

CONTINENTAL MODELLER

NOVEMBER 2012 | £3.95 (UK)

FEATURING RAILWAYS FROM AROUND THE WORLD EACH MONTH



French metre gauge
La Baraque

Inside this issue ...

De Kempen



Dutch HO

German N
Oberau Nord



Dutch N
Blue Tram



Latest Reviews ... and much more

CONTINENTAL MODELLER

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RAILWAY MODELLER

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

NOVEMBER 2012



Cover
A mixed train on its way up
the Puy de Dôme waits
in the loop at La Baraque.
Photograph: editor.

Warley show highlights

The Warley club's annual exhibition will be taking place once again in Hall 5 of the National Exhibition Centre on Saturday 24th and Sunday 25th November, and promises to be the premier model railway event in the UK. It is the club's forty-fifth show, and – amazing to realise – the twentieth at the NEC. The formula for this popular and successful national showcase for our hobby is largely unchanged. It will feature over eighty layouts in a wide range of scales and gauges, and we are very pleased to note that once again a high proportion of them are of foreign outline, with some (marked * in the following list) being brought over from Europe for the event – a wonderful opportunity for modellers here to see some of the best layouts from the continent 'in person', as it were, as well as through the pages of CM!

The 'foreign' attractions are as follows:

Oberdorf II (German, Nm) Piers Milne (CM July 2009)

The Blue Tram in N (Dutch, N) Loek Bronkhorst * (in this issue)

St.Etienne-en-Caux (French, OO9) Charles Insley (CM October & November 2010)

Asciano dal Lamone (Italian, HO) Jon Wagstaff (coming soon)

Châtellerault – Châteauneuf (French, HO) Rail 86 club * (in this issue)

De Kempen (Dutch, HO) Modelspoorgroep Valkenswaard * (in this issue)

La Baraque (French, Sm) Hans Louvet * (in this issue)

St.Juliot (French, S) Maurice Hopper

Schwachhausen (German, O) Peter Smith (CM September 2011)

Veldhoven 1935 (Dutch) Modelspoorgroep Valkenswaard * (CM February 2010)

Project Iraq 2003 (Iraq, 1:35) Tony Bennett (CM February 2012)

Martins Vale Plantation Railway (West Indies, 1n20) Mike Bartlett

Burlington Central (US, N) Perth & District MRC

Union Pass (US, N) Ian Morris

CTU Spur, Alaska (US, HO) Chris Gilbert

Four Corners (US, HO) Doug Grazier

Roundhouse (US, HO) Ian Lampkin

These layouts, over a fifth of the show, would make a very respectable exhibition in themselves. Several of them have already been featured in CM, four are presented in this issue, and others are to come.

The best foreign layout will win an award sponsored by CM, and while it is not feasible to make this a public vote at the show, visitors' opinions are very welcome – come and see us on the Peco stand.

Most of the 'national' special interest societies and groups will also be represented, and the trade stands will include many offering international products.

Several of the layout builders will be known as regular CM contributors – a 'club' notable for the longevity of some of its members, but also one that welcomes 'new recruits'. In this respect the magazine is a 'model' for many clubs, and indeed our hobby. It may change over time and with new technology but it persists, develops, and grows. For example, the way we produce the magazine now with computers bears little relation to how it used to be done, and likewise the models we can enjoy, along with the technology that controls them and produces effects, etc. – but they have not been superseded by simulations or holographic substitutes. While we have adopted modern technology for our online edition, this complements but does not replace the traditional printed magazine.

CONTINENTAL MODELLER

November 2012

Volume 34

Number 11

Contents



706 DE KEMPEN – RAILWAY OF THE MONTH

Hugo Baart describes the portable HO exhibition layout built by the Valkenswaard Model Railway Group, set on a line which links The Netherlands to Belgium, with steam and diesel motive power. See it at the NEC.

716 MANHOLE COVERS & DRAIN GRATINGS

Emmanuel Nouaillier shares more of his techniques for highly detailed and realistic scenic modelling, creating some essential features of the urban scene.

720 LA BARAQUE – PLAN OF THE MONTH

Mountain climbing metre gauge in the Auvergne: Hans Louvet presents his new S scale layout, based on an unusual French prototype, using the Hanscotte system centre rail to reach the Puy de Dôme. See it at the NEC.

732 A STEAM TOUR OF FINLAND – 3

David Eatwell reports on a visit in May 2003, this time following Pacific No.1021 with a passenger train and 2-8-0 No.1150 on a freight from Jyväskylä to Haapamäki.





736 THE BLUE TRAM IN N

Loek Bronkhorst describes this Dutch N scale project as not so much a layout, more an architectural diorama with action on rail, road, and water. *See it at the NEC.*

744 CHÂTELLERAULT-CHÂTEAUNEUF

Michel Berry tells the story of the portable HO exhibition layout of the Rail 86 club, based on the local prototype, showing the other station in town as it might have been if the line had remained open. *See it at the NEC.*

752 OBERAU NORD

Brian Silby introduces his new German N layout, set on the line from Munich to Garmisch-Partenkirchen; the simple design allows enjoyment of passing trains.

760 LATEST REVIEWS

768 BOOK & VIDEO REVIEWS

772 EXHIBITION DIARY & NEWS



736



760



Michel Berry tells the story of the portable exhibition layout of the Rail 86 club, which is based on the local prototype.



Châtellerault-Châteauneuf

The other station in town, as it might have been

One town, two stations

It sometimes happens that one place can have several stations in the vicinity. Often this is not determined by the density of the population which would merit multiple facilities but occurs for some historical reason, because of lack of co-ordination by the local authorities, or the presence of competing railway companies.

This was the case at Châtellerault-Châteauneuf, which certainly performed a useful function serving this part of the city; it was the last station on the État line from Loudun (on the old Tours to Sables d'Olonnes line) before it crossed the Vienne river on a 120m metal viaduct to reach Châtellerault Paris-Orléans station, on the Paris – Bordeaux main line. This modest cross-country connection was promoted under a

scheme of 1879 by two sub-prefectures of the Vienne *département*; work began in 1881 and it opened in 1886. It only ever saw very light local traffic, with a basic service of three trains a day, one of which was a mixed.

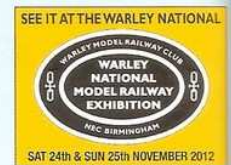
The nationalised SNCF, which came into being on 1st January 1938, closed the line to passenger traffic in May 1939. It saw a brief return to use between May and July 1944, using a Verney *autorail* fitted with a gas producer. The retreating German army demolished the bridge over the Vienne, which cut the connection to the P-O station until 1955 – and sealed the fate of the passenger traffic. This turned Châteauneuf station into a terminus for ten years, with the installation of temporary facilities for servicing the motive power.

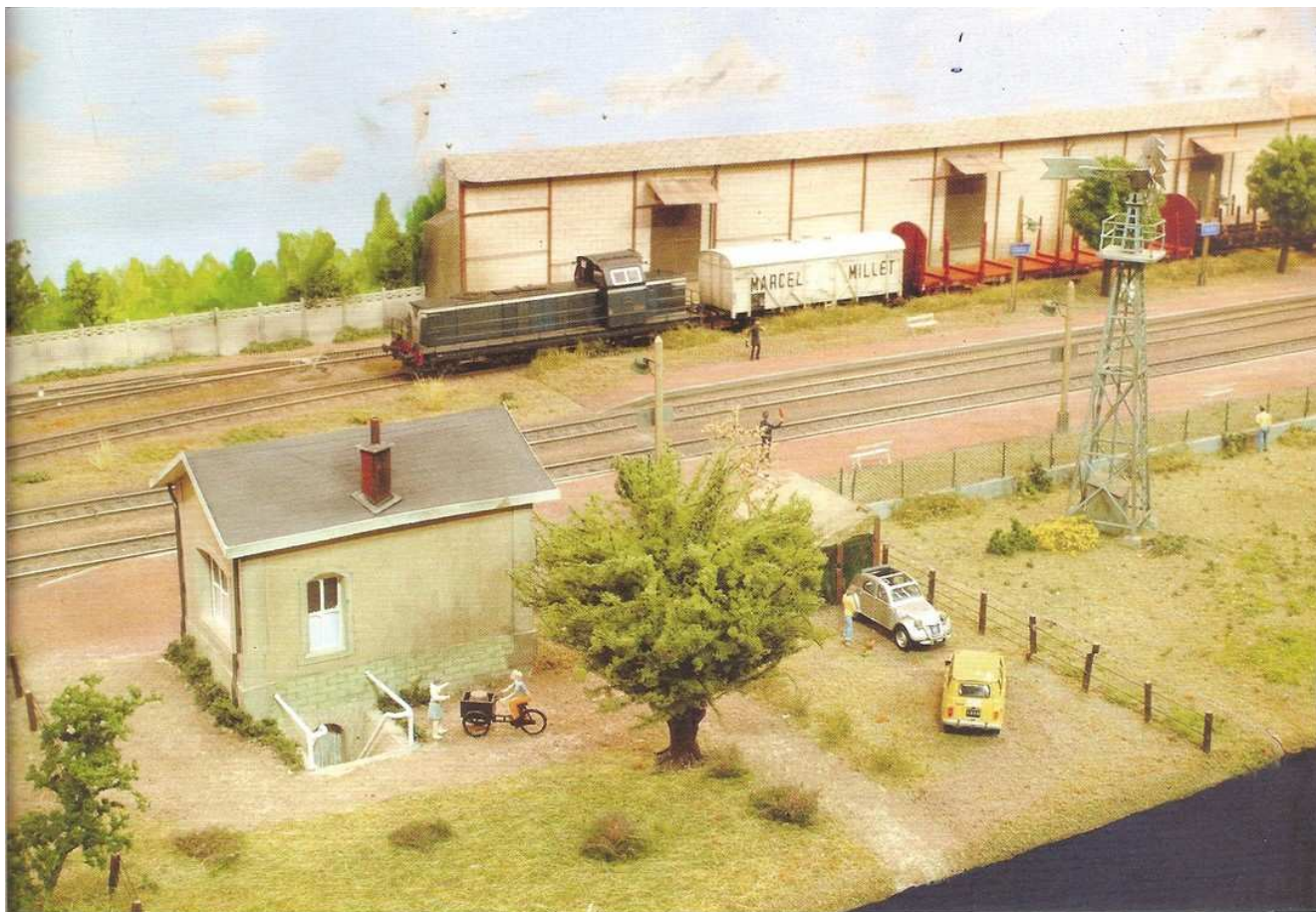
Above

A bus waits in front of the station building to connect with the train service.

Below

The local goods train hauled by a BB67300 waits as the Y7100 shunter draws some tank wagons from the siding to be added to its train. Photographs by the editor.





Above
At the end of the platform are the offices of the chief of the district. In the yard, a BB66400 awaits the order to depart with a freight.

In the 1960s, freight traffic expanded with a daily local trip service (usually provided by a BB71000) but also some complete trains with BB67300 or A1AA1A 68000 diesels from Tours-Saint-Pierre dépôt.

The section of the line between Lençloitre and Châteauneuf has been out of use since 1980 and the service only operated over the remaining 2.1km from Châtelleraut (P-O). More recently, all passenger traffic having long since disappeared, the track in the station was lifted, leaving in effect only a long siding from the bridge to the industrial area; even this ceased in 1987, but the line was not officially closed completely until October 1992.

A logical choice

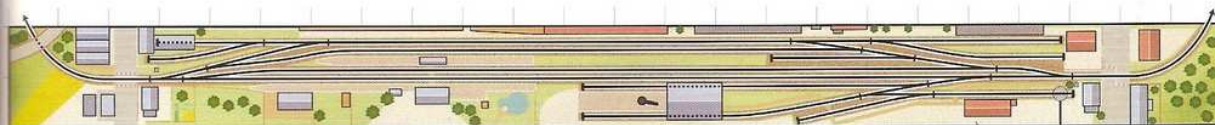
In addition to its permanent HO and portable N layouts, the club wanted to build an exhibition layout in HO inspired by the local prototype.

Châtelleraut (P-O) was ruled out because of its size so attention turned to Châteauneuf, the other station in the area. With only small adjustments, the track plan of 1931 provided a basis for the layout. Most of the local rail-served industries could be included. Of course, modelling allows accommodations with reality without betraying the essence of the real location. The model is set in the 1960-1980 peri-

od, and it is supposed that the passenger traffic has not been prematurely stopped. This seems to please the viewing public at exhibitions – and club members who can run their stock!

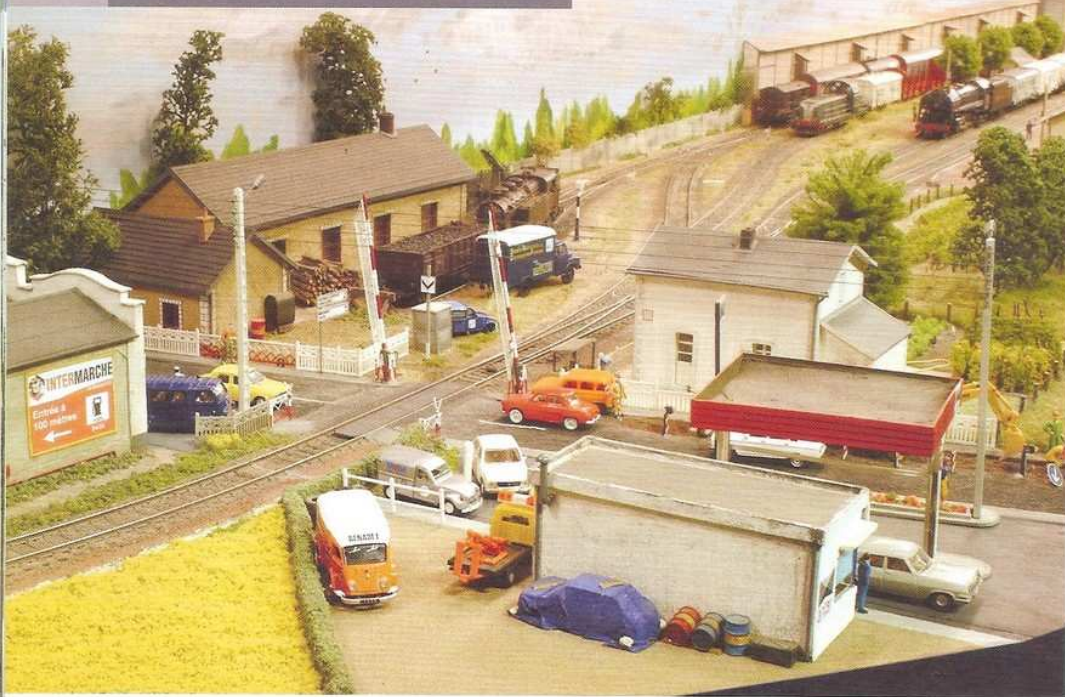
The loco facilities could be added where they would be able to serve État machines as well as those of the P-O without appearing out of place since the position is logical and the style of architecture is consistent.

Note that to reproduce this station properly, the modellers had to scratchbuild most of the structures – station building, goods shed, various industries, etc. – mostly from 3mm featherboard. Those still in existence were photographed and measured, and drawn out onto the board. It is essential to use a new sharp blade for cutting out the window and door openings. Wooden strips were occasionally used to reinforce the interiors. Some of the buildings have painted walls, others are covered with fine sandpaper to represent a rendered surface. Some of the industrial buildings use commercially available corrugated material. Window frames were generally made from microstrip assembled onto the glazing sheet. Some of the roof coverings were built up from overlapping strips of suitably coloured card, others use commercial products, as appropriate. It all helped members to develop their skills and master the different techniques.



HO

CHÂTELLERAULT FRANCE

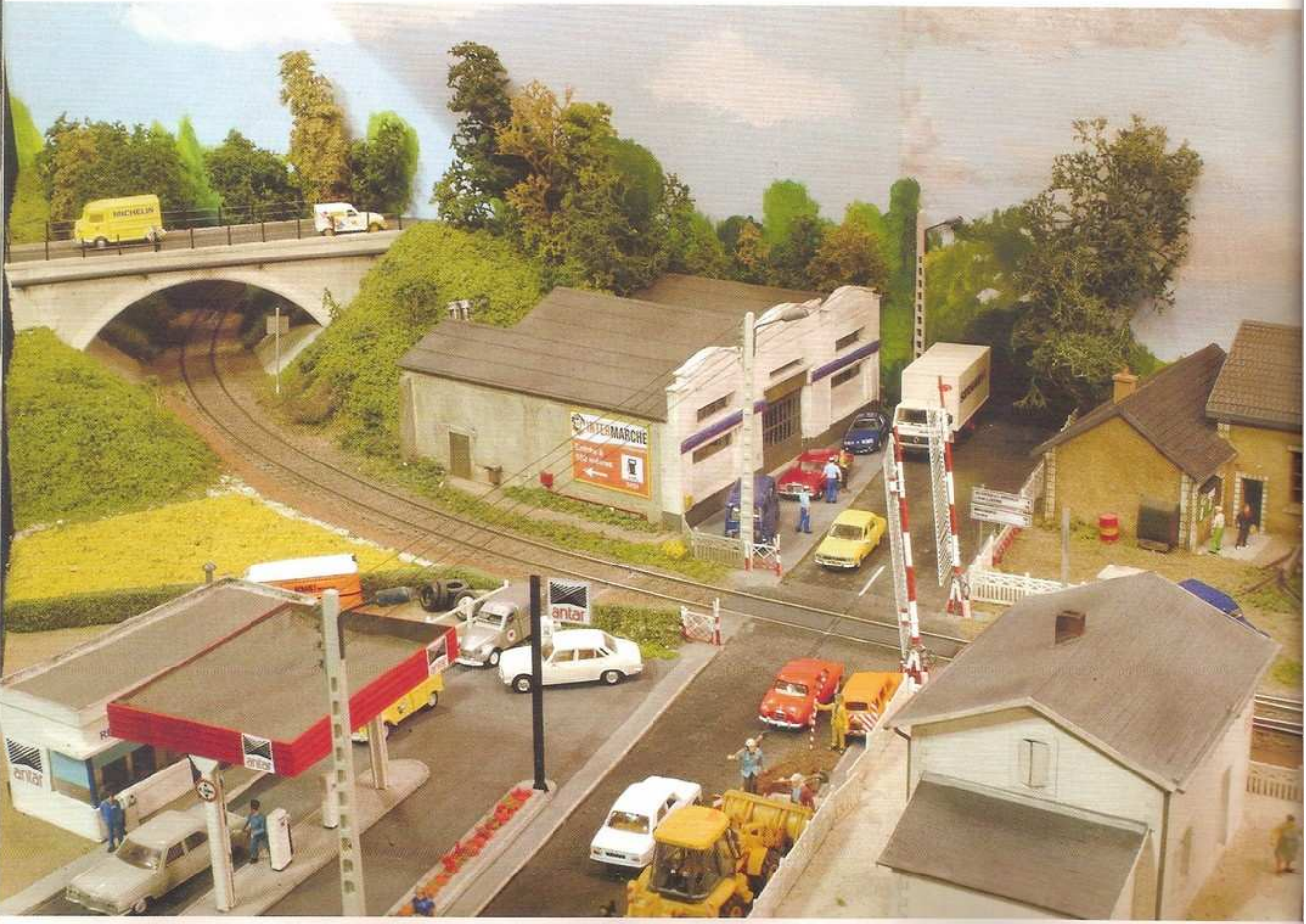


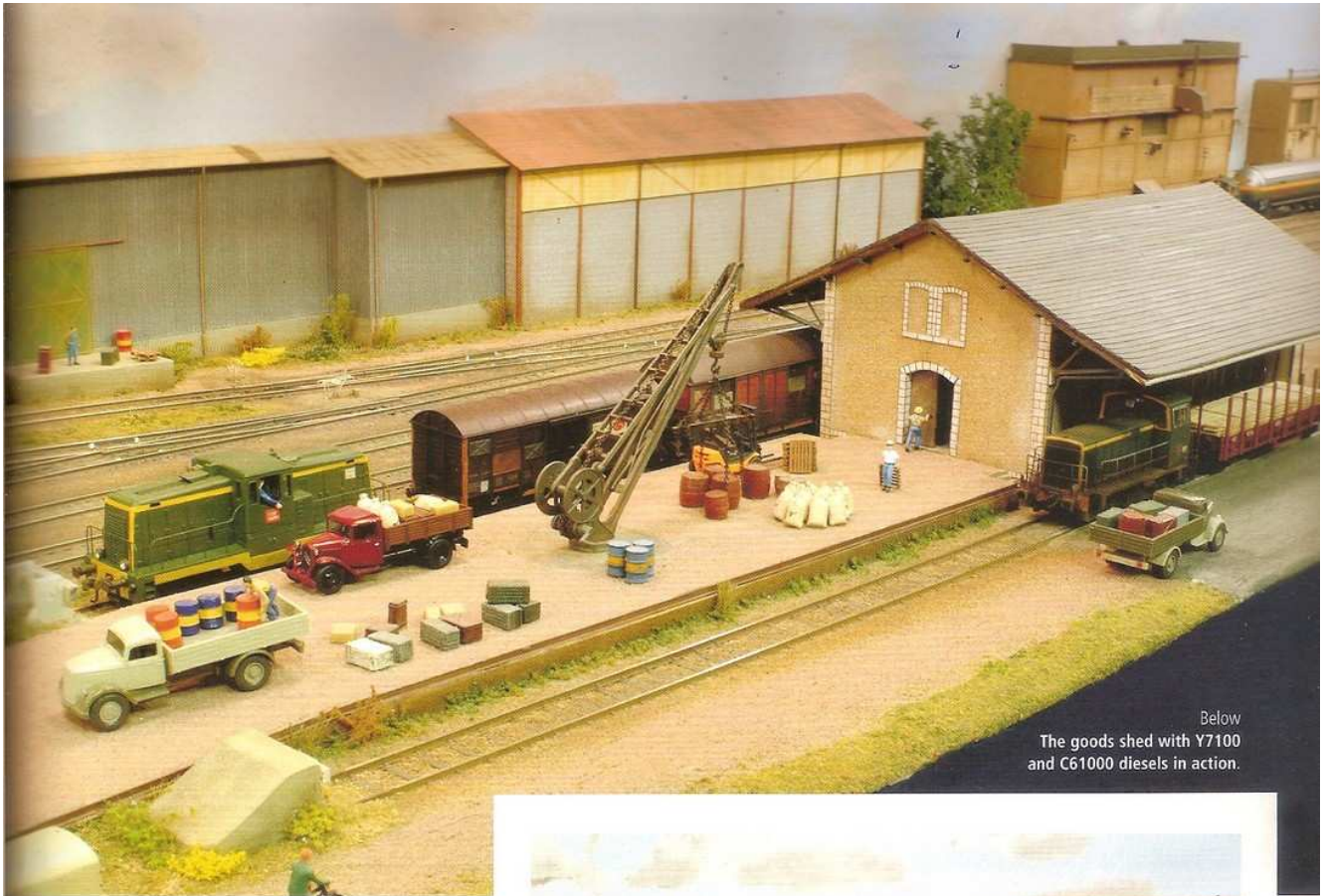
Left
Beyond the level crossing, a 141TA waits in front of the loco shed before returning to Loudun.

Right
A GE 44-tonner shunts some vans to the goods shed while a Y7100 brings cut timber from the sawmill.

Below
The level crossing barriers actually work. The local police are using the factory forecourt for spot checks.

Opposite page, bottom left
The crossing keeper's house has a well-stocked garden.





Below
The goods shed with Y7100
and C61000 diesels in action.

This is probably what has made the approach viable, and allows the immediate recognition of the site when the layout is exhibited locally.

We are certainly not the only club or individual trying to reproduce an actual site fairly accurately while making some adjustments to augment the traffic which is sometimes a little lacking in reality.

The layout

The layout consists of eight 1.2m x 0.6m modules for the scenic section, plus two semi-circular end sections to connect to the storage sidings at the back, where the trains are assembled. The baseboards incorporate folding legs to speed assembly. Adjustable feet are fitted to compensate for irregularities in the floor. The end pieces are 15mm plywood, machined in pairs for a perfect match, with central cutouts for the cabling.



Below
The breakdown crane, ready
for use with a *locotracteur*.



HO

CHÂTELLERAULT FRANCE





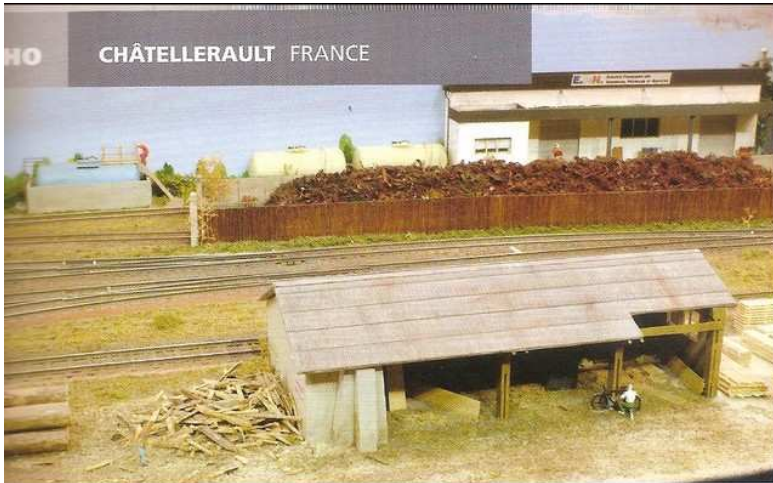
Left
A train of refrigerated vans leaves for the port at Sables d'Olannes hauled by a 141R.

Below left
Heavy traffic – a modern X73500 autorail at the station, the refrigerated van train, and freights in each direction. The pond allows cooling off on this hot summer afternoon.

Above
The BB67300 propels some wagons back towards the large warehouse.

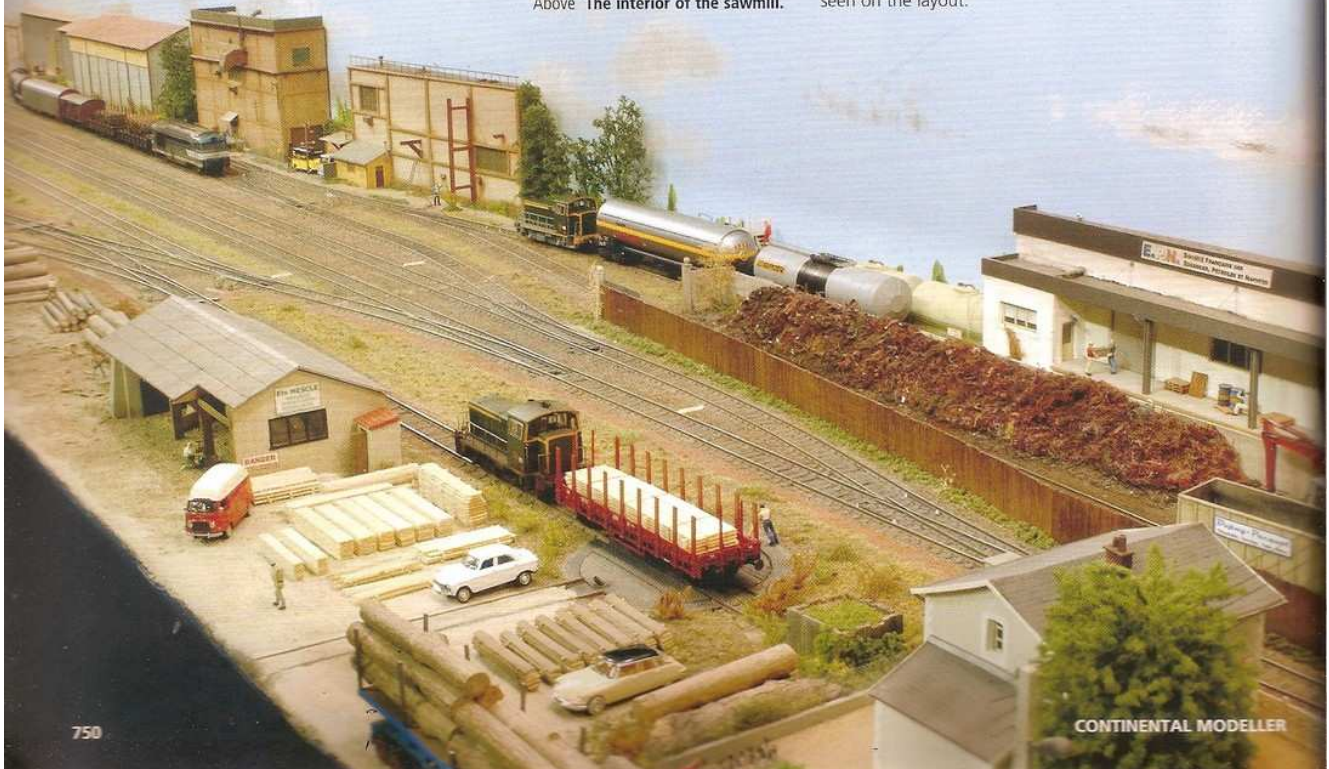
Below
The express does not stop at Châteauneuf but continues through to the main station.





Top The sawmill and, across the line, the scrapyard.

Above The interior of the sawmill.



Where present, the board supporting the tracks and the scenery is 8mm plywood. The vertical backscene is from the same material, for rigidity.

The track is Peco code 100, laid on cork sheet, with the sleeper spacing adjusted to represent the État practice of using 18 sleepers to support 12m long rails. The sides of the rails were painted 'rust' with Humbrol enamel paint (ref.73); running surfaces were cleaned with a soft cloth soaked in thinners.

The ballast was applied in the regular manner, shaped with a brush. The grade used was effectively sand, as used in factories to mop up oil spills. Club members thought it was a better size for HO than most of the commercial offerings. It is stuck down with diluted white glue; to help the glue penetrate it is useful to wet the ballast lightly first – add a little liquid soap to break the surface tension. We have a developed a 'magic bottle' with a long thin spout to apply this mixture drop by drop, and accurately. Drying out can take several days.

The points are electrofrog, operated by Lemaco slow motion motors.

Control is analogue DC.

Scenic materials used include Heki and Woodland Scenics.

Lighting is mounted behind a valance of thin plywood mounted on metal supports cantilevered over from the back of the layout. A front panel conceals the legs at exhibitions. Lowering the valance, folding the front and feet, we obtain enclosed boxes which can be stacked one on another, thereby facilitating transport and storage.

Rolling stock is provided by club members – indeed, part of the purpose of a club layout is to allow members to get their models out of the boxes or display cases and give it a run. As a result, at any one time, quite a mixture might be seen on the layout.



Above
The sawmill receives some logs by road. The crossing keeper's house is no longer needed as the level crossing now has automatic barriers. The mansard-roofed building on the right is typical of houses in the Châteauneuf district.

Inset right
Clearing the undergrowth in the woods behind the houses.

Left
The industrial areas either side of the line. On the left, the sawmill; on the right, sidings serving the scrapyard and the EPN company, where a Y7100 *locotracteur* is delivering two tank cars.

Right
It must be the lunch time, as the restaurant terrace has filled up nicely.

The club has shown with this layout that it is possible for a group of like-minded enthusiasts to produce the dream of a railway which might continue to play an active rôle in serving the countryside – a piece of modelling fiction which could inspire others, not necessarily grouped in a club.

