressed are programmed: switching the points and the panel status LEDs. These are switched by a SA-DEC-4-DC accessory decoder from Littfinski DatenTechnik (LDT). Interaction with the software also allows for interlocking – for example, pressing the panel buttons will have no effect if the layout is in automatic mode.



Above left

Uhlenbrock Daisy and Fred mobile controllers are also used.

Above right

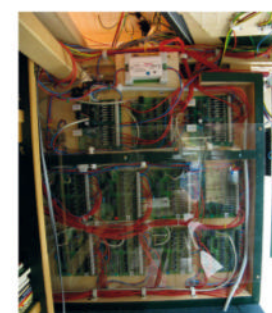
The clever clamp-shaped support from Uhlenbrock (ref.66320) holds the Daisy and Fred handsets.

There is even a notch to hold the control cable plug.



Right

The electrical panel with the LDT RM-GB-8 occupancy feedback modules.



Above left and left

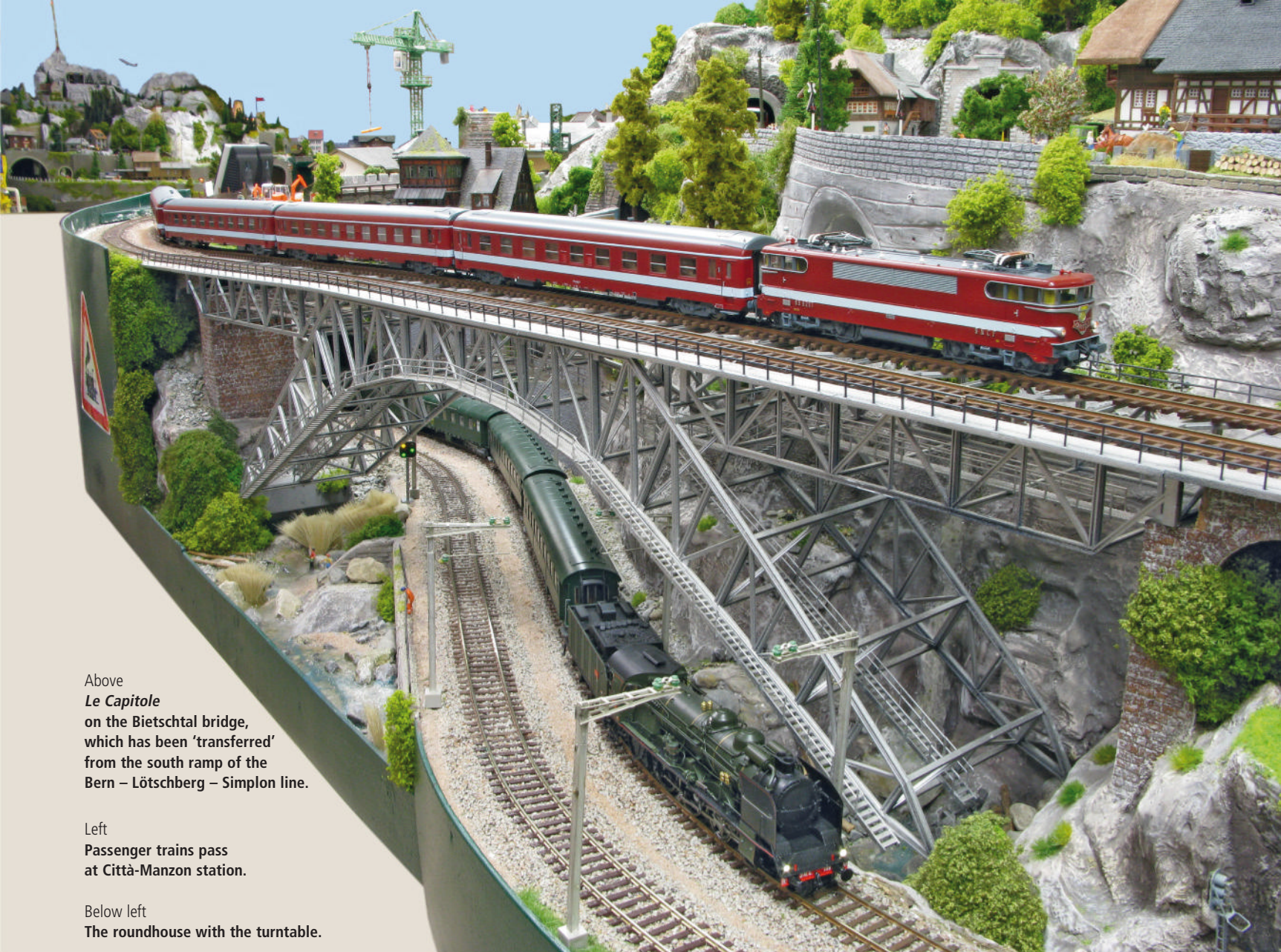
The layout controls.

Key to the components:

- 1) Uhlenbrock Intellibox II
- 2) Uhlenbrock Power 3 Booster for standard gauge (H0)
- 3) Uhlenbrock Profi-Control control panel
- 4) Uhlenbrock Power 3 Booster for metre gauge (H0m)
- 5) Uhlenbrock IRIS infrared remote control handset
- 6) computer keyboard

The computer runs TrainController Gold software.





Above
Le Capitole
 on the Bietschtal bridge,
 which has been 'transferred'
 from the south ramp of the
 Bern – Lötschberg – Simplon line.

Left
 Passenger trains pass
 at Città-Manzon station.

Below left
 The roundhouse with the turntable.



Below
 Modern motive power for older wagons at the goods shed.



The Faller Car System

A track for the Faller Car System was planned from the very beginning. This runs along the station with a loop at each end, forming a 'dog bone' shaped circuit.

A Faller timer module was used to allow for over-speeding vehicles to be kept out of the way. All components are original Faller.

Alain thought that the development of new features and system improvements would move faster than it has. Although Faller is now starting to offer interesting ideas with Faller Car 3.0, it will not be used on the next layout due to space constraints.

The future: the next layout

After this test, Alain decided to keep the Intellibox II, which he finds satisfactory as a digital system, as well as the current RM-GB-8 feedback modules, for his next layout. The track in the hidden section will also be re-used with the same pair of LDT decoders and Roco electromagnets.

The current layout will be dismantled to make way for new ideas, which will include double track standard gauge, single track metre gauge, a lake, and (of course) castles! The future project will take mixed manual/automatic operation even further, with the option of manually operating the train while monitoring traffic thanks to computerised control.

Above

A busy construction site behind the roundhouse.

Below left

The wedding of a rail worker. Indeed, his colleagues have come in their work clothes!

Below

A chalet converted into a café near the metre gauge terminus.



The layout in brief

Dimensions: 9.15m by 2.60m

Height of main level: 1.24m

Height of lower level: 1.02m

Total track length: HO 85m, HOm 122m

HO track: Roco Line flexible without ballast base

HOm track: Peco

Points: 48

Turntable: Roco ref.42615

with original analogue control

HO/HOm turntable drives: Roco ref.10030

and ref.40295/40296 for the hidden sidings

Signals: Schneider and Kyodo

DCC control

Central unit: Uhlenbrock Intellibox II

Auxiliaries: Uhlenbrock Profi-Control 65500,

Daisy II wireless handset, IRIS infra-red remote control

Point decoders: Littfinski DatenTechnik S-DEC-4-DC

Accessory decoders: LDT SA-DEC-4-DC

s88 feedback: LDT RM-GB-8

Panel feedback: (LocoNet) Uhlenbrock 63340 / 63320

Reversing loop module: Lenz LK100 / LK200

Software: TrainController Gold (Freiwald Software)



Above

The station building at the right-hand end of the metre gauge is the kit for Susch by Pola.

Below

A Rhätische Bahn Allegra passes near a small village with typical alpine buildings.



Peter Marriott enhances a Roco type Eas bogie open wagon using simple techniques that could be widely applied to other freight stock.

Photographs by the author.

Sugar beet load

Another consignment for making Swiss chocolate!

On buying a new wagon I am torn between keeping it looking mint or weathering it. The problem is that wagons straight out of the box never look convincing and they need lots of dirt and grime, some damage, and (sadly nowadays) graffiti to look realistic.

I recently bought some bogie open wagons secondhand – they were in perfect condition and all looked too clean and shiny to be used on the layout, so I set myself the challenge of making them look more realistic using just paints and brushes, plus adding a load.

The first project was to make a type Eas wagon look like a well-worked carrier for sugar beet.

Swiss sugar is produced from beets at two mills, in Aarberg and Frauenfeld. It takes around eight beets to make one kilogram of sugar, and each year between 1.3 to 1.7 million tonnes of sugar beet are harvested between mid-September and the end of December and brought to the sugar factories, much of it by rail.

In late 2021 I had seen some leased VTG wagons at the Swiss sugar refinery in Aarberg and took a lot of photos. I used what I saw on the wagons that day as the basis for this model.

I looked at the wagon that I had purchased and decided to make some changes based on real Eas wagons that I had seen carrying sugar beet.

I have detailed sugar beet wagons before but on this project I used different techniques and methods.



1

1. Roco ref.76730 type Eas straight out of the box.



3. The VTG letters and logo appeared in different places.

I decided to print the logos and use them as transfers on the model.

2

2. My photos were printed out to refer to as I worked on the model.



3





4. I carefully cut out the logo and letters and coloured the edges with a Derwent Pastel crayon to hide the white cut edge.



5. First a little weathering was applied to the bogies by dry brushing, using very little paint on a small brush and gently dragging the bristles across the sides.



6. This highlights the details.



7. To begin the process of painting I used various brown MIG acrylics to make patches or layers of different colours on the sides.



8. Slowly I built up the coloured panels and spots of rust and damage on the sides of the wagon, leaving each colour to dry fully before moving on to the next one.



9. Building up the layers of paint and damage, including the rim around the top of the wagon.



10 & 11. The handrails were the same colour as the body of the wagon, so I painted them yellow with a fine brush.



12

12. I used Tamiya masking tape to add more different coloured panels, carefully ensuring that no paint was able to creep under the masking tape.



14

14. The VTG letters and logo were fixed to the sides with a little white glue, then a tiny amount of black was gently dabbed on with an old brush to represent damage and imperfections.



17



18



13

13. The wagon after the panels of masked off colour were added.



15



15 & 16. I wanted to see what corrections were needed.

For example, I saw that some of the lines around the patches of different colours were not that straight and needed improvement.

16



The work took around four hours plus the drying time for the adhesive and paint. I was relatively pleased with the results, but one change I would make next time would be to use proper transfer paper so VTG logos looked even more realistic.

I am slowly building up a fleet of open wagons loaded with sugar beet, so it looks like my next layout must be set in the autumn.

17.

To add the load of sugar beet, I cut two pieces of white foam. To build up the height of the floor I used a piece of green Styrodur.

18.

To represent two heaps of sugar beet, I screwed up some pieces of kitchen paper towel and glued them to the piece of green Styrodur.

19.

Once the glue had dried, I painted the base and the two piles mid brown.

19



20



20.
The base of the load in the wagon.

21.
To represent the beets, I used a Faller product which seems to be tiny seeds. I used Woodland Scenics 'Scenic Glue' to fix this to the base.

22.
I brushed on a generous layer of glue to ensure that the tiny beets would stick.

22



21



23



23. I left the load to dry fully, then started to touch up the sides and details using Derwent Pastel crayons which I found to have an excellent matt finish.

24



25



24 & 25. Once the load was firmly fixed and the glue had fully dried, I painted the beets with light brown acrylic paint and left them to dry. The load looked good but there was little three dimensional effect and I was sure that I could improve it by dry brushing over the tops of the beets. I dipped a small piece of sponge in a little black acrylic paint then wiped some of the paint off and very lightly dabbed the flat surface of the sponge over the beets. This had the effect of highlighting the individual beets, which was the look I was trying to achieve.



Olivier Taniou describes his latest layout, a venture into a new scale and gauge for him.

Photographs and plan by the author.

Noirmout-en-Retz

D 85

NOIRMOUT EN RETZ

Le Port

The atmosphere of a small French port

I started a port layout in Oe about twenty-five years ago, after helping operate a layout by Michel Lecoursnais at an exhibition and admiring Philippe Cousyn's 1:35 *Callonges port* at the Expométrie show. But at the time I lacked the technical skills and experience. Demotivated, I dismantled everything and sold the accessories.

Then I read an article about *Arun Quay* by Gordon and Maggie Gravett ...

The genesis of the project

The trigger was the purchase of the Berliet diesel shunter in O by Chrezo. I wanted to build a small wooden shed for it and include it in a diorama. The construction of the shed used drawing software and a laser cutter. A diorama is good, but there is no operation; I was missing the fun.



Then the project of a harbour scene resurfaced. In 1:43.5, I can pay attention to the details – that is my favourite part of modelling. I think of this project as a closer, more detailed, look at an HO layout.

There are not many exhibition layouts in this scale, which was all the more reason to get started so we could travel to various parts of France to present it.

Attracted by the project of a group of friends not far from my home who work in this scale, I embraced their principle of independent layouts which could be connected at exhibitions to operate together.

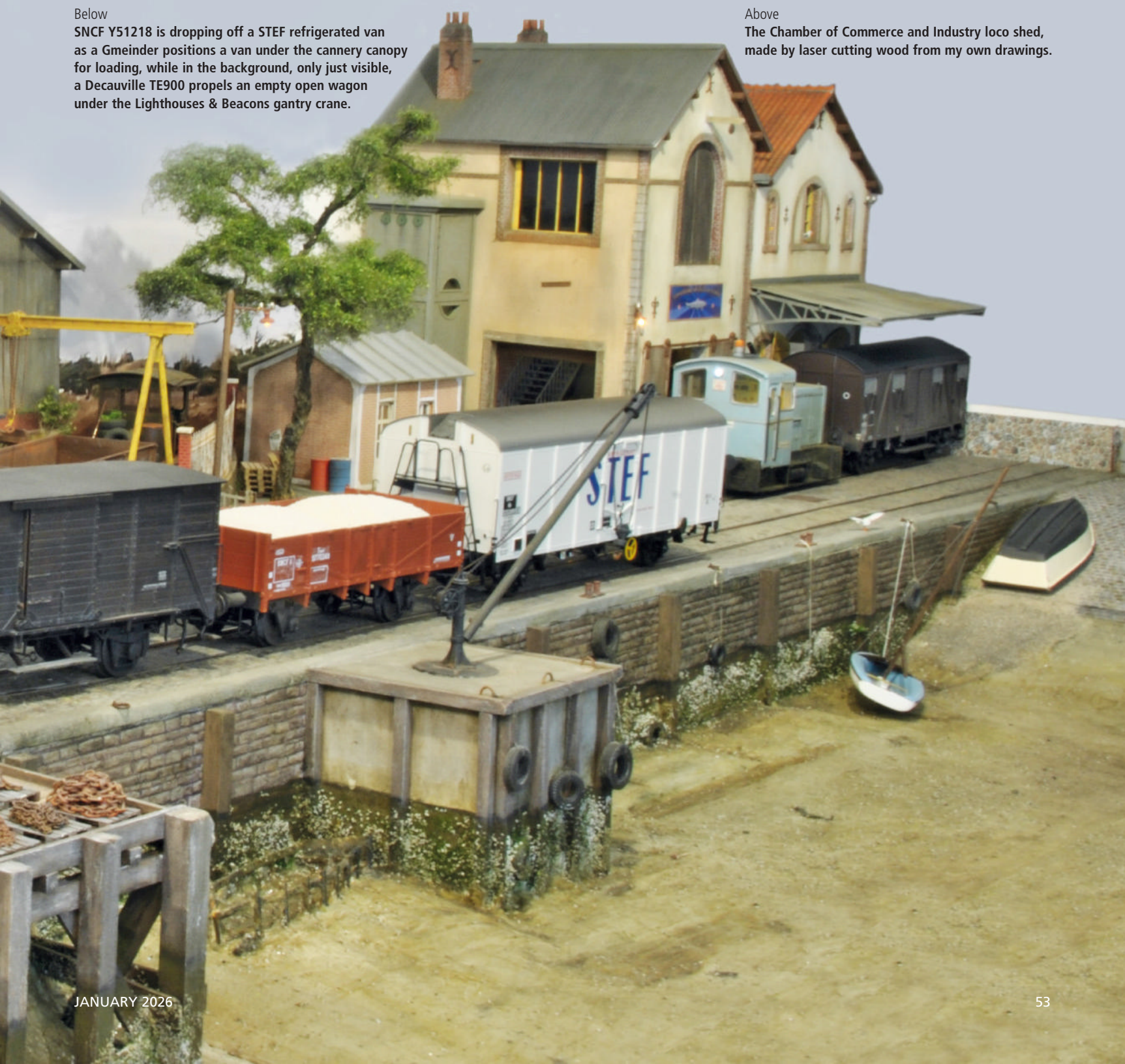


Below

SNCF Y51218 is dropping off a STEF refrigerated van as a Gmeinder positions a van under the cannery canopy for loading, while in the background, only just visible, a Decauville TE900 propels an empty open wagon under the Lighthouses & Beacons gantry crane.

Above

The Chamber of Commerce and Industry loco shed, made by laser cutting wood from my own drawings.





Left
Short trains
of three to four wagons
serve the quay
and the cannery.
SNCF *locotracteur* Y51218
is equipped with a Saurer
V12 400hp engine.

Below left
Through the open doors
of the Lighthouses &
Beacons building,
you can see the interior.
Next to the workbench
is the paint drum store,
a clue to one of the site's
main activities.

Below
The masthead light of the
silted yacht remains on.
It is not due to
the captain's oversight –
the LED helps avoid
getting caught
in the mast and rigging
if you reach in
to uncouple a wagon,
for example,
or give a little push
to start a reluctant loco!

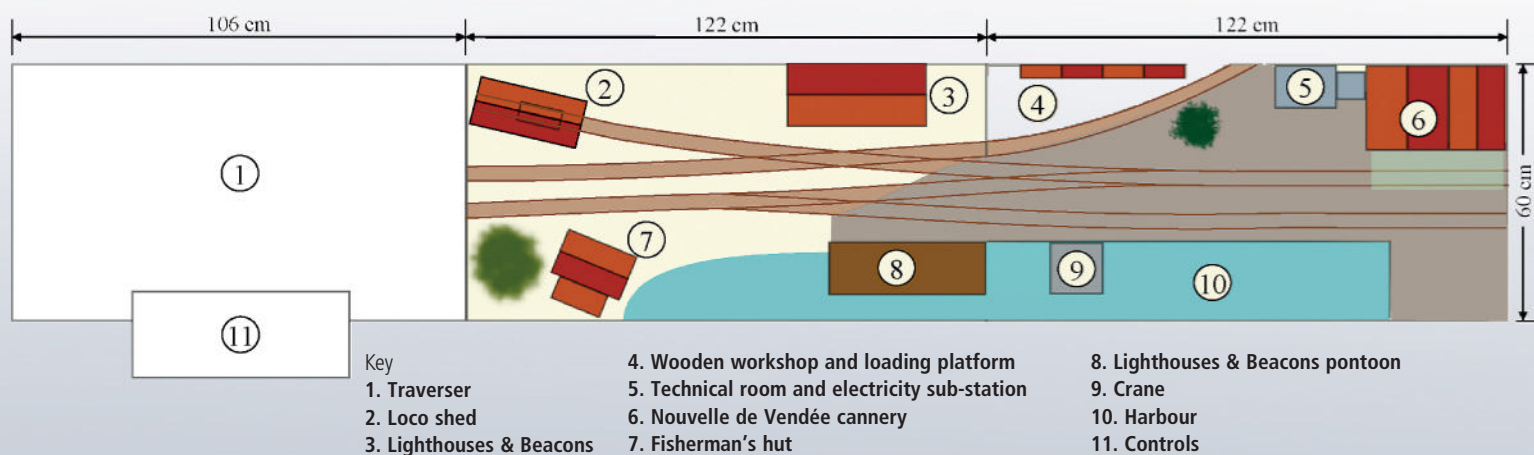


The design

I built a traditional baseboard, two boxes made of 10mm plywood, within which I created a lowered section for the harbour. It occupies a third of the width, because I want to highlight the maritime atmosphere, not simply evoke a quay in the foreground. It was to be a port where boats are resting on the mud, as I find it difficult to reproduce the sea accurately – it is in constant motion, undulating, depending on the wind and waves. That is why it is depicted at low tide. The casing was painted grey, to mimic the colour of the mud.

The layout is completed by a four-track traverser with two sliding platforms which allow locomotives to be placed at the head of the train. I used drawer runners, following an idea from François Fontana.





The track layout is simple: four sites to serve, three sidings and one quayside track, which becomes the through line when layouts are connected.

I chose the Peco code 124 track for its ease of installation and its bullhead rail, essential in the west of France. Two points, controlled locally with a working lever, and a crossing require certain manoeuvres to serve the right track. As in reality, the points are padlocked, but here electrically, by a key switch.

I enjoy operating this layout as if it were a real port service. We set off with the line map and the keys to the padlocks. The signalling must be respected. The locos are equipped with sound decoders, to add ambience, controlled by the ECoS 2 digital control unit, common to all my layouts. The ideal is to play in pairs. One person drives the shunter, the second operates the points and couples or uncouples the wagons, which are equipped with real screw couplings. A system of wagon movement cards makes operation a lot of fun.

Under the layout, two speakers and an MP3 player play the cries of sea-gulls. The sound is reasonable in the quiet of the house but inaudible with the noise at an exhibition.

According to some viewers, the only thing missing is the smell of mud and seaweed ...

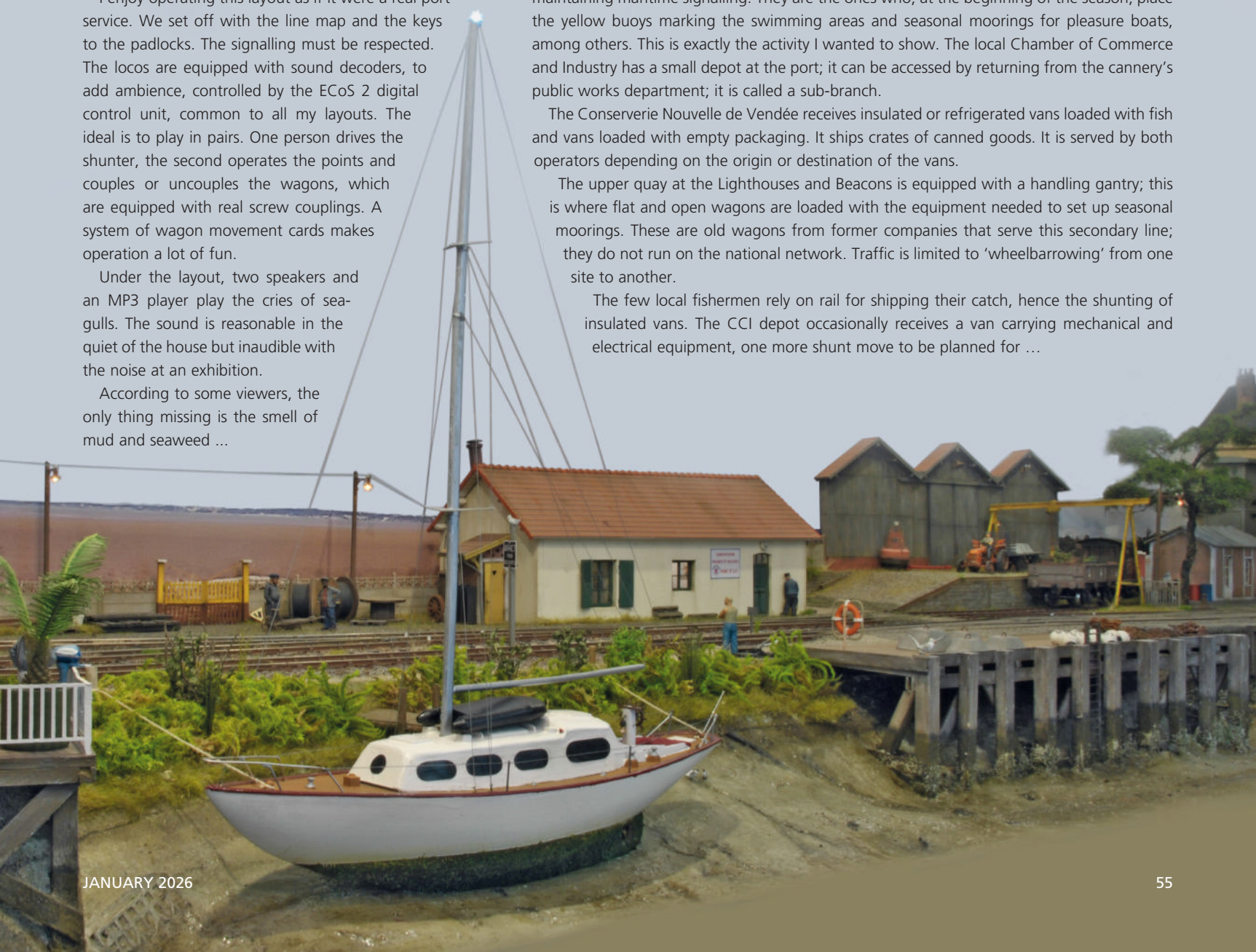
Port and rail activity

Noirmout-en-Retz is imagined to be a small port located between the Loire Atlantique and Vendée *départements*, at the end of Bourgneuf Bay, with a dry dock dug into a channel. A short railway line was installed by the Compagnie de l'Ouest, originating from Bourgneuf-en-Retz station. Subsequently, two companies shared the dock services, to complicate matters. SNCF supplies the Conserverie Nouvelle de Vendée (CNV) and the port dock via the line closest to the dock. The Noirmout-en-Retz Chamber of Commerce and Industry also serves the port dock and the cannery, as well as the Phares et Balises branch. For those unfamiliar with the maritime world, the Phares et Balises (Lighthouses and Beacons) are responsible for maintaining maritime signalling. They are the ones who, at the beginning of the season, place the yellow buoys marking the swimming areas and seasonal moorings for pleasure boats, among others. This is exactly the activity I wanted to show. The local Chamber of Commerce and Industry has a small depot at the port; it can be accessed by returning from the cannery's public works department; it is called a sub-branch.

The Conserverie Nouvelle de Vendée receives insulated or refrigerated vans loaded with fish and vans loaded with empty packaging. It ships crates of canned goods. It is served by both operators depending on the origin or destination of the vans.

The upper quay at the Lighthouses and Beacons is equipped with a handling gantry; this is where flat and open wagons are loaded with the equipment needed to set up seasonal moorings. These are old wagons from former companies that serve this secondary line; they do not run on the national network. Traffic is limited to 'wheelbarrowing' from one site to another.

The few local fishermen rely on rail for shipping their catch, hence the shunting of insulated vans. The CCI depot occasionally receives a van carrying mechanical and electrical equipment, one more shunt move to be planned for ...





Above

The Peco points have been extensively modified, removing the spring and the large cover. Purely cosmetic rods have been added but the lever – cast in bronze – is functional. The shunter figure is not fixed – like several of the figures he can be moved from one place to another.

Equipment from various sources

The Berliet shunter was acquired new; I did not motorise it – it is decommissioned, rusty, and placed at the end of the track at the Phares et Balises siding. It serves as a buffer stop, a situation observed with a Cockerill shunter at the Donges refinery.

I bought a secondhand Lima diesel shunter, reminiscent of a Gmeinder. I slightly Frenchified it by modifying the grille and the buffer beams. I added an interior and glued on Patry plates to reinforce the reconditioned engine look. Two power pick-ups were added. The decoder also has a power reserve made of capacitors. If I keep it, the body will certainly be replaced with that of a Valermi, made of plasticard. The wheelbase is correct!

The Decauville TE900 is a Vapeurland model, also purchased secondhand. Poorly assembled, the mechanism was completely rebuilt with wheels of the correct diameter by Yann Vannier, one of our small Zéroïste group. The brass body was no better. I stripped the paint, and unsoldered the entire model with a gas blowtorch so I could re-assemble the kit properly before repainting it. After a week of work, the shunter was back in service.

Below

A Lima four-wheel shunter found secondhand was modified and detailed to represent a Gmeinder.



Left

The Decauville TE900 is a small lightweight shunter. It is not equipped with a continuous brake. It only shunts CCI wagons and never leaves the harbour, hence its corroded state. The sea air quickly degrades rolling stock.

Right

The SNCF Y51200 *locotracteur* propels an old four-wheel van towards the cannery. The G10 van by Lenz was modified by Jean-Paul Quatresous.



Below

The siding to the Chamber of Commerce and Industry loco shed accommodates two small diesel shunters. Note the difference between the SNCF track on the left and the secondary lines.

Finally, the SNCF loco is a Y51200 bought from a modeller friend who had assembled and decorated it as a standard gauge secondary line (VNS) version. It is a resin body DJH/Model Loco kit, which had to be dismantled, modified, and improved by replacing the running boards, exhaust, and grille. I added additional pick-ups and digitised the model. An ESU Loksound V5 decoder, loaded with the sound of a BB63000, available from the ESU sound library, was placed under the hood. The buffers and couplings were replaced by those offered by the Cercle Du Zéro shop. Standard head-lights from Kit Zéro replaced the crude whitemetal castings

provided in the kit. The interior layout was also modified, following photos, as it was incorrect and too simple.

For the next step, I am working on a plastic Baudet-Donon-Roussel (BDR) Standard 180hp shunter, and I found an STL file (for 3D-printing) of a Fauvet Girel 150hp for the CCI that a friend is going to print.

The wagons were also either acquired secondhand or given by friends. There are Brawa, Lenz, and O Scale Models for the SNCF equipment and Peco/Parkside for the secondary network wagons. I am also working on a plasticard SNCF van to run behind Y51218.





Left
The Renault D22 tractor and the flatbed trailer loaded with concrete blocks were given to me by Yann Baude. In the background, the old Berliet shunter serves as a buffer stop. It is a non-motorised model made by Chrezo.

Below
The equipment for preparing seasonal moorings is ready for loading on the quay. Chains, buoys, moorings – all that is missing are the crates of shackles that will arrive with the next train.

Five buildings

The shed was made of wood, as explained above. The entire interior is designed for the operation of this small depot. The yard is also loaded with accessories, and not just mechanical ones, as there is also a light VB team, meaning everything needed to maintain the track and its surroundings.

The scrap wood and parts with incorrect dimensions from the shed, which was a prototype, were used to create the background building, placed on the upper loading platform.





Above
The Gmeinder shunter right at the end of the line by the cannery. The cannery is open, so the interior had to be complete. The space under the stairs (by Maquette Création) is used for storing cardboard boxes. The inner platform is reserved for lorries.

Left
The high level loading platform by the Lighthouses & Beacons shed has a gantry crane which allows the transfer of concrete mooring blocks from the flatbed trailer to the company's wagons. The wagon is not in the best condition due to exposure to the sea air.

Right
The port anchor rings were made from stripped 'phone wire, and the tyres are castings by Juweela. The mooring bollards are from a ship modelling shop. The crane is an assembly of salvaged parts.

The cannery and the Lighthouse & Beacons building are made of 5mm thick foamboard, doubled for the cannery. The woodwork is laser-cut card, and some doors, made of plasticard and Evergreen profiles, can be opened. These two buildings actually exist on the island of Noirmoutier. The lighthouse and beacon building was reduced in size and has undergone a mirror effect, while the façade of the cannery, actually a shipyard, has had its doors raised to fit the rail loading gauge. A canopy protects the platform.

The fisherman's hut is a combination of foamboard and scrap wood.

All the buildings have been detailed and weathered, made with decorative clay, as well as interiors and lighting.

The scene is dotted with Kit Zéro street lamps.

A maritime setting

The pontoon was also inspired by the real example of Noirmoutier-en-Ile. It is made of 3mm balsa and plywood, fixed with vinyl glue. Washes achieved the effect.

Unable to find a small French-style crane in this scale, I scratchbuilt it from photos of the one at the port of Noirmoutier-en-Ile, which, unfortunately, was removed several years ago. The mast is a skewer, the end is a piece of pen cap. Two plastic brake wheels, from an HO wagon, represent the pulley. The body and base are remnants of a resin water crane. The crank and hook are from the Jouef crane, and the chains and sprockets are from Weinert. This crane is perched on a concrete base, as in reality.

On the front of the layout, small photos recall the sites that served as inspiration.

The slipway is made of Juweela paving stones.

In part of the scene, the track is embedded in the road. I opted for the easy solution by using Redutex sheets. Simple to install, they are glued onto 3mm thick Depron. The inner rail supports are levelled and replaced with code 100 rail pieces glued in the spaces and filled with Depron. I use a spatula to press the Depron into the check rail, creating the curved effect, before gluing the Redutex sheets.

The harbour stones are made of Faller embossed card-board. I added the wooden fenders and weathered the whole thing. The green algae at the bottom of the walls are 2mm long flock fibres, while the oysters are actually O scale white ballast stones. A wash of natural umber acrylic paint gives the colour.





Left
In the recreational boating sector, the 420 dinghy is as iconic as the 2CV is on the road. It's not unusual to find small boats in such a mixed fishing and pleasure boating port.

Below left
A fisherman sits on his cart, waiting for high tide to return to his boat. Some accessories come from ship modelling supply stores, such as the orange lifebuoy.



Gaëlle created the mud with MAP (plasterboard adhesive) tinted with acrylic paints. The glossy finish was achieved with an acrylic medium applied in several layers. This method is the same for all scales and we had already used the technique on a previous HO layout.

Discovering ship modelling

Making scenery in O is one thing, and building ship models well is something else again, and not always easy!

From the simplest to the most difficult: I glued a small rowing boat, found as an interior decoration accessory, to the slipway. Then I rebuilt the blue and white 420 dinghy from a Jep plastic kit, salvaged from my father. All that remained was the hull; all the rigging was rebuilt.

The beautiful sailing boat in front of the fishing hut was made to about 1:60. The roof was raised, the rigging completely redone. It now represents a 13m boat.

A trawler, a Diorama World wooden kit, is being finished. Each plank needs to be glued – it is time-consuming and not really my thing! So Michaël Roux, another of our Zéroïste friends, with a background in ship modelling, is taking care of this assembly.

Finally, I am planning to scratchbuild in plasticard a work barge for the Lighthouses & Beacons. I took many photos during my seaside trips to assist with this project.

Life on the layout

By the sea, there must be seagulls. These are 3D prints from an English specialist.

The figures are from the MK35 range; like many modelers, I regret the disappearance of this French brand. I chose figures that are not in moving poses so as not to give the scene a frozen appearance.



A few characters playing key roles are not fixed. A piece of fine wire protrudes from their feet, which allows me to move them, from one point to another in the case of the pointsman.

The vegetation comes from Diorama World and Microrama, while the palm tree in its pot is an Arboris model intended for HO. Gaëlle made the two large trees and bushes from copper wire, covered with tinted plaster, a technique regularly used on our layouts.

Presentation

From the beginning of the collaborative project, there were no plans to install a backdrop on our layouts so we could see each other and communicate about exchanging trains at exhibitions. I admit that a layout without a backdrop bothers me a little – it lacks something to capture the eye, to enclose the scene. I found a solution by stretching a canvas sheet over an extended clothes rack, set about 10cm behind the layout.

Four small desk lamps diffuse a yellow light over the area, creating an end-of-day atmosphere, hence the lit streetlights.

Conclusion

I do not regret this interlude in O between two HO projects. The reason we created a port layout was to enjoy the seaside atmosphere in the warm at exhibitions in winter, when the weather does not allow us to go to the port near our home!

The layout is set up in a converted attic of our house, where our other exhibition layouts are also displayed—a sort of showroom, as I like to call it. But it is mainly intended for exhibitions, connected to scenes by other modellers, the so-called 'Zoo du Zéro' group. We gladly share equipment with visiting friends and Zéroists we meet at shows.

Below

The quayside is busy. The Gmeinder is moving vans to the cannery doors for loading, while Y51218 is dropping off the STEF van.



Reviews

Evaluated by our own specialist staff



HO

New South Wales Z12 new from Casula Hobbies



The New South Wales Government Railways Z12 class (as later classified) was introduced as the 79 class in 1877. It was a development of the 23 class also built by Beyer, Peacock, designed for higher speeds for the growing main line passenger traffic.

In all, 68 were built over a five year period by three manufacturers; Beyer, Peacock (34), Dübs (26), and Atlas Engineering Works, Sydney (9). The differences between them were minimal except for the builder's plate on the splashers – Beyer, Peacock and Atlas locos had a curved plate while Dübs used their usual diamond plate.

The class was recoded C in 1889 and as part of the 1924 reclassification scheme, 48 were reclassified as the Z12 class and renumbered 1201 to 1248.

In 1896, as the need for the class on main line working was reduced by the introduction of the P class 4-6-0, so some were rebuilt into CC class 4-4-2T for the Sydney suburban system, later becoming the 13 class.

From 1899, the remaining C class were rebuilt with new Belpaire boilers, Thow round window cabs, and the controls were changed from right to left hand drive to give the driver a better view of signals. The air pump was also moved from the right to the left. In this new condition the class was used for fast branch line trains, later also handling augmented services normally provided by rail motors. For this some were fitted with cow-catchers and Baldwin bogie tenders from withdrawn locos, giving the ability for increased distances on country branch lines, usually with short trains of just two or three coaches – ideal for modelling.

1210 was used on a special trip to Canberra in 1962 and on its arrival was taken out of service and placed on display outside the station, appropriately because it had hauled the first train into the city in 1913. It was later restored to working order. 1243 became part of the famed vintage train and ended up in the Powerhouse Museum collection. 1219 is on display at the Thirlmere railway museum.

The new model from Casula Hobbies (made in China) is accurate to 1:87 scale and highly detailed.

The model has been produced in over twenty variants, in three liveries (Brunswick green, centenary green, and black), with two different tenders (as-built six-wheel Beyer, Peacock and Baldwin bogie), and a choice of running numbers, each with appropriate details – evidence of careful research.

Both tenders are as used with the recent 19 class 0-6-0 models from Casula Hobbies.

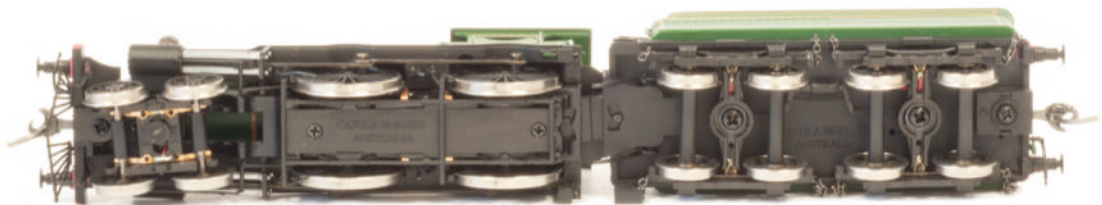
All versions appear to have the Belpaire boiler and left-hand drive, so represent the locos in later condition.

The model is delivered in a robust card box that unfolds to reveal a foam-lined interior. It is enclosed in a familiar folding clear plastic casing held together by a clear plastic sleeve. The model is ready-to-run, fully assembled, painted, and lined. The finish of the lined green example is impeccable, with fine lining on the cylinder covers and even the brake pump casing.

All fixtures and fittings are very finely modelled, with many separately applied plastic and metal detail parts.

The cab interior is detailed, and the fall plate hinges over the gap between loco and tender.

The driving wheel splasher and sand-box includes the sand delivery pipe down to the wheel/rail.





The only supplied accessories are a pair of fire irons and an alternative short chimney – note the base flange on this is wider than the tall type fitted and may foul the base of the electric headlight. The chimneys are a simple push fit, with a keyed spigot to ensure correct orientation. Once removed and replaced, the fit may not be as firm as originally.



The mechanism is built on a die-cast metal frame with a twin flywheel enclosed motor driving the leading axle through a worm and reduction gears. The driving axles run in bearings. The coupling and connecting rods are very fine, complete with double slide bars on the cylinders.

The driving wheels are held in place by a moulded keeper plate which also carries the bright phosphor-bronze driving wheel wiper pick-ups plus cosmetic springs and brake shoes.

The RP25-88 fine profile wheels have blackened stainless steel tyres. They will run on code 75, 83, and 100 track with no problems.

The body can be removed for oiling the bearings. Although not mentioned in the otherwise informative instructions, three screws retain the body – one directly behind the front coupler (the rear bogie axle can be easily popped out to gain access) and two in front of the rear driving wheels; move the axle from side to side and the screws will be just visible deep inside, where the underside of the running plate has been dimpled to allow access. A magnetised crosshead screwdriver is useful for this. The injector feed pipes must also be detached from holes in the running plate. Note that the wiring to the headlight remains connected. Two clips under the cab sides also hold the body in place.

There is electrical pick-up from all wheels on both engine and tender.

The headlight and the white and red marker lights work and are directionally controlled.

The model is equipped with a Next18 socket for a decoder, under the coal load in the tender, which can be removed easily without tools. The instructions show clearly how to install a decoder and (if required) a stay-alive. A loud-speaker is fitted as standard, in an enclosure.

The loco and tender are coupled by a multi-pin plug and socket which is easy to unplug and re-connect. The plug and socket are flexibly mounted so as not to be a restriction on tight curves. The model is rated to negotiate 18" radius.

The safety chains on the tender bogies do not seem to restrict their rotation.

The buffers are sprung. The model is fitted with Kadee #158 small head scale size working knuckle couplers.

The model runs very well. There are no traction tyres but the cast metal boiler, footplate, and chassis block provide ample adhesion. The model should handle a three coach train, just like the prototype.

The models are available in standard DC or DCC with sound.

The reviewed model is fitted with a LokSound 5 decoder by ESU, set to the standard default address (3). To turn on the sound, select F8. The starting and stopping momentum has been factory set to give realistic running.

Sound equipped models can be run on DC but it is not recommended as it is limited to the running sounds with no functions, though the headlights and marker lights will operate along with the generator sound. The DCC sound decoder requires approximately 6 volts to start operating and allow the model to move.

The operation on DCC is excellent. Momentum is adjustable. In normal mode the model crawled very slowly and could be controlled smoothly up to a realistic top speed.

The decoder has 28 functions, which are listed on the information sheet.

- F0 directional headlights
- F1 drive hold - heavy load
- F2 playable whistle
- F3 headlight dimmer
- F4 steam release
- F5 coast
- F6 brake
- F7 open cylinder cocks
- F8 sound on/off
- F9 directional marker lights
- F10 front headlight on/off
- F11 rear headlight on/off
- F12 whistle – level crossing sequence
- F13 brake set and release (automatic with function on)
- F14 disable brake sound when stopping
- F15 blowdown
- F16 compressor
- F17 coupler clank
- F18 wheel squeal
- F19 guard's whistle
- F20 sanding
- F21 volume fader – reduces sound 50%
- F22 ash dump
- F23 tender water fill
- F24 injectors
- F25 safety valves
- F26 coal shovelling
- F27 shunting mode – half speed
- F28 rail clank

The DCC Solutions exclusive sound project is similar to that in the 19 class models, which has found favour with Australian modellers.

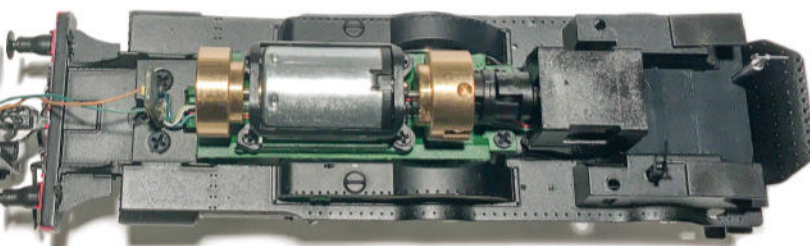
Work is well advanced on the derived 13 class 4-4-2T – an engineering sample has already been received, and release is expected in mid-2026. Nine versions will feature two liveries, three types of bunker, high or low rear tank fillers, large or standard generators, and number specific details. Advance orders benefit from a discount.

Some versions of the widely used 19 class 0-6-0 are still available.

Manufactured for

Casula Hobbies
2, Moore Street,
Liverpool,
New South Wales 2170,
Australia.
www.casulahobbies.com.au

PRICE
DC A\$795.00, DCC sound
A\$895.00.
Equivalents as given on website:
DC £405.00, DCC sound £453.00.





The Polish State Railways (PKP) class TKt48 2-8-2T was designed in the central design office in Poznan from 1948. The basis was a never implemented German plan for a BR83 by the Linke-Hofmann-Werke in Breslau. Between 1950 and 1957, over two hundred were built by the Polish locomotive factories Cegielski and Fablok, 191 of which were delivered to PKP. Six were sold to Albania.

The locos proved to be unsuitable for their original intended application in fast suburban traffic because of their rather low power, but thanks to the relatively high adhesive weight they proved ideal for operation in the low mountain ranges in southern Poland.

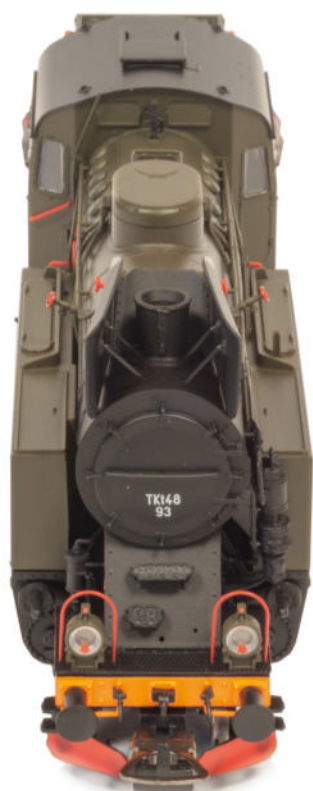


On routes in the Giant Mountains and in the foothills of the High Tatras, they turned out to be a useful mixed traffic machine hauling passenger and freight trains. In addition, with a top speed of 80km/h in either direction, they did not have to be turned – a major advantage on secondary routes.

They were still in scheduled service in large numbers until the end of the 1980s. It was only when most of the branch lines in Poland were closed in 1989 that they were no longer required. Most of were scrapped, but sixteen survived into preservation, and some have been restored to operational condition, including TKt48-87 at the CVF3V (Mariembourg – Treignes) in Belgium – surely a candidate for a model version!

Albanian railways (Hekurudha Shqiptare) acquired six new in the late 1950s. These 'avulllore' (steamers) were in use until 1986, with a last special run in 1991. At first they pulled passenger and freight trains on the Durrës – Peqin line. They were later used in the port of Durrës and at Shkrozet depot for shunting freight wagons.

Piko have surprised enthusiasts with a previously unannounced brand new model. The first version represents TKt48-93 based in the Południowa District Directorate at Nowy Sacz depot, with an overhaul date of 29 December 1979 and so appropriate for Epoch IV.





The boiler and firebox unit and the tanks are cast metal, the cab, bunker, and many detail parts moulded plastic.

There are separately applied smoke deflectors, air tank, PKP buffers, water level indicator, safety valves, whistle, air pump, mechanical lubricator, and numerous handrails, pipes, and conduits, not forgetting the typical large Polish lamps.

The cab has a flat sliding ventilator on the roof, and interior details.

Optional parts include bunker coal rails or oil tank top, and small rail guard mounted snow ploughs.

Fine detail parts including brake hoses and dummy scale couplers and full length piston tail rod covers and cylinder drain cock vents are provided for display.

The brake shoes are formed as part of the keeper plate and are in line with the wheel treads, with the full rodding an added part.

The model is powered by a can-type motor with flywheel driving through a worm and gears in the firebox.

The wheels are die-cast zinc, with traction tyres on the third pair of drivers.

There is pick-up from all wheels, including the pony trucks.

The head and tail lights change white/red according to direction. The cab interior and running gear lights work and are separately switchable in digital control, as is the red flickering LED in the firebox.

There is a NEM658 PluX22 interface in the base of the bunker, accessible by just removing the cab and cab floor. The bunker can accommodate a loud-speaker.

The Trainsound® equipped digital version offers numerous vehicle-specific sounds and also comes fitted with a steam generator.

The model runs smoothly on DC and is controllable across a sensible speed range straight from the box.

With a substantial weight of 432gr, pulling power should be more than adequate.

NEM coupler pockets are mounted on close-coupling mechanisms at each end, and standard couplers are fitted.

The minimum recommended radius is 422mm.

Length over buffers is 163mm.

The model is supplied on a dummy track baseplate for display in a showcase.

Piko have lavished their usual care and attention on what might be considered a comparatively specialised modelling interest. The availability of such nice models will no doubt raise its profile.



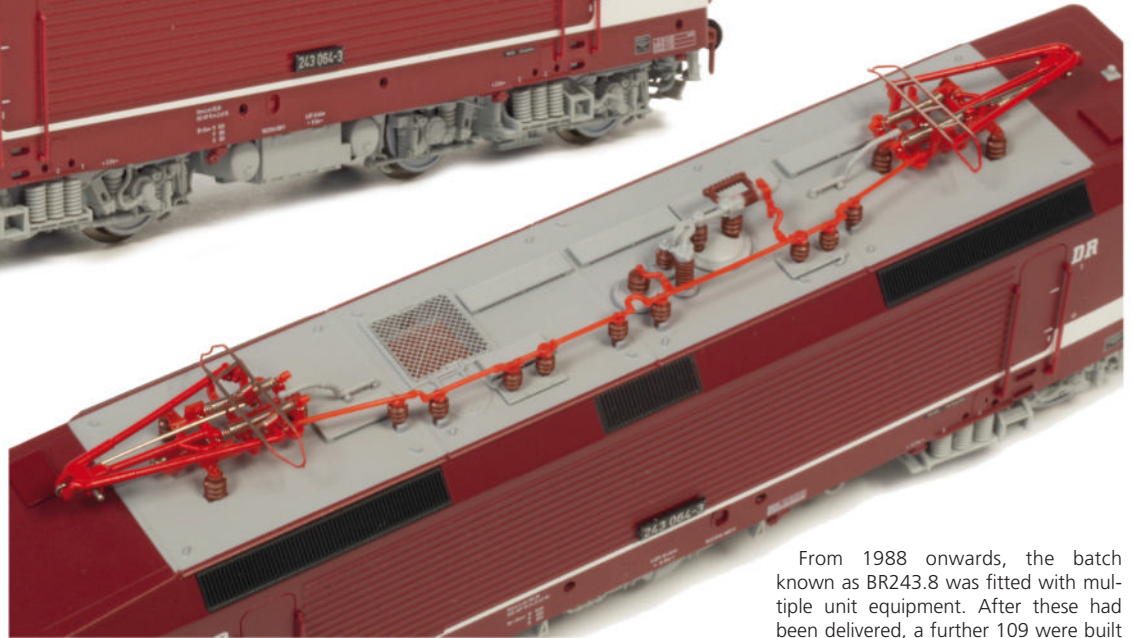
Manufactured by

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

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

PRICE
DC ref.50760 £385.00.
DCC sound ref.50762 £505.00.





In 1976 the Deutsche Reichsbahn recommenced electrification efforts in the wake of the 1973 oil crisis, which had also affected the Eastern Bloc countries. Prior to this, DR had mainly acquired Russian-built diesel-electrics, such as the BR120 and the BR130 family, as the Soviet Union had been providing the DDR with inexpensive heavy oil and diesel fuel. VEB Lokomotivbau und Elektrotechnische Werke Hennigsdorf,

From 1988 onwards, the batch known as BR243.8 was fitted with multiple unit equipment. After these had been delivered, a further 109 were built without multiple unit capability.

By December 1990 DR had a fleet of 636 BR243s. 243 659 was the last to be commissioned, entering service on 2 January 1991.

Following German re-unification, freight traffic in the former East Germany saw a sharp downturn, leading to large numbers of locos being put into storage. Increasing numbers of 243s were re-allocated to Freiburg and Düsseldorf for testing by Deutsche Bundesbahn. The following year more were moved to the west where they were used on the Schwarzwaldbahn, the Höllentalbahn, the Rhein-Ruhr S-Bahn, and goods trains from Dortmund.

the only manufacturer of electric locos left in the DDR, was subsequently ordered to develop a modern light weight Bo-Bo electric for both passenger and medium freight, based on the existing heavy BR250 Co-Co freight locos. The bodywork and other mechanical components were developed and built at Hennigsdorf while the traction motors and other electric equipment were manufactured by EMW Dresden and various other producers.

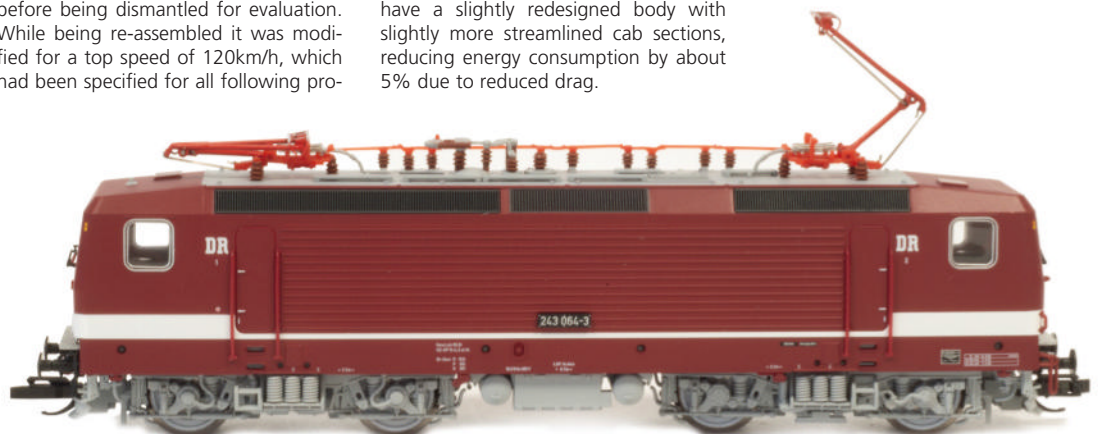
The prototype built in 1982 was designated 212 001 and first presented at the Leipzig Trade Fair that year. As built, the loco had a maximum speed of 140km/h. It underwent extensive trials before being dismantled for evaluation. While being re-assembled it was modified for a top speed of 120km/h, which had been specified for all following pro-

duction, as few lines on the East German network were then capable of speeds over 120km/h; it was re-numbered 243 001. Owing to its special livery of white with crimson stripes, it was nicknamed 'White Lady'.

Production of the new class began in 1985 after 243 001 had proved satisfactory. In 1984, the first batch of twenty was delivered, followed by 80 in 1985, 100 in 1986, 110 in 1987, and 114 in 1988. By the end of 1989, five hundred had been completed.

From the factory, the locos were painted in the standard DR dark red with a white stripe.

From 143 302 built in 1987 the locos have a slightly redesigned body with slightly more streamlined cab sections, reducing energy consumption by about 5% due to reduced drag.





After the DB and DR were combined in 1994 to form DBAG the 143s (as they were by then classified) were used on many more lines in the west.

With the introduction of the 160km/h BR112.1 and the new division into business units, the BR143 was only used in local traffic. In recent years, they have been increasingly displaced from this area of operation by railcars and subsequently scrapped or sold.

Piko have recently released a brand new model of this numerous and wide-spread class. The first version represents 243 064-3, based at Leipzig West in the Halle directorate, appropriate for Epoch IV. All markings are very clearly printed and the body colours are dense and well defined.

The model has a detailed plastic injection moulded body.

The roof is carefully detailed and features a fine ventilation grille and separately fitted cabling, insulators, and switchgear.

The finely detailed metal pantographs are sprung but not wired for current collection from the overhead.

The windscreen wipers are also added parts, and there is clear view into the detailed cab.

The handrails and grab handles are free-standing.

Optional parts include an alternative cab roof aerial and the characteristic lowered sun blinds – the body, held by two screws, must be removed to fit these.

There are also dummy scale couplers, brake hoses, and electrical connections if working couplings are not required.



The bogie side frames are moulded in deep relief and detailed with numerous separately attached components.

Triple white headlights and twin red tail lights change according to the direction of travel in analogue operation and are switchable in digital mode, as is the driver's console and cab interior lighting.

The mechanism is built around a die-cast metal frame. Power is provided by an enclosed motor with twin flywheels driving through cardan shafts to reduction gearing in the bogies.

Current is collected from all wheels, and two traction tyres ensure good pulling power, with a weight of 187gr.

The model is equipped with a NEM 662 Next18 socket for a digital decoder. Piko offer a compatible

Trainsound® PSD XP sound decoder including loudspeaker (ref.46555) with numerous vehicle-specific sounds for realistic layout operation. The model can be obtained with this factory fitted. Additional functions include shunting mode and switchable lights.

NEM coupler pockets are fitted on close-coupling mounts at each end, and the model comes with TT close couplers for prototypical vehicle spacing.

The minimum recommended radius is 310mm.

Length over buffers is 139mm.

Models of this quality underline the appeal of what has been promoted as 'the ideal gauge'.

There will no doubt be many more versions and variants in due course.



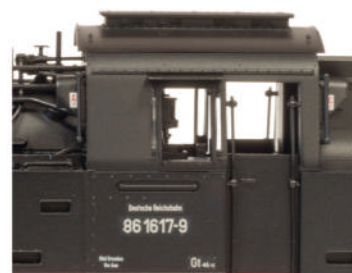
Manufactured by

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

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

PRICE
DC ref.47490 £205.00.
DCC sound ref.47491 £310.00.





Roco have recently released a new variant of the BR86 2-8-2T with modified tooling, representing a Deutsche Reichsbahn machine in Epoch IV condition, numbered 86 1617-9, based at Aue shed in the Dresden directorate. It has the long cut-out welded water tanks and the wartime austerity cab, modelled for the first time.

The BR86 2-8-2T was one of the Deutsche Reichsbahn Gesellschaft *Einheits* (standard) designs, introduced in 1928. They were supplied by various builders, and 776 had been delivered by 1943 when war conditions curtailed production, even though it was one of the few types authorised for continued manufacture in the early part of the war.

It was designed as a powerful (1,000hp) mixed traffic branch line machine, especially suited to heavier freights on steep gradients, with an axle load under 15t. It was rated to haul 650t at 70km/h on the level, and while capable of 100km/h was only allowed 80km/h in either direction, making it suitable not only for use on branches but also for main lines. The bar frames helped to cope with track in less than perfect condition.

There were various alterations during construction, notably the increased use of welding, to save weight and material. From 252, the tanks were welded. From 230, a steel firebox was fitted (to save copper) and the frames were 100mm longer. At about the same time the braking was significantly improved, with clasp brakes on all drivers and carrying wheels replacing simple shoes on the leading edge of just the drivers.

The motion bracket was modified from 358. Many later machines had Krauss-Helmholtz trucks, equalised with the outer axles, instead of simple Bissel trucks.

From March 1942 they were delivered without a cab side window as a wartime austerity measure (designated ÜK). Disc wheels were also used in the pony trucks.

There were many other variations over time, both during construction and as a result of maintenance and exchange of parts.

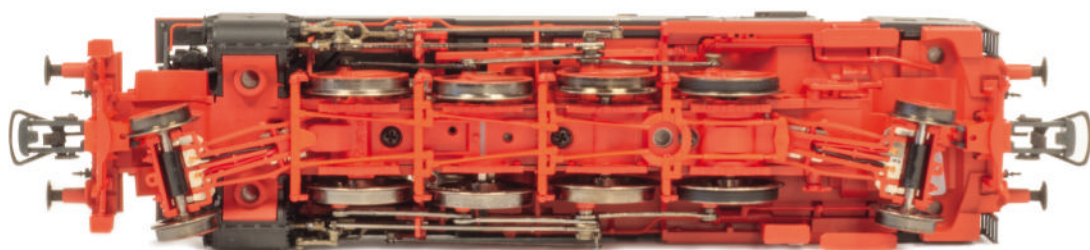
The DB inherited 378 machines; they were used until 1974. On the DR 162 were still in use to receive computer numbers from 1970. They were withdrawn from 1973; a few lasted until 1978, and one even to 1990!

The model is very accurate, according to published dimensions.

As optional extras there are etched metal DR and number plates, to stick carefully over the neatly printed markings; the plates have to be burnished to reveal the raised metal characters.

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

Rivets are subtle, almost scale size.





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

The coal bunker access ladders are resilient plastic.

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

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

The wheels are metal, and the fine motion is made up of metal and plastic parts, with jointed coupling rods, and return cranks correctly at different angles each side – commendable. The keeper plate includes the brake shoes, in line with the wheel treads, with the rodding added.

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

The minimum recommended radius is 358mm.

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

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



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

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

The lighting is by LEDs, which change according to the direction of travel, separately switchable in digital mode.

Standard couplings are fitted in NEM362 pockets, flexibly mounted on the frame.

The model is 160mm long over buffers.

Manufactured by

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

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

PRICE
DC ref.7100027 £370.00.
DCC sound ref.7110027 £470.00.

HO Peco American Code 83 #8 turnouts upgraded to Unifrog

The continuing upgrade of the Peco American Code 83 track system has taken a further step with the introduction of Unifrog versions of the #8 large radius turnouts.

These replace the original Insulfrog and Electrofrog versions which are now discontinued.

Unifrog offers modellers the choice of dead or live frog in one unit, and is becoming increasingly recognised and popular.

There are no changes to the geometry, construction, or detail.

The turnouts were designed according to NMRA RP25 S4 wheel and track specifications.

They measure 12.7" (322mm) long, and have a nominal radius of 67" (1702mm) with a crossing angle of 7.15°.

The metal frogs can either be left insulated for simple operation or wired (through a suitable double-pole double-throw switch) to be live. Connecting wires are already attached to the crossings and the wing rails.

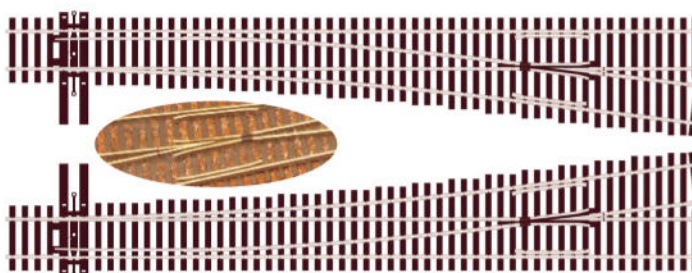
The nickel-silver flat bottom rail is 83thou (2.1mm) high, and is suit-

able for a maximum flange depth of 55thou (1.4mm). The rail head is 31thou (0.79mm) wide. The added wing and check rails are also formed in the Code 83 nickel-silver profile.

The fine tie bar can accept the pin from a switch machine (point motor) at either end or in the centre.

The turnouts feature the positive over-centre spring locking action for which Peco points are noted.

They are fully compatible with either DC or DCC control, and instructions are provided explaining the wiring options.



Manufactured by

Peco
Beer, Devon, EX12 3NA.
www.peco-uk.com

PRICE
ref.SLU8381 right-hand
ref.SLU8382 left-hand
each UK SRP £34.50.

The HOn3 Annual 2025

Edited by Chris Lane

White River Productions,
P.O.Box 48, Bucklin, MO 64631, U.S.A.
www.whiteriverproductions
www.HOn3annual.com
275mm x 212mm 116pp
Softback US\$34.95
ISBN 978-1-958639-14-6

This annual collection (the seventeenth) is again subtitled 'The How-To Guide for HO Narrow Gauge Railroading'. It is the only publication dedicated entirely to HOn3. As usual it is packed with interesting articles and practical projects, twenty in all, ranging from one to eight pages, provided by various contributors – most just one, with four by George Riley (Associate Editor). It offers impressive layouts, step-by-step construction projects, and prototype background.

The price is unchanged.

The features are:

- Gilpin Tram Buckley Mine branch: modelling the famous Colorado railroad in HOn30
- DETAILS ... Details ... details: 3D-printed accessories by Berkshire Valley Models
- Main Street - scratchbuilding one structure at a time
- Joining Forces Tweetsie style: modelling the 1925 era at the Johnson City Railroad Experience
- Living with 3D resin printing: setting up and maintaining printing operations
- Re-gauging the Rapido GE 44-tonner diesel for HOn3
- Municipal Square: putting scenery and structures in perspective
- Scratchbuilding a barber shop for Silverton
- Creating the Animas River in HO
- Black & Rusty Logging & Mining: a Colorado-based layout (complete with 'freight' station (p.54)); sadly the plan gives no dimensions
- Kitbashing two vintage motor homes: new uses for old Jordan kits

- Dirty Thoughts: an artist looks at fine tuning weathering (on a standard gauge diesel, as well as some freight cars!)
- Narrow Gauge Legacy: a survey of vintage and in some cases updated freight car kits
- Building the Laurie 2-8: a diorama depicting a 1920s oil well pad with derrick
- Building the Ruby Basin trestle: modifying the Heljan/AHM plastic kit, a great source of components
- Nine Millimeter News 2025: product survey, largely British OO9
- Standard Oil of California's narrow gauge tank car fleet – Part 4: Distribution, Operations, and Infrastructure II
- Nevada California Oregon 'Zerolene' tanker No.A9
- Forest & Western gets an idler car, with twin couplers on one end for dual gauge operations, based on a old Roudhouse kit
- Making Tracks on the Red Mountain: part 1 – templates and replacement track; part 2 – end-of-track bumpers.

The features deal with layouts, dioramas, locomotives, rolling stock, structures, and scenics.

The modelling standards are generally high, and the topics range from detailing commercial items through assembling kits to scratchbuilding, making use of modern techniques such as 3D-printing. Even if you do not follow the schemes precisely, the ideas may inspire your own modelling. Some of the techniques would be applicable beyond narrow gauge, and several of the features deal with structures and scenics which are not specifically narrow gauge. The emphasis is on practical modelling, and the enthusiasm is infectious.

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

The photos were mostly supplied by the authors and so quality can vary, but they are generally clear. Most are in colour, with some black & white archive material. All are well reproduced on good quality gloss paper; the covers are heavier stock, and gloss varnished.



The step-by-step construction photo sequences are generally well proportioned, without small aspects over-enlarged.

There are fourteen pages of advertisements from the publishers and relevant suppliers; these are arranged before and after the articles, not mixed among them, as is common with some other American titles.

Another enjoyable collection which should be of interest to anyone already into American narrow gauge, and not just in HOn3, as some of the material would be transferable to other scales and gauges, and maybe also other areas.

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

www.ngtrains.com

The price is £34.95; postage & packing £4.50.

The Big Engines

by Ian Black

Published by the author.

295mm x 210mm 96pp
Softback A\$30.00
No ISBN

This new booklet from Ian Black – his tenth – started out as a description of the available models of the four New South Wales 'big engines' – the D57 4-8-2, D58 4-8-2, D59 2-8-2, and AD60 4-8-4+4-8-4 Garratt – as successor to his book on the Standard Goods 2-8-0 classes, but it soon became apparent that other Australian railways also saw the need to cope with greater train loads and reduce inefficiencies such as double heading.

A round figure of 30,000 pounds tractive effort (TE) was set as a convenient criterion for inclusion as a 'big engine', but there are a few exceptions where it make sense to complete the picture.

The responses of the other states varied, with Victoria acquiring the C, N, X, and H classes, all regarded as successes on the broad gauge.

The South Australian response under American chief Webb was arguably the most spectacular, especially for a large state with a small population, with no fewer than eleven classes, albeit most of those being only ten locos. Many of the SAR 'big engines' were built in the UK to essentially US patterns and with parts such as cast frames coming from America.

West Australia, even larger and then with even fewer people, managed to obtain two modern and powerful narrow gauge locos in the S 4-8-2 produced locally and the British-built V 2-8-2.

Tasmania, the Garratt pioneers, had the pair of the remarkable L class 2-6-2+2-6-2 with 30,171 pounds TE from 1912 into the 1940s, then the Q class 4-8-2s with 30,600 pounds TE.

The only Queensland Government Railways locos to meet the 30,000 pound TE criterion were both Garratts: the Australian Standard Garratt, the result

of the Federal Government's response to the motive power shortage during the Second World War, and the thirty post-war Beyer, Garratts built in Britain and in France.

The saga of the ASGs has received considerable re-appraisal in recent years, with articles in recent issues of Australian Railway History indicating that the undoubted problems which the 3'6" systems initially encountered with these locos could be remedied, and that those states which addressed the issues went on to gain a decade or more of useful service from the locos.

The inside back cover has a table setting out tractive effort, wheel arrangement, weight, and number in class.

It is instructive to remember that some of these powerful machines operated on 3'6" gauge, well beyond its original remit as a light construction lower cost means of colonial development.

While there have been commercial models of some of the New South Wales and Victorian machines, initially as kits and latterly even ready-to-run in HO, there is comparatively little in any form for any scale for the other states, so most are represented by scratchbuilt models. The author has done a remarkable job not just in bringing together background information across states (more usually presented independently) but also finding model illustrations from beyond his own areas of special interest. The booklet is greatly enhanced by a wonderful selection of model photos kindly provided by other modellers, among them Gavin Thrum, a legend among SA modellers, and Neil Blinco with his WAGR models.

Due to the different gauges, modellers of each state system have adopted various scale and gauge conventions, as illustrated here.

While there are no prototype photos, the other remarkable element of this collection is a listing of published photos in a wide range of books and magazines, not just by class but by individual locos, so that researchers and potential modellers (given access to the



relevant titles) can check details for themselves. This thorough research has enabled the author to determine which versions are represented by the models, and at what period, as details changed over time.

An unusual and interesting pan-Australian study.

The book is available in selected model and specialist book shops in New South Wales and Victoria.

By post, copies can be obtained from:

Stephen Johnson Models, P.O.Box 31, Red Rock, New South Wales 2456, Australia.

https://stephenjohnsonmodels.com.au

Flat rate postage for a single copy is A\$10.00.

Payment can be via PayPal.

Die Baureihe 382-3 Der sächsische Rollwagen

by Dietmar Schlegel, Sebastian Werner,
and Rainer Heinrich

Eisenbahn Kurier Verlag
Munzinger Straße 5a,
D-79111 Freiburg, Germany.
www.eisenbahn-kurier.de
297mm x 210mm 208pp
Hardback €54.00
German text ref.6068
ISBN 978-3-8446-6068-5

At the beginning of the 20th century, the Saxon State Railways needed a powerful locomotive that could be used primarily in hilly terrain for both passenger and freight services. The usual supplier, the Saxon Machine Factory, previously known as Richard Hartmann, in Chemnitz was commissioned to develop and build such a loco. The first of what was designated class XII H2 entered service in the spring of 1910. By 1922, 159 had been built, with another ten added in 1927. Due to its smooth running qualities, the class was nicknamed the 'Saxon Roller'.

Under the DRG, the XII H2 became 382-3. They were always primarily used in Saxony, but after the First World War, twenty-five were sent to France as reparations, and after the Second World War many were sent to Czechoslovakia.

On home territory they remained in regular service with the DR until the end of the 1960s.

This book provides a well-researched account of the development of the XII H2, describes its performance in operational service, and the allocation to various depots over time.

The work is illustrated with around 350 photographs, the majority in black & white but with some later colour (many featuring the officially preserved *Traditionsloks* 38 205) mostly on the final twenty-four pages. All are very well reproduced on good quality paper, and informatively captioned and credited.

Some data is presented in bordered tables, distinguished with a drop shadow and using banded background tints to make it easier to trace a line across.

Facsimiles of working timetables and other documents are included.

The collection is rounded off with notes about preserved examples and a comprehensive list of sources.

Another definitive class portrait from EK.



LOKI Special No.57 Der Elefant – ein Schweizer Dampfsgigant SBB C5/6 2901-2902 and 2951-2978

by Heinz Rihs and Lorenz Scherler

Stämpfli Verlag AG,
Wölflistrasse 1, CH-3001 Bern, Switzerland.
www.loki.ch
295mm x 210mm 132pp
Softback CHF/€34.90
ISBN 978-3-7272-6130-5

This special from the leading Swiss railway and modelling magazine *LOKI* is devoted to the C5/6 (2-10-0) goods locomotives of the SBB.

Between 1913 and 1917, the Swiss Locomotive and Machine Works (SLM) built the C 5/6, a locomotive that is still considered a milestone of Swiss engineering. These so-called 'Elephants' were the most powerful steam locomotives on the SBB, designed for the demanding Alpine routes, especially the Gotthard line.

The book covers the needs for the design, its development, the four construction batches, technical experiments and modifications (including oil firing), operational history, and special deployments of the class (for example, in Italian and French territory during the two World Wars) augmented by personal recollections from a former driver at Biel depot.

One chapter is dedicated to No.2969, which hauled the last official SBB steam train in 1968, and was subsequently restored for preservation. Other preserved examples are also recorded, including 2958, 2965 (now in the Verkershau, Luzern), and 2978 (SBB Historic).

The scope also includes a look at some related locomotives in other countries to put the C5/6 in context, along with selected machines built by SLM for export, plus a brief look at the early electrics which would eventually displace steam. Not to mention an intriguing proposal for an oil-fired cab-forward 4-6-4T with four-cylinder divided drive ...

The collection is rounded off with a colour section mainly featuring the preserved examples.

The work is copiously illustrated, with archive material naturally in black & white. The images have been drawn from various sources (official records and archive collections) and all are reproduced to a high standard on good quality paper. Many are large, allowing detail to be observed, in many cases from large format plate camera originals. They are simply and clearly presented without the use of over-elaborate graphics. A few are double page spreads to make impressive starts to sections. As well as builders' record portraits there are many views of details and components, and views of proud personnel posed in front of their machines, and sometimes just caught in the course of their ordinary work. All are informatively captioned, and credited where relevant.

There are also many highly detailed scale drawings (reproduced to suit the page size rather than to recognised modelling scales) and tables of dimensions and specifications.

The only advertisement is on the back cover.

A reasonable knowledge of German is required to get the most from the text but the illustrations make it worthwhile.



Journal No.51 Autumn 2025

Edited by Julian Rainbow and Glyn Thomas
British Overseas Railways Historical Trust

West Greenwich Community & Arts Centre,
141, Greenwich High Road, London, SE10 8JA.
www.borht.org.uk
295mm x 210mm 24pp
Softback £3.00
ISSN 0952-5483

The latest issue of the BORHT *Journal* contains two main articles, several shorter features, and two book reviews.

One of the features is about the Sierra Leone national railway museum (hence the coloured cover, based on the independent country's flag), which is being restored after suffering damage from a major fire on an adjacent property.

There are also articles on: the connected careers of two British railway engineers, James Longridge (1817-1896) and Walmsley Stanley (1831-1907), working in Sweden, India, and Mauritius; the directors of Argentine railway companies, in Britain and Argentina; a biography of Victor Bayley (1880-1972), railway engineer and later novelist, trained on the Great Western and then working in India; and biographical notes about Sir John Eaglesome (1868-1950) who worked in India and Nigeria.

One book is reviewed – *British Army Ambulance Trains* by Brian Robertson (Amberley Publishing, Stroud, 2025).

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

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



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



NMRA brand revitalisation

The National Model Railroad Association (NMRA) is the largest worldwide organisation dedicated to the model railroading hobby. For 90 years, the NMRA has worked to advance the hobby through education, standards development, advocacy, and fostering a community for enthusiasts.

The NMRA has announced a comprehensive organisational refresh, unveiling a bold new brand identity that aligns with a new ten-year plan for growth and innovation, including a striking new wordmark logo.

This comes as the NMRA celebrates its 90th anniversary, a significant milestone that prompts reflection on the organisation's profound impact on the hobby. The new brand identity is designed to match the vigour and boldness of the NMRA's vision for the future.



The new logo is inspired by the dynamic power of locomotives and cars, symbolising the NMRA's role as a clear leader and an organisation 'on the move' in enriching and propelling the hobby forward.

The design is intentionally robust, representing the significance and enduring strength of the NMRA's 90-year legacy. The double pair of dots under the initials represent wheels.

The aim is to represent a strong, unified association that appeals to both current and future model railroaders.

www.nmra.org
www.nmrabr.org.uk

Bergeller Bahn top at Tolworth



John Laister and his team were very proud to be awarded the Proops best-in-show trophy at the recent Tolworth Showtrain exhibition (organised by the Hampton Court club), voted for by the public, for the Swiss HOm layout *Bergeller Bahn* (CM March 2007).

As with Jim Finlayson's Swiss HOm *Neuburg 1913 & 2013* (which we reported won at Farnham last month) they also try to engage with the public as much as possible, especially the young. There seems to be a constant stream of visitors at the rear of the layout – perhaps this helps with the popularity.

It helps to confirm that there is significant interest in 'foreign' layouts – or perhaps just 'slightly unusual' exhibits.

Pictured with the cup are John and Andrea Laister and their good friend Gary Hicks.

The layout is due to be at the major York show at the racecourse over the long Easter weekend.



Megsdorf also pleases the public

To continue the theme, Norman Raven reports that his family's German HO snow scene *Megsdorf* (CM August 2025) gained best layout awards at the Newton Aycliffe show in March and,

perhaps more importantly, at the Great British Festival of Railway Modelling at the Motor Museum at Gaydon in October, where it was up against some really good layouts.

Success at Spalding show



Spalding MRC held their popular annual exhibition on 1st and 2nd November at the Springfield Events Centre in Spalding. It featured around thirty layouts to suit all interests.

Over the weekend three trophies were presented. Among them the Spalding Club Shield, voted for by the visiting public, was presented to the extensive American HO layout *Mauch Chunk, PA.* modelled by members of the Barrowmore Model Railway Group (See CM June and July 2023.)

The photo (by Paul Bason) shows SMRC Chairman Richard Westlake *left* and Exhibition Manager Shaun Barnes *right* flanking Steve Hales and Richard Oldfield of the Barrowmore group.

The club is holding an open weekend on 27th and 28th June at their clubroom in Pinchbeck Village Hall (PE11 3RB).

Next year's show will once again be held at the Springfield Events Centre, Camel Gate, Spalding on 31st October and 1st November.

<https://spaldingmodelrailwayclub.org.uk>



train of the month January

Rote Pfeil – Red Arrow

From 1935, the Swiss Federal Railways (SBB/CFF/FFS) supplemented their fleet with lightweight railcars designed to operate for the first time at 125km/h on secondary lines as well as intercity services. Besides the body made of aluminum profiles and sheet metal, they introduced many mechanical and electrical innovations including electric air heating with a central radiator, and automatic exterior doors. However, they quickly proved too small. Victims of popular demand, they were replaced by larger, more spacious

vehicles. Becoming favourites with the public, the newer vehicles subsequently proved their worth providing countless excursions.

Single unit RBe2/4 606 from 1936 with a capacity of 70 was withdrawn at the end of 1967. But on the Kaeserberg HO layout, it still runs, in 1954 to 1958 condition.

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



More Belgian trams by Ferivan



After no new trams had been purchased for the Ghent network since 1913, the first PCC came into service in 1971. Between 1971 and 1975, BN in Bruges produced and delivered a total of 42 PCC trams to Ghent.

The new vehicles entered service on 1st May 1971 on line 4, on 2nd November 1971 on line 1, on 4th December 1972 on line 2, and finally on 8th February 1974 on line 10.

Of the original fleet, twenty-one (6202 to 6223) have been renovated and classified PCC2; twelve have been taken out of service.

In 2018, seven units came to Antwerp to serve on line 12, where the turning loop at the Sportpaleis terminus was taken out of service due to the Oosterweel works.

The Ghent PCC is an oddity on the Antwerp network because it is the only bi-directional tram.

Ferivan presents two models of the Ghent PCC in 1:87, the original blue MIVG version and in 'De Lijn' livery. Both are fully finished and available in both non-motorised (€355.00) and motorised (€395.00) versions for both HO and HOm.

www.ferivan.be



New US coal hoppers for Z



American Z Line is excited to announce the first release of a new body style, in the form of AutoFlood III hoppers.

These modern hoppers are noted for their ability to discharge coal rapidly.

The models feature extensive colour printing, a full interior with slope sheets and reinforcing struts, and a detailed underside. The interior allows these cars to be operated with or without the supplied coal loads.

The first release is BNSF with the circle logo. One pack of two and two packs of four are available, all with different numbers.

#651379 and #651386

#651189, #651193, #651247, #651304

#651069, #651126, #651171, #651184

For a video of these new cars:

<https://youtu.be/aYEGtbzX9uQ>

www.americanzline.com



CM CUP COMPETITION

SIMPLY CHOOSE YOUR FAVOURITE ARTICLES

PUBLISHED IN CONTINENTAL MODELLER DURING 2025

HOW TO ENTER

All articles are eligible. Simply select your six favourite features, then either fill out the coupon below and post it to the address shown (photocopies or plain paper entries are acceptable if you do not want to cut your magazine), or e-mail your selection with the subject 'CM CUP 2025' to cm-editor@btconnect.com

CLOSING DATE is 31st January 2026.

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

The author of the article with the most votes will win the CM Cup for 2025.

CM CUP COMPETITION 2025 ENTRY FORM

Articles in order of preference

Month

1	_____
2	_____
3	_____
4	_____
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e-mail: cm-editor@btconnect.com

Please indicate your age range: ☐ under 30 ☐ 31-50 ☐ 51-70 ☐ over 70

Rules

1. Readers will decide who is to receive the CONTINENTAL MODELLER Cup for 2025 by selecting in order of preference their six favourite articles published in the 2025-dated issues of CM.
2. Only one entry per person is allowed; suspected duplicated entries will be disqualified.
3. Employees of Peco and their families are not eligible to enter.
4. Illegible or muddled entries may be disqualified.
5. The author of the article with the most votes will be presented with the CM Cup for 2025.
6. The editor's decision is final on all matters relating to the competition and no correspondence will be entered into.
7. Entry into the competition implies acceptance of these rules.

Exhibition Diary

Dates, events, and information

Saturday 3 & Sunday 4 January

FROME, Somerset

Organiser: Wessex Association of Model Railway Clubs.

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

Open: Saturday 1000-1700
Sunday 1000-1600

Admission: adults £6.00, accompanied under 16s free.

Amenities: paid car park; disabled access; café and bar.

Features: over ten layouts, including *St. Gracier* (new Swiss/Austrian HO). Societies, trade.

E-mail: chairman@wamrc.com

Website: https://wamrc.com

Saturday 10 January

ILTON, Somerset

Open Day

Organiser: South West OO9 Society (SWOONS).

Venue: Merrifield Hall, Ilton, Somerset, TA19 9HG.

Open: 1000-1600

Admission: £3.00.

Amenities: parking; disabled access; refreshments.

Features: layouts include *Conifer Valley River Route* (HON30). OO9 Sales and other trade.

E-mail: treasurer@009society.com

Website: www.009society.com/news/exhibitions-events/

Saturday 24 & Sunday 25 January

ERITH, South East London

Organiser: Erith MRS.

Venue: Harris Garrard Academy, Yarrton Way, Thamesmead, near Erith, Kent, DA18 4DW.

Open: Saturday 1000-1700
Sunday 1000-1600

Admission: advance tickets (book via www.ticketsource.co.uk/erith-model-railway-society) – adults £9.00, juniors (12-17) £4.50. On the day – adults £10.00, juniors £5.00. Accompanied under 12s free.

Amenities: nearest rail station is Abbey Wood (served by Southeastern, Thameslink, and Elizabeth Line services), a 10-20 minute walk to the venue or catch either 180 or B11 bus from Bus Stop C. Transport for London buses 180, 401, and B11 stop outside the venue; TfL buses 177, 229, 244, 301, 469, and 472 stop on nearby A2041; TfL Super Loop service SL3 stops at Abbey Wood station.

Large free car park – take note of the signs and the car parking marshals. The venue is within the ULEZ boundary, so check that your vehicle is compliant.

Fully accessible. Extensive range of refreshments.

Features: 32 layouts including an Anglo-German modular N layout, *Rocky Mountain Rails* and *Mini Rocky Mountain Rails* (US N), *Whizz Bang Corner* (WWI OO9), *Vine Street Riverside* (US HO), *Water Run* (US HO), and *Beijiao* (Chinese HO). Demonstrations, societies, trade.

Contact: Exhibition Manager Paul Plummer, 07736 560956.

E-mail: erithmrs@gmail.com

Saturday 24 & Sunday 25 January

KENDAL, Cumbria

Organiser: Kendal MRC.

Venue: Kendal Leisure Centre, LA9 7HX.

Open: Saturday 1000-1700

Sunday 1000-1600

Admission: adults £6.50, children (6-15) £2.50.

Amenities: small charge for parking. Fully accessible. Light refreshments.

Features: layouts include *Brusio Viaduct* (HOM Rhätische Bahn Bernina Line, Swiss-Italian border). Demonstrations, societies, trade.

Contact: Ian Conway, 01539 733844.

Website: www.kendalmrc.org

Saturday 24 & Sunday 25 January

EASTLEIGH, Hampshire

Organiser: Southampton MRS.

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

(Use SO50 5BX for front entrance.)

Open: Saturday 1000-1700
Sunday 1000-1630

Admission: adults £10.00, accompanied under 16s free.

Amenities: c.1.5 miles from M3 J13 or M27 J5, AA signed from shortly after the junctions. Limited free parking on site; for other parking options see SMRS website. Eastleigh and Southampton Parkway rail stations are both about 1.25 miles away. A free heritage bus service provided by the Southampton & District Transport Heritage Trust will operate between these stations and the college on both days from 0930, running approximately every half hour – see website for timetable. Also Bluestar local buses 2 and 5 stop near college. Full catering.

Features: layouts include *Kaninchenbau* (automated alpine HOe, CM February 2022), *Tropical Wonders* (N), and *Colorado Springs* (G scale Playmobil). Demonstrations, societies, trade.

Contact: use contact form on website.

Website:

www.southamptonmodelrailwaysociety.co.uk

Meetings

Thursday 8 January – 1930

Great Central Railway Society (Sheffield branch)

Virginia Wanderings by Bob Gellatly.

Venue: The Farm Road Sports & Social Club, Farm Road, Sheffield, S2 2TP.

Admission: £4.00 donation requested. Details from: Bob Gellatly 07519 011213 or gcrs@talktalk.net

Website: www.gcrsociety.co.uk

Monday 12 January – 1930

Lincoln Railway Society

Six of the Best by Graham Lightfoot.

Venue: St. Hugh's Church, Harewood Crescent, North Hykeham, Lincoln, LN6 8JG.

Admission: £4.00.

Non-members welcome.

Contact: Publicity Member, 01522 698085

E-mail: grahamlightfoot1948@gmail.com

Coming next month

out 22nd January



• Lottenbirge

Standard meets narrow gauge in the Erzgebirge – Mark Dale presents his East German HO + HOe layout with an unusual working feature – transporter wagons.

• Allegria

Mike Carter saw the potential of the growing range of Rhätische Bahn material in N by Kato for an attractive and easily portable exhibition layout.

• Halte Royale d'Ardennes

Rudy Altenhoven created an attractive HO scene depicting a well-known location between Dinant and Bertrix in Belgium as an entry a micro-layout competition.

• Prrenjas

A rather different micro-layout in HO by Myles Munsey – a small fragment of the little-known Albanian rail system set firmly in the communist era.

• Mallecombe

The result of a holiday in France – Malcolm Pickering was tempted into HO after modelling British subjects.

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modelling overseas railways

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CANADA and USA. Narrow Gauge Model Railway Supply Canada serving narrow gauge modellers in Canada and the USA. OO9/HOn30/HOe, HOn3, and HOm track, guidebooks, track-laying tools, and DCC command stations. ngmrsc.ca.

Trade Sales

NEW WEBSITE: www.zetlandmodelrailways.co.uk

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Trade Sales Books

CONTINENTAL MODELLER – BACK ISSUES – for more information on which issues are available, please contact: Technical Advice Bureau, PECO, Underleys, Beer, Seaton, Devon, EX12 3NA, England, telephone: 01297 20580.

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This section is reserved for the use of traders only.

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Private

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Cut the expense of moving house by advertising your property in the RAILWAY MODELLER or CONTINENTAL MODELLER for just 15p a word its great value for money!!

Private Wanted

WANTED LS MODELS N SCALE, Russian RZD carriages. Email: brinnypa@gmail.com

OPPORTUNITY YOURS

CM Classified Advertisement Order Form — last date for receiving copy for April 2026 issue is 8th February 2026

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Tick if a box number is required ☐

Advertisements without a box number must include your name, address or telephone number. We would recommend stating gauge. Standard abbreviations (LMS, META, 0-6-0), normal hyphenations (O-gauge, 2-rail, pre-war) and prices count as one word. Telephone numbers, whether exchange or all figure, count as two words.

CONDITIONS OF ACCEPTANCE: All copy is subject to our approval. We reserve the right to request amendments.

Scale or gauge should be mentioned when referring to models. Swapmeets and other events must include a telephone number at which the organiser can be contacted.

Advertisers are expected to acknowledge all enquiries that enclose an SAE (even if the item has already been sold).

Advertisers are reminded of the Trade Descriptions Act and must avoid misrepresentation of goods offered. The Business Advertisements (Disclosure) Order 1977 requires all who sell goods in the course of a business to indicate this clearly in the advertisement.

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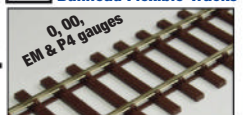
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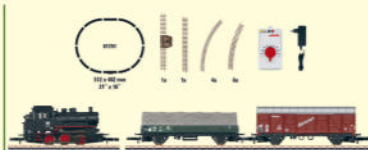
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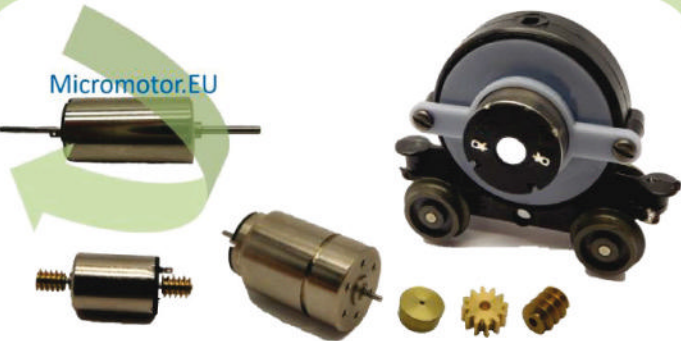
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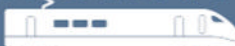
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