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CONTINENTAL MODELLER

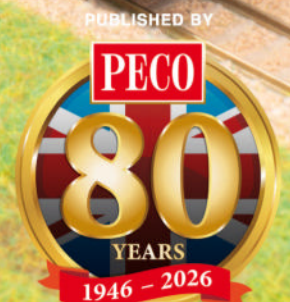
FEATURING RAILWAYS FROM AROUND THE WORLD

Mühlenfelder

German N

Also in this issue...

- La Camrienne **French HO**
- Grant's Pass & Pacific **US HO_{n3}**
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- ... and much more



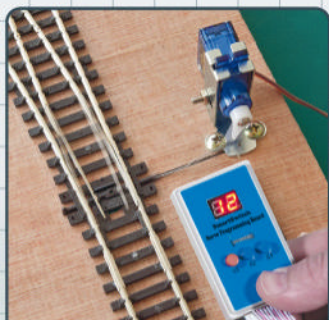
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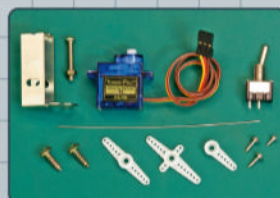
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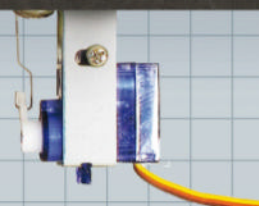


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CONTINENTAL MODELLER

September 2026

Volume 48

Number 9

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Back numbers – for information, see

the classified advertisement under 'Trade Sales Books'.

RAILWAY MODELLER

For all modelling British railway practice.

Published on the second Thursday
of the preceding month.



Cover

DBAG B-B diesels 218 356-4 and 218 301-0
(both Fleischmann models)
combine to haul a long InterCity express
on *Mühlenfelder*,
a successful N gauge exhibition layout
built and shown by Pauline McKenna.

Photo: editor.

Advance notices

We would like to give advance notice of two events which we think will be of particular interest, and being rather more than usual exhibitions may require a bit more forward planning.

NMRA-BR annual convention back in Berkshire

The NMRA British Region annual convention is being held this year once again in Berkshire, at the CIM Business Centre, School Lane, Cookham, Maidenhead, SL6 9QH.

The event starts on Friday 23rd October with registration for members. As well as an exhibition there will be 'modelling with the masters' clinics and trips to local interest sites (both rail and non-rail). The convention finishes on Sunday 25th.

Between 10.00am and 4.00pm on Saturday 24th October the exhibition section will be open to the public. Admission for adult non-members is £8.00, adult members not registered at the convention £6.00. Accompanied under 16s free.

The venue is about 15 minutes walk from Cookham station, or 9 minutes by bus (Carousel 37) from Cookham Railway Stop (RS) to Village Memorial (VM).

The venue has car parking, disabled access throughout, and refreshments will be available from the Mayflower Lounge.

Layouts confirmed to date include *Glenfield* (N), *Geeksville* (HO), and the Thamesiders Modular HO. There will likely be several more. Traders include Coastal DCC, Orwell Model Railways, and various second hand sellers.

This is an excellent opportunity for anyone interested to check out American modelling and the benefits of NMRA-BR membership.

www.convention.nmrabr.org.uk/train-show

International N Gauge convention in Stuttgart

The International N Gauge Association Network (I-N-G-A.Net) will be holding its twentieth European convention as part of the Stuttgart Spielmesse between Thursday 19th and Sunday 22nd November.

It is billed as the ultimate meeting place for N gauge modellers, with an area of more than 2,000m².

For this anniversary event all modular layouts will be connected together to show prototypical train lengths on more than 1,000m of track. There will be N scale layouts from many nations, illustrating country-specific layout designs to show N in all its diversity. So far more than 250 participants are expected and the list is still growing.

As well as modules and layouts, manufacturers will be represented with showcase displays of N scale products.

If you would like to be involved, contact –

ensc@n-club-international.de

John King retires

Attentive readers may have noticed some minor changes to the information panel above left. This is due to the retirement of our long-serving General & Advertisement Manager John King and consequent re-arrangement of management responsibilities. We understand he is unlikely to be lounging in a deck chair but (no doubt after domestic duties are duly dealt with!) may be found on a golf course. We wish him well!

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September 2026

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Number 9

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Stuart Robinson on the new HO exhibition layout by members of the North Downs Model Railway Circle set in the French Jura, near the Swiss border.



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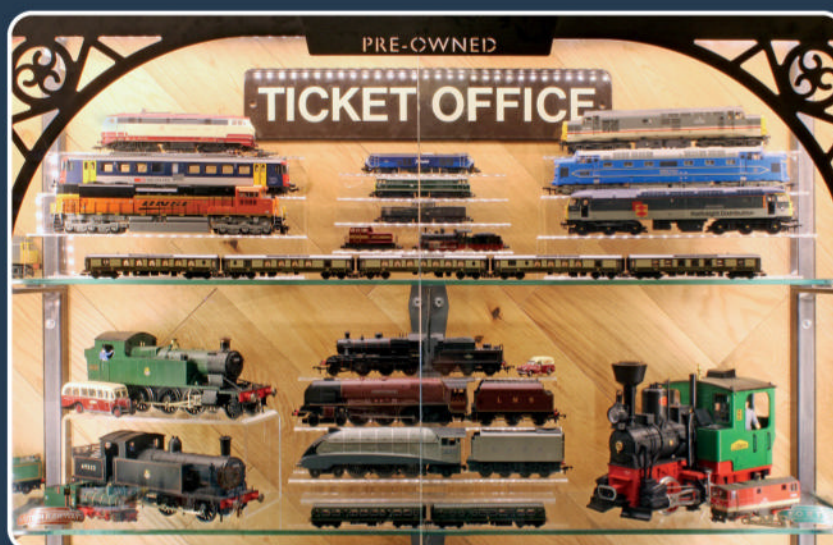
R. Rae ★★★★★

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

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Reviews ★★★★★



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Scale

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2

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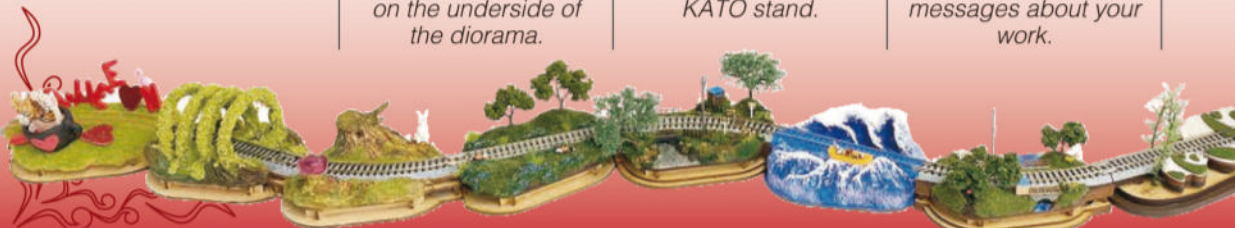
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Tram Düwag GT6

N
1:160



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HN2613 / HN2613S



Tram Düwag GT6, one front light, beige/red livery "Düsseldorf", ep. IV-V

£ 170,99 / £ 276,49

CEMAT, Sgnss container wagon

H0
1:87



Jouef

HJ6329

CEMAT, Sgnss container wagon, green livery, loaded with 45' container "Safmarine", ep. VI

£ 60,49

FS, luggage van UIC-X 1970 without skirts

H0
1:87



Rivarossi

HR4431

FS, luggage van UIC-X 1970 without skirts, red/grey livery, "Omnia Express", ep. V

£ 63,99

RENFE, 4-axle cereal hopper wagon, "Saltra"

H0
1:87



Electrotren

HE6091

RENFE, 4-axle cereal hopper wagon, "Saltra", yellow livery with blue logo, ep. IV-V

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47468 DB Eales Bogie open, brown. **£12.00**

46728 DB 4-axle 4-axle gravel hopper. **£14.00**

46423 DB 4-axle 4-axle gravel hopper, brown. **£12.00**

47488 DB FS Grunow, 4-axle gravel hopper, factory weather. **£16.00**

66331 DB 4-axle gravel hopper, brown. **£15.00**

47148 DB 4-axle gravel hopper, brown. **£14.00**

46455 DB Hobbins High Capacity van, silver/brown. **£18.00**

46455 DB Hobbins High Capacity van, silver. **£18.00**

66943 DB Hobbins Sideval wagon, silver. **£15.00**

47122 DB 4-axle Hupac with 2 x Cargis Swap Body. **£25.00**

47392 DB Hupac with 2 x Danke's Freightman Swap Body. **£25.00**

46349 DB Hupac with 2 x S&S swap body. **£25.00**

47392 DB Hupac with 2 x S&S swap body. **£25.00**

66990 DB Hupac with Carlsberg Art Car trailer. **£27.00**

66987 DB Hupac with Valfar Art Car trailer. **£27.00**

47392 DB Hupac with Netto Trailer. **£27.00**

46919 DB Kamira bogie tanker, white (Special). **£18.00**

46016 DB KFK van, green. **£12.00**

46989 DB KFK bogie tanker, yellow/orange stripe. **£22.00**

47007 DB Long bogie tanker, brown. **£7.00**

47855 DB Long bogie tanker, brown. **£7.00**

66989 DB Long bogie tanker, blue. **£38.00**

46912 DB 4-axle covered hopper, brown. **£12.00**

46821 DB 4-axle covered hopper, brown. **£12.00**

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0166 DR Henschel-Wannag Zug, Dresden-Berlin 1936-39, 4-4-4 Steamline + 4 x coaches/purple/cream. **£225.00**

2258 DB 10-0-07 Harbour Train + 4 x wagons including submarine load. **£195.00**

2293A DB 693 405, 2-8-2 (blackened wheels). **£55.00**

2468 SBB C6/8 'Crocodile', brown lustrated. **£120.00**

2468 SBB C6/8 'Crocodile', brown lustrated. **£120.00**

2392 SBB R4/4, red/cream (New Model). **£55.00**

2976 Dugway Art Car, cream. **£80.00**

3891 Appeltel Panorama, orange/yellow. **£160.00**

3711 BS 1st mil, green, epi. **£12.00**

3750 BS 2nd mil, green/gold doors. **£12.00**

3710 BS 2nd mil, green. **£12.00**

HM105 CIVIL Simon Orient Express 5 Pullman coach set. **£125.00**

76664 DBAG Bogie Eales open, brown. **£3.00**

3110 DB 2nd 3rd, centre entrance, green. **£15.00**

3110 DB 2nd 3rd, centre entrance, green. **£15.00**

3848(B) DB 2nd bogie, white. **£15.00**

3251 SBB EWN H2P coach, 1st/2nd, blue/grey/yellow doors. **£25.00**

3728 SBB 2nd Lightweight, centre entrance, green. **£18.00**

3728 SBB 2nd Lightweight, centre entrance, green. **£18.00**

3731 1st/2nd Lightweight, centre entrance, green. **£18.00**

3731 1st/2nd Lightweight, centre entrance, green. **£18.00**

3731 1st/2nd Lightweight, centre entrance, green. **£18.00**

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3731 1st/2nd Lightweight, centre entrance, green. **£18.0**

Wallace & Gromit™

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A cracking collection of exclusive Wallace & Gromit 00-9 models celebrating 50 years of the world-famous Bristol-based animation studios



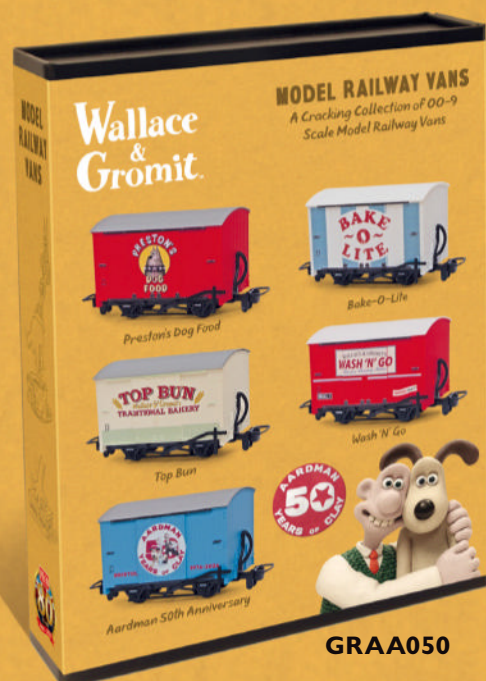
Preston's Dog Food



Bake-O-Lite



Wash 'N' Go



GRAA050

Presented in an attractive case with a magnetic catch



Top Bun



Aardman 50th Anniversary
(only available in boxed set)



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This special pack includes five 00-9 scale vans, an illustrated Wallace & Gromit booklet, plus six collector's postcards.

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Pauline McKenna describes her new layout, inspired by a location near Bremen-Mahndorf.

Photographs by the editor.

Mühlenfelder

Watching trains go by at a level crossing

I have been going to the major N gauge model railway exhibition in Stuttgart since 2001, en route photographing the railways of Germany as well as in The Netherlands and France.

When you see all the models that are available of the locomotives and stock that were photographed, you just start buying them. Over the years I accumulated quite a lot but never had a layout to run them on – they were all just stored in boxes, never seeing the light of day.

Right

Our day at the lineside starts with a BR425 four-car set.

Below

182 001-8 Taurus heading a regional express.

Below right

The first freight of the day – 189 009-4 with coal hoppers.



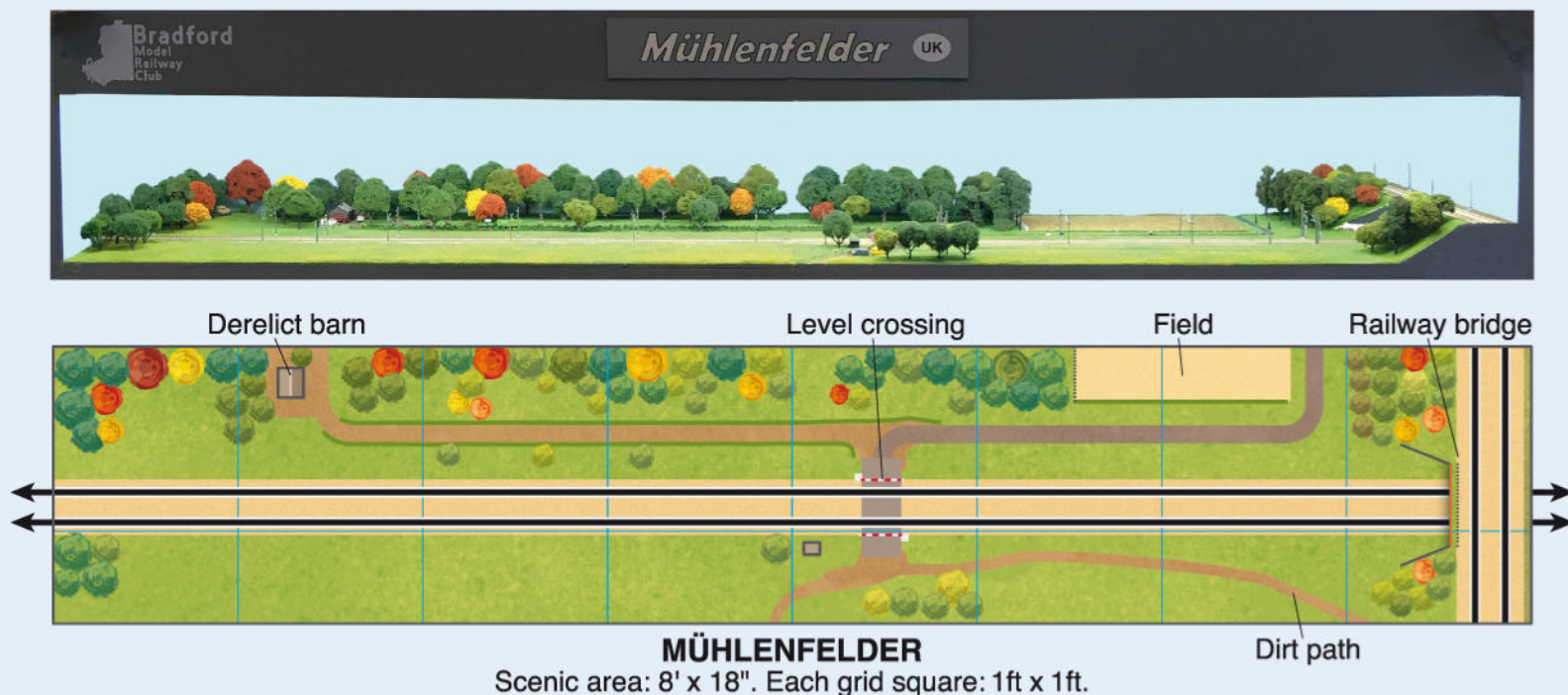


I had been thinking about building another N gauge layout for a while when in 2024 I went on holiday at Bremen-Mahndorf, near Bremen. I always go in search of freight trains. I had researched a location on Google that looked good for a bit of lineside photography. Anyway, on a dry, sunny day I was going to spend the day at this location, equipped with steps (good for sitting on), a book, and camera bag. I left the car at the station car park and walked to the location. While I was sitting there waiting for the trains to pass, I got thinking about the next layout. I wanted to do a German layout using all the stock I had accumulated. This location was just a double track main line, straight, through countryside with plenty of trees and grass, with the only feature the level crossing.

I had purchased a Viessmann level crossing and crossing lights some time ago – they were still in the box stored somewhere.

Then it came to me: most layouts are full of track, a station, a freight yard, etc. But most visitors to exhibitions probably only spend five minutes in front of any layout and most of all want to see something moving, so the idea came to me to model this location. It should be quick to build. In fact, it took less than a year, which surprised me.





I wanted to build a fiddle yard with the intention of using it with several layouts, so this was the opportunity to start that.

The layout was to be transported in the car, so the boards (two) had to be 4' long by 18" wide, making a viewing side of 8'. Using 9mm plywood, I build the fiddle yard first with two 4' x 1' boards which would allow for ten tracks, five each way.

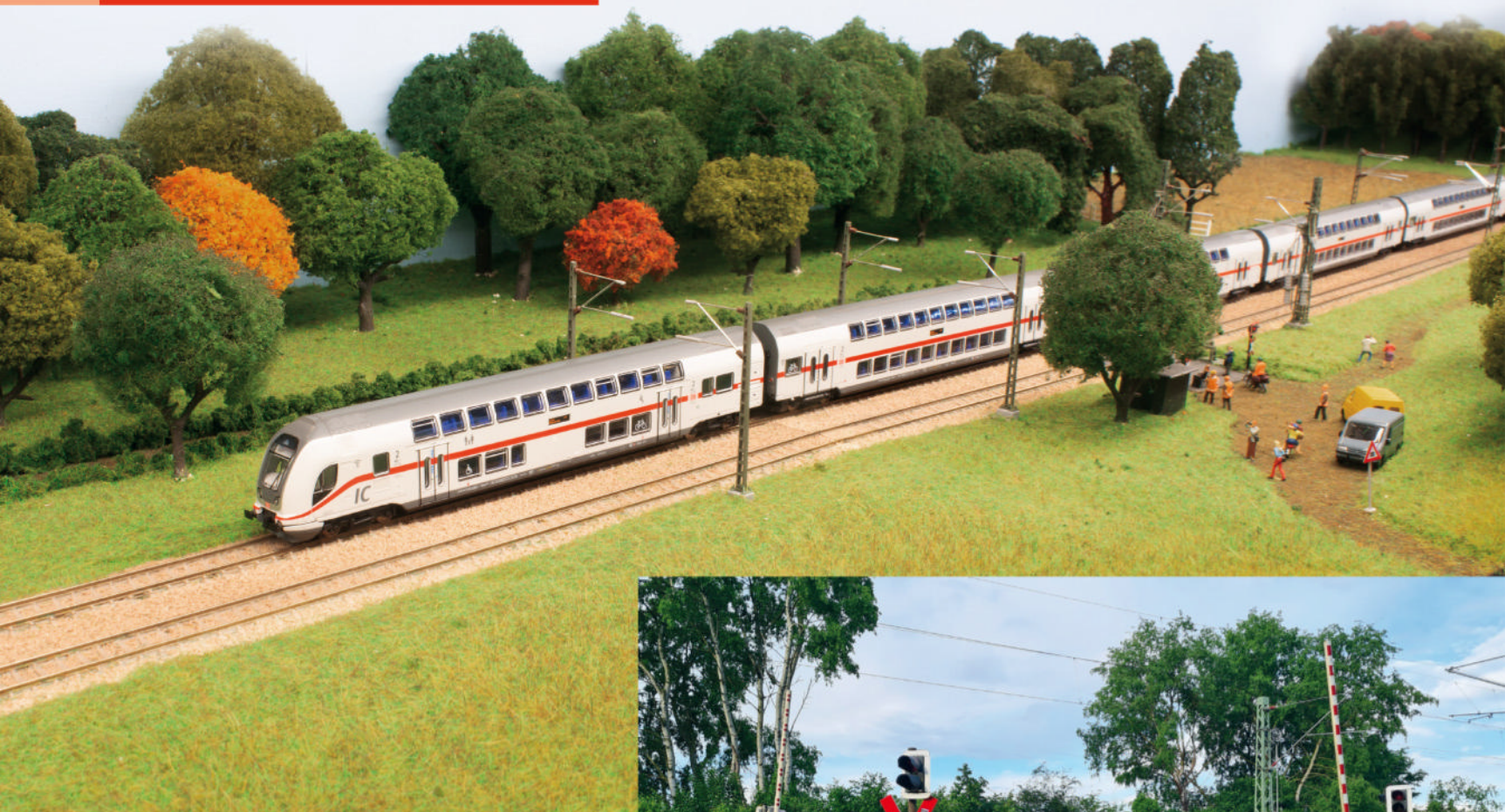
I opted to use the new Peco Unifrog points so that in the future I could do a DCC layout. This might have been a mistake as I had to put a switch in all ten tracks to isolate it for DC.

Right
A modern classic –
a first generation ICE
with power car 401 011-2





Above
Sometimes you get lucky –
a steam special with
DR rebuilt Pacific 18 201
and *Rheingold* stock.



The fiddle yard is linked to the layout by two curved sections; these work fine but are a problem to pack into the car.

The scenic break at one end would be the railway bridge that crossed the line I had chosen, while the other end would just disappear through the trees. I added a derelict barn with a dirt road to it on the left side just to add a bit more interest, with a diorama of some campers, plus a couple of tanks lurking in the trees.



Top
A driving trailer leads a rake of double-deck stock in Inter-City livery propelled by a matching BR146.

Above
The real level crossing which inspired the layout.
Photo: author.

Left
One train may hide another. A few road users wait as SBB Cargo Re481 005-7 with a long train of tanks passes a Regional Express.



Right
The full extent of the tanker train.
The Re481 rolls slowly in the hope that the next signal, which is showing red, will change in time to avoid a stop.

The scenery was never going to be much – just a lot of trees. I went for Woodland Scenics. There are 106 trees of various sizes and colour. Greenery is static grass of 2mm and 4mm in summer and spring green.

The Viessmann level crossing (ref.5900) and crossing lights (ref.5800) were fitted off centre to avoid the board join. Reading through the information for these items, it turned out that I needed some electronic modules to operate them

(refs.5552 and 5065). The gates are operated by two switches on the control panel – it was too complicated to get them to operate automatically, and they are down most of the time anyway because it is a busy line.

The signals are also from Viessmann (ref.4412) and are operated using Heathcote Electronics products. Later I added two more signals (for bi-directional working) but these are just left on red all the time.

Below
More substantial freight –
DB Cargo 151 004-9 with
a train of heavy duty flats
carrying steel products.





Left
The use of driving trailers
is common in Germany.



Below
111 199-6 with DB Regio
double deck stock.

Right
A BR628 diesel railcar
and BR928 control trailer.



The overhead catenary masts are Viessmann (from start set ref.4300) which again I had bought about twenty years ago. I opted not to put the catenary wire on as it looks too big. I added four masts with weights (ref.4364) on and replaced some single masts with double beam masts (ref.4313) between the weight masts. I had to make up two weight masts as the weights were on the wrong side, so I got two tensioning masts (ref.4314) and two sets of weights (ref.4373) and made them up.

I was about to start making some legs for the layout, and next to me were the legs from my British layout *Millfield Yard*. I wonder, will they fit? Perfectly! More time and space saved.

Then it came to the lighting. I had just built a light bar for a OO layout, again 8' long, so I tried that over the German layout – again perfect, more time and space saved.

The curtain also came from *Millfield Yard* and the OO layout, being the same height. For some reason I cannot remember the curtain is quite long at 15', so I was pleased when it covered the curves as well, making a nice display.

For the electrics, two power supply boxes, both with two Gaugemaster T1 transformers, are used, one for the fiddle yard and one for the layout. Again both are also used on other layouts.

I use SEEP point motors, operated by push buttons. Up to eight points can be operated with one button for route setting. The control panel is separate and stands on a table at the back of the layout and is connected to the fiddle yard using two 50-pin plugs plus a 25-pin for the layout. Two hand-held controllers are used along with panel mounted controllers for moving trains in the fiddle yard.

Out of the ten roads in the fiddle yard, six will accommodate one train while four are split to hold two trains. Fourteen trains can be accommodated altogether, some of them quite long. I try to feature trains we were photographing between 2001 and 2024.

The stock is mostly Fleischmann and Minitrix, with a few locos from Hobbytrain. After twenty years the Fleischmann locos all ran perfectly, whereas some of the Minitrix models needed a bit of maintenance to get them running properly. The Hobbytrain models are more recent as they produced some in liveries that I wanted.

Of all the coaching stock I had collected, I did not have any in Inter-City white. I acquired a set of five Brawa double-deckers to go with the Inter-City BR146 and eight Fleischmann single deck coaches for use behind the 101, 120, and two 218s.

I had a mixture of Fleischmann and Minitrix intermodal wagons, far too many, so I thinned them down by keeping the Fleischmann ones and then removing the non-German wagons. I then replaced all the containers with C-Rail ones, which look a lot better. I have a variety of freights which can run in various lengths, from juts a few wagons to a full block trains of tankers or steel products.

Below
Hectorrail 441 001-3
hauling an intermodal train.



Forthcoming exhibition

Mühlenfelder is due to appear
at the International N Gauge Show,
at the Warwickshire Event Centre
near Leamington Spa
on Saturday 12th and Sunday 13th September.
See *Exhibition Diary* for more details.



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

Photographs by the author.

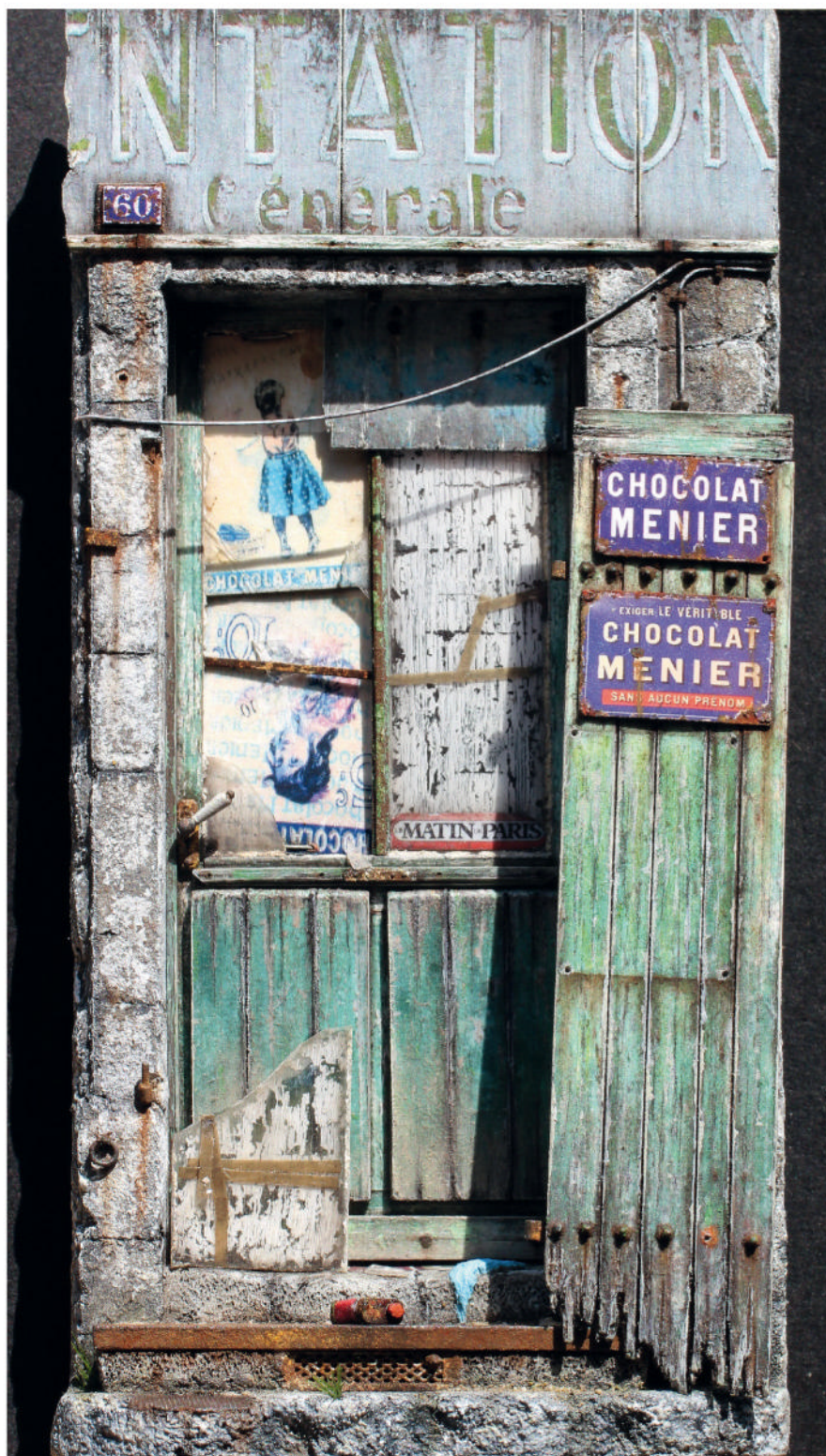
Chocolate

... in moderation

Working on very small scenes can be incredibly enjoyable and a great source of satisfaction. It is about capturing as much detail as possible, condensing effects, or imagining a scene where everything seems frozen yet alive at the same time.

It was with this in mind that I tried to reconcile three factors: large scale, small area, and a certain interest in old advertisements.

To combine these elements, I focused on a subject I know intimately: an abandoned shop entrance. I wanted to dissect its various stages of creation, starting from almost nothing ... except for the wooden box that would serve as the setting for the presentation. This idea emerged during a photo expedition in central France in 2019, upon seeing this accumulation of abandoned shop entrances. I decided to focus on a door, but obviously in a large scale so the smallest detail would be apparent.



Above

A cameo that fits in the palm of your hand – small details in a large scale. That is the topic.

Left

The original that inspired this scene. In my trademark manner I retained some of its main features to preserve its character while adding a commercial identity and details to give it more substance.

Step 1

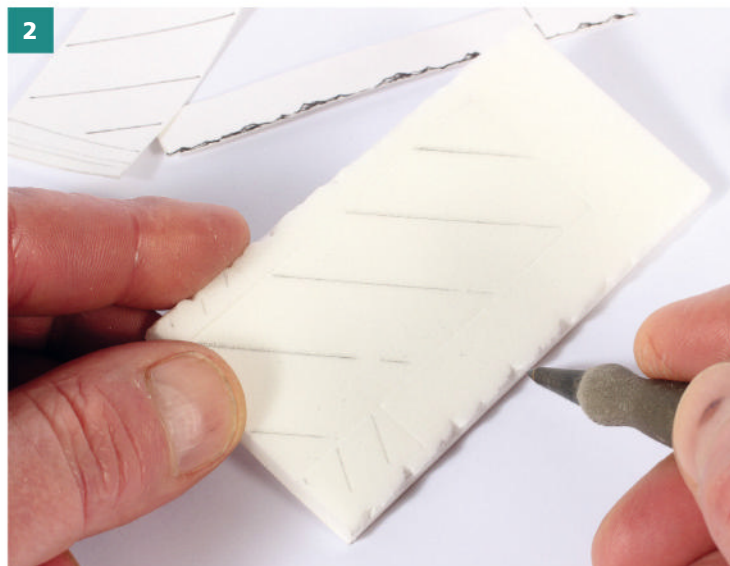
I revisited the concept of presenting the piece in a branded box, as I did previously with the KUB box (see CM November 2024). This time, it was to be a small MENIER chocolate wooden crate which I found at a flea market.

The composition was first drawn on graph paper to ensure it fitted the dimensions of the opening and allowed for some leeway.



Step 2

To give this mini scene a fragmented effect, the polyurethane foam from which I cut the base was heavily scratched along the edges by pressing with an engraver or similar tool.



Step 3

Once the piece was coated with a layer of water-based plaster to imitate stucco, and without waiting for it to dry, I dabbed the edges with a wide stencil brush to create a pronounced grain and a rough texture.



Step 4

Once the plaster was dry and the façade had been smoothed by sanding with fine abrasive paper, I refined the edges with a scalpel fitted with a chisel blade to enhance the 'scraped' effect and create a fragmented look.



Step 5



5. Following the previously developed plan, a few decorative elements were added, created using plasticard covered with water-based plaster.

At this stage, I also took the opportunity to create some cracks using a fine point.

Step 6



6. Before going on to add more details, this small section of the façade was coloured and then weathered using my usual techniques, as extensively described in previous articles.

Step 7

I then proceeded to create the entrance threshold with its two access steps, which was also made using sections of polyurethane foam glued together to perfectly imitate stone.

I went a step further by adding an L-shaped metal angle bracket (Evergreen profile) and a ventilation grille made from Scale Link wire mesh



Step 8

To make it as realistic as possible, I simulated the wear and tear on the step caused by repeated foot traffic. This was quickly imitated by rolling and lightly pressing the foam with the handle of a fine paintbrush until the desired result was achieved.



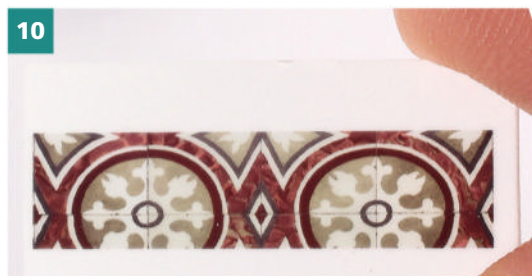
Step 9

The thresholds of old shops sometimes gave a hint of the interior floor covered in tiles with various patterns.



Step 10

Having had many opportunities to photograph this type of feature, I simply chose a suitable design, printed it on satin paper, and resized it to the correct dimensions using Photoshop. Here I am talking about using a semi-professional printer where the sheet is run flat, thus concealing the halftone pattern.



Step 11

I then brought this piece of paper to life and added texture by reproducing the joints between the tiles with very fine incisions using a scalpel, without cutting too deeply.

After applying varnish glue or diluted wood glue to the recesses with a fine brush, a mixture of fine sand flocking mixed with AK Interactive 'Asphalt Road Dirt' pigments was sprinkled on and then pressed into the joints.



Step 12

The threshold was then painted with a generous coat of Humbrol 28 'Neutral Grey'. Once dry, it was coloured by dabbing with a synthetic sponge soaked in different shades of AK Interactive acrylic paints: white, white grey, and rock grey. Finally, I applied a neutral grey enamel wash from the same brand to add depth.



Step 13

I completed the effect by simulating dust accumulation in the corners, using the same process and products previously used for the cement tile grout.



Step 14

The wooden trim above the door was created using a finely engraved section of plasticard and home-made transfers.

After various dry brushing and sponge work, we finished by adding depth to some of the letters using an AK Interactive weathering pencil moistened with clean water (in this case, the 'light green' ref.10007 shade).



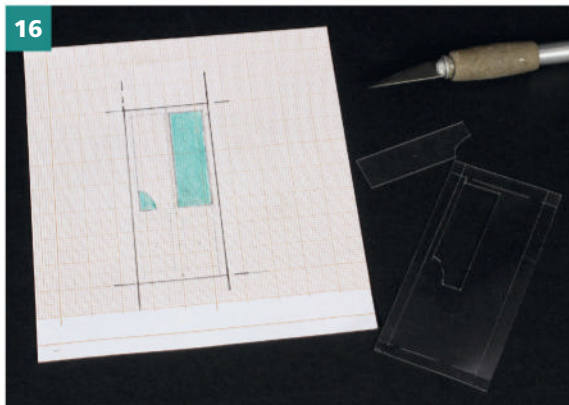
Step 15

With the main elements in place, I added an electrical cable (made from thin recycled copper wire) and an enamel door number plate.



Step 16

I then moved on to making the glass front door, using Evergreen clear styrene over graph paper. Once the door's outline and details had been marked on the paper, a larger piece of styrene was placed against it and secured with tape. The outlines of the broken panes were then carefully engraved using a needle point. The sheet was peeled away from the paper to allow me to cut out the missing pieces of glass, and the clear plastic section was replaced ...



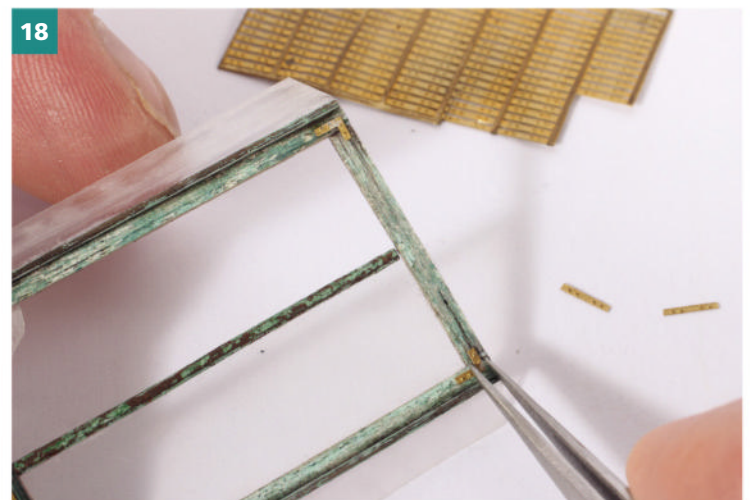
Step 17

... then sections of wood-look profiles were attached using cyanoacrylate glue, following the precise lines drawn on the graph paper. These uprights and battens were pre-engraved, grooved, painted, and weathered using Evergreen plastic strips and sheet to avoid any tedious painting.



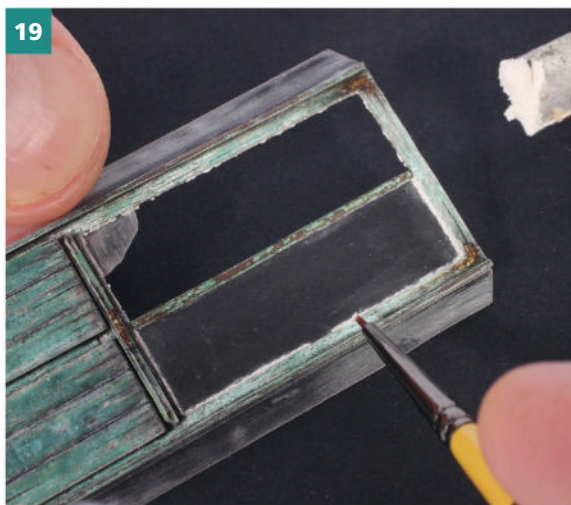
Step 18

I added a few extra details to give the whole thing a truly aged look, specifically here metal reinforcements made using brackets and plates intended for 1:87 models.



Step 19

In this scale, I go even further in reproducing reality by imitating old linseed oil putty. To do this, I use water-based filler, applied delicately with a fine touch-up brush. Any excess is easily removed with another fine, flat brush and clean water. Once dry, this filler was painted with Vallejo 'Pale Sand' acrylic paint. It is also possible to tint the filler by adding a drop of paint, thus avoiding any additional painting.



Step 20

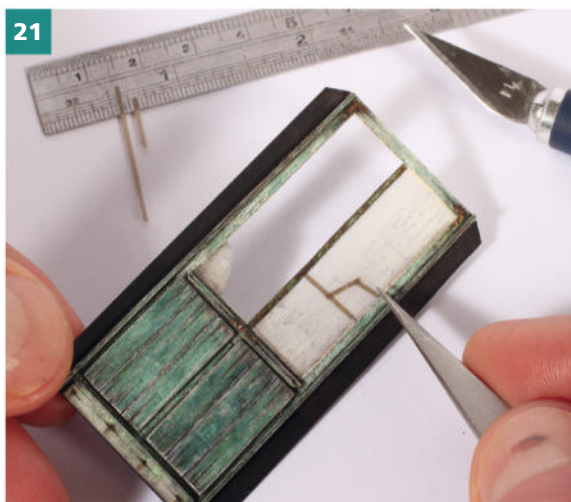
To reproduce the effect of whitewash aged by time, I simply used the 'chipping' method with hairspray but here on transparent styrene, without wetting the surface.

Once the inside of the glass was painted white, the various imperfections and scratches were highlighted using an old, fine, stiff-bristled brush, a wooden pick, and a needle point.



Step 21

Cracked panes of glass in this condition are often repaired hastily, sometimes with wide strips of tape. To simulate this in miniature, I cut very thin strips of packing tape, applying them with tweezers.



Step 23

After printing them on 300g Bristol paper, their appearance was slightly altered with 600-grit sandpaper, then the corners and some of the rough edges are highlighted with micro-painting using Vallejo ivory acrylic paint.

Step 22

In parallel, miniature reproductions of two large Menier enamel plaques in my possession were perfectly suited to serve as makeshift weather protection and fit perfectly with the advertising theme.



Step 24



For the distinctive ceramic door handle, I used a superb handcrafted resin item from RT Models, creating two different versions to achieve the handle I envisaged.



Step 26

I reinforced the dusty weathered look on the bottom of the door by applying an AK Interactive 'Dust & Dirt Deposits' enamel wash, thinned with odourless thinner.

At this stage, I also took the opportunity to add an old sticker advertising a former publication as well as a nailed-on plank.



Step 25

After careful painting and weathering, and once the Menier plates were in place, it was all about the details to make the whole thing 'speak'.



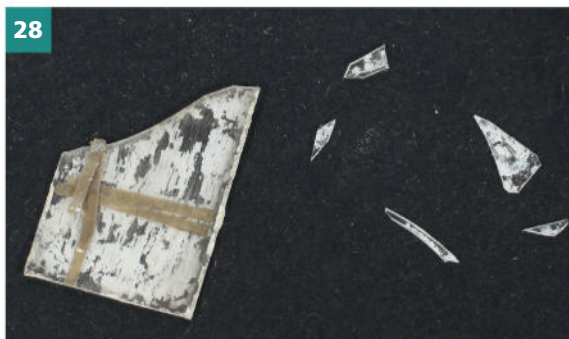
Step 27

The closing shutter had been prepared separately in the meantime using engraved plasticard, roughly trimmed at the bottom. Painted and weathered using my usual methods, I finished here with a subtle touch highlighting the location of a removed advertising sign, using washes of 'Dark Grey' and 'Rust Streaks' enamel from AK Interactive.



Step 28

Nothing completes the whole scene better than a few pieces of broken tile placed here and there. I used the same process employed for the door, but applied it to smaller elements before carefully attaching them with cyanoacrylate glue.



Steps 29 and 30

As usual, I finished by adding some incongruous details to enhance the surroundings, in this case an old Xylophone can, made from a Miniart item, and a forgotten water bottle (by Mac One). At this stage, the possibilities are almost endless, especially when working in large scales with a profusion of available products of all kinds.

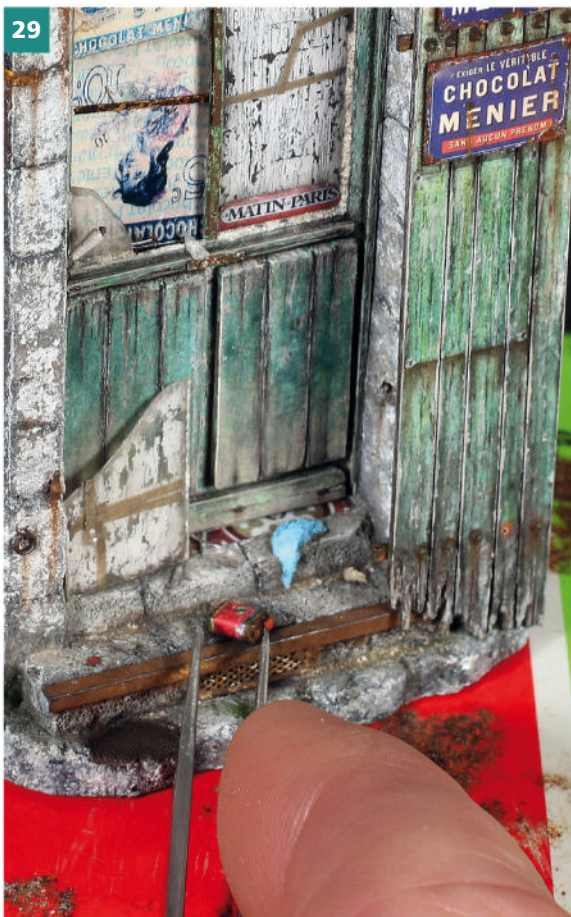
29



30



29



30



The finished item



Graham Hand introduces his latest project.

Photographs by the editor.

La Camrienne

An independent *secondaire*

Inspiration

"Why France?" I am often asked by those who know of my abiding interest in Austrian and German prototypes. "Why not?" is my usual response. After all, with a wife called Yvonne-Marie, and a sizeable chunk of my family having lived just outside Paris for several years, it is perhaps surprising that I have not modelled a French layout sooner.

However, I did not set out to build a French layout; it just gradually crept up on me. My reasons for building Austrian and German prototype layouts, both standard and narrow gauge, are well-known to my friends and acquaintances in the hobby and need no recital here. But very gradually, I began to acquire some French stock, more by accident than design, purely because I liked the look of it, and it ran well. First it was an anonymous but cute and ancient-looking *fourgon* with a very short wheelbase, then a couple of equally quaint four-wheel coaches, one of which had a canopied and curtained additional deck of seating on the roof! It could not possibly have existed in reality – could it? Some research proved not only that it had, but that it had lasted in traffic until the 1950s!





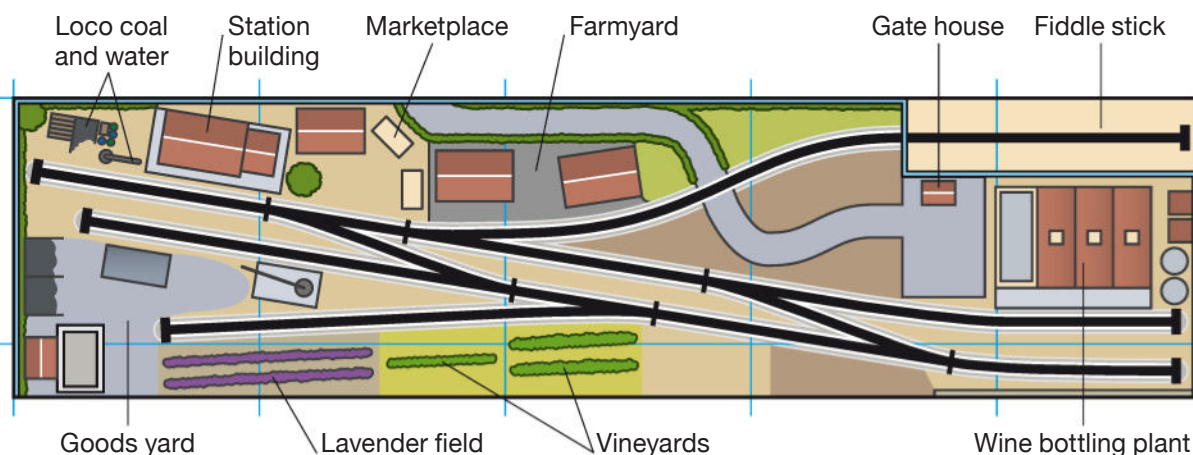
Above
Ex-ÉTAT 030T 30-135 shunts recently arrived wagons. The crates will be unloaded by the yard crane, the coal is destined for the staithes.

Left
It must be market day, as the passenger train has been extended to three coaches with the ancient double-decker. The market stalls are Wills, a RAILWAY MODELLER free gift. The chess game is attracting attention from the owner of the 'Maigret' Citroën Traction Avant.

The final piece of the jigsaw was when Jouef and Electrotren began to produce some small and apparently generic 0-6-0 tank locos, one of which was finished in SNCF green ... I now had a complete, if somewhat ancient-looking, French passenger train, suitable for a very rural branch line. All it now needed was a layout to run on.

Some further research yielded just what I wanted – a *ligne secondaire d'intérêt générale*, the nearest British equivalent being a Colonel Stephens-type light railway. Most such lines in France were metre gauge, serving sparsely populated rural areas, but some were standard gauge, although most of these closed before or during the Second World War.

A handful survived the war, however, struggling on until final closure in the late 1950s or exceptionally the early 1960s. *La Camrienne* is one such (entirely fictitious) line, almost at the end of its life but nonetheless essential for those who do not own (or have not learned to drive) the few private cars. In addition to a basic passenger service, much of the traffic which keeps the line open is agricultural and general merchandise, together with the post-war wine-bottling plant, deliberately located here by the regional government to help regenerate the area after the war. The plant may prosper due to the steady rise of road traffic; the railway will not ...



Above
Overall view of layout with station and goods yard to the left, farmyard and market place in the centre, and wine-bottling plant on the right, in front of the fiddle stick.

Left
Overall scenic area
144.5cm x 36.5cm.
Each grid square 30 x 30cm.

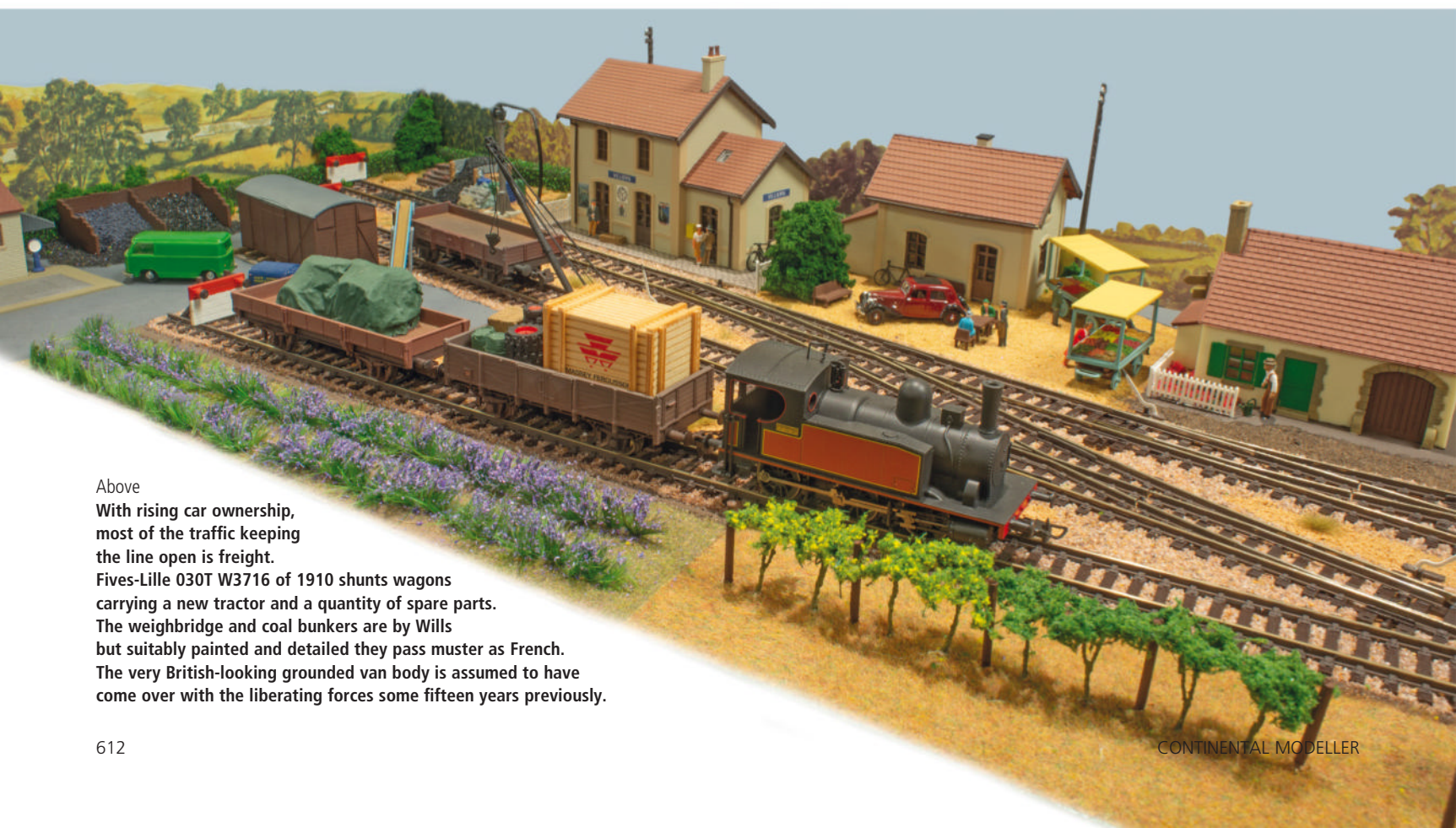
Perspiration

Design considerations began, as always, with the most fundamental criteria – how big a board could I fit in the car to take to exhibitions? This was carefully measured (with a contingency) several times before timber was cut to suit. During construction, my car was unfortunately rear-ended and subsequently written-off by the insurers, precipitating a manic search for a replacement with a load-floor at least as long. I almost succeeded, the layout only just fitting into the new vehicle, so I was glad of that contingency!

So now I had to create or find a track plan which would look sufficiently authentic yet fit in the available space.

After much deliberation and playing around with the really useful Peco point templates, I worked out that I could fit in a version of *The Piano Line* by the Rev.P.H.Heath (RAILWAY MODELLER July 1965). I then discovered I could add a couple of extra sidings, which resulted in the well-known 'Timesaver' design credited to legendary US modeller John Allen – there are only a finite number of ways you can arrange a given number of points/turnouts in a given space!

The layout measures approximately 1,445mm x 365mm. Construction is completely conventional, comprising a single board of 3mm plywood braced with 25mm square timber battens.



Above
With rising car ownership, most of the traffic keeping the line open is freight. Fives-Lille 030T W3716 of 1910 shunts wagons carrying a new tractor and a quantity of spare parts. The weighbridge and coal bunkers are by Wills but suitably painted and detailed they pass muster as French. The very British-looking grounded van body is assumed to have come over with the liberating forces some fifteen years previously.



Above
SNCF-liveried 030TJ1 has propelled the coaches back into the loop and pulled forward to take water prior to running round. At one of the market stalls, a very well-dressed lady leans over to get a better look at the merchandise.

Below
A sign of changing times – hired SNCF 0-4-0 diesel DE.20.002 is shunting on the run-round loop. The loco is a German V20.

Track and points are Peco Streamline code 100 Electrofrog, with a feed at each end of the run-round loop. Analogue DC control is by a Gaugemaster hand-held controller, and the points are worked by wire-in-tube, blade contact sufficing.

The rails were painted Humbrol Track Colour (please bring this back, Hornby), and ballast is Woodland Scenics Fine Buff, as used on my N scale American layout.

The very distinctive wooden buffer stops are devoid of manufacturer's branding but looked suitable for such a rural backwater and were found in a rummage-box at a toy fair.

Basic ground cover is Jarvis Brown Ballast Chippings (Extra Fine) – I was given an enormous bag of this, which I am sure will equate to a lifetime's supply.

The stone walls along the front right of the layout are by Peco Modelscene, and the hedges bordering the lane are also by Jarvis.

Roads are card, covered in paint by Faller.

The vineyards are Busch and Faller, the lavender field being obtained from an unbranded supplier on line.

Buildings are all kits, some modified to fit the space available. They are from the well-known French manufacturers (Jouef and MKD), albeit not necessarily in current production, or readily available in the UK, having been sourced opportunistically over several years. The weighbridge hut, coal staithes, and market stalls are Wills. Accessories, for want of a better term, are from a wide range of sources, and often significantly modified or used in ways their original manufacturers could never have envisaged. Quite a few were secondhand purchases from toyfairs and exhibitions – it need not cost a fortune to model European prototypes.

The same applies to the period-specific vehicles by Eko, Wiking, Brekina, etc., and the figures, of which there are probably far too many for rural France in the late 1950s/early 1960s.





Left
Much of the time, in deeply rural France, little happens. Here the farmer and his pigs provide the only activity. The 2CV van and three-wheeled delivery van add to the ambience and help set the time of the layout. The observant will note the farm hand-tools, the cart, hay bales, and watering can – the trick on a small layout is knowing when to stop adding such details.

The trains themselves are again from the usual suppliers: Hornby International, original Jouef, Piko, Roco, Lima, and Trix – it is surprising how many European manufacturers have had a go at elderly-looking French prototypes over the years. What I am currently missing, until I can find one at a sensible price, is a Rivarossi 'Bourbonnais' 0-6-0 tender loco, which would be ideal motive power.

Adoration

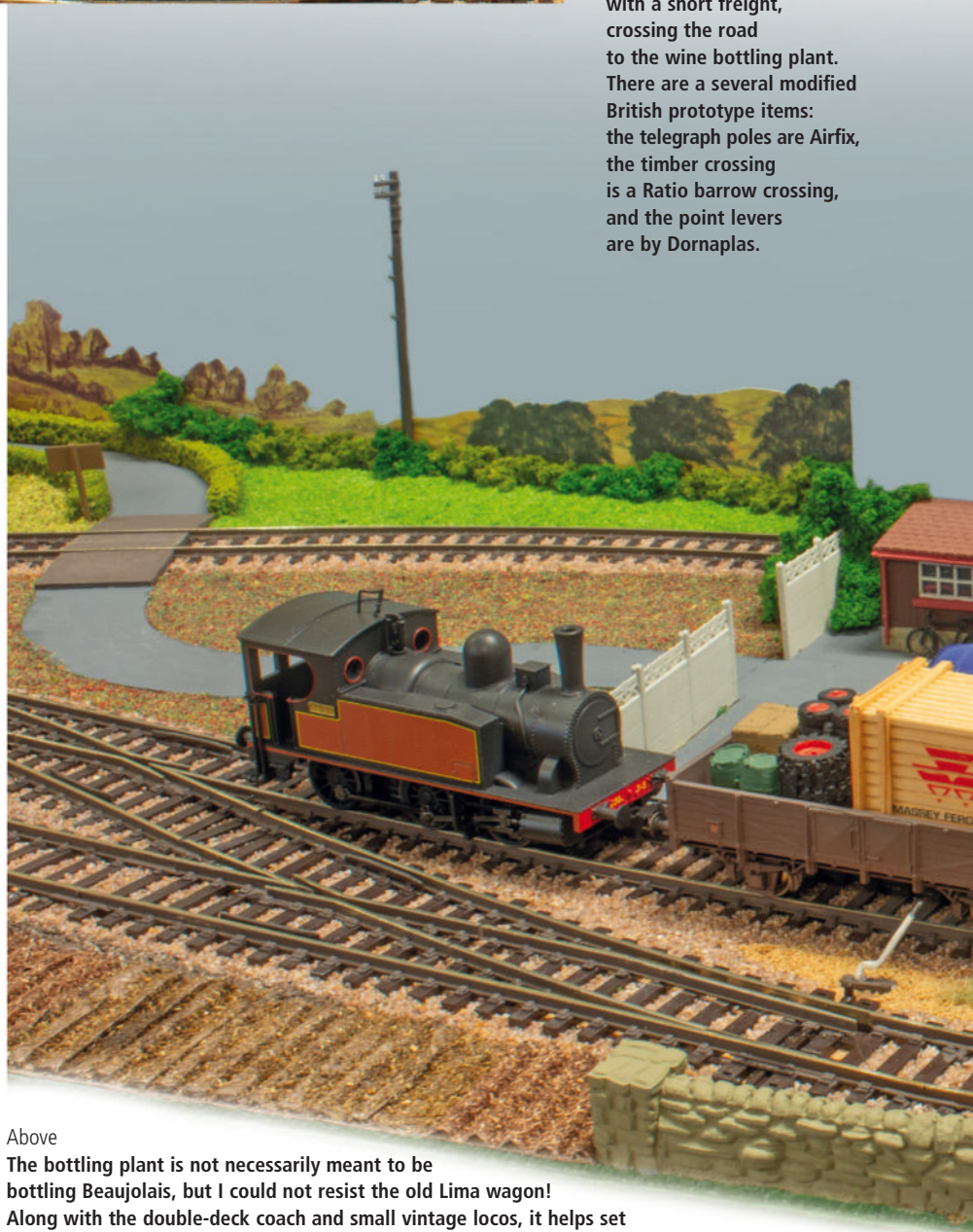
I am in no way an expert on French railways, but there are not many layouts currently on the exhibition circuit, at least not in northern England or Scotland. This is a representation of a fictitious line in its final years, not a rivet-perfect copy of an actual prototype; there are influences from several French light railways here. I have not even specified which area of France the layout is supposed to be located. One can imagine my surprise therefore when, ten minutes into its first show (in Bridlington), a gentleman approached the layout with great interest, looked carefully and appreciatively at it from end to end, then pronounced, in a genuine French accent, that I had captured the look of his home area perfectly! It seems I have modelled part of north-west Brittany, without realising it ...

Appreciation

This layout, like all of mine, would not have happened without the support and friendship of fellow European modellers who are also my layout co-operators, and my wife who actively encourages me in my modelling endeavours. And no, she is not actually French after all this – her family hails from Lancashire!



Right
SNCF DE20 diesel arrives with a short freight, crossing the road to the wine bottling plant. There are several modified British prototype items: the telegraph poles are Airfix, the timber crossing is a Ratio barrow crossing, and the point levers are by Dornaplas.



Above

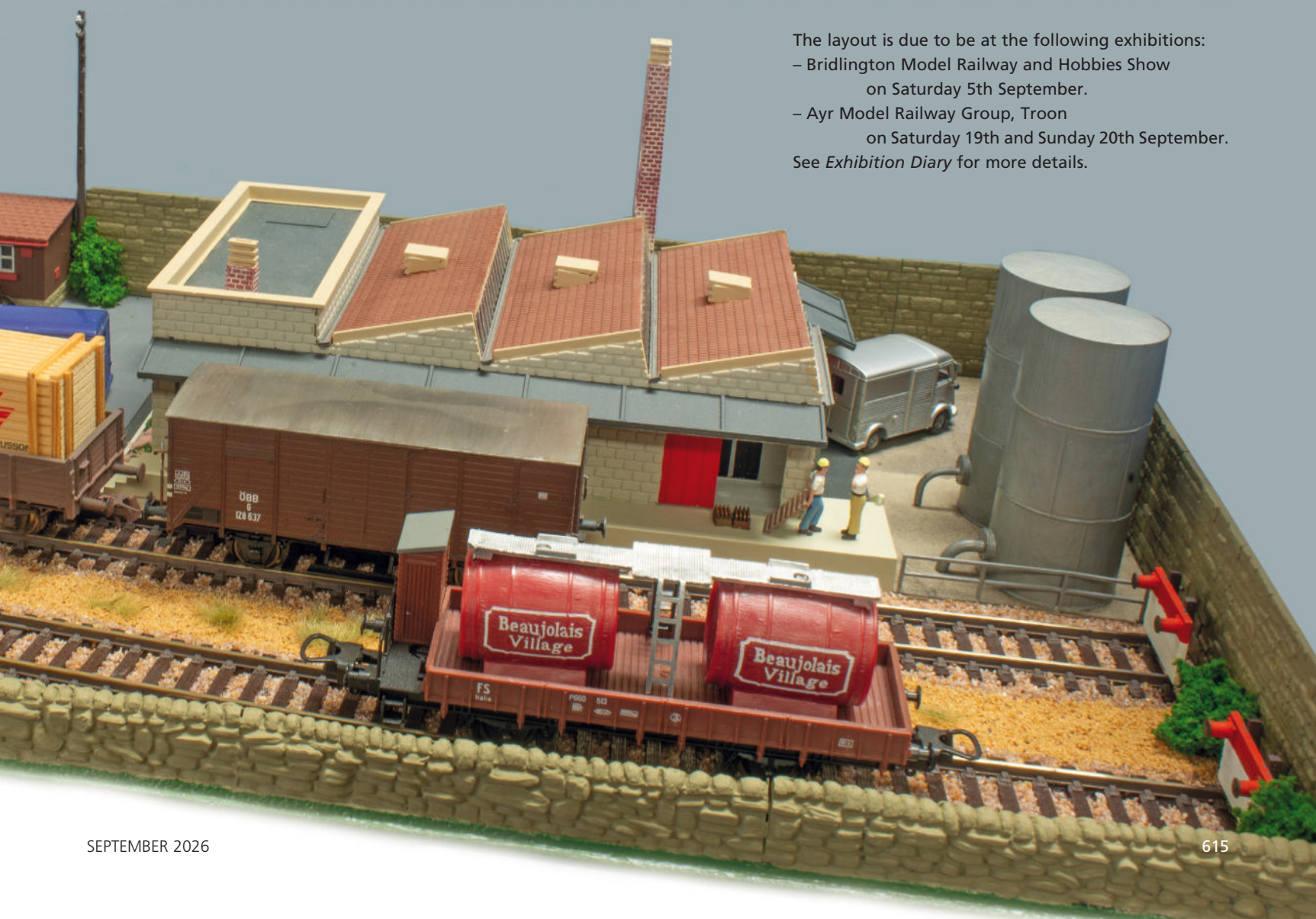
The bottling plant is not necessarily meant to be bottling Beaujolais, but I could not resist the old Lima wagon! Along with the double-deck coach and small vintage locos, it helps set the 1950s rural France theme. The concrete fencing is by Wills. The bottling plant gatehouse is a Ratio lineside hut kit, a free gift with RAILWAY MODELLER.



The layout is due to be at the following exhibitions:

- Bridlington Model Railway and Hobbies Show
on Saturday 5th September.
- Ayr Model Railway Group, Troon
on Saturday 19th and Sunday 20th September.

See *Exhibition Diary* for more details.



Allan Clark describes his layout which was designed to be seen from almost all sides.

Photographs by Karen Gold.

Grant's Pass & Pacific

and the Fox Creek Lumber & Mining Co.

By chance in late November 2023 I got to restart the hobby of narrow gauge modelling which had always been in my blood. I acquired a number of HOn3 items at a good price and that rekindled the interest which I had put aside for many years of my working life.

My original 1960s layout, with old brass locomotives and rolling stock, had been rebuilt a few times but was dismantled in about 2002 when we moved house and (here we go again) I revisited dormant career as a custom home builder!

The find of that HOn3 equipment was a small Balboa 20 ton two-cylinder two-truck narrow gauge Shay, some log cars, and a number of other fine pieces.

I was originally 'infected' by model railroading in the 1950s as my uncle had a rather extensive early HO layout at the time. As the saying goes, there is no known cure, although the affliction is not fatal. My uncle's pike was named the *Grant's Pass and Pacific RR* (Grant being his first and also my middle name), and I adopted this following his passing a few years later.

Why narrow gauge? Who knows, but I have been a narrow-minded modeller ever since, working in scales from 1:87 to 1:20.3 over the years. I have also done numerous 'custom contracts' in all genres and scales, from boats to planes to architectural models and everything in between as a custom model builder.

The current layout is a combination of logging dioramas and a bit of main stream narrow gauge, and I also wanted to throw in a bit of mining for a change.

The large mine is named *Urplaceormine*, the smaller one *Neverumine*, and a current project adjacent to the town scene under construction is the *Outerumine*. All are scratchbuilt. The town of Outer is also under construction. Some of the old western town structures are older Kilby plastic kits and some are scratchbuilt. Using N scale in the background creates the illusion of distance by forced perspective even though some of the scenes are only 12" deep.



I believe in the many facets of model railroading, where benchwork, wiring and electrics, and the artistic creation of scenery are all combined in the hobby. Of special note is the feeling of recreating a historical past but also allowing an escape into a miniature world, which is controlled by the modeller.

If you want a bridge or a tunnel, you just build it – you do not need a permit! If you study prototypes you become an amateur civil and structural engineer.



A well detailed and visually appealing layout is a work of art combined with a touch of illusion. It can also be a time machine bringing back memories of the past.

The aura and romance in my case is a North American western theme of the early 1900s.

I also mentor a few youngsters locally with workshops, etc., and I hope to inspire them to enjoy the greatest hobby on the planet. The concept I propose and help instill in all recruits to the hobby is never to get bored by doing and

completing one facet of the project all at once. You should only do a bit of bench work, then some track laying and electrical work, followed with, say, a bit of scenery, then move back to bench work on a second module or section. In that manner you never burn out or get bored, and trains can be got running quite quickly on a small portion.

And a layout is never really finished! You can always go back and add more detail, re-do an area not up to your present standard, or incorporate newly learned methods.

Above
On one side of the peninsula style layout the mine and township is still under development. Just leaving the depot is 2-8-0 #377 – excess power for a single car train!



Above
The other side of the layout features a logging spar tree, fully rigged. Here too there is a mine.

As I am more of a builder, I do not run the railroad very often. Well, actually never. I just build.

The track plan is a double folded continuous loop with a few spurs for interest. Overall size is approximately 16' x 5'. The shape could be described as a fat dog bone, but unusually it is visible from 90% of the sides as it is in the centre of the room. One end rests on the existing room cabinets while

the main part is on legs. Construction of the base tables is 3" x 1/4" plywood strips constructed in a 12" grid. Light and strong! All roadbed is elevated on risers to allow the scenery to be installed above and below the track. By using foam board I have also kept the weight manageable and portable.

Many of the scenes are designed as individual dioramas with view breaks so that no one scene runs into another.

Right (3)
The three donkey engines which work the spar tree.





There is a fully rigged logging scene featuring a spar tree with a 'hayrack' loading boom. The main donkey engine provides the lift while the other (the yarder) brings logs into the loading area. While compressed, it does include all the prototype rigging. The pulleys are N scale. All were drilled to accept the rigging and while not actually containing a wheel they do actually work.



Grant's Pass & Pacific

Overall layout size 16' x 5'.

Each grid square = 1' x 1'.





The sawmill is a highly modified Fine Scale Miniatures kit. The tool sheds are by Sierra West, and the square water tower is by Evergreen Designs. All other structures (mines, water towers, etc.) are scratchbuilt. I prefer to scratch build as it allows a lot of creativity and flexibility in design. As a carpenter, building inspector, and engineer/architect, I am aware of structural concerns and design appropriately. Most are board on board over scale studs replicating real structures.

Both old and new scenic methods have been employed, such as woven cardboard strip and expanded foam panels with plaster cloth overlaid and casting plaster applied.

All rockwork is hand carved. The base coat is plaster, brushed on, and coloured with dye. I love to do rockwork which I find quite easy. First a rough application of casting plaster placed almost like lumpy meringue over the base coat. Just as it hardens I use a utility knife to carve random scratches and grooves at all kind of angles, and use a brush to remove the chips as it hardens. The edges seem to break nicely and form sharp angles. If required you can give it a second application. Colour is simply fabric dye over the raw plaster – dark brown and grey is all I use.

Left
Mine loading chutes.

Right
Trackside water tower.

Below left
The small mine.

Below
Shays at the sawmill.







Above left and left
The busy sawmill.

Above
The larger mine, adjacent to the depot and water tower.

Below and below right
The stone-built depot.

Large trees are a combination of tapered cedar trunks with caspia or astilbe (which grows in my front yard) as foliage. Some of the trees are 24" tall – there are trees in an adjacent property here on Vancouver Island that stand 100'-200' tall. The property contains Douglas fir, spruce, and cedar as well as deciduous trees. Some of model trees were made by the 'bottle brush' method while many are commercial products. A hint: always plant trees in odd numbers, groups of three or five. Also, use smaller trees in the background to force

the perspective. On the peaks or mountain tops I use bump chenille and small bits of foam.

Track is commercial code 70 flexible, and all turnouts are manually controlled (with Blue Point switches).

Wiring and control is old school DC, with track sections.

The locomotive roster includes two C16 2-8-0s, one C19 2-8-0, one C25 2-8-0, and one K27 2-8-2, plus two Shays and a box cab gas mechanical. All are old brass models.

I currently have about 45 pieces of rolling stock.



Blair Hobson introduces a legendary realm, somewhere in central Europe.

The Grand Duchy of Mittenburg



The idea behind this layout originated from a discussion on the Narrow Gauge Railway Modelling Online forum entitled *Memorable Rabbit Warren Layouts, their origin and development*. Whilst a true rabbit warren layout was not something I was interested in, I do like the general idea and many of my layouts have included elements such as sharp curves, tunnels, gradients, and different levels.

During the discussion Giles Barnabe posted a link to a plan he had published in the August 1988 edition of *Model Railways* magazine entitled *A Fantasy – the Slobobian State Railway*. He kindly gave us some background to the layout, which had been inspired by Michael Bentine's *It's a Square World*. It was intended to be run as a complete system, with the tunnels representing destinations and with the ability to shunt stock and send trains to and from places, all worked to a timetable.

The plan intrigued me so much that I actually started to build a layout based on it in early 2021. Unlike Giles I am not that interested in shunting and running to timetables – I just like to run what I want, when I want, and also have a continuous run so I can talk to people at exhibitions! So the plan was simplified a little to have a continuous run and a branch whilst keeping the basic overall idea.

Baseboards were built and plywood cut and attached, and I even got as far as laying the track, but then things ground to a halt. The wiring looked very complicated and the boards were heavy and so difficult to move around, and that was before I had even put some scenery on it.

So everything stopped for twelve months. By then I had seen the laser-cut baseboards by Grainge and Hodder using lightweight plywood. I felt that here was the answer to the weight problem, to use 6mm birch ply as an open top board.

Above
Two steam-hauled passenger trains pass at the main station. The locos are both HF110C, one 0-6-0T and one 0-6-0T+T (both by Roco). The coaches are Liliput, the converted ex-military vans Minitrains.

Right
The diesel-hauled service has arrived at the junction and the excursion train must be under way while the two steam-powered trains pass at the lower station.

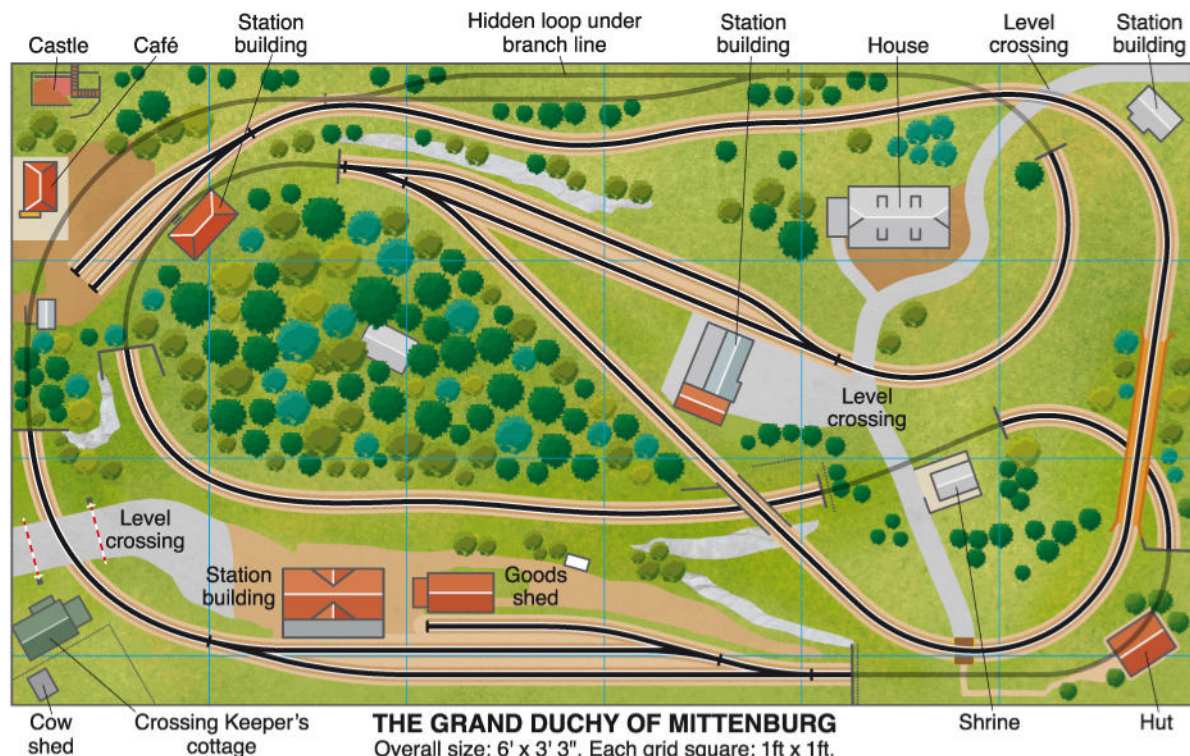


Above
The mountain branch excursion train (locomotives and coaches by Minitrains) waits in the bay platform as an Austrian Rh2095 diesel with bogie coaches (all by Liliput) climbs towards the middle station.

The original plan had a return loop on the branch but when I came to try to incorporate that I found I had run out of space. I then took a long second look at the Giles' original plan. I was clear that, like many of the C.J. Freezer plans, that it incorporated some 'difficulties' when trying to follow the plan exactly as drawn in the available space in HO. I also looked at the size of the buildings as drawn on the plan and found them to be a little on the small side. After discussing it

with Giles, it seems he had used buildings then available (in the 1960s) and we concluded that many of them from that era were not actually 1:87 but instead 1:100, which would explain the discrepancy. In fact some of the Vero ones are still available and now listed as HO/TT by Auhagen at 1:100. I concluded that the layout would certainly be possible to do as drawn, but in TTe not HOe, and as that was not an option I went back to the drawing board.







The plan itself was therefore simplified to a continuous run which snaked around from a main station doubling back on itself and up behind the main station to a station at a middle level. At the middle station the line continued around the back and then back down to the bottom station. The middle

station was also a junction for the branch which went up and round the back terminating at a small station at the top corner. That fulfilled my requirements, but without the ability to run trains to and from places and shunt as in Giles' original. I feel it did still have the general feel of the original, though.





So a couple of 8' x 4' sheets of 6mm birch plywood were purchased (not cheap!) and the building began. Each side of the board was carefully cut to shape and cross braces cut with the correct levels incorporated, bearing in mind the changes in levels across the layout and slots for the hidden track. Then the trackbed and any flat sections were added, also using the 6mm ply. I needed it to be transportable so

two boards 3' by 3'3" were made giving an overall size of 6' by 3'3" when assembled. They are designed to be mounted face to face making a box just small enough to fit into my car! (When I come to change cars I will have to do some careful measurements, though!) Even with the use of the lightweight plywood it is still quite heavy – I can lift it on my own but it is easier with two.

Above
A coach collects tourists who have disembarked from the passenger train. A local farmer still relies on his horse-drawn wagon.



Left
The steam services converge on the main station.

The track is a mixture of Peco and Roco HOe, with Peco N at the back in the hidden passing loop. All the curves use set track, Peco 9" and Roco 10.5" radius, while plain track is Peco main line. Points are Peco 12" radius electrofrog. The points out front are operated by Peco point motors with their switch for frog polarity and centre off toggle switches mounted on the control panel. I would have liked to use my usual method, a variation of wire-in-tube and slider switches, but with the open frame baseboards it was impractical.

Wiring between the boards is connected by three multi-pin plugs, with a control panel mounted in the back corner of one board. Since it was built I have done another layout where instead of building a control panel into the layout I made it a separate unit with the wiring from each board being plugged into it, a much better solution.

The locos are controlled by two Gaugemaster W analogue DC controllers. I have far too many locos now to convert to DCC and that is before taking into account the cost and complexity!

The layout itself is divided into three sections, which are colour coded on the diagram. The first is from the front station round the back and up to the middle station, the second is from the tip of the main station to the tip of the middle station via the visible section, and the third is the branch. The layout uses a simple cab control system whereby each of the three sections can be switched between either of the two controllers using a slide switch. The control panel includes a diagram which is colour coded in green, red, and blue to indicate which section of track is controlled. This allows us to run a train all the way from the branch station down to the bay on the main station whilst someone else can run a train on the third section between the main and middle stations round the back.

Scenery

As it was open plan I used the old method of chicken wire to form the hills with a layer of Modroc, painted brown. On the open sections without many trees I put a layer of grass mat and then added some scatter and static grass to make it look a bit more realistic. My layouts are now renowned amongst my fellow narrow gauge modellers for the large number of trees and this was no exception, at the last count there were in excess of 260! Most are cheap Chinese online purchases of various sizes dipped in liquid glue and with Green Scene scatter in various shades of green added.

Rock faces were made using Woodland Scenics moulds.

The backscene is from Faller.

The buildings are a mixture of various Continental plastic kits. Some were picked up from the OO9 Society's second-hand sales stall and some purchased new.

At this point I should mention the imagined location of the layout. I was not too keen on 'Slobobia' as a name. I had recently watched *The Mouse That Roared* film based on the Leonard Wibberley series of books, and hence the name *The Grand Duchy of Mittenburg* came into being after a long discussion on NGRM with lots of suggestion. Like the Duchy of Grand Fenwick, it is based in the northern Alps, though more towards the German/Austrian/Czech region rather than French/Swiss area. Hence the buildings have more of a Germanic look.



At this point the discussion on NGRM got a bit silly and someone suggested that, as there was a hut in the middle of the forest, it should have Granny and the Wolf by it! I got hold of the Noch Red Riding Hood figure set and added Granny and the Wolf to the hut with Red Riding Hood by the track and the Hunter at the back, then suggestions came thick and fast. As the layout was never intended to be taken seriously, I felt that it would be a good idea to add other cameos and put a list on the front so that younger visitors could have something to find – though we have found many

Above

The steam trains have crossed and the HF110C 0-6-0T+T is working hard uphill. Who is that by the lineside just ahead of the train?



older visitors also try to find them! As far as fairy tales are concerned, we also feature The Three Bears and Rapunzel, while animals range from three cats through highland cows to a badger, plus various human cameos like the oompah band at the top station!

Then it was all about detailing, such as adding road signs and vehicles, together with plenty of people.



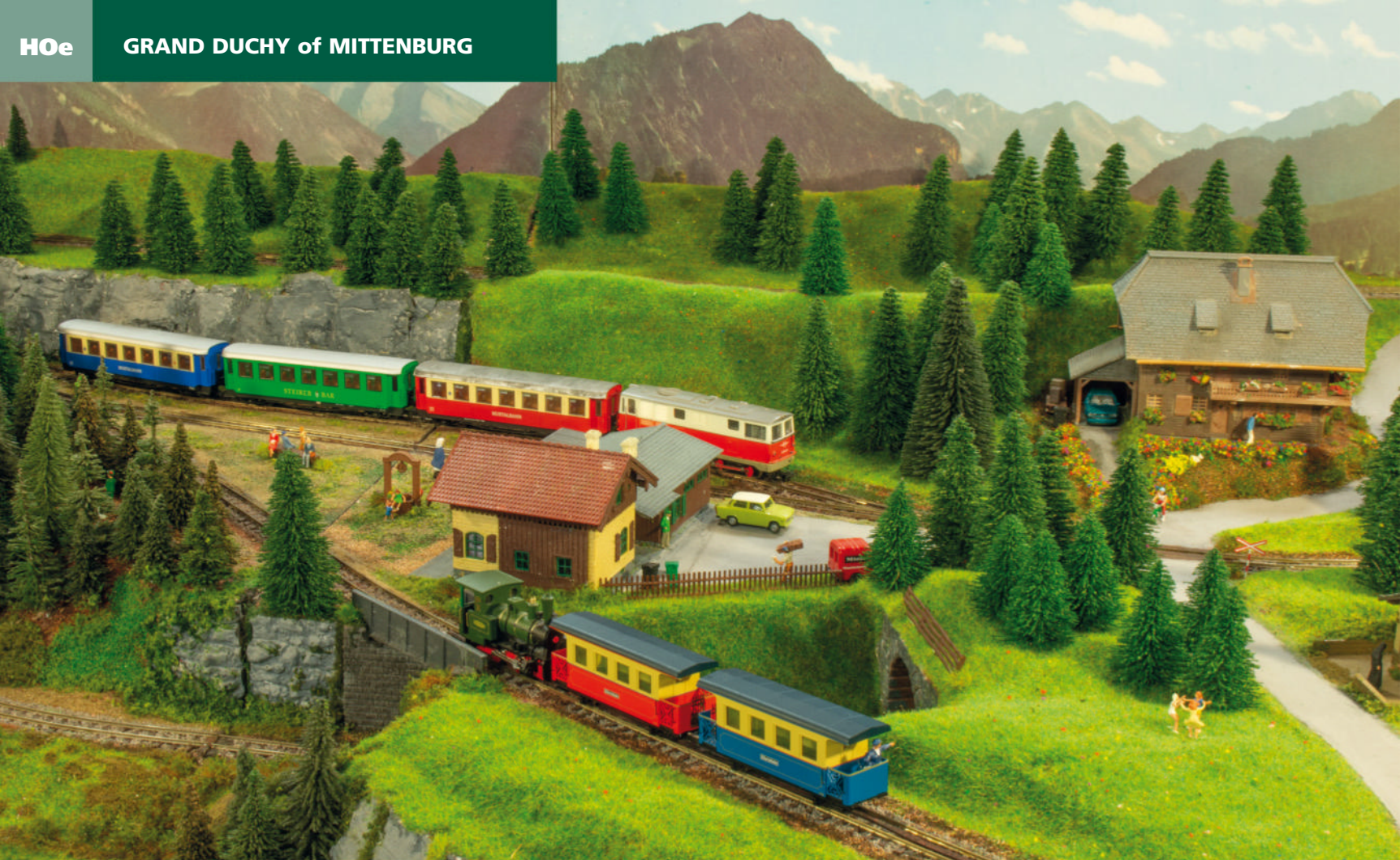
Stock is a mixture of various makes of proprietary items from Liliput, Roco, and Minitrains, some slightly modified. The branch trains started off as simple railcars but I got hold of a Minitrains Zillertalbahn 'Hobby Train' set and found that the loco would propel the train all the way from the main station right the way to the top without derailing, and it looked really good.

I have since added a second branch train consisting of another Minitrains loco with a couple of their bogie coaches. I also added a rack section to the straight parts of the branch to make it look more like a mountain railway. The rack is simply made from cable ties!

The layout has since appeared at several exhibitions and seems to have been well received. It should not be taken seriously – there are plenty of them around – but you can smile and enjoy finding all the cameos!

Below
The Austrian Rh2095 diesel and standard bogie coaches (all by Liliput) form the principal passenger train. The mountain branch train 0-4-0T and open four-wheel coaches are by Minitrains.





Thanks to Giles for the initial idea and members of NGRM-Online forum for their encouragement when things did not go right.

Also to my long-suffering assistant operator, David, who had to learn how to work it, as well as Geoff and Julien who stand in from time to time.

The layout is due to be at the Welshpool & Llanfair Light Railway gala on Saturday 5th and Sunday 6th September, and at the Hereford exhibition on Saturday 31st October.

Above

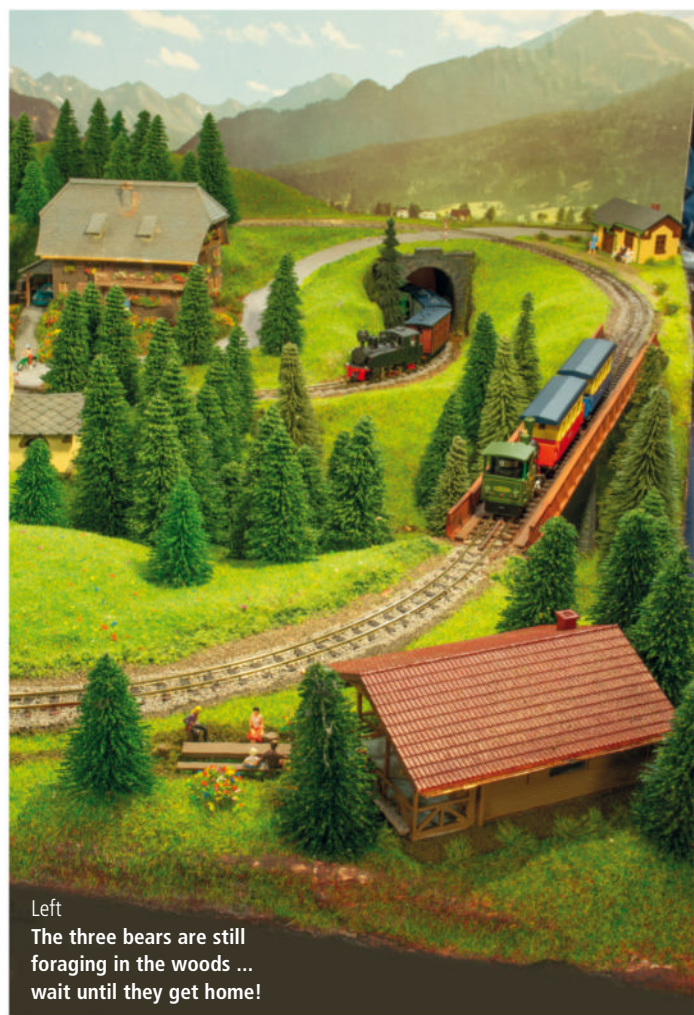
The mountain train leaves the middle junction station and begins its climb.

Right

On its way on the viaduct.

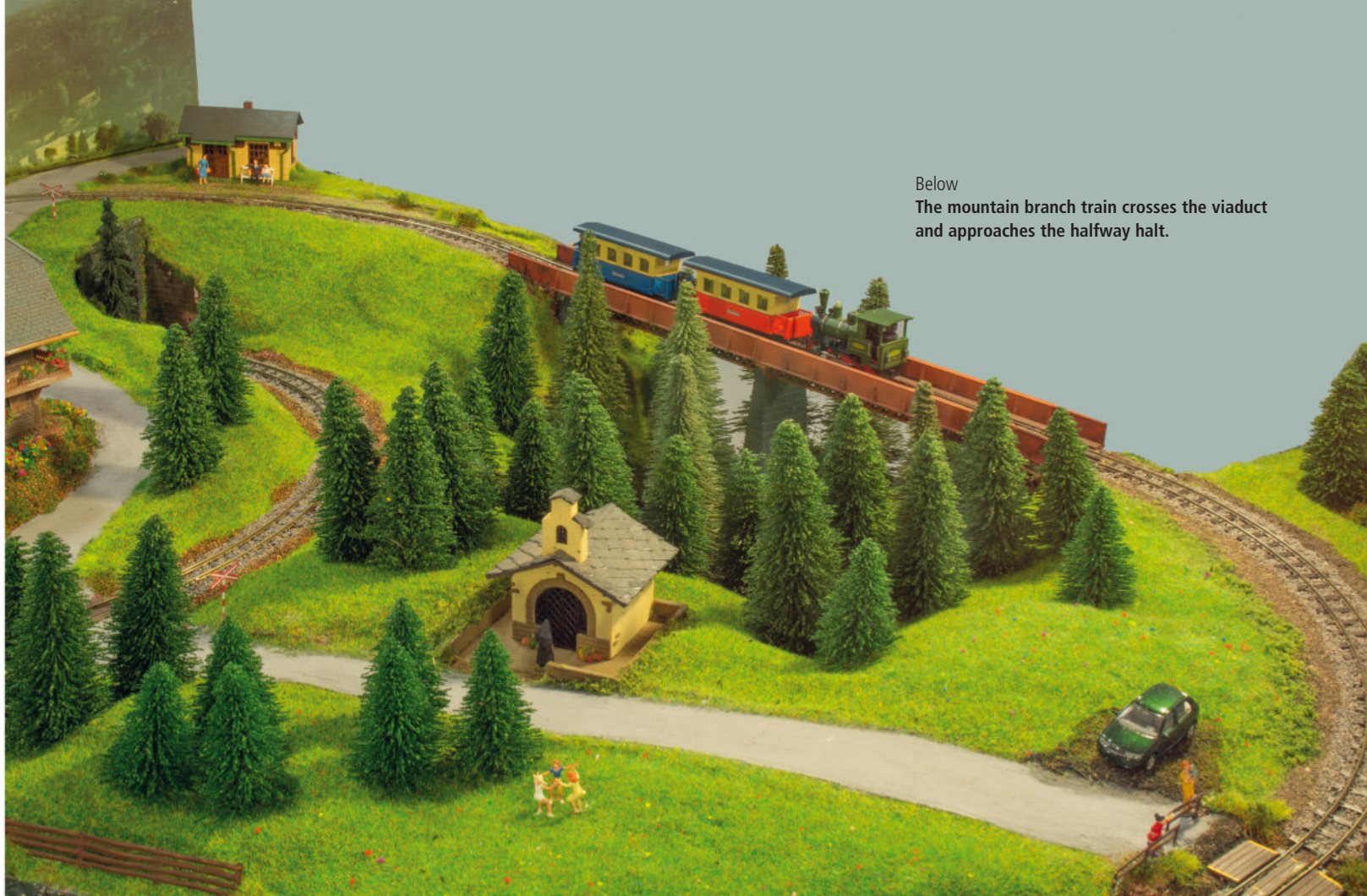
Below

In fine weather the open and semi-open coaches are used.



Left

The three bears are still foraging in the woods ... wait until they get home!



Below
The mountain branch train crosses the viaduct and approaches the halfway halt.



Above
The mountain branch train reaches the upper terminus. An oompah band is entertaining customers on the other side of the café.

Photographs by the editor.

Karl Watson describes his most recent project, an East German layout.

Photographs by Ulrike Landau.

Die Mauer

A German loco depot somewhere near the Wall

I am a retired railwayman. I started my railway career as a driver's assistant in 1979 at Norwich depot, then left for a short break (22 years!) in the Army, after which I returned to the railway industry in 2002 re-training as a track renewals site manager with Network Rail and finally retiring again in 2018 as the Track Engineer, depots, for Govia Thameslink.

I inherited a love of railways from my late grandfather and when I was 10 my mother bought me a wonderful Triang Hornby train set for Christmas; the die was cast. I still have my CKD Britannia which runs like a dream and is completely intact, sadly unlike many modern offerings!

My interest in German and particularly East German railways comes from fifteen years stationed in what was then West Germany, with a number of very interesting trips through the inner German border to West Berlin and enjoying the delights of the divided city. Amongst them were some very good model railway shops.



Above

The approach to the shed is crossed by a single track line. C-C 119 006-2 and 2-8-4T 83 1016 head off for their next assignments as a Kö1 shunter positions tank wagons for unloading at the fuel point.



Above

The tender of Pacific 01 235 is coaled with a mobile conveyor while diesels dominate the shed – Co-Co 'Taigatrommel' 120 193-8, Co-Co 'Ludmilla' 132 025-8, C-C 'U boat' 119 003-2, visiting PKP SU46-18, B-B 112-109-4, and Co-Co 120 052-6.

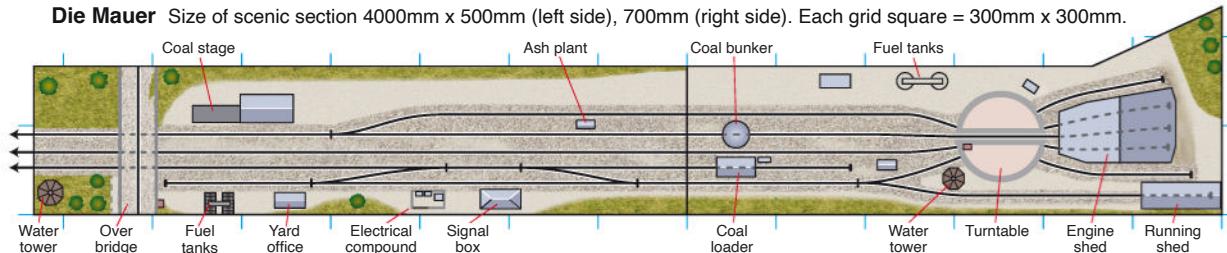
The name *Die Mauer* (The Wall) comes from my fascination with the wall and the period modelled, the intrigue of the time as the espionage and double-dealing of the Cold War played out in Berlin between the belligerent nations. Think *Funeral in Berlin* or *Bridge of Spies*.

Having purchased models by Busch of both the wall and watch towers, I had hoped to incorporate them into the layout, but felt in hindsight it would be a bit crowded; they will make a nice feature on a future project, so I will keep them for another day. There is the occasional visit of the *Grenzpolizei* (border guards) to the depot in an appropriate vehicle.

At some point (confidence willing) I intend to paint the Berlin skyline in silhouette on the backscene, the Telefunken tower, Reichstag, and Brandenburg gate amongst many well known buildings in East and West Berlin to fix the location.



Die Mauer Size of scenic section 4000mm x 500mm (left side), 700mm (right side). Each grid square = 300mm x 300mm.



The layout was originally conceived as an American scene by the gentleman who built it. After he sadly passed away, I had the opportunity to purchase it and decided to adapt it to accommodate my extensive collection of East and West German locomotives.

Construction of the 4m long point-to-point layout – for which I can take no credit – is to a very high standard, far better than I could ever achieve. The builder was a true craftsman and the woodwork joints are of furniture standard. The frame is 2" x 1" softwood covered in 5mm ply, which is topped with cork sheet.

The track is Peco code 100, exceptionally well laid, with points operated by SEEP motors powered through a Gaugemaster Capacitor Discharge Unit (CDU).

Wiring is exemplary and a delight to behold, a very standard bus arrangement with regular droppers along its length and for each item such as points and signals.

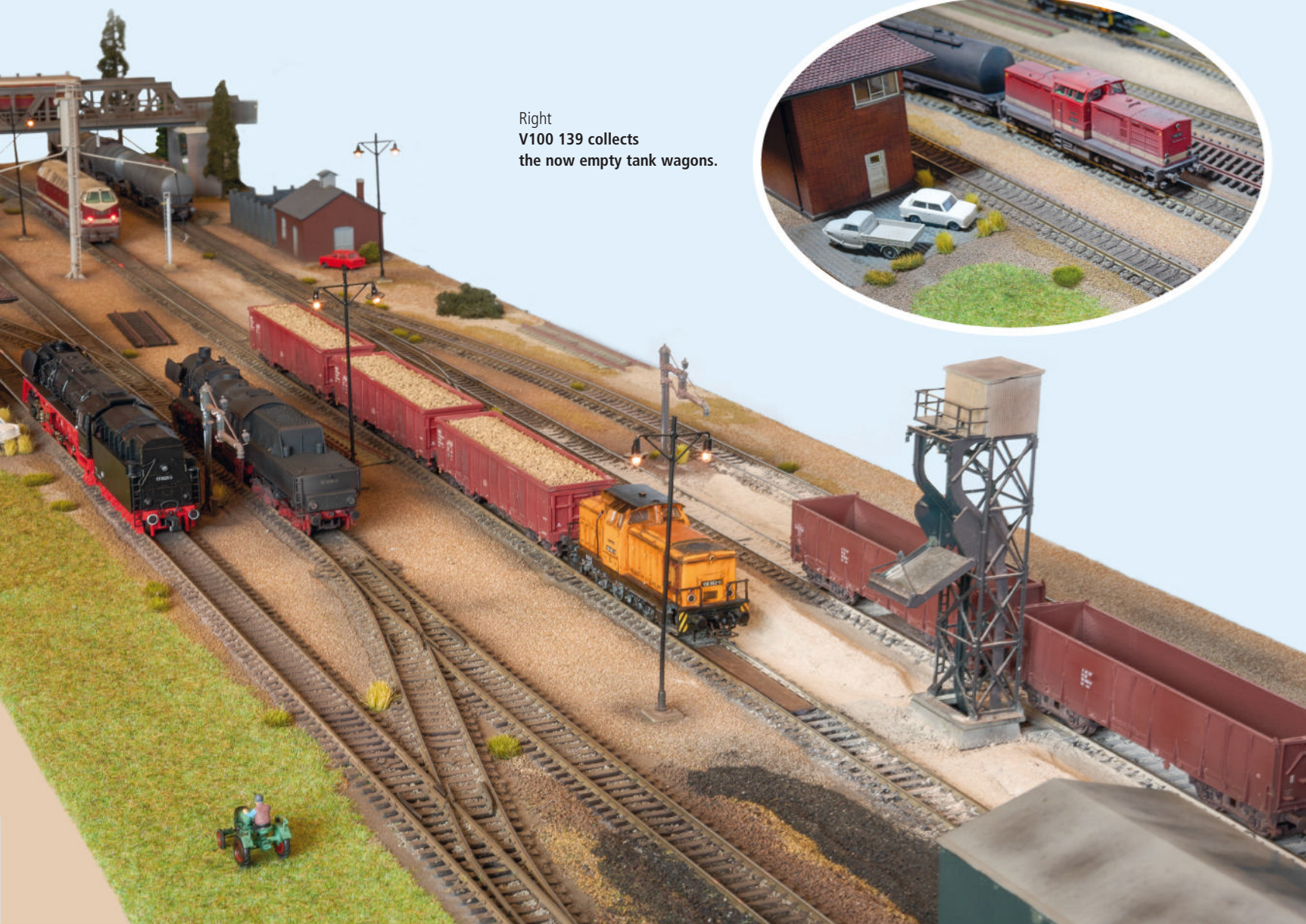
There is a sector plate fiddle yard which I am yet to fit – this will further aid operational interest by taking locos on and off the main scenic layout.

Control is DCC power, supplied by two NCE 'Power Cab' controllers operating in master and slave mode. These are now my controller of choice, robust and very easy to use. They are linked via DCCconcepts alpha panels, neat and functional, and very easy to install.

The layout is operated by two people simply sending and receiving locos as they progress through disposal and prep on the depot before again proceeding off after servicing. There are some occasional freight trains in the form of fuel for the diesel tanks, brown coal and coal dust for the steam locos. (During the 1960s and 1970s many steam locos in East Germany ran on pulverised coal or briquettes.)



Above
Kö 0095 is still occupied
with the fuel tanks as 83 1016
awaits permission to proceed.



Right
V100 139 collects
the now empty tank wagons.



Above
Oil-fired Pacific 01 0525-4
and 2-10-0 52 2608-9 wait
to use the water column
as 0-8-0 106 862-6 arrives
hauling Eas open wagons
loaded with sugar beets.

Above left
Next to the signal box is a
secure electrical compound.



Right
The Wismar diesel-electric
bogie railcar and trailer
dates from 1935.



Above
The large coal bunker
dominates the layout.



Below
Fresh from overhaul, DR rebuilt oil-fired Pacific 01 0525-4
is held at the departure signals.
The tall structure on the right is a sand tower.



Below
There is still plenty of scope for more details around the yard.

Buildings are a mixture of Bachmann and Hornby resin models as well as plastic kits from the Walther's range, a nod to the layout's American origins. I prefer the resin buildings as they are far more robust and easy to transport than plastic, and the factory finish is superb. As more suitable resin buildings become available, the intention is to change out the plastic one in their favour. Plastic kits seem very flat and monotone to me. Card kits are great in terms of colour and printed detail but susceptible to damp and temperature in my experience.

I am slowly, budget permitting, including small items of scenic furniture from Artitec – a fantastic range with superb detail, not cheap but worth every penny.

Signals, yard lights, and clocks are by Viessmann. The yard lights work, but the clock and signals are still to be wired in. I am yet to build up the confidence to get stuck in, but I cannot put it off for ever. An exhibition invitation will probably spur me on!



The turntable was intended to handle American engines so is easily able to accommodate the largest steam locos in my German fleet. It was made by the gentleman who built the layout and is truly a marvel of construction and detail. It uses a Meccano motor and a Compspeed controller, simple but effective. It is not indexed for automatic alignment but with practice you can position the deck perfectly as it glides to a halt.

Above
Kriegslok 2-10-0 52 2386 with rigid frame tender on the turntable.

Below
Rebuilt DR Pacific 01 533 on the turntable.
The octagonal water tower is a resin structure.





Above
Weathering the locomotives
is a continuing process.
C-C diesel 118 003-2,
rebuilt Pacific 01 533,
2-10-0 52 2608-9, and
52 2772 on the turntable.

Left
Pacific 01 235 is refuelled
under the gaze of DR diesels
120 193-8, 132 025-8,
and 119 003-2 in the shed
plus visiting PKP SU46-018.



Road vehicles are from various suppliers including Herpa, Busch, and Kibri, with military vehicles from the excellent Roco Minitanks range. They represent vehicles in the period modelled from both sides of the wall. A couple of very nice western cars may be seen at the depot, presumed to be visiting dignitaries or well-placed officials.

Motive power is representative of the DDR along with some locos from Czech and Polish state railways. The models are by Roco, Gützold, Brawa, Piko, and Trix. Some are sound fitted, as is increasingly the norm with European manufacturers. All are very high quality.

Very few items of goods rolling stock appear, save for fuel oil and coal deliveries, and the large hoppers for the smoke-box ash which is used in the construction industry.

Very occasionally a coach has been known to appear at the depot, assumed to be a failure towed off of the main line to clear the road. You may also see a *Ferkeltaxi* diesel railbus ferrying depot staff to and from work.

It is a slow process but stock is slowly being weathered to better fit in with the period modelled. From various videos of East Germany in the 1960s/1970s, it seems cosmetic looks came very much second to availability. I do not like the look of pristine stock anyway. It is always a big leap to weather something so expensive, but the potential results are worth the effort and commitment.

I am lucky in having a number of very good model shops to provide what I need: a big thank you to Neil at Scograil in Ipswich, the team at Modellbahn Lippe, and Ronan at the Boutique de Train in Pontivy, all of whom keep me supplied with sundry items.

So, what next? Details will continue to be added and refined in the years to come. There is plenty still to do to while away the hours through dark wet winter nights.

I would like to exhibit at German shows, the ultimate vindication of a job well done.

The layout is available for exhibition in the UK or Europe – my fellow operator and I are located in France. We are happy to travel to two or three day exhibitions. We can show the layout with either East or West German stock, the depot being very easy to dress accordingly – mainly a matter of removing the Trabants and Wartburgs and exchanging them for Volkswagens!

Above
Visiting CSD T478 2075, 112 109-4, 01 235, and 120 052-6.

Above
Staff vehicles parked behind the shed.



Below
Almost all of the layout.

Norman Raven of Raven Model Railways and Miniatures describes the team's latest project.

Shuri Koya

Japanese in 1:80



By way of a change, before getting into the details of the layout, let me first introduce the main players connected with it who form the Raven Model Railways and Miniatures team.

The bulk of the activity is carried out by my self and son Simon. My daughter Melissa offers support and (mainly) constructive criticism. The other members of this small family team are Arion the horse and Phoebe the dog, who just lets us get on with it so long as the food supply is not interrupted!

I must also include our friend John, who travels miles to help us operate our layouts and whose supplemental activity is to berate me for not having in my toolbox items which he considers essential!

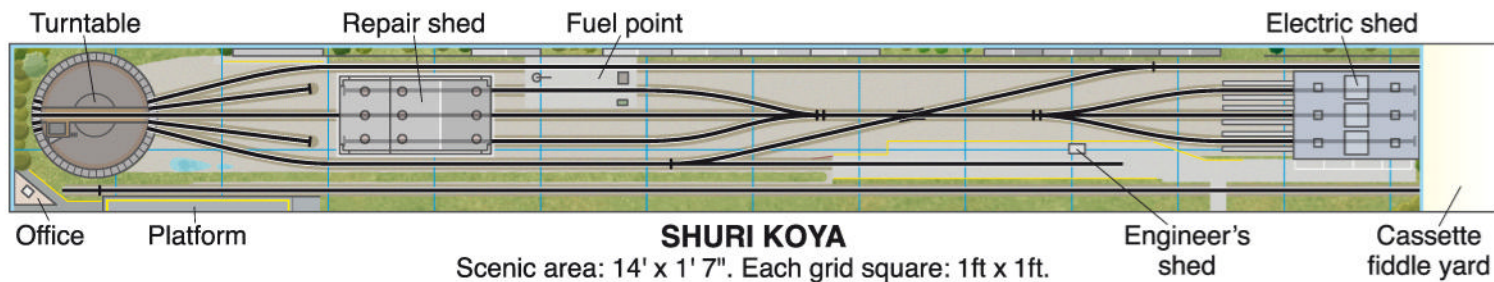
When it comes to building a layout for exhibitions (we have six), Simon deals with the technical side of things such as decoder installation, complex wiring, and DCC generally, while I contribute to the arty side such as scenery, painting backscenes, etc. Things like baseboard construction, track laying, and other essentials are generally (and usually amicably) shared.

Below

The EF66 backs into the electric shed to join the EH500 *Blue Thunder*. Repairs are underway on the electrical junction box.

A *Japan Railway Journal* television crew interviews a celebrity visitor!





Aim to be different

As exhibitors, our general aim is to have something a bit unusual for exhibition managers and over the years our offerings have ranged from Japanese Z to German O, with Japanese, American, Canadian, and German N, German TT, Bavarian, Prussian, and American HO, British OO and EM, and American On30 in between. I wish I could settle down but my mind is aglow with transient nodes of thought careening through a cosmic vapour of invention! (Fans of the film *Blazing Saddles* should recognise the quotation!)

The plot thickens

On that basis *Shuri Koya* offers the unusual combination of being Japanese and HO, although the scale is not the usual ratio of 1:87 but 1:80.

The layout is essentially Simon's fault. Some time ago he decided not to take the opportunity to purchase at a very good price a 1:80 model of an EH500 loco, and that missed chance rankled from time to time. However, some time later he spotted a smattering of Japanese HO items for sale. Some initial purchases were made and, since I am weak willed, I

Right

C56 2-6-0 'Highland Pony' moves off the turntable towards the repair shed. DD14 314 and snow blower are parked on the spur awaiting the next operation.

Foot of pages

A panoramic view showing the transition from cityscape to seascape.





was persuaded to indulge also. Having had and operated Japanese N stock for some while, we were confident of the quality of the 1:80 stuff from the same manufacturers. When an EH500 eventually came up for sale, there was no question about buying it!

More items were found and we were tempted on several occasions. It really was lovely stuff, in mint condition, and in the overall scheme of things keenly priced. We had no immediate plans to build anything but as we looked over the purchases from time to time and gave them some preliminary test runs, it was inevitable that thoughts began to turn to a layout. The number of locos suggested that a motive power depot would be appropriate, particularly since we had to hand a Fleischmann turntable and a Walthers kit for a large repair shed – hence the name, which Simon assures me can be roughly translated as ‘Repair Shed’.

Treading the boards and supporting cast

After some lively discussion (Melissa held the coats), Simon and I agreed that we should continue with our standard format of canopy baseboards. These give a theatrical style presentation where the observer looks into the modelled scene rather than down on it.



Below

A C11 2-6-4T is turned ready to proceed into the repair shed. The crew has a fine view of the bay and headland.



The baseboards are laser-cut plywood kits from our preferred supplier, Grainge & Hodder. These are relatively straightforward to assemble and, given my previous experience, I can put them together fairly quickly.

The normal baseboards have a nominal scenic depth of 400mm but for this effort we reckoned we needed bespoke boards to give us a depth of 500mm. The reasoning here was that the extra depth would allow us to fit in the turntable with a passenger line and a small halt at the front edge of the baseboard. This line provides a playground for two single diesel railcars which operate on a shuttle system using Digikeijs (sadly now defunct) block detection allied with the shuttle function on our ESU ECoS controller.

To fit in the necessary buildings and the turntable and avoid the inconvenience of turnouts landing slap bang on a board joint, we needed two 900mm and two 1,200mm long boards. The single end storage is a flat 900mm board which accommodates the end of the shuttle line together with space for cassettes (by Intention) which in turn accommodate the locos and trains before and after they appear on the layout. This results in a total length of around 17' (5.1m) and a depth of around 1'8" (0.5m). All is painted in a fetching grey primer.

The layout is prevented from falling to the floor by wooden legs which simply fit into pockets formed at the corners of the baseboards. One baseboard has four legs while the others have only two and 'piggy back' onto the adjoining boards. The baseboard height is around 4' (1.2m).

Lighting for the scenic section is provided by 12v LED strips glued to the underside of the canopy top and powered by a wall plug transformer. On reflection, this has turned out to be just a tad dim for my liking and the plan is to add extra strips before the layout's next outing.

The main elements of the layout are the turntable and large repair shed at one end and a modern electric loco shed (Faller) at the other. To get all this in, the track plan had to be pretty nifty and we ended up with a double slip and then two asymmetric three-way points to give access to each shed. Two tracks either side of the repair shed give additional access to the turntable and form a run-round loop of sorts. We also managed to incorporate a siding with a working gate for engineering department stock. (What was that about keeping it simple?)

Trackwork

Track is Peco code 75, mainly wooden sleeper, though concrete sleepers make an appearance on the approaches to the electric loco shed on the basis that this is a more recent addition. Yes, we know that 16.5mm is not accurate for the Japanese gauge of 3'6" but that is how the models are made and we had no intention of hand-building track and re-wheeling all the stock! I understand that there is a society in Japan which caters for those who wish to venture down that road.

The track is held to the board with Copydex glue supplemented by the odd track pin where some extra



Below

EF65 1118 in the workshop
as DE10 1575 takes on fuel.





Above

Diesel railcar 110-221 has dropped some passengers at the depot platform as the catenary maintenance vehicle couples to a gondola loaded with materials for the day's work.

Below right

The DE10 at the fuel point while a JR Freight EH500 Bo-Bo+Bo-Bo waits to set back to the electric loco stabling area.

security is needed, such as at board joins. The shiny rails and plastic sleepers (the wooden ones anyway) were treated to a whiff of Leather Brown from a spray can from The Army Painter range. The track in the MPD is ballasted with a mix of greys and light brown (Woodland Scenics) while the passenger line uses chinchilla dust to provide a finer contrast. This is used by the little animals to clean their fur; it is not ground up chinchillas as one horrified lady initially thought when I was doing a scenery demonstration at a dolls house show!

The ballast is secured by the usual method of a spray of water with a drop or two of washing-up liquid then a subsequent application of Scenic Cement (Woodland Scenics). A small point often missed is that the ballast contains a few puddles represented simply by small, irregularly shaped pieces of thin perspex glued to suitably painted areas of the board with the ballast laid to the edges.

Scenery

Scenery is our usual mix of mainly Woodland Scenics items to represent weeds, rough grass, and the odd bush. Extra grassy bits are achieved by Simon's wielding of the static grass applicator.

There are not many trees but there are some home-made efforts hiding the front exit track and, near the turntable, a splendid feature example from Primo Models.

The backscene is the usual home-made effort hand painted by me. Rather than a bucolic rendering of hills, meadows, and trees, there is a preponderance of flat and low relief buildings. The intention was to have a very urban feel to the right-hand end morphing into a mix of older commercial buildings and low relief industrial units (Scale Model Scenery) in the middle of the scenic section. Then, at Simon's request, the left-hand end opens out into a seascape with a headland and a lighthouse. The building flats are





scans of our own photos of model buildings and of catalogue pages. Above the entry and exit openings at the right-hand end of the layout are painted renditions of rocks and trees with further smaller photo flats representing distant urban buildings, plus a temple to strengthen the Japanese feel.

A particular bugbear of mine is a very visible hole in the sky where trains enter and exit. Here, the hole at the rear is obscured by the large electric shed while that at the front is hidden by a descending rock face with trees and bushes. The rocks are cork bark and the trees are a sea moss base with green scatter.

Structures

The two large sheds dominate the layout. The first is the maintenance and repair shed, a kit from Walthers. This is an American prototype but we operate on the basis that a big shed is a big shed wherever it might be. This provides two roads for repair work and a middle road which passes through the building to connect with the turntable. This building was Simon's project and my input was limited to a quick waft of paint over the brickwork. The shed sports an overhead crane (Walthers), inspection pits, and a welding flash. The front wall of the shed has been made removable courtesy of neodymium magnets. This allows easier photography, and maintenance when necessary.

The second building is the electric loco shed from Faller. This is a European prototype, but we take the same view here as with the repair shed! It is a modern three-bay glass and steel building. The kit came with an opening door facility but that needed the purchase of a dedicated motor kit for operation. Simon and John got together on this. The result was a servo-operated rod system to provide a more robust door opening mechanism.

Another interesting building is the office block situated near the turntable. This is a Sankei paper kit built by Simon

and features a full lighted office interior which includes a poor chap who has forgotten he is no longer working from home and is minus his trousers!

On the approach road to the repair shed there is a fuel facility which provides an opportunity to park locos and shunt large bogie tankers. Similarly the engineers siding sees the movement of a ballast train, vans, and cabooses. All these are equipped with Kadee knuckle couplers. Uncoupling is effected by judiciously placed very small neodymium magnets.

The turntable is a Fleischmann offering appropriately weathered. This is operated by its own switch contained in a detachable control box decked out in natty wasp stripes and connected to the layout by a DIN plug. Four spurs run back from the turntable allowing us to park locos on display together with the catenary repair vehicle and the snow blower which always generate a bit of interest.

Power

The layout is operated by DCC with power supplied by our ESU ECoS controller. This is a sophisticated and highly specified unit but as it powers all our other DCC layouts it represents good value for us.

The ECoS unit is controlled remotely through an EDIMAX router by means of iPads and iPhones using the RailRunner app (YouChoos). Another option is a LodiCon remote controller. This means we are not tethered to one position and makes chatting to the spectators much easier.

In addition to the normal DCC power bus feeding the track, the layout has a DCC accessory bus powered by a Tam Valley booster which takes care of the points, the operating gate, the electric shed doors, the lighting features, and the layout sound (of which more anon).

The lighting features are powered through variable voltage DC power boards (J S Models).

Above

A rare visitor – a vintage EF57 2-C+C-2 electric waits for a clear road into the repair shed.

Right

On the run through line, the ED79 waits to set out a van of spare parts and a fuel tanker.



Above
A diesel railcar departs,
passing the neat and tidy
engineers' siding and stores.

Points are driven by servos using Megapoints servo mounts.

The gate is also servo driven using a mount from Dingo Servo Mounts which has a useful magnetic clutch facility which means that when the unwary operator drives a loco into the gate it simply gets pushed out of the way rather than being smashed to pieces!

Point changing can be carried out on the remotes or on the ECoS touchscreen. For this facility the ECoS is mounted on the front of the layout at the right-hand end. To facilitate point changing at the other end of the layout, an iPad is mounted on a flexible arm and replicates the track plan on the ECoS screen. All this sort of stuff I am happy to leave to Simon while I pass him the odd tool and bits of wire.





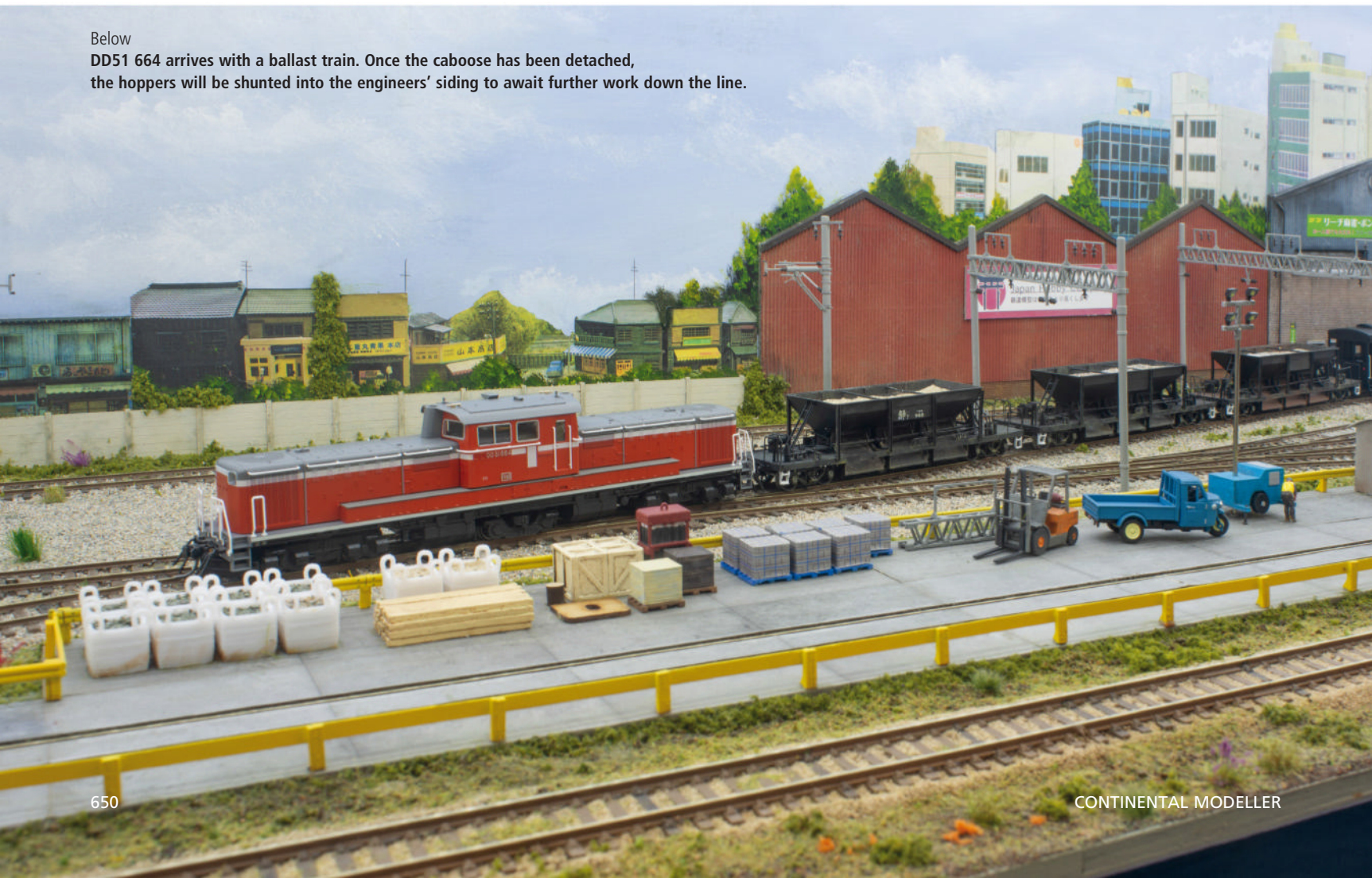
Above
The maintenance team
at the inspection chamber
are on the 'phone
to report a problem!

The moving stuff

Stock is a mix of Kato, Tomix, Micro Ace, Tenshodo, Tramway, and Zeuke Maru. All are well detailed with directional lights, and run beautifully. Because we buy what appeals to us we cannot say that the layout is set in a specific time period; however, it is, shall we say, 'modern-ish' and the older locos which might be considered anachronistic are

deemed to be heritage items. (Rule 1 applies!) A snow blower unit and a catenary repair vehicle provide a little extra interest, although the latter is actually a Chinese prototype! (Rule 1 again.) This caused a bit of excitement for one spectator when he noticed that the lettering on the vehicle indicated that it was based in his home town in China and we were happy to allow him to be photographed with it.

Below
DD51 664 arrives with a ballast train. Once the caboose has been detached,
the hoppers will be shunted into the engineers' siding to await further work down the line.





All this stock is fitted with decoders, mainly by Simon. Some were easier than others! Simon also fitted the catenary vehicle with a switchable flashing orange beacon and this generates interest as it moves about the layout. It is also fitted with Kadee couplers to allow it to shunt the odd van or a wagon containing everything needed by the repair gang.

We thought about putting sound in the locos but for two reasons decided against it. First, there was the difficulty of sourcing appropriate sound files, and second the family insist on eating!

A Bachmann 'Thomas' also makes an appearance and it too is fitted with Kadees to allow it to shunt the odd wagon. To connect with Thomas we have a small cameo scene which depicts the Fat Controller being filmed and interviewed by the team from the television programme *Japan Railway Journal* including two figures which I have modified and painted to represent the presenters, Kathy Kat and Professor Ryo Takagi.

Diesel and electric locos predominate but there are also a couple of steam locos for variety and they spend a lot of their time delighting visitors by gently riding around on the turntable.

Given the presence of electric locos, we had to have some representation of catenary. We looked at a few versions, including the Sommerfeldt 'spider' for the turntable! In the end, however, time, practicalities, and cost led us to opt for the Kato mast kits which Simon modified to provide longer spans where necessary. This is an unpowered system and, for the moment at least, the wires are imagined.

Above

EF510 Red Thunder arrives and waits to enter the shed while EH200 Blue Thunder provides a backdrop to the interview of the Fat Controller.

Photographs by the editor.

Script, choreography, and soundtrack

The main operation consists of the movement of locos onto and off scene and around the depot itself. This is interspersed with various stock movements such as the engineers train and wagons and coaches coming into the repair shed for attention. The snow blower and catenary vehicle weave in and out at random. Some day, we must get around to compiling a sequence of moves so that both operators have some idea of what is meant to happen next!

Although, as mentioned previously, the locos are silent the layout has sound by means of a speaker built into the top canopy through which we play repair shop and city background sounds together with the Japanese national anthem at the beginning and end of the day. We also play the appropriate theme tune for Thomas when he makes an appearance.

That's all folks!

For those who have stayed awake, that has been a wander through the various elements of the layout. If you see us at a show, do come and chat.

If any exhibition managers would like the layout for a show, our website has details of this and our other layouts.

www.ravenmrm.co.uk

Stuart Robinson presents the new exhibition layout by the North Downs Model Railway Circle. *Photographs by the author.*

Gütersholz

In the Jura, near the Swiss border



After a discussion with a fellow North Downs Model Railway Circle member, it was decided to build a Franco-Swiss layout in time for our next exhibition. After some research, we decided to base the layout on the Chemins de fer du Jura, running from Pfetterhouse in France to Bonfol in Switzerland, passing over a bridge at Gütersholz on the French side of the border.

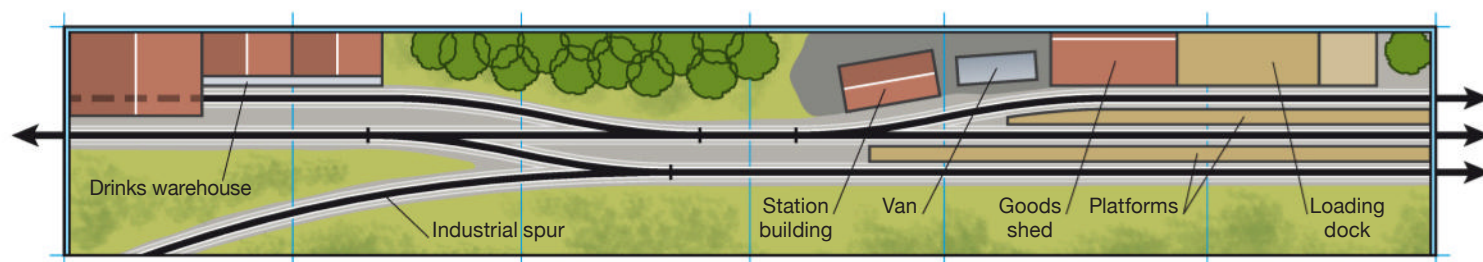
We decided to build the scenic section on two 3' by 1' baseboards and – to save money and storage space in our clubroom – to use two 3' by 1' fiddle yard boards from an existing layout.

The baseboards are made from 6mm ply with 1" x 1" softwood at the joints to save weight – none of us are getting any younger. We thought about gluing and screwing the joints but rejected the idea as it would make recycling more difficult, so joints are screwed together, hence the softwood. At exhibitions the layout sits on tables so was provided with short legs made from recycled softwood to give a more comfortable operating height. G-clamps combined with pairs of ply 'fingers' on the fiddle yards and the right-hand scenic board give firm and easily aligned joints, with the 'fingers' swivelling away under the baseboard for transit and storage.

Above
130TB 501 arriving with
a local passenger service.

GÜTERSCHOLZ

Scenic dimensions: 6' 0" x 1' 0". Each grid square = 1ft x 1ft.





End caps made from 4mm ply offcuts are bolted on using M5 x 50mm bolts (standard for all the Circle's layouts) with the layout packing into a fiddle yard pair and a scenic pair. This means we can arrive and depart rapidly plus transit and storage is easy!

The fiddle yards gave us a starting point for the track plan. We decided to use long radius points that had been generously donated to the Circle – we hoped they would run and look better than shorter points which they have. The original plan was to have a passing loop, a loop siding serving the goods shed – typical for a French *secondaire* (light railway) – and a siding with access to the left-hand fiddle yard serving an industry. This plan led to considerable discussion. I was all for the industry being a quarry with wagons of limestone appearing from off scene as if there was an empties in/fulls out cycle but I was voted down and it was decided to go for a wine and beer wholesaler so *bi-foudre* and beer wagons could be used. I then suggested a working brewery but was over-ruled! The only change to the plan was converting the trap point at the end of the passing loop to a spur connecting to an industrial estate, as at Bonfol, to justify any wagons.

Track and electrics

Track was laid on cork to give the ballast shoulder. Code 100 track was used for its robustness and was laid with pins as recommended by Peco. The rails were painted rust red, the timber sleepers brown, and the sleepers in the sidings

Above
040B with a long goods train waiting in the loop to pass the express.

were given a wash of light grey to bring out the grain and give the impression of rot. The Circle's standard ballast mix was used, fixed in place with a mix of wood glue, water, and washing-up liquid. To make it easy to lift, slew, etc., the mix is only about a quarter glue so the ballast can be easily unstuck with boiling water.

Over the years we have seen some very expensive stock come off layouts and hit the floor. To avoid this, the end of the spur has a sprung steel rod glued into a hole in a sleeper and is in a slight cutting so hopefully stock cannot roll off.

Below
SNCF X3800 'Picasso' autorail departing past the rail-served drinks warehouse.



Above
SNCF 040DE diesel (later BB63000) passes through with the express.



The standard test of sending a train down flat out and seeing what happens was passed with aplomb – thankfully!

Point control is simple – we use sprung steel rods, sometimes called piano wire, pinned under the baseboard. They are inexpensive, easy to install, and the only failures we have had over many years is the pins easing and the rod becoming disconnected from the point. We then just lean over the backscene and throw the points by hand until the problem can be fixed.

Wiring is the norm for a Circle layout. Baseboards and transformers are linked using 6-pin EX-102 computer cable. The controller uses a 5-pin MKXS/5. We have been told this should not work but it has done so for decades, with some of the connectors recycled from layout to layout for over thirty years. *Gütersholz* is also wired for DCC – the switch over is easy: you unplug the DC controller and plug in the DCC unit. Wires are soldered to a tag strip on the back of the backscene – easier to see and reach than underneath the boards. To ease installation, maintenance, and repair, wiring was kept as simple as possible, with switching through the points – also making the layout more intuitive to operate. For these reasons there is only one section switch – it powers the passing loop and industrial spur. Wire is partly recycled.



Scenery

I attended a painting class to improve my backscene painting skills. The teacher took pity on me and showed me how to paint basic trees (which has worked) and how to transition the sky from a whiter base to a bluer top (which has not worked as well as I would like). I plan to attend another class.

Landscape is partly 10mm expanded polystyrene so trees can be planted. Garden dirt cooked to kill anything that is likely to cause smells is fixed to the expanded polystyrene and bare ply with white glue. Being coarse, the dirt gives the scenery something to grab onto and if the glue fails it looks natural, a patch of dirt. The area around the station was deliberately left as dirt, like Bonfol.

Next came the trees, some recycled, glued into holes in the expanded polystyrene, plus bushes from recycled lichen, and coarse and fine Woodland Scenics scatter material. When it dried it was followed by a partial layer of more scatter material to cover gaps and Realistic Model Material flowers to make the layout look more interesting. For the bushes,

Above left
A 'Micheline' railcar
approaching the station.

Above
A Kittel steam railcar
departs towards Pfetterhouse.

Below
Shunting the industrial spur.



scatter material, and flowers, we tried a new technique of spraying on the glue rather than dripping it on with a teaspoon. So far it has worked well – less glue was used so it set faster. In the longer term it will be interesting to see if the new approach will hold scenic material as well as the old technique.

Structures and details

All buildings were scratchbuilt with a mounting board core, plasticard veneer, and then painted. The platforms and loading dock top are made from sieved builders ballast. This makes the platforms rather smarter than Bonfol and fits in with the *secondaire* ethos. The loading dock has a brick base with flagstones and the timber goods shed is built on an extension of the loading dock.

The station building is based on Walincourt that oddly appears to have no form of heating. The advertisements were home-made. The van as an annexe is prototypical but we decided to have roller shutters, made from plasticard, rather than doors – these were popular in France.

In designing Jean Roger Boissons we had to get to grips with how *bi-foudre* wagons were emptied: the answer was that by the 1930s there was a tap at the bottom of the tank and hoses were used to run wine into casks or bottling plants. Beer is handled on the loading dock and wine in the covered area, where a hose can be seen.

There was considerable discussion about what to name the beer and wine wholesaler. It was decided by a member who now lives in Boulogne – and has the accent to prove it!

Both the loading dock and Jean Roger Boissons have boxes, crates, etc., to make them look more interesting.

The only road vehicle is a Citroën H Van – we do not encourage the competition!

Figures are grouped together as if they are talking, and are recycled, except for the station staff. As usual we include animals but try not to overdo it – so just one dog.

Operation

The layout was intended to be operated as steam, steam – diesel transition, and diesel. At exhibitions we will be using consistent stock as appropriate.



Above
The grounded van body has been modified as a shed with a roller shutter door.

Passenger train pass through the layout, stopping at the station. Goods trains are more interesting as trains heading towards Bonfol (to the right) shunt Jean Roger Boissons, the industrial spur, and the loop siding serving the goods shed. All movements are trailing as the loop siding can be reached by the fiddle yard so time is saved by not having to run round. Goods trains heading towards Pfetterhouse (to the left) will normally only shunt the loop siding. We uncouple using the traditional sprung steel hook stuck into a dowel but are looking at possible automation.

Conclusion

The project has been a success, with Circle members involved in producing an interesting layout. As a result we are planning another French layout which will develop the techniques.

Forthcoming exhibition

Gütersholz is due to be at the North Downs Model Railway Circle exhibition on Saturday 5th September. See *Exhibition Diary* for more details.

Below
Local passenger services pass at the station.



Reviews

Evaluated by our own specialist staff



TT

Deutsche Reichsbahn BR91³ new from Piko

The Prussian T9³ was a robust 2-6-0 tank locomotive that proved equally capable in both passenger and freight service. It was among the most powerful machines of its time and became one of the most widely built types in Germany, produced by several builders. From 1901, 2,060 were supplied to the Prussian state railways. The Württemberg state railways procured a further ten, and the railways in Alsace-Lorraine bought 132. Various private railways also used them.

The type was a development of the T9², the main difference being the use of a Krauss-Helmholtz front truck instead of an Adams radial axle which allowed the top speed to be increased to 60km/h, and later 65km/h.

In 1925, the Deutsche Reichsbahn took over the majority and classified them BR91³-18 and 91²⁰.

Over the course of a long service life, and as a result of two world wars, many of these locos were transferred abroad, including to Austria (Rh691), Czechoslovakia (class 335.1), Poland (TKi3), France (130TB), and Belgium (type 93). After the Second World War, many examples remained in both parts of Germany, where they continued to perform reliable service.

On 1st April 1949, the DR took over others from private railway companies, some of which had been converted to superheating.

Withdrawals began after 1945, but the type lasted with the Deutsche Bundesbahn until 1964 and the Deutsche Reichsbahn until 1971.

This makes the type an attractive prospect for a model manufacturer, and Piko have already produced it in HO and G. New this year it is now also available in TT.



The model is supplied in the current standard stout cardboard box in the usual folding blister insert, resting on a sturdy plastic track base plate.

The new model makes a very favourable impression, and is fully detailed right out of the box – only the customary components for the buffer beam need to be fitted if required for display.

It is accurate according to published dimensions.

The model consists of both plastic and metal parts. The body, including the boiler, is made of metal; it features various cast details (such as rivets) as well as numerous separately applied pipes and other components. The washout plugs feature delicate engraved detailing. The cab is plastic, and the roof is detailed with fine rows of rivets and representations of hinges, lifting eyes, etc. The firebox backhead is also represented in the cab.

There is an unobstructed view through the cab, and flush-fitting glazing has been installed.

The gap between the boiler and the running gear is only partially open, due to the mechanism.

The running gear consists of finely detailed spoked metal wheelsets, with metal valve gear. The brake blocks are neatly replicated. The front footplate has a fine chequer plate pattern.

The printing of the markings is flawless, in correct DR Epoch III style, complete with overhead and not drinking water warning panels. 91 697 is assigned to the Reichenbach depot in the Dresden administrative area; the latest inspection date is indicated (15.1.66). The loco has a Knorr air pump, extended coal bunker, and DR style cab but still carries DRG lamps.

Lighting is provided by warm-white LEDs that operate according to the direction of travel. In digital mode the running gear and cab lights can be switched separately.

The motor is positioned above the two rear coupled axles and is equipped with a flywheel at the front. The drive is transmitted via gears to the rear coupled axle, while the forward axles are driven via the coupling rods. All coupled axles have slight lateral play. There are no traction tyres. The model weighs 89 grams.

The leading bogie is integrated into the chassis and features a central pivot.

The model ran smoothly and quietly straight from the box, with a sensible speed range, though as usual running in is recommended.

The main circuit board is behind the motor on the cab floor. It has a NEM662 Next18 socket for a digital decoder. There is no option for installing a smoke generator, due to space constraints.

The digital sound version uses a dedicated PSD XP sound decoder (ref.46557) which has many loco-specific sounds.

The model is equipped with NEM pockets on close-coupling mechanisms at both ends, and is supplied with the usual TT couplings.

The minimum recommended radius is 310mm.

Length over buffers is 89mm.

Piko have already announced a Czech version, and no doubt others will follow.



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 ref.47150 £250.00.



In the mid-1980s, the Deutsche Reichsbahn planned to change the operation of the Harz metre gauge railways to diesel power. To this end, thirty of the BR112 B-B diesel hydraulics were to be converted to metre gauge. To keep the axle load within permitted limits, the conversion consisted of replacing the two-axle standard gauge bogies with specially-designed three-axle metre gauge units, connected by the same drive shafts. The machine sat rather higher as a result.

The first was converted by the Stendal works as a trial and eventually delivered to Wernigerode in November 1988.

Regular service with the converted loco began in 1989; more followed in 1990, making a total of ten — 861, 863, 870, 871, 872, 874, 877, 879, 891, and 892. Due to their handling characteristics, they quickly earned the nickname 'Harzkamel' (Harz Camel).

However, following the political changes in the former DDR, it was soon recognised that steam operations needed to be retained for tourism. Consequently, the diesel fleet remained limited to the locos mentioned above.

All were taken over by the Harzer Schmalspurbahnen in 1993.

Due to the continued use of the steam locos there was little scope for making full use of the big diesels.



In 1998, a new *Rollbock* (transporter bogie) system was introduced for freight transport, prompting fitting 872 and 874 with hinged buffers compatible with standard gauge rolling stock. Both were also equipped with radio remote control systems. 861 was also fitted with radio remote control, for shunting in Wernigerode.

Four locos (863, 870, 879, and 891) were sold to Adtranz in 1998. The remaining three (871, 877, and 892) were not fitted with radio remote control and were stored. In May 2026 892 was returned to service after a major overhaul and 872 was sent away for the same treatment.

The operational locos are primarily used on work trains, snow-clearing operations, and for shunting, though they are increasingly appearing on regular trains when there is a shortage of available steam locos or crews.

Brawa have recently released a revised version of their popular model of the DR V100/BR110 'family', including the 199⁸

metre gauge derivative as 199 861-6 (authentically without the added standard gauge buffers).

It features updated electronics and a new motor, with twin flywheels.

The model is otherwise largely unchanged, with a high level of detail both moulded and as added parts. The end steps have perforated treads.

The finish is very good, with dense even main colours, a crisp stripe, and clearly printed markings.

The bag of detail parts includes left and right handed brake hoses, dummy centre buffer-couplers, and model couplings. Some of these are intended for display models as they may impede the working of the model couplings.

Additional components are included with the HOm model for conversion to HOe (9mm gauge) if required — two wheelsets with traction tyres, four wheelsets without traction tyres, and two gearbox covers/side frames, with separate sandboxes. (The loco is already large for metre gauge and massive by comparison with 750mm stock!)

The 3+2 white+red directional lighting is achieved with LEDs. In analogue mode, the red lights at the rear can be switched off if required by a slide switch on the blanking plug.

The model is equipped with a PluX22 socket for digital decoder with a contacts according to NEM 658. The socket is under the short hood, on the underside of the circuit board; the speaker is under the other hood.

The Digital EXTRA models use a Döhler & Haas sound decoder.

All wheels are driven and collect current, with traction tyres both sides on the inner wheelsets.

The model is 156mm long.

The HOm version can negotiate 250mm radius curves.

HO Standard gauge B-B versions:

DR V100 (two liveries)
DR BR110
DR BR115
DBAG BR205 traffic red
DBAG BR203 yellow
BR203 HVLE silver & orange
BR203 STRABAG grey
BR204 Pressnitztalbahn blue
BR203 SBB Cargo red/blue

Manufactured by

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

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

PRICE
ref.41273 DCC sound £380.00.



Swiss type K3 van new in Prussian form from Hobbytrain

Even before the major Swiss railway companies were nationalised in 1903 to form the SBB, they had agreed to procure largely identical goods vehicles to simplify through working. The standard van was relatively short, with a frame 7.10m long. From 1902 these vans were referred to as K2, with a capacity of 12.5t load and 40–44m³ volume. The K2 was built from 1900, the K3 from 1913, in various versions with different wheelbases although they have the same main dimensions. All the major private railways used similar vans. They could have either a brakeman's cabin or an open platform; the latter had a slightly larger load length. Some vans were fitted for fast freight services with Westinghouse brakes and a through steam pipe; they were painted red-brown. Most vehicles only had a handbrake; they were grey. Some lasted in use until the 1980s.



The Hobbytrain model has been designed and built like a kit, so there are various buffer and door types which allow for variants over time. Some versions have spoked wheels.

As before they feature high quality paintwork and very fine printing.

Our sample represents SBB-CFF No.43188 as leased to the Prussian state railways, classified type Gm, numbered Hannover 6313, with steel doors and disc wheels, as running c.1920.

The plastic body shell has finely moulded planked sides with ribs and ventilators, and the brake cabin end windows are glazed. Other separately added parts include the platform steps, handrails, end railings, and rod-type buffers.

The structure of the underframe is correctly represented. The brake shoes are in line with the wheel treads.

The model rolls freely on blackened metal disc wheels, on metal axles, insulated one side by a small plastic centre bush.

It is fitted with standard couplers in NEM 355 pockets on close-coupling mounts.

Overall length is 61.3mm.

Minimum radius 192mm.

The model comes in a plastic tray within a clear plastic box.

Manufactured for

Hobbytrain
Wolfgang Lemke GmbH
Schallbruch 34a,
D-42781 Haan, Germany.
www.lemkecollection.de

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

PRICE ref.H24256 £35.00.



modernised Harz coach with advertising new from Tillig



Tillig have released a new version of their popular model of the Harz metre gauge seven window modernised coach with Nordhäuser Doppelkorn advertising and Harzer Schmalspurbahnen Epoch V markings as KBtr 900 470. The 'tr' indicates it has space for luggage.

The basis of this vehicle originated as one of five built by Wismar in 1922 for the Nordhausen Wernigerode Eisenbahn, 14.7m long and 9m between bogie pivots, classified BC4i, accommodating sixteen second class and thirty-six third class passengers. Four of these vehicles still existed when the railways in East Germany were absorbed into the DR. Like so many Harz coaches, they were substantially rebuilt in 1988/9 with new roofs and 'bus' type windows. In 1995 the bogies were fitted with roller bearings, and the interiors were modernised again in 2005. These vehicles are still in use. 900 473 has carried 'Schiekerke Feuerstein' advertising.

The red-beige livery is well done, with good definition between the main colours, and clearly printed markings. The distinctive advertising panel is very sharply rendered.

The model has a full interior and flush glazing. The roof is a simple clip fit, so adding passengers should be easy.

The body sports separate handrails, moulded in coloured resilient plastic, and end balconies with very fine features, including added brake hoses and electrical connections; the gates and fall plates are fixed. The handbrake is correctly only at one end.

Detail parts supplied include (more) brake hoses, centre buffers, dummy scale couplings, and coupling hooks. These fit easily but firmly into holes in the buffer beam without the need for adhesive. Note that when fitted these parts may impede the working of the model coupler.

The couplers are fitted on the bogies.

The underframe is also nicely detailed, with main components and brake gear moulded in medium relief.

The modernised bogies have good suspension detail. The brake shoes are added, in line with the wheel treads.

The models roll freely on blackened metal disc wheels, insulated one side with a plastic centre bush. Interior lighting is an option, so these wheelsets can

be used to pick up from opposite rails. An interior lighting kit (ref.08813) is available as an accessory.

The model is 170mm long over buffers. It comes in very secure clear plastic 'bubble' packaging within a card tray box.

Note it was produced as a special and is not currently listed by Tillig.

Manufactured by

Tillig Modelleisenbahnen GmbH,
Promenade 1,
D-01855 Sebnitz, Germany.
www.tillig.com

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

PRICE ref.13924 £53.00.



Rapido Trains UK have recently released their first British narrow gauge locomotive, based on the Kerr,Stuart & Co. modified 'Sirdar' class 0-4-0T *Diana* (works no.1158 of 1909).

They have taken the opportunity to produce a number of versions, with different details and liveries, in two main variants. Some of these represent typical machines built for export.

A long tank *Sirdar* very similar to *Diana* was built in 1901 for the Sons of Gwalia, a mining company in Western Australia. Named *Leonora*, the 20" gauge loco was tasked with pulling trains of firewood, fuel for the busy mines; it was also fired using this rather than coal so was fitted with distinctive rails over both the tanks and boiler top to carry the fuel.

To accompany *Diana* and *Leonora*, six further versions are being produced featuring a number of eye-catching liveries and detail differences.

All are supplied with standard, stove pipe, and spark arrestor (balloon stack) chimneys, as well as cabs with either plain or doored backsheets. In addition, there are colonial/export versions with timber or bagasse fuel rails offered in plain green and plain yellow.

The 'what-if' short tank version uses the same chassis and features tanks that are slightly longer than the actual short tank *Sirdar* locos that were exported around the world. It also has a larger enclosed cab, similar to other Kerr,Stuart products.

We received an example of each type. The first (ref.986005) is a long tank loco with a stovepipe chimney, sand dome, and half-cab with back sheet doors, in lined burnt orange. The second (ref.986202) is a short tank in lined dark blue, with standard tapered chimney, boiler mounted sand dome, and open back cab with back sheet doors.

The first thing that strikes you is the small size – each measures just under 49mm over buffer beams, with a 14mm wheelbase. With a weight of between 45g and 48g (according to version), much use has been made of die-cast metal to provide mass over the wheels: the chassis block and boiler/side tank assembly are castings, with moulded plastic for the cab, smokebox, most of the boiler fittings, and the running plate which incorporates both front and rear buffer beams.

The body has many fine separately fitted details, including lamp irons, lubricators, and etched metal tank straps. Cab handrails are formed from a mixture of fine metal wire and durable plastic, with

the former used for those supporting the roof. Cab and backhead fittings are simply exquisite, all picked out in appropriate colours; particularly impressive are the gauge glasses (complete with black & white diagonal stripes) and a very fine valve handwheel (formed as part of the array of copper pipework) complemented by a convincing oily brass finish. The glazed spectacle plates on the short tank feature representations of the brass frames, complete with hinges on the reverse.

Each model is supplied with a comprehensive accessory bag, allowing for a great deal of customisation. Two further chimney options are provided – with a choice of standard tapered, stovepipe, or balloon spark arrestor depending on what type is factory fitted; swapping these parts is simple as the chimney is held in place by a single screw – and Rapido even provide a small crosshead screwdriver with each model! Other optional details include a toolbox, bunker covers or coal loads (long tank only), front steps, vacuum brake pipes, and dumb buffers. (It should be noted that models equipped with the latter will no longer fit in the unmodified packaging.)

The execution of the elaborate colour schemes is excellent. Each livery is beautifully lined out with its own specific design.

The models are supplied with short peg couplers (without loops) in NEM355 pockets that protrude through the buffer beams. Attached to the underside of the chassis via a single screw, these offer a fair degree of lateral play to cater for use round tight curves. Alternate



full-length couplers with metal loops are supplied in the accessory pack.

The manufacturer advises a minimum curve of first radius (228mm), but the models are capable of negotiating much tighter curves.

The model has a flywheel-fitted coreless motor driving the rear coupled axle.

Current is collected from all wheels via six wiper pick-ups; a single set on the rear (one per wheel) with two per wheel on the leading wheels. All axles run in brass bearings.

Performance under 12v DC analogue control was quiet and smooth in both directions through the speed range, from a crawl to a reasonable maximum. We tested the models through a selection of Peco Insulfrog Setrack points, which were negotiated without problem despite the short wheelbase.

Access to the mechanism and six-pin decoder socket is achieved by removing four 'easy access' screws, located either side of the mounting screw for the couplings, directly behind the buffer beams; once disengaged the body can be lifted carefully away from the chassis. DCC fitted versions are available, using ESU LokPilot v5 decoders. Perhaps not surprisingly given the small size, Rapido does not offer a sound-fitted option.

The outside-framed mechanism is available separately for kit and scratch builders.

Almost all versions are already noted as sold out at Rapido, but retailers may still have stock.

So, if you are interested, do not delay!

In scene photos courtesy Rapido UK.



Manufactured by

Rapido Trains UK Ltd.,
Unit 3, Clinton Business Centre,
Staplehurst, Kent, TN12 0QF.
www.rapidotrains.co.uk

PRICE
DCC ready £139.95.
DCC fitted £179.95.

Modellbahn-Kurier Special 56 Faszination Spur 1

Ausgabe 36

Eisenbahn Kurier Verlag
Munzinger Straße 5a,
D-79111 Freiburg, Germany
www.eisenbahn-kurier.de
297mm x 210mm 82pp
Softback €19.90
German text ref. 1969
ISBN 978-3-8446-1969-0

This edition of the magazine dedicated to model railways in Gauge 1, dated for the second quarter of 2026, begins with 'Französisches Bügeleisen' (six pages) which looks at the new model by Pesolillo of a French SNCF class CC14100 centre cab electric.

'Impressionen aus Gießen' (three pages) reports on the International Gauge O and Gauge 1 event in March in Gießen which attracted around 3,000 visitors.

In 'Nachbars Garten' (four pages) Ralph Zinngrebe shows a Gauge O layout with an industrial scene and a rural branch line which was at the Gießen show.

'Neuheiten rund um Gießen' (nine pages) surveys new items introduced at the event in Gießen. Models include a re-working of the MBW Deutsche Bundesbahn BR221 diesel-hydraulic by BMB Beesmodellbahn, Italian State Railways coaches by Pesolillo, and a 'Glaskasten'/BR98³ steam loco from KM1.

'Schweizer Begleitwagen' (three pages) reviews the so-called "Sputnik" Swiss SBB four-wheeled goods train crew van now available from Dingler.

'Märklins "große" Neuheit' (two pages) looks at the new model of an SBB Ae8/14 electric.

'Gemeinsames Hobby verbindet' (three pages) by Wolfram Russ and Michael Troast features a group of

Gauge 1 modellers known as the 'Eins Bahner Bayern' and their anniversary celebrations.

There is a page listing events of Gauge 1 interest in Germany for the period 29th May to 26/27th September 2026, and a page of brief news items.

'Operation am Herzen' (five pages) by Thomas Montaperti suggests how the performance of the Märklin model of a DB BR218 diesel-hydraulic can be improved, including working exhaust, along with a wiring diagram and extracts from the ESU website relating to the sound decoders for both the MTU 12V-956 TB 11 and MTU 16V 4000R power units.

Ten pages are devoted to 'Exkursion nach China' by Thomas Montaperti, a detailed account of a visit to a number of Gauge 1 manufacturers in China.

'Sechs mal zwei' (three pages) by Thomas Montaperti illustrates the BMB Beesmodellbahn model of 2-10-0 44 002 in a fictitious blue livery.

Thomas Montaperti is also responsible for 'Hbbis par excellence' (two pages) 58-59 reviews the new model of a DB type Hbbis four-wheeled sliding side van by Becker & Sohn.

In 'Ölgefuert Renner' (five pages) Thomas Montaperti looks at the new model of a DB BR01¹⁰ oil-fired Pacific from Spur 1 Austria.

'Boarisch, die Vierte' (five pages), also by Thomas Montaperti, features a new range of Länderbahn wagons from Fine Models.

In 'Schachtelbahner 2.0' (four pages) Klaus Kortmann describes and illustrates how he built a Gauge 1 diorama in a bookcase.

The final four page section, by Thomas Montaperti, is entitled 'Märklins Überraschung' (Märklin's surprise) and takes a detailed look at the new model of the Prussian type EG/ (later class E70) electric No.507.

This is full of advice and inspiration for all Gauge 1 modellers and can be recommended; however, a good



knowledge of the German language will be required to get the best from it.

Numerous advertisements from manufacturers such as Märklin, HEGOB Modellbahn GmbH, BMB Beesmodellbahn, Steiner Modellwerke, ASOA, ESU, and KM1 are included, along with a few advertisements for model shops in Germany and for other products available from Eisenbahn Kurier Verlag, namely books, magazines, and DVDs.

ELNA-Lokomotiven 100 Jahre Einheitsprogramm für die deutschen Kleinbahnen

by Hans Michael Koenner

and Andreas Knipping

Eisenbahn Kurier Verlag
Munzinger Straße 5a,
D-79111 Freiburg, Germany
www.eisenbahn-kurier.de
297mm x 210mm 232pp
Hardback €54.00
German text ref. 6045
ISBN 978-3-8446-6071-5

German railways have always consisted of more than just the main networks operated by the various states, the Reich, and the federal government; they also included numerous independent railway companies under private or municipal ownership. In contrast to the Deutsche Reichsbahn's comprehensive standardisation of its steam locomotive fleet in the 1920s is the far less familiar standardisation programme for motive power on light railways — known by the acronym ELNA (Engerer Lokomotiv-Normen-Ausschuss, or Restricted Locomotive Standards Committee). The benefits of standardisation had been recognised long before, in the years leading up to the First World War, notably with the widespread adoption of successful Prussian designs.

Customer-specific requirements and the various traditions of locomotive manufacturers resulted in a fascinating array of variants derived from just six basic types of 0-6-0T, 2-6-0T, and 0-8-0T.

Events quickly overtook this well-conceived concept: no sooner had the first engines proven their worth than the Great Depression halted further orders. When traffic eventually picked up again, operational needs demanded more powerful locomotives. More types were planned but never built, due to the decline of minor railways and the use of diesels. Yet the existing ELNA locomotives remained indispensable even after the Second World War; in the Soviet zone and the subsequent DDR they were even assigned DR class numbers in the 91 and 92 series.

Chapters:

Privat- und Kleinbahnen – ein Kapitel Rechtsgeschichte
private and light Railways – a chapter on legal history
Vereinheitlichung, Normung und Austauschbau
standardisation, norms, and interchangeable parts
1942: Dampflokomotive und Vereinheitlichung
1942: steam locomotives and standardisation
Grundlagen für die ELNA-Entwürfe
foundations for the ELNA designs
Die erste vorläufige ELNA-Reihe
the first preliminary ELNA series
Beschreibung der Loktypen
description of locomotive types
Die zweite endgültige ELNA-Reihe
the second definitive ELNA Series
Deutsche ELNA 6 wird KDL 4 und französische 040.TX
German ELNA 6 becomes KDL 4 and French 040.TX
Verzeichnis der gelieferten ELNA-Lokomotiven
list of delivered ELNA locomotives
Statistische Betrachtung
statistical overview
Privatrechtliche Gesellschaften als Abnehmer der ELNAs
private companies using ELNA
Pläne für weiteren ELNA-Bau
plans for further ELNA construction
Betriebsführungsgesellschaften und -behörden mit ELNA-Loks

operators and authorities using ELNA locomotives
Die Bahngesellschaften und ihre ELNAs
railway companies and their ELNAs

Der Einsatz der ELNAs bei der Deutschen Reichsbahn
operations with the Deutsche Reichsbahn

ELNA-Lebensläufe bei der Deutschen Reichsbahn
service histories with the Deutsche Reichsbahn

ELNAs bei Museumbahnen und Museen

ELNAs at preserved railways and museums

Die Bewährung der ELNAs performance

Die ELNA-ähnlichen ELNA-like locomotives

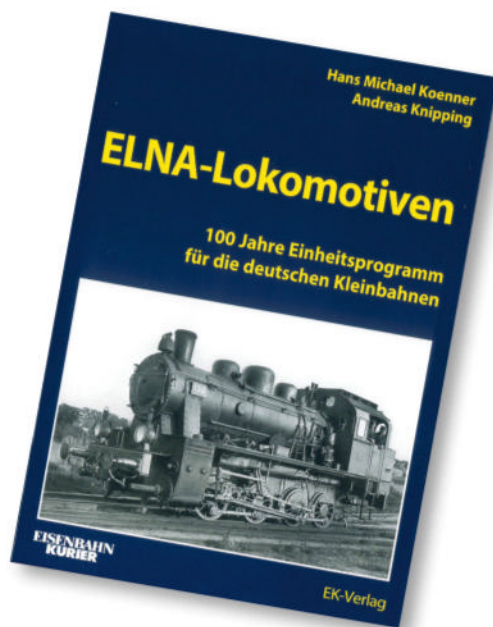
Lokomotiven jenseits von ELNA

locomotives beyond the ELNA programme

Neuer Anlauf nach 1945 a new attempt after 1945

Erinnerungen reminiscences

Andreas Knipping has updated and expanded Hans Michael Koenner's seminal work — originally published four decades ago — into a comprehensive volume on



these locomotives and more. The background material that puts the ELNA designs in context makes fascinating reading even before we get to the locos themselves, while the gazetteer of lines that used these machines will be revelation to anyone who thought Germany was just the state railways (at whatever period).

The work is supported with over 350 illustrations, including scale drawings (of varying degrees of detail) of types proposed as well as built; facsimiles of performance tables and other documents are also included. The majority of photos are in black & white, but there is a significant colour section, with the earliest views from 1964. All are well reproduced on good quality paper, and informatively captioned and credited.

In short, a work of reference produced to the usual EK high standards.

Many of these machines worked in industrial and branch line settings that would make ideal subjects for modelling.

Loco-Revue Les Dossiers Thématiques 12 Le train et l'eau

Edited by Alexis Avril

Éditions Loco Revue,
BP 30 104, F-56401 Auray Cedex, France.

www.locorevue.com

297mm x 210mm 116pp

Softback €16.90

ISSN T.B.A. ref.L11659

French text

The leading French model railway magazine *Loco-Revue* continues its quarterly additional offering with this twelfth issue (dated June – July – August 2026) which deals with trains and water.

This broad remit is approached with individual articles presented in four sections, each with three topics:

- water for steam locos: no steam without water – the functioning of a steam loco (six pages); a Nord water tower with wooden cladding – prototype and model (fourteen pages); water cranes for the layout (eight pages);

- water on the layout: a canal modelled with acrylic medium (five pages); two techniques for a reservoir and its outlet (thirteen pages); water around an outlet pipe and soggy ground (seven pages);

- on the rails to water sources: from Paris to Plombières-les-Bains on board the Water Train (eight pages); to the source with the *Thermal Express*, Paris to Le Mont-Dore (seven pages), with train formations and a layout design; bottles under tarpaulins – the

Chorgues mineral water train (eight pages);

- worn rails and seaside air: a little crab fishing boat (six pages), tips for assembling an Artitec kit; harbour areas, from reality to model (six pages); Loc Martinec – a charming small port in Brittany modelled in 1:87 (seventeen pages).

As can be seen, it is a varied collection, from prototype information to modelled examples.

Most of the modelling is HO, with some N, but the techniques should be transferable.

Each feature is well illustrated with clear photos, including several step-by-step modelling sequences.

Most topics are based on and/or make use of commercial products.

The photos are augmented with diagrams and plans.

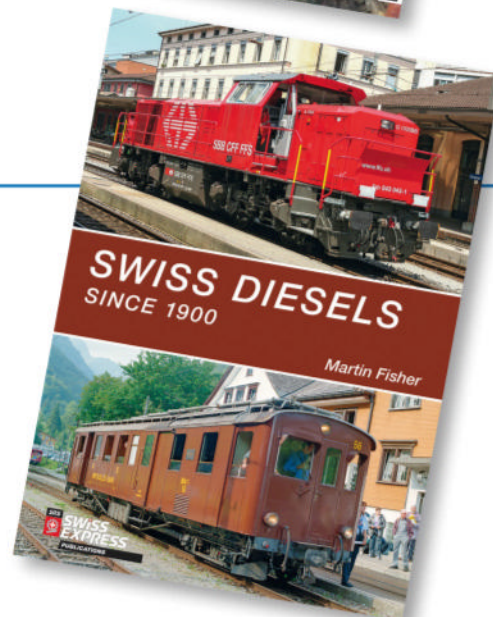
Extra material is available on line, in the form of videos and files to download.

Contributors include some noted modellers and *Loco-Revue* regulars such as Aurélien Prévot, Guillaume Bellengé, Alexis Avril, Daniel Aurilio, Bernard Lacroix, Eric Hospital, F.Fouger, Jean-Yves Martinez, and Olivier Tanio.

As usual for *Loco-Revue*, the presentation is clear and straightforward, with restrained use of different fonts and colours for the chapter titles, subheadings, pull quotes, hints and tips, and tinted information panels.

The book includes just two pages of advertisements for other LR Presse publications and relevant products.

A fair knowledge of French will be needed to get the most from this publication but there is much in the illustrations to inspire and inform modellers.



Swiss Diesels since 1900

Written and compiled by Martin Fisher

Swiss Railways Society,
Sales, 15, Kingsdale Croft, Stretton,
Burton-on-Trent, DE13 0EG.

www.swissrailsoc.org.uk

297mm x 210mm 120pp

Softback £19.00 + p&p

ISBN 978-1-7390883-3-0

Having completed a trilogy of books covering Swiss steam and electric motive power over the last 125 years, Martin Fisher has turned his attention to the relatively small number of locomotives and railcars powered by diesel, petrol, and gas turbines. This new book follows the previously successful approach, taking standard and metre gauge in turn and giving comprehensive details, with illustrations and technical data for every type. It deals first with the SBB then the independent sector and open-access operators. Although in a minority compared to electrics, some 320 diesel locos and 30 diesel railcars have operated in Switzerland, among the best-known perhaps being the RAm Trans Europ Express trains. In the modern era standard types from major manufacturers have been employed.

The scope of the book does not include the many four-wheel shunting tractors classified Tm (to maintain consistency with the electric loco and railcar book), though some do appear under independent operators.

The work is illustrated with a fine collection of 275 photos, the majority in colour, some from as early as 1957. The latest images are dated July 2025.

The pictures have been supplied by a number of photographers, archives, and online sources, all duly acknowledged, and all very fully captioned.

The publisher notes that some of the older images are less than perfect quality but have been included for their historical significance. Once again, they have no need to apologise, as careful processing has brought them out very well. Some sourced on line could only be reproduced relatively small.

The images are augmented with some technical drawings and statistical tables.

As with previous volumes, the work is completed with four appendices: publications listing current Swiss locos and railcars (which the books do not), the classification system, the manufacturers, and a bibliography. There is also a full index, which should enable companies and types to be found easily.

Like its predecessors, this book deserves a place on the shelf of all serious students of Swiss railways. It is

another remarkable compilation, packed with interesting information, representing a massive amount of research, and produced to a very high standard. It must be considered very good value. It would be a credit to any professional publisher, and reflects very well upon the Swiss Railways Society.

For overseas rates, and details of credit card payment, contact – sales@SwissRailSoc.org.uk

Journal No.52 Spring 2026

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 32pp

Softback £3.00

ISSN 0952-5483

The latest issue of the BORHT *Journal* contains three main articles and a book review.

The major feature is about the work of British railway engineer Walmsley Stanley (1831-1907) on the Frövi – Ludvika line in Sweden (hence the coloured cover). His earlier work in Mauritius was covered in the previous edition, and this has also been compiled by his great granddaughter with the assistance of historians in Britain and Sweden.

The account is augmented by a survey of the line's locomotives, seventeen 0-6-0T/ST from Sharp Stewart and Manning Wardle, with a table of principal dimensions and excellent archive illustrations.

There is also an article about Argentina's most diminutive – and probably least successful! – railway, the Ferrocarril Primer Entreriano (FCPE) between Gualeguay and Puerto Ruiz, on a tributary of the River Plate. The line was promoted by local interests but never fulfilled their aspirations. The article is by noted authority Sylvester Damus.

One book is reviewed – the second volume of *Historia del Ferrocarril Central Argentino* (1902 – 1948) by Carlos Alberto Fernandez Priotti (in Spanish). Professor Paddy Farrell comprehensively summarises the contents at some length, which should be much appreciated by those unable to read the original!

As usual, 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 twenty-four black & white and five colour photographs plus four maps. The images are well reproduced, mostly large, on high quality glossy paper.

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





Eisenbahn Video-Kurier 169

EK-Videothek DVD c.58mins + 45mins Bonus ref.8569 €19.80

Schwerpunkt: 25 Jahre ÖBB Taurus Familie

The main topic of this programme is a look back at twenty-five years of the Austrian Federal Railway (ÖBB) 'Taurus' family of electric locomotives (Rh1016, 1116, and 1216), and their equivalents with Deutsche Bahn AG in Germany, classes 182/183.

Coverage begins with scenes of ÖBB 'Taurus' locos in the Railjet colour scheme on passenger services and in Wien 1116

271 is seen heading a train of VTG bogie tank wagons.

Others are observed from the lineside on heavy freight workings, including in Germany at Passau, near Regensburg, and along the Rhine Valley. The type is also seen on ÖBB regional passenger services formed of double-deck stock.

We are then shown 'Taurus' locos under construction at Siemens in München, followed by film of both passenger and freight services. The BR127 'Euro Sprinter', the forerunner of the 'Taurus', is also captured on a passenger working. This is followed by a look at DBAG BR182 'Taurus' locos at work in Germany, including scenes filmed from inside the cab. A 182 is seen on a DB Regio service formed of double-deck stock with further scenes from the lineside and inside the cab. A Siemens LocPool liveried 'Taurus' is also seen at the head of a train of containers, and other privately operated examples are observed from the lineside on freight workings. ÖBB 1216 021 is seen departing München Hbf. with a train of ÖBB coaches, with further scenes from the lineside of these locos on freight services. Alex-liveried 183 005 is then seen departing München Hbf. on a train of matching stock and others are seen on passenger duties, including at Berlin Hbf., in Poland, and with the operator Flixbus.

The next feature looks back at thirty years of the DBAG fleet of BR101 electrics, beginning with film from the lineside of this class in action working Inter City (IC) and Euro City (EC) passenger trains. Class leader 101 001 is noted at Berlin-Südkreuz while 101 071 is seen in ex-works traffic red (*Verkehrsrot*) livery on an IC service, with scenes from the lineside and from inside the cab. In Hamburg-Eidelstedt depot, 101s are seen undergoing maintenance and at Berlin-Rummelsberg 101 133 is seen being checked over by the driver, with views inside the equipment room. The loco is then seen coupling to a rake of IC coaches. 101s are occasionally seen on freight too. 101 131 is seen at Hamburg Hbf. in the silver 'Metropolitan' service livery, with further examples seen working for DB Regio on the München Hbf. – Nürnberg Hbf. line. IC

services with a driving trailer (*Steuervagen*) propelled by 101s are also shown. 101 112 is seen in *Rheingold* livery and 101 110 sports half-and-half TEE-style crimson red and beige and DB Fernverkehr white with red stripe livery to mark fifty years of Inter-City services. 101s in advertising liveries are featured, and at Werk Dessau 101s are seen being overhauled, followed by more film of the class on passenger services. A test train being propelled by a 101 is also shown. The coverage finishes with a look at some which are now in service with private rail companies.

The next section is a look at a hundred years of the BR44 three-cylinder 2-10-0, with scenes shot from the lineside of double-headed 44s on a heavy train of bogie coal wagons, followed by 44 0093 pulling away from a stand with a mixed freight, with further scenes from the lineside and on the footplate. Another 44 is seen on a train of Deutsche Reichsbahn double-deck coaches and 44 1616 is shown hauling bogie hoppers. Scenes show 44s in the snow and one with the old large Wagner smoke deflectors. 44 1412 is spotted running light engine. There are some black & white stills, followed by black & white archive film of 44 386 before archive colour film shows members of the class on freights. At Bw Rheine further examples are seen, and at Salzbergen the preserved 043 196 is shown. Further black & white film is followed by yet more colour scenes of 44s on freight workings filmed from the lineside, including some double-headers. In Nördlingen preserved 44 546 is seen arriving and departing the station with a train of four-wheeled hopper. In The Netherlands another preserved example is seen at the head of a passenger train.

The *Erinnerungen* (memories) section shows colour film of the Saalebahn without the overhead catenary and features scenes shot at Saalfeld showing DR BR204 B-B and BR219 C-C diesel-hydraulics at work as well as 'Ludmilla' BR232 diesel-electrics on both passenger and freight services.

Bahn News reports special services run on the Berlin tramways.

In the final *Rückblick* section we take a look at thirty years of the InnoTrans fairs in Berlin which presents the latest types of railway rolling stock.

The *Bonus* section consists of 'Dampfwolken über dem Harzvorland' (c.45mins) features colour film of DR steam locos of classes 01, 03, 35, 41, and 44 on scheduled passenger and freight workings between Erfurt and Nordhausen.

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

The commentary (only available in German) is clearly delivered and generally informative.

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

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



Notfalltechnik der Deutschen Bahn

EK-Videothek DVD c.58mins ref.8654 €22.80

Rettungszüge, Hilfszüge, Löschfahrzeuge, Krane

Largely unnoticed from daily rail operations the Deutsche Bahn has a fleet of highly specialised rail vehicles and rescue trains for all eventualities. These include: large cranes for the recovery of derailed locos, coaches, and wagons; tunnel rescue trains; and fire extinguishing trains for incidents involving tank wagons. For smaller mishaps DB Infra GO have various emergency rail vehicles on hand.

This programme begins with scenes of DB Fernverkehr

ICE trains at speed on new-build lines (*Neubaustrecken*), followed by a look at a training exercise inside Leinebusch Tunnel on the Hannover – Würzburg line involving a fire on board an ICE set. Netz Notfalltechnik locomotive 714 106, a rebuilt BR212 diesel-hydraulic, is seen heading a tunnel rescue train at night into the tunnel, with further scenes filmed on board this train. Stefan Schwalm of Notfalltechnik Fulda is interviewed and explains the equipment available. Scenes filmed inside the cab of 714 106 are also featured and lineside staff are seen making the line ahead safe and switching off the electric supply to the overhead catenary. The train crew are seen with breathing apparatus and firefighting equipment making their way along the trackside towards the stricken ICE set. Later passengers are seen being evacuated from the train, many on stretchers, which are taken to the ambulance coach on the tunnel rescue train. The tunnel rescue train then reverses out of the tunnel and we see injured passengers being taken to awaiting ambulances. At Fulda an older diesel-hydraulic, 714 013, a renumbered BR212, is seen and we observe another tunnel rescue exercise, in the Bleßberg Tunnel on the new line between Nürnberg – Erfurt involving another ICE set.

We then see film from the 1990s of Deutsche Bundesbahn diesel-hydraulic 218 397 in ocean blue & beige livery derailed with a train of refurbished silverfish (*Silberlinge*) coaches on the line between Waldshut and Basel. Similarly liveried 218 490 is seen arriving light engine on the adjacent line and then couples up to the driving trailer (*Steuervagen*) at the end of the derailed train and pulls the coaches away from the derailed loco. The first coach behind the locomotive is seen being re-railed and the entire train is then seen departing behind 218 490. A rail mounted crane arrives and lifts the derailed 218 397 back onto the track.

We are then shown the latest cranes and tunnel rescue train vehicles at the InnoTrans event in Berlin in 2016. One of the latest types of crane based at Wanne-Eickel is then seen at the scene of a derailed Dutch electric multiple unit.

We then see further use of rail cranes, including in wintry conditions at Elze (Han) in Niedersachsen (Lower Saxony) where derailed bogie hopper wagons are seen being lifted and re-railed. Withdrawn electric 120 155 is then featured in a re-railing exercise. A team is seen with trackside compressed air lifting equipment and an apprentice member of this team is interviewed and explains to the viewer the work that is being undertaken.

The programme ends with scenes of a 714.1 diesel-hydraulic hauled tunnel rescue train, from the lineside and in the cab, arriving back at Fulda. Further scenes take us inside the vehicles of this train, including a look at the firefighting equipment.

There is some background music used on this programme but it is not too intrusive.

The commentary (only in German) is clearly delivered and very informative.

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

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



TEE – Trans-Europ-Express

EK-Videothek DVD c.58mins ref.8696 €22.80

With the start of the Trans-Europ-Express (TEE) services in 1957 an era of luxury high speed rail travel was introduced. The exclusive network of first class only trains united the cities of Europe – from Germany, Belgium, The Netherlands, and Luxembourg via France and Switzerland to Italy. These trains were the prestige product of European rail administrations offering elegant diesel units such as the legendary VT11.5 (after 1968 BR601) of the Deutsche Bundesbahn, the RAM TEE/DE IV of the Dutch and Swiss railways, as

well as the technically advanced RAe TEE^{II}. In fascinating

film sequences the development of the TEE network is shown, from luxurious units through to the impressive TEE loco-hauled trains with French motive power or the legendary DB BR103 electrics. With the introduction of the Euro-City services in 1988, the era of the TEE was brought to an end, yet the splendour of these trains still lives on.

The programme begins with scenes of a preserved VT11.5 in TEE livery, followed by a preserved TEE-liveried SBB RAM in action in Switzerland. We then see archive black & white film of VT11.5 operated TEE services with scenes filmed from the lineside. Views inside the passenger accommodation are also shown. Other types of TEE units are featured and a map of the TEE network and services is shown. Further film shows VT11.5 units at speed from the lineside, followed by one entering a depot sidings where the train crew are seen climbing aboard. Further scenes take us inside the cab, then we see the arrival into Dortmund Hbf. From here the departing unit is observed from a signal box.

Archive colour film then shows a DB V200.0 diesel-hydraulic arriving with a TEE service into a station, uncoupling, and being replaced by a BR01 Pacific.

Next we are shown the design stages of the VT11.5 units and see these trains under construction and components being installed and tested. Assembled units are seen being spray painted, and more colour film shows them on TEE services, including along the left bank of the Rhine Valley, with scenes filmed on board the trains. There is an interview with the late Alfred Gottwaldt of the German Museum of Technology in

Berlin who relates the history of the VT11.5 units. Colour film shows of one of them units entering Hamburg Hbf. and a map shows how the TEE network grew. Further TEE services are shown filmed from the lineside, some in black & white, and then we get archive colour film of VT11.5 units on TEE services, including at Ostend, with scenes filmed from inside the cab and on board the train showing passengers having their passports checked. The train is seen arriving at Frankfurt (Main) Hbf.

The next section shows DB E03 and E10 electrics working TEE services, from the lineside, from on board the train, and from in the cab. At the 150 Years of German Railways celebrations at Nürnberg in 1985 a preserved VT11.5 set is seen in the cavalcade, and at München Hbf. one of these units is seen departing the station on an Inter-City service. Further footage shows these units on Inter-City services and holiday excursions.

We next see some preserved TEE VT11.5 units on specials, with scenes showing the engine room and power unit.

These units are also seen working the 'Max Liebermann' services between Berlin and Hamburg in the 1990s, including at Staaken, Berlin-Charlottenburg, and Berlin Zoologischer Garten.

In 2007 50 years of TEE was celebrated at the DB Museum in Nürnberg and we see film of this display and VT11.5 units awaiting restoration. Old film show one in the 1950s arriving at Frankfurt (Main) Hbf., followed by scenes of a preserved example at the DB Museum in Nürnberg. A gas turbine variant, BR602, is also briefly seen along with a preserved SBB RAe arriving at Zürich Hbf. In the Bahn Park at Augsburg a VT11.5 which was used on the 'Max Liebermann' service is seen awaiting restoration. Preserved DB electric E03 001 is seen with a passenger service at Dessau Hbf. with 103 113 at the other end of the train. The programme ends with this train's departure with further scenes filmed from the lineside.

There is quite a bit of background music but it is not too intrusive.

The commentary (only in German) is clearly delivered and generally informative.

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

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



Die Baureihe 64 Der Bubikopf

EK-Videothek DVD c.58mins ref.8692 €22.80

The first BR64 2-6-2T locomotive appeared in 1928, one of the Deutsche Reichsbahn standard (*Einheits*) designs. They were built to work passenger services on branch lines and by 1940 a total of 520 had been delivered. They proved to be a dependable workhorse, with both the Deutsche Reichsbahn and the Deutsche Bundesbahn right up until the 1970s. This programme includes film of the preserved examples 64 289, 64 415, 64 419, 64 491, and 64 518 at work on passenger specials and demonstration freights, with many scenes filmed on the footplate and from the lineside.

The 'Bubikopf' nickname apparently derives from the fact that their small and neat appearance reminded people of the then fashionable 'Pixie Cut' bob hairstyle.

The programme opens with scenes of 064 419 on a train of three coaches in DB livery filmed from the lineside, including two 'Silverfish' (*Silberlinge*) type, en route to Nördlingen in Bavaria. On the Dampfbahn Fränkische Schweiz 64 491 is seen working bunker first with another passenger train formed of DR liveried stock. In Behringersmühle the loco is uncoupled and runs round.

We then get some still black & white photos of the class, followed by black & white and colour film shot from the lineside on branchline passenger duties in Bayern, including at Bayreuth. Among the locos featured is 064 295. At Esarn shunting duties are observed and then further black & white film shows class 64s in use after the war, followed by archive colour scenes of the class in service in East Germany. 64 1007 is seen at Bw.Pasevalk depot on the turntable, and at Neustrelitz 64 1491 is seen at the head of a train of two green DR suburban bogie coaches. 064 491 is also seen on a train of green DB coaches and 64 289 in the snow on a similar working. 064 419 is seen again, this time pulling out of a station bunker first on a train of DB stock. The loco is seen later heading a train of six-wheeled DB coaches working smokebox first and later on a chartered freight. A driver is interviewed and then 64 415 is seen in action along with a DB BR23 2-6-2 on a passenger service in The Netherlands.

At Neuenmarkt-Wirsberg 64 295 is seen and then we see 64 491 double-headed with a BR38 4-6-0 on the Schiefe Ebene incline at the head of a passenger train with a crimson red DB V60 diesel-hydraulic assisting at the rear. 64 305 and 64 094 are then seen stabled at the Bayerisches Eisenbahn Museum (BEM) in Nördlingen. 64 520 is also noted awaiting restoration. In Donauwörth 064 419 is seen being turned on the depot turntable. Later the loco is seen from the lineside on a rake of four six-wheeled DB coaches.

Archive black & white stills show BR64s in the former Czechoslovakia and in Poland. There is also film of BR24 loco, essentially a tender version of the 64, also introduced in 1928, at the head of passenger trains, including 24 004 which is seen double-heading with an ocean blue & beige DB V100 diesel-hydraulic.

64 1491 is then seen again on a passenger working formed of four-wheeled coaches. At Hohenwulsch the train is seen arriving and later departing the station with further scenes on the footplate. At Bismark the train enters the station, halts, and then depart. At Kalbe (Milde) station the loco is seen departing with its train and later it is seen with 64 1491 working bunker first. Further film shows BR64s on passenger services, and at Hausach, south-east of Offenburg, 64 419 is seen with 64 289. This latter 289 is then seen again in the snow on a freight, followed by another example on a passenger service. Subsequent scenes of this train show it with a crimson red DB V100 diesel-hydraulic at the rear.

Next 064 518 is seen at Gerstetten, south-east of Stuttgart, working bunker first with a train of four-wheeled *Donnerbüchsen* (Thunderbox) coaches. 64 491 is then seen running light at Behringersmühlen and then coupling up to a passenger train of DB six-wheeled coaches. The programme ends with further scenes of this working from the lineside, from on board the train, and from the footplate.

Very little background music is used, is mainly towards the end, but it is and not too intrusive.

The commentary (only available in German) is clearly delivered and generally informative.

There are around five minutes of trailers for other Eisenbahn Kurier DVDs.

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NSB type 31b in HO from NMJ



Another Topline Exclusive steam loco from NMJ – NSB type 31b 4-8-0 No.452 is the next release in the series and has arrived in stock.

There have been some small changes to the model compared to the advance sample illustrated. The boiler is a slightly darker grey and the cylinder section is only grey on the sides. The locomotive comes with a brown frame and tender with top lamp.

The model has working lights on both locomotive and tender, including the cab and under the running boards.

The model is only available direct from NMJ in DC analogue and DCC with sound, at an attractive introductory price – 4,795kr DC, 5,495kr DCC sound. www.nmj.no

There are also new Norwegian and Swedish coaches in the Topline series, after many enquiries about a new edition of the NSB B3 series coaches in yellow as well as the Snälltåget Krogen restaurant and Tågab 60s coaches.

The Krogen coaches are a small tribute to Snälltåget, which is running 'proper' loco-hauled trains from Oslo to Gothenburg and Malmö.

JBV B3 25634 is being made in a new edition, this time with a light grey skirt.

JBV WLB 60 is completely new and has never been made before.

The blue Krogen coaches are simply being repeated while the red versions get a computer number.

All three Tågab coaches get new numbers.

Latest from Liliput for HO



Liliput have released four new variants of the type SSyms Köln / SSym46 / Sa⁷⁰⁵ / Sammp⁷⁰⁵ heavy-duty bogie flats.

Between 1942 and 1944, six-axle heavy-duty flat cars capable of carrying loads of up to 80 tonnes were procured for the transport of tanks. These wagons were designated SSyms Köln. During the Second World War, these wagons were scattered across various locations; subsequently, over 300 of them came to the DB and were classified as SSym46. They were primarily used for transporting steel slabs and were redesignated Sa⁷⁰⁵ in 1964. It was not until newer wagons from 1983 onwards that these wagons – by then designated Sammp⁷⁰⁵ – were grad-

ually withdrawn from service; a handful remained in the DBAG fleet at the start of Epoch V.

The models have stakes to install in the side pockets and folding end railings. They are fitted with NEM362 coupler pockets on close-coupling mounts. The minimum recommended radius is 360mm. Length over buffers 152mm.

Recommended retail price €39.95.

Four modern versions are available:

ref.L235746 DB Sa⁷⁰⁵, Epoch IV.

ref.L235748 Bundeswehr Sammp,

Epoch IV.

ref.L235747 DBAG Sammp⁷⁰⁵, Epoch V.

ref.L235749 Steiermärkische

Landesbahnen Salmmp, Epoch VI.

www.liliput.de



train of the month September

Lötschberg 'Talbot' car shuttle train Re4/4, 5MW, 80t. Load: 44 cars, 24 spaces, 329t; Maximum speed 120km/h.

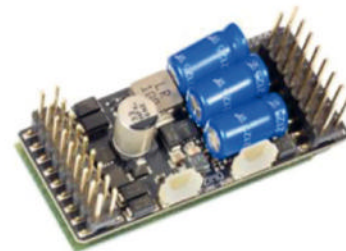
To handle increased traffic between Kandersteg and Goppenstein, the Bern Lötschberg Simplon acquired two additional car shuttle trains from Talbot in the early 1990s. The wagons feature a low-profile design, allowing not only cars but also coaches to fit under the protective roof which shields the vehicles in the event that the overhead contact wire snaps and falls.

Manoeuvring a fully loaded train up to the buffer stop at the loading ramp is an art in itself, as the track slopes downward toward the end of the line. The driver must brake in such a way that the final stretch is covered at a snail's pace; only then is it possible to come to a safe, precise stop right in front of the buffers.

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



Zimo introduces stereo sound



The MS420 family are the first ZIMO decoders to offer a second speaker output in HO. The second output is provided via the PluX22 interface – expanded to 24 pins on the MS420P24 – or via the cable on the MS420 and MS420R, alongside the full range of features inherited from the MS450, such as ten function outputs.

The MS420 family is already in production and will be launched shortly.

The MS420P24 has a 'PluX24' connector (= PluX22 extended to 24 pins; not standard). The MS420 has wires and the MS420R the NEM652 connector.

The device measures 30mm x 15.3mm x 4mm, and is rated at 1.2A total continuous current (2.5 A peak). It has ten amplified function outputs, SUSI pins (SUSI, servos, or logic-level inputs/outputs), one switch input, and two speaker outputs (each 1 watt at 8 ohms).

ZIMO 'StayAlive' technology (16V electrolytic capacitors or Mini-Goldcap blocks) can be connected directly.

Alongside the decoders in the MS420 range, ZIMO is also introducing new decoder software that offers a range of new features. This means that the capabilities of ZIMO Stereo Sound are now also available for the large scale decoders in the MS950 and MS990 ranges. All these decoders have two speaker outputs, which can now be fed with two different audio signals.

This allows sounds such as the motor, whistle, horn, etc. to be distributed differently and positioned precisely within the respective model. The result is a more lifelike sound experience.

Configuration is carried out either via CVs or conveniently via the ZIMO Sound Editor (ZPP Config). There, you can specify which speaker output the respective sound is to be played through.

For function sounds, steam bursts, sequence sounds and scripts, corresponding selection fields are available.

www.zimo.at

Railcar re-run by Halling



Halling have managed to produce another small batch of the Döllnitzbahn VT137 515 (formerly ÖBB Rh5090) diesel railcar in HOe.

This railcar was delivered to the ÖBB by Bombardier in 1995 and, as 5090.015, was mainly in service on the Krumpe branch line and also on the Mariazellerbahn. Later numbered VT.15 by NÖVOG, it was sold to the Döllnitzbahn in Saxony in 2017 and modernised at the Jenbach works. It has been a familiar sight between Oschatz and Mügeln, in the wine-red and beige livery of the Deutsche Reichsbahn, serving school and local transport services.

This model has a top-of-the-range specification: bogies fully fitted out, including a comprehensive set of accessories for perfect attention to detail, and a new circuit board with a 6-pin NEM651 socket for a decoder. It has two powerful ALX motor bogies for smooth and quiet running.

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

This model is also available from their partner shop:
<https://shop.mostviertler-modellbahn-hof.at>

Static kit for Garratt in OO9



The new deluxe static kit from Fourdees may be the next best thing for those who dream about having a former South African NGG16 Garratt in OO9 but are not able to purchase a working model – or scratchbuild their own!

Designed using the original manufacturer's drawings, this is the most detailed 4mm scale resin print Fourdees have ever produced. The kit is for a 'typical' Ffestiniog & Welsh Highland Railway machine, designed so that it can be built to represent Nos.130, 138, or 143.

The power bogies include full representation of the motion, accurate flycranks, compensated suspension, full steam pipe plumbing, and bar frames. The boiler cradle includes a wealth of plumbing and underframe detailing such as wash-out-plugs, vacuum ejector, steam manifold, vacuum brake cylinders, safety valves, and injector feeds.

This static model is made in ten parts to ease painting and allow appreciation of all the intricate design work that has gone into the real machines and this model: front bogie, rear bogie, front tank, rear bunker, boiler and cradle frame, cab interior, cab roof, vacuum brake equipment, fall plate, works plates and number plates.

Waterslide decals are also included to replicate either yellow-edged or orange-edged black borders.

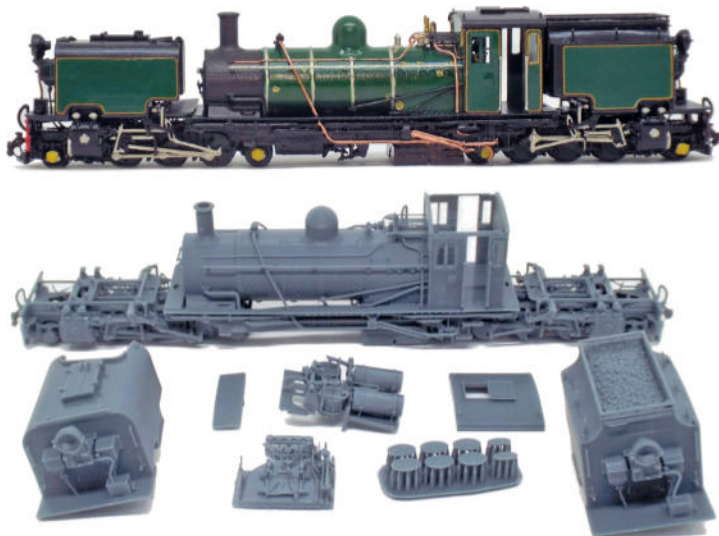
The first batch of these kits is now available, priced £89.99 + postage.

Some components will be available separately to use as either scenic items or for scratchbuilding a working model.

Power bogie £17.49.

Cradle frame, boiler, and cab £29.99.
Cab interior £7.49.

www.fourdees.co.uk



American Z Line latest releases



The General Electric C44-9W is now available in Southern Pacific 'bloody nose' livery with three road numbers: #8110, #8130, and #8172.

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



The GM-EMD F7A is new in Florida East Coast colours as #503 and #506.

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



The General Motors – Electro-Motive Division SD60M is new in Norfolk Southern form with three road numbers: #6809, #6813, and #6814.

The models include separately applied grab irons, directionally controlled LED lighting, blackened metal wheels, traction tyres, AutoLatch™ couplers, pre-installed front pilots/ploughs, and an optional truck with coupler.



Two road numbers are offered for the GM-EMD FP7 in SLSF FRISCO Brunswick green with single stripe, #5040 and #5047.

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

The General Motors – Electro-Motive Division GP30 is available for the Union Pacific in sets of A and B units, both powered. This is the first time the B units have been produced in Z.

There are four pairs – #703 & #704B, #732 & #719B, #718 & #701B and #723 & #702B, both the latter sets with 'DEPENDABLE TRANSPORTATION' lettering on the cab side rather than the UP shield emblem.

This latest run is DCC ready and features the AZL 7mm diameter motor, dual flywheels, upgraded p.c.b., directionally controlled LED lighting, prototype specific details, pre-installed pilot, blackened metal wheels, optional front truck with mounted coupler, and AutoLatch™ couplers.



www.americanzline.com

Exhibition Diary

Dates, events, and information

Please send details for possible inclusion to:

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

E-mail: clubs@railwaymodeller.co.uk



Thursday 20 August BEER, Devon

Peco factory tours

Organiser: Peco.

Venue: Peco, Underleys, Beer, near Seaton, Devon, EX12 3NA.

Cost: Silver Experience 0915-1200 £40.00 per person.

Gold Experience 0915-1500

£65.00 per person;

£120.00 for two booking together.

Amenities: free parking. Visitors must be over the age of 10 and, as this is a working factory, they must wear closed shoes. Note also that this tour involves walking around the site, with flights of stairs and standing for long periods.

Features: after meeting a tour leader in the 'Golden Arrow' Pullman car *Orion* for refreshments and a safety briefing, join a two-hour behind-the-scenes experience. From raw materials to finished products, see where model railway track, wagons, and accessories have been rolling off the production line for the last 80 years. You will watch track components being assembled, learn about the different machines used, and see the finished products being packaged, ready for shipping around the world.

For the Gold Experience, refreshments will be provided throughout the day, including a light lunch served in *Orion*, followed by a 30-minute Q&A session with a member of the Peco management team. There will then be an opportunity to get 'hands-on' making a souvenir limited edition 009 wagon to take home. Finally, there will be the opportunity to visit the Peco model railway exhibition and shop, and take advantage of a 10% discount.

Website: www.peco-uk.com

E-mail: tina.bishop@peco.co

Saturday 22 August TENTERDEN, Kent

Organiser: City of Canterbury MRS and Kent & East Sussex Railway.

Venue: Tenterden Town Station, Station Road, Tenterden, TN30 6HE.

Open: 1000-1700

Admission: for exhibition only: adults £5.00, children £1.00. Exhibition entry free with K&ESR train ticket.

Amenities: parking at Tenterden Town Station is available immediately by the station on Station Road. It is free for railway visitors and features designated disabled spaces. Alternatively, several council car parks are located within a short walk of the station. The nearest bus stop is 'The Vine' on the High Street, which is a 5 minute walk from the K&ESR station, served by Arriva bus No.12 from Maidstone and Headcorn; Nos.2 & 2A from Ashford International; No.312 from Rye; and No.329 from Hastings. Many of the station buildings have disabled access. Refreshments available on the station.

Features: layouts include *BLS Südrampe* (Swiss N), *Caravanserai* (Egypt 009, CM August 2026), and *Stevens Point* (HO). Trade.

Contact:

Jeremy Kennett, 07443 658102.

E-mail: ccmrs.shows@gmail.com

Website: www.ccmrs.co.uk

kesr.org.uk/model-railway-exhibition-22nd-aug/

Saturday 22 August WALWORTH, Southwark

Organiser: Southwark & District MRC and St.Peter's Church.

Venue: St.Peter's Church, Liverpool Grove, Walworth Road, London, SE17 2HH.

Open: 1000-1700

Admission: adults £5.00, children & concessions £2.00.

Amenities: no parking in the churchyard, but there are no parking restrictions in local side streets on Saturdays. By public transport, travel to Elephant and Castle Rail and Tube Station, then take bus Nos.12, 35, 40, 45, 68, 171, 176 or 468 along the Walworth Road. Wheelchair access to the ground floor church and lower-level crypt hall only, but not to the gallery. Some refreshments.

Features: layouts include *Tirano* (Swiss N, CM March 2026) and *Rue CFF/Bahnweg* (Swiss HO). Trade.

Contact: Richard Marley, 07798 557505 or Steve Rogers, 07774 201681.

E-mail: r_marley_uk@yahoo.co.uk

Website:

www.southwarkmrc.wordpress.com

Saturday 22 & Sunday 23 August LOUGHBOROUGH, Leicestershire

Organiser: Soar Valley MRC.

Venue: Loughborough Grammar School, Burton Walks, off Leicester Road, Loughborough, LE11 2AQ.

Open: Saturday 1000-1700

Sunday 1000-1600

Admission: adults £12.00, children £5.00, family (2+3) £25.00. Cash or card accepted; exhibition guide is included with entry, whilst stocks last.

Amenities: plenty of free parking; disabled-friendly; refreshments.

Features: c.30 layouts, including *Los Tanimals* (US N), *Oliver Hill* (US HO), and *Kostritzer* (German HO). Demonstrations, societies, trade.

Website: www.svmrc.co.uk

Saturday 22 & Sunday 23 August PICKERING, North Yorkshire

Organiser: Scarborough & District Railway Modellers.

Venue: Memorial Hall, Potter Hill, Pickering, YO18 8AA.

Open: Saturday 1000-1700

Sunday 1000-1530

Admission: adults £7.00, accompanied children free.

Amenities: just round the corner from the North Yorkshire Moors Railway station. No on-site parking but nearby town car parks include Ropery (short stay up to two hours), Vivis Lane (longer stay), and Eastgate (open 24 hours). Coastliner bus No.840 runs to Pickering from York railway station and, in the case of most services, starts its journey at Leeds City Bus Station. Venue has lift access to all floors. Light refreshments.

Features: c.10 layouts including *Kiyomi* (N). Demonstrations, trade.

E-mail: Roland@sdrmwweb.co.uk

Website: www.sdrmwweb.co.uk

Thursday 27 August

Silver Experience Peco factory tour
Gold Experience Peco factory tour
Details as for Thursday 20 August.

Saturday 29 August LONGBRIDGE, Birmingham

Organiser: Bournville MRC.

Venue: Austin Sports and Social Club, 30, Tessall Lane, Longbridge, Birmingham, B31 2SF.

Open: 1000-1630

Admission: adults £6.00, accompanied children free. Card payment accepted.

Amenities: ample free parking, including dedicated disabled parking bays close to the entrance. There is local public transport within easy walking distance. Disabled friendly with step-free access. Refreshments available until 1400; bar open from 1200.

Features: layouts include *Pine Ridge* and *Hill Street Yard*. Demonstrations, societies, trade.

E-mail: BournvilleModelRailwayExhibits@gmail.com

Website: www.bournvillemrc.co.uk

Saturday 29 & Saturday 30 August HIGHBRIDGE, Somerset SEDGEMOOR RAIL 2026

Organiser: Burnham & District MRC.

Venue: The King Alfred School, Highbridge, Somerset, TA9 3EE.

Open: both days 1000-1600

Admission: adults £6.00, accompanied children free.

Amenities: ample free parking; step-free access; refreshments.

Features: 21 layouts including *Sans Souci* (Swiss N, CM May 2008, left), *Ellison Yard* (US HO), and *New Mexico* (US HO). Trade.

Contact:

Exhibition Manager Mark Savage.

E-mail: burnhammrcshow@gmail.com

Website: www.bdmrc.co.uk/august-2026-exhibition

Saturday 5 September BRIDLINGTON, East Yorkshire

Organiser:

Trainshed Model Railway Group.

Venue: Bridlington Club for Young People, Gypsy Road, Bridlington, YO16 4AY.

Open: 1000-1600

Admission: adults £7.00,

accompanied children free.

Amenities: free parking; disabled access; refreshments available.

Features: layouts include *La Camriennne* (French HO, in this issue) and *Streisau, Saxony* (German HO).

Contact: 07811 254080.

E-mail: bridmodelrail@hotmail.co.uk

Saturday 5 September TADWORTH, Surrey

Organiser:

North Downs Model Railway Circle.

Venue: The Good Shepherd Church Hall, Station Approach Road, Tadworth, Surrey, KT20 5AE.

Open: 1000-1700

Admission: adults £6.00, under 16s £3.00, senior/disabled £5.00. All proceeds to Good Shepherd Church.

Amenities: free parking; refreshments.

Features: 24 layouts in several scales including *Neumarkt*, *Five Mile Siding*, *Lafayette Spring*, *Angle Crossing*, and *Oregon*. Trade.

Contact:

Stuart Robinson 07758 458827.

E-mail: stuart.robinson27@ntlworld.com

Website:

www.ndmrc.info/Home/Tadworth.htm

Saturday 12 & Sunday 13 September FAVERSHAM, Kent

Organiser: Faversham MRC.

Venue: The Abbey School, London Road, Faversham, Kent, ME13 8RZ.

Open: Saturday 1000-1630

Sunday 1000-1600

Admission: adults (17-plus) £7.00, children (6-16) £3.00, U5s free.

Amenities: on-site free car parking, disabled access, toilets, light refreshments.

Features: 26 layouts including *Rue CFF/Bahnweg* (Swiss HO) and *Hiawatha Street* (US HO). Societies, trade.

Contact: Exhibition Manager
Doug Attwood, 07904 078168.
E-mail: exhibition@favershammrc.org.uk
Website: www.favershammrc.org.uk/
2026.html

Saturday 12 & Sunday 13 September LEAMINGTON SPA, Warwickshire

INTERNATIONAL N GAUGE SHOW
Organiser: Meridienne Exhibitions Ltd.
supported by The N Gauge Society.
Venue: Warwickshire Event Centre,
at the junction of the A425/B4455,
near Leamington Spa.
Visitor Car Park satnav CV31 1FE.
Open: Saturday 1000-1700
Sunday 1000-1600

(Last admission 1 hour before closing.)
Admission: adults £14.50, seniors
(over 65) 13.00, children (5-14) £6.00.
Tickets are valid for any one day and are
available in advance via the website or
on the day from the venue ticket office.

Amenities: spacious venue with easy
road access and ample free parking. Also
Saturday only Show Link Bus running
every 30 minutes from Leamington Spa
station to the Event Centre; for full
timetable and prices see website. Coffee
shop and restaurant.

Features: over 25 layouts including
Mühlenfelder (German, in this issue),
N-Club International, *Verneuil-les-Vignes*
(French, coming in CM), and *Tsuru no*
Michi (Japanese). Societies, specialist
trade.

Contact: Exhibition Manager
Avril Spence, 01926 614101.
E-mail: info@meridienneexhibitions.co.uk
Website: www.ngaugeshow.co.uk

Saturday 12 & Sunday 13 September LEIGH, Greater Manchester

Organiser: Leigh MRS.
Venue: Leigh Sports Village, Leigh
Leisure Centre, Sale Way, Greater
Manchester, WN7 4JY.
Open: Saturday 1000-1700
Sunday 1000-1600

Admission: adults £8.00, under 15 free.
Amenities: free parking; free vintage
bus service from bus station; disabled
access.

Features: 30+ layouts, including *Ulvaryd*
Strand (Swedish HOe, CM November
2019), *Bad Kissen* (Austrian HO, CM
January 2008), and *Arcadia, Pennsylvania*
(US O, CM August 2025). Trade.

E-mail: lmrs.secretary@gmail.com
Website:
www.leighmodelrailwaysociety.
wordpress.com/

Saturday 19 September BRENTWOOD, Essex

Organiser: Mid Essex MRC.
Venue: Brentwood County High School,
Seven Arches Road, CM14 4JF.
Open: 1000-1700

Admission: adults £7.00, children
£4.00, family (2+3 max) £20.00.

Amenities: there is a small car park on
site as well as local street parking – note
any restrictions. Nearest railway station is
Brentwood. Refreshments.

Features: layouts include *Pitzalbahn*
(HOe) and *Klein Schmalitz* (German HO,
CM January 2025). Demonstrations, club
secondhand sales, trade.

E-mail: secretary@midsexmrc.co.uk
Website: http://offtherails.x10.mx/
memrc/exhib.html#top

Saturday 19 & Sunday 20 September TROON, South Ayrshire

Organiser: Ayr Model Railway Group.
Venue: Walker and Concert Halls, South
Beach, Troon, KA10 6EF.
Open: Saturday 1000-1700
Sunday 1000-1600

Admission: adults £7.00, children
£5.00, under 5 free, family (2+2) £16.00.

Amenities: ample street parking in the
vicinity (some metered). Troon station,
served by Scotrail train services from
Glasgow and Ayr, is half a mile's walk.
Bus services from Ayr stop outside the
hall. Tea, coffee & food available,
supporting the local RNLI.

Features: 16 layouts, including
La Camienne (French HO, in this issue).
Societies, demonstrations, trade.

E-mail:
secretary@ayrmodelrailwaygroup.org
or j.mccall10@btopenworld.com
Website: www.ayrmrg.co.uk

Saturday 19 & Sunday 20 September BLACKPOOL, Lancashire

Organiser: Blackpool & North Fylde MRC.
Venue: Blackpool 6th Form, Blackpool
Old Road, Blackpool, Lancashire, FY3 7LR.
Open: Saturday 1000-1700
Sunday 1000-1600

Admission: adults £8.00, concessions
£7.00, accompanied under 16s free.

Amenities: on-site parking; easy access
for disabled; refreshments.

Features: layouts in various gauges
including *29th Street Wharf & Domino*
(HO), *Gatenby* (On30), and *G-Wizz* (G).
Demonstrations, club sales, trade.

E-mail: ajolley@pobroadband.co.uk
Website: https://livelywre.wixsite.com/
bnfmr/annual-exhibition

Saturday 19 & Sunday 20 September TUNBRIDGE WELLS, Kent

Organiser: Spa Valley Railway.
Venue: Tunbridge Wells West Station,
Nevill Terrace, Tunbridge Wells, TN2 5QY.
Open: 1000-1700

Admission: adults £16.00, concessions
£15.00, accompanied children (under
15) free, family £32.00. (Tickets include
unlimited travel on the railway's trains).

Amenities: there are local pay & display
car parks, and the heritage railway is
served by bus No.281 from Tunbridge
Wells main line station. Venue has full
disabled access, all on the level. Light
refreshments.

Features: 30 layouts, including
Kreuzweg (Swiss HOm, CM January
2023) and *Cedar Canyon Junction*.
Societies, trade.

E-mail:
richard.arding@spavalleyrailway.co.uk
Website: www.spavalleyrailway.co.uk



Saturday 26 & Sunday 27 September FOLKESTONE, Kent

Organiser: Folkestone Hythe & District MRC.
Venue: Leas Cliff Hall, The Leas,
Folkestone, CT20 2DZ.
Open: 1000-1630

Admission: adults £9.00,
children £4.00, family £24.00.

Amenities: there is direct access from
an underground pay & display car park
on Sandgate Road via a tunnel at the
rear of the car park leading directly to
the exhibition entrance. Disabled access
to all areas. Café, restaurant & bar.

Features: layouts include *Königshafen*
(German N, CM October and November
1997) and *Kaninchenbau* (alpine HOe,
CM February 2022). Also loco doctor,
multi-gauge test track, societies, trade.

E-mail: Exhibition Manager
Chris Dorrell, cdeltic@aol.com
Website: www.folkestonemrc.
wordpress.com/club2

Saturday 26 & Sunday 27 September TODDINGTON and WINCHCOMBE, Gloucestershire

Organiser: Glos Warks Steam Railway.
Venues: Toddington station, GL54 5DT
– Toddington Diesel Shed; Cotswold Halt
Café; Tim Mitchell Building, Winchcombe
station; Carriage & Wagon Workshops,
Winchcombe; Model Railway Coach on
Platform 2, Winchcombe.
Open: both days 1000-15.45

Admission: one day rover adult
£28.00, child £10.00. Two-day tickets
– adult £40.00, child £14.00. Includes
unlimited rides on the main line railway,
the push-pull diesel shuttle service
between Toddington and Winchcombe
stations, and the narrow gauge line
at Toddington. Advance purchases via
website.

Amenities: free parking at Toddington,
Broadway, and Cheltenham Racecourse
stations. Refreshments at all stations.

Features: 45 layouts including *Santa*
Maria (Swiss HOm, CM September 2025,
left), *Gleisbau Bitterfeld* (German HO,
CM January 2023), *Two Forks Railroad*
(US HO), *Stoney Hill East* (Canadian HO,
CM March 2006), *Central Alonzo* (Cuban
HO, CM September 2023), *A Tribute*
to Tunnel Two (Chinese HO diorama),
Ahmadpur Junction (Indian 7mm ng+bg,
CM July 2026), *Kalimpong DHR* (Indian
7mm ng), and *Yellow Ridge Uranium*
Mine (Canadian Gn15). Demonstrations,
trade.

Contact: 01242 621405.
E-mail: info@gwsr.com
Website: www.gwsr.com/whats-on/
model-railway-weekend/

Saturday 26 & Sunday 27 September STAFFORD, Staffordshire

Organiser: Stafford Railway Circle.
Venue: Bingley Hall, Staffordshire
County Showground, Weston Road,
Stafford, ST18 0BD.

Open: Saturday 1000-1700
Sunday 1000-1630

Admission: advance tickets – adults
£16.00, children (5-15) £5.00, under 5s
free, family ticket (2 + up to 3) £32.00;
on the door – adults £18.00, children
(5-15) £5.00, under 5s free, family ticket
(2+3) £36.00.

Amenities: on the A518 Stafford to
Uttoxeter road c.4 miles from Stafford.
M6 J14, follow signs for the showground.
Extensive free parking. Free bus from
Stafford railway station to the venue (see
website for timetable). Good disabled
access. Full catering facilities.

Features: more than 50 layouts
including: *Jäger Straßenbahn* (HOm),
Auswiss (Swiss/Austrian HO, above,
coming soon in CM), *Zeedijk* (Dutch HO,
CM June 2023), and *Red Hook Bay* (US
HO, CM November 2014 and American
Special). Demonstrations, societies, trade.

E-mail: tcr.robinson@icloud.com

Website: www.staffordrailwaycircle.org.uk/
exhibitions

Saturday 26 & Sunday 27 September WORTHING, West Sussex

Organiser: Worthing MRC.
Venue: St Andrews CE School, Sackville
Road, Worthing, West Sussex, BN14 8BQ.
Open: Saturday 1000-1700
Sunday 1000-1600

Admission: adults £10.00,
accompanied children free.

Amenities: disabled access;
light refreshments.

Features: 15 layouts, including *Largar* and
Lime Works (US On30). Societies, trade.

Contact: Chris Sweeney, 07970 633908.
E-mail: exhibitions@worthingmrc.co.uk
Website: www.worthingmrc.co.uk

Meetings

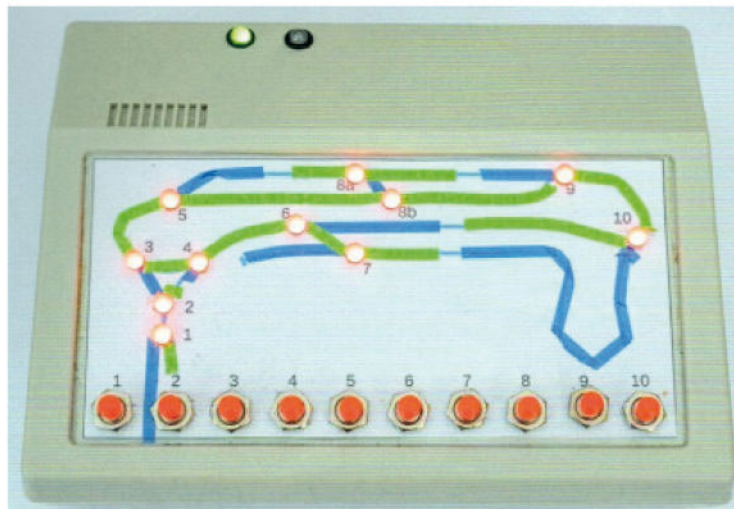
Thursday 3 September – 1930 Great Central Railway Society (Sheffield branch)

Alongside the Darjeeling Himalayan
Railway by David Charlesworth.

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

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

Website: www.gcrsociety.co.uk



David Hesse writes:

"I enjoyed the article about using ESP32 microcontroller modules for remote switch actuation. However, I thought the control panel was a bit crude and involved a lot of wiring and remote IOs (inputs and outputs).

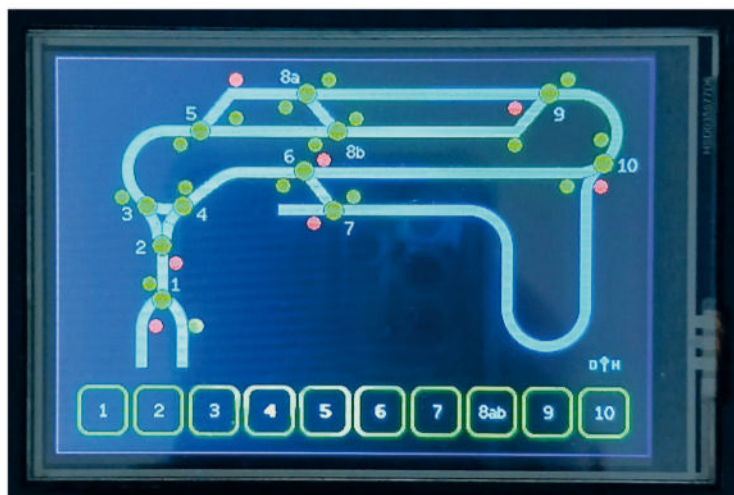
I made an ESP32 sketch driving an LCD touch panel to act as a schematic and control panel. Touching any of the buttons sets all affected signals to red, changes the switch position, updates the display, and sets the signals for the available route: green for normal route, amber for reversed route, and red for no entry. The sketch uses the TFT_eSPI graphics library, a powerful and straightforward tool.

The ESP32 and touch screen are the Elecrow 'Crow Panel 3.5" with ESP32' (<https://www.elecrow.com/esp32-display-3-5-inch-hmi-display-spi-tft-lcd-touch-screen.html?idd=5>). The attached photo shows the ESP32 display. Unfortunately the colours did not reproduce well but the track is coloured blue and green as in the original. The switch indications change from green to blue depending on the track the switch is set for.

If anyone is interested, they are welcome to contact me by e-mail for a copy of the sketch. It does not implement the ESPNOW functionality but that can be readily added. It may also need modification for other devices and displays."

davidehesse@gmail.com

Above The original switch panel.
Below The ESP32 display.



Andrew Eastabrook and Rob Wesley reply:

"We are already further forward. Our current system is running on a dynamic HTML 5 web page and does everything that David mentioned. Ours has all the status and verification checks to make sure the receiver has correctly received its messages.

Our system no longer uses the hand-held controller, but it will still work as an alternative control unit if desired. The stand-alone HTML 5 based system has been in use for some time now; it uses industry standard web technologies and does not need the low-res touch pad or its associated library that David has detailed. Our track diagram will display on any device that can log on to the locally-generated web page and show the high resolution graphics that represent the track or its signal controls and status.

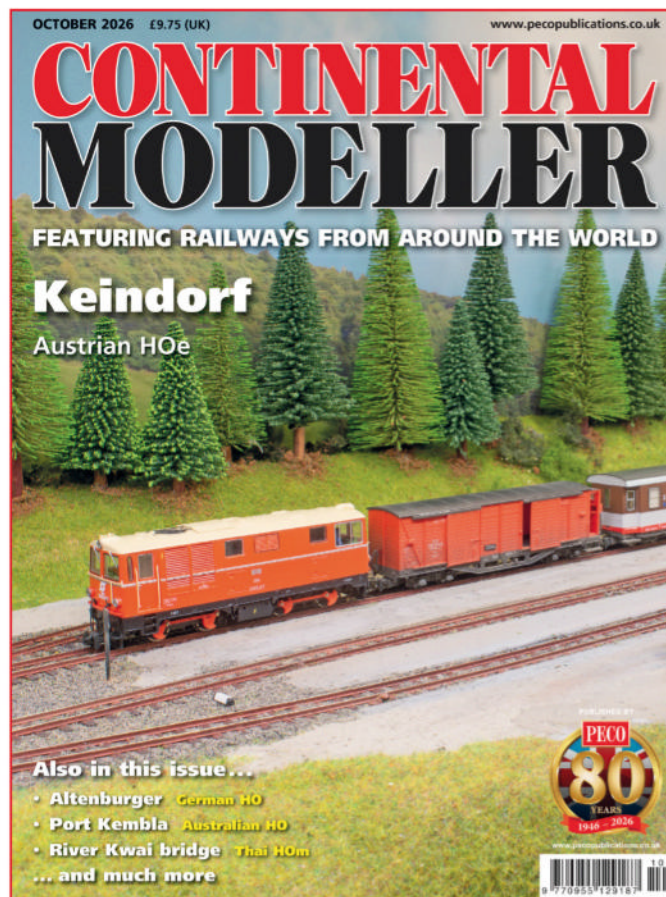
Our Version2 controller is based on a standard Samsung Galaxy A7 Tablet (or better) with a 11" screen and a screen resolution of 2000 x 1200 pixels; David's is using a 3.5" screen with a resolution of 480 x 320 pixels. The much higher resolution on our system allows a far more realistic map of the actual track layout.

We always said that the hard wired controller was an interim step, but it has proved its worth proving the system is robust and reliable whilst the higher tech controller was developed.

There will be an update article in due course so that others can see how this system has come on. It just needs the signal posts and wiring working to show the full range of what the system does."

Coming next month

out 17th September



• Keindorf

Tim Tinncknell returns to a favourite subject – a small narrow gauge junction in rural Austria modelled in HOe.

• Altenburger

Alan Wardman and Maciej Kurkowiak present their latest German HO exhibition layout, a branch line terminus in Epoch V-VI.

• Port Kembla

Craig Watson describes his new HO layout, a modern loco maintenance facility in New South Wales.

• Bridge over the River Kwai

The modern tourist operation as a memorial – James Spence describes his latest project in HOm, a novel choice of subject and an unusual format.

• Creating an impression

Philip Morgan, co-ordinator of the annual European and American O Gauge meeting in Winchester, adopts an impressionistic approach to railway modelling.

... and much more!

Opportunity Yours

To buy, sell or exchange through the columns of
Great Britain's best selling magazine for enthusiasts
modelling overseas railways

CONTINENTAL MODELLER Classified Advertisements

If, when responding to advertisements, you have a query which needs a reply, please enclose a stamped self-addressed envelope.

Replies to box numbers should be sent to:

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

Retailers Announcements

LOWESTOFT, *Parrs, 252 London Road South, Kirkley* for PECO PRODUCTS and MODELLING MATERIALS and many other lines. Tel: 01502 565695.

CANADA and USA. Narrow Gauge Model Railway Supply Canada (ngmrsc.ca) for HO_n30, HO_n3 and HO_m, Standard Gauge Model Railway Supply Canada (sgmrsc.ca) for HO, and DCC Supply Canada (dccsc.ca) for EX-DCC kit.

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.*

Wanted (Trade)

This section is reserved for the use of traders only.

THINKING OF SELLING YOUR MODEL RAILWAY COLLECTION? If so contact me for an immediate evaluation, distance no object. Collections large or small. *PAUL CULL, telephone: 01302 481 274 or mobile: 07767 356 890 or send your list to: The Bungalow, Denton Green Lane, Kirk Sandal, Doncaster DN3 1JP email: pcull123@gmail.com*

MODEL RAILWAY COLLECTIONS URGENTLY REQUIRED. Small and large – any scale and any condition. British, European and American collections all required. Nationwide collection, distance no object. Contact us today for a quick and friendly service. Telephone: 01302 371 623, mobile: 07526 768 178, email: anoraksanonymous@googlegmail.com

WANTED – COLLECTIONS OF TRAINS FROM

THESE AREAS:- North Wales, Cheshire, Merseyside, Manchester, and Lancashire. Also Diecast. If you really want the best price then send me or email me your list. Tel 07511 899314 Email gambiacat@tiscali.co.uk

Private

Property for Sale

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!!

OPPORTUNITY YOURS

CM Classified Advertisement Order Form — last date for receiving copy for November 2026 issue is 29th August 2026

Please insert advertisement under the section headed:.....

MINIMUM CHARGE £4.20 per advert (£3.50 + 70p VAT)

Prices below do not include VAT. Please add 20% VAT to total.

Rates per word: Private 15p, Trade 25p, Swapmeets 40p.

Box number £5.50 extra.

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.

Please email your advert to: classifieds@peco.co

Alternatively send this completed form with your contact details for payment to: Classifieds Department, Peco Publications, Beer, Seaton, Devon, EX12 3NA

I enclose a cheque for £.....(made payable to peco publications)

Name.....

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..... Post code.....

This form may be copied to save cutting the page

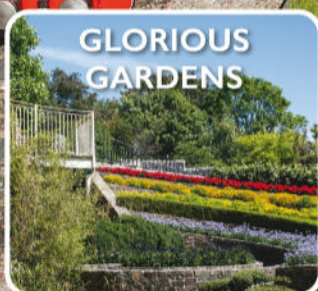
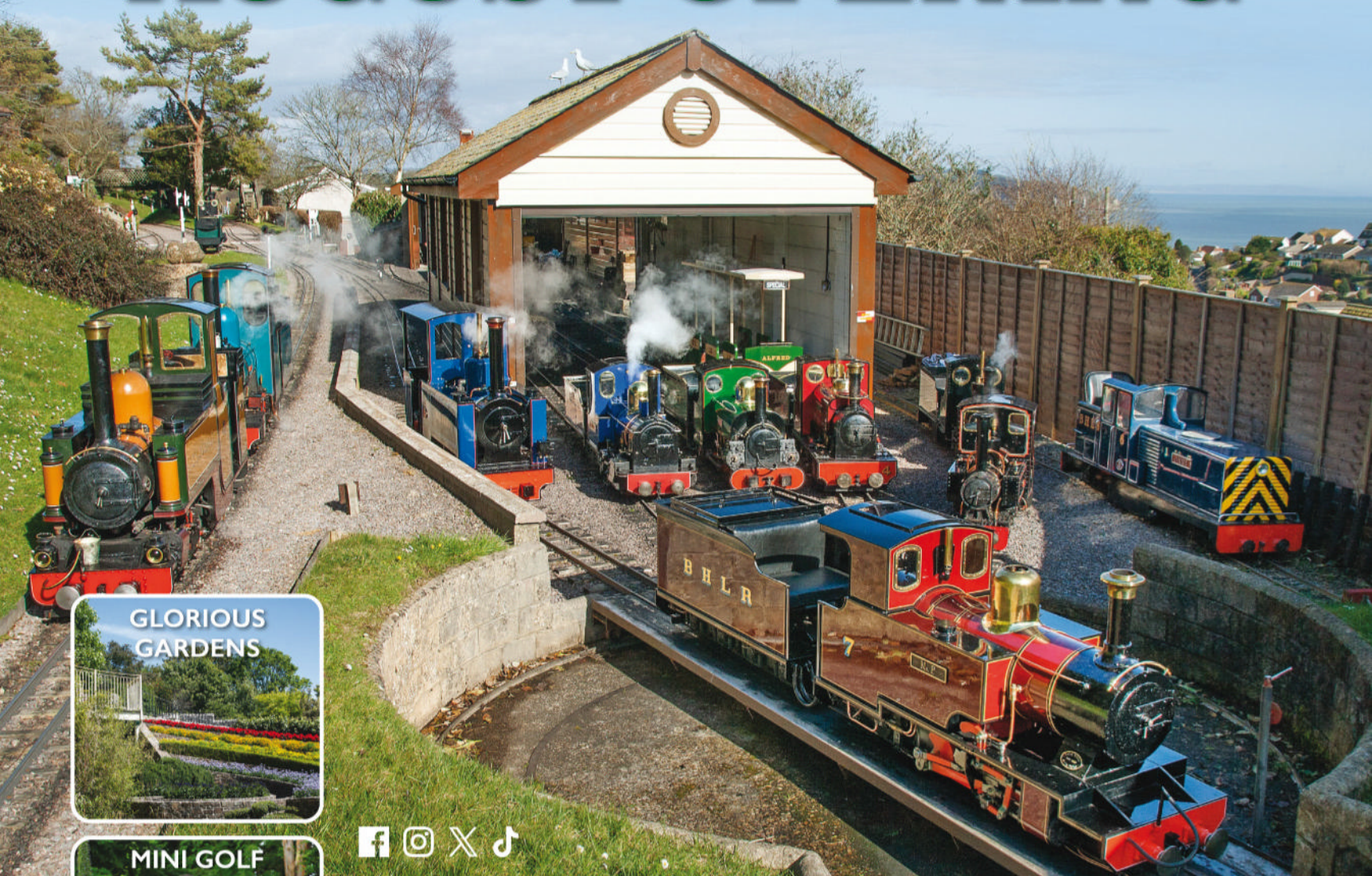
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TUESDAYS, WEDNESDAYS & THURSDAYS

DOORS:
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LAST TRAIN:
3.30pm

Pecorama



AUGUST OPENING



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GARDENS**



MINI GOLF



Adults (over 16) £14.95 | Concession (3-16) £9.95
Infant (under 3) FREE
Accompanying Carer FREE | Dog £2.00

Ticket includes: one Train Ride, access to the Gardens and Exhibition.

Extra Train Rides can be purchased on the day for £4.00 each

MINI GOLF – 4 people £10.00, 1 person £3.00

Refreshments available from the takeaway kiosk (sandwiches, pasties, sausage rolls, cake, etc.)

Card payments only.

As this is a summer special offer, we are unable to offer refunds or exchanges.

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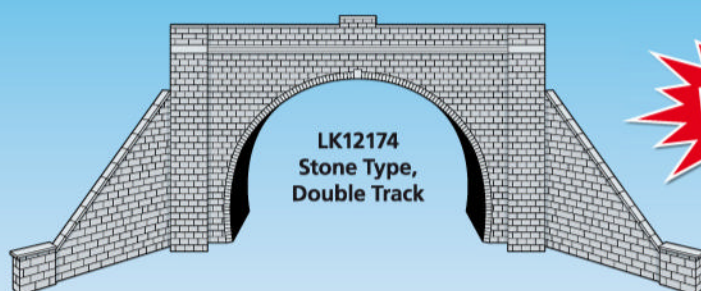
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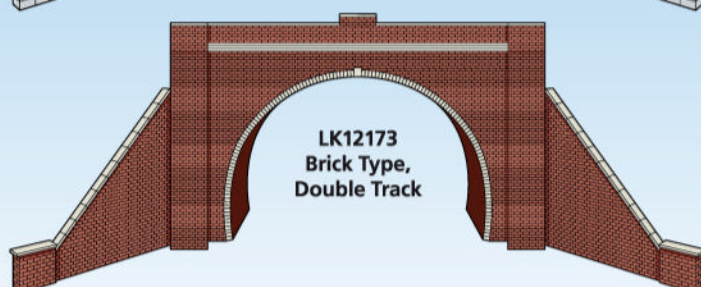
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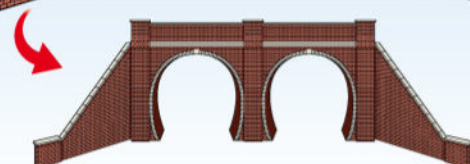


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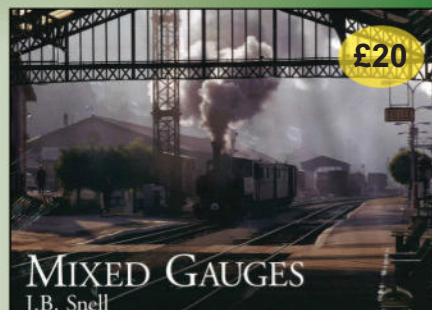
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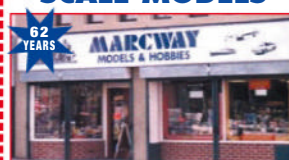
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