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incorporates heavy-duty crepe paper. Crepe paper is also available from Noch or an art shop. This can be fixed to the formers with a staple gun or hot glue.

- Chicken wire is one of the traditional methods being spread between, and then fixed to, the top of the timber contour formers.

- Noch produce landscape foundation parts called the Terra - Form System which uses timber dowel posts and fixing plugs to produce a lightweight basis for the hills, embankments or similar.

- Polystyrene hard foam pieces (similar to that used in house insulation) can be carved with a sharp knife to fill the landscape.

- A light metal mesh used for car bodywork repairs can be bought from Halfords, or similar stores. Busch, Noch, or other firms, sell a similar model railway product but this is often more expensive. The mesh will usually require a timber frame to attach it to.


- A web of strips of corrugated card or masking tape fixed to timber formers and to each other using hot glue or a staple gun. The closer together the tape the stronger the web will be to take plaster impregnated cloth or similar.

- Crumpled newspaper or parcel packing pushed between the contour formers and then covered with plaster impregnated cloth. Plaster impregnated cloth is deservedly popular with scenery builders. It is available at many model shops under the name of Mod-Roc, Peco Landform, Woodland Scenics Plaster Cloth and sold by many firms including Gaugemaster, Geoscenics, Heki, The Model

Landscape Co, Noch, etc. It needs to be cut into manageable pieces. Once wet it can be laid over crumpled newspaper or any of the other suggested materials above and smoothed down with the fingers. One or two layers are sufficient to give a good basis for the landscape.

## To learn more

I can do no better than to mention a superb model railway in HO scale that is being built of Blausee Mitholz. Go to [www.mschroeder.info](http://www.mschroeder.info) where some of the pages have an English translation showing stage-by-stage construction of the layout and its landscape. It is well worth a look for inspiration. The Scenery Manual by Woodland Scenics available from their dealers is a useful book that covers layout basics, terrain, water effects and making the landscape. See [www.bachmann.co.uk](http://www.bachmann.co.uk) or [www.woodlandscenics.com](http://www.woodlandscenics.com) for more information. An excellent magazine special with information for making alpine layouts is Eisenbahn Journal's Abenteuer Alpenbahn. The 92-page publication from 2007 contains a large number of splendid photographs of alpine layouts that make me want to start a new layout every time that I open its pages! Go to [www.eisenbahn-journal.de/art/680702.html](http://www.eisenbahn-journal.de/art/680702.html) for more information.

Next time we will cover the making of rock faces - an important aspect of any Swiss layout! 

**Editor's note;** This article is based in part on one by Peter Marriott that originally appeared in *Model Rail International* magazine.

## RVT ABm 2/5

### A model by Piers Milne

**O**n P11 of the June edition of Swiss Express there was a photograph of Régional du Val de Travers (RVT) ABm 2/5 No.9, a strange and very ancient railcar that now resides in the Verkehrshaus at Luzern. I have completed an 'N-gauge' model of this very early railcar which was an attempt by Sulzer (which in 1902 had bought a patent from Rudolf Diesel), to use his engines to power railway vehicles. The use of direct current from a diesel-electric power supply gave problems when starting with a load, but Sulzer solved this in conjunction with BBC. The six cylinder engine drove a generator that supplied the current for the electric traction motors in the bogie at the other end of the unit, a better system than mechanical traction through a gearbox. Five examples of the design, which seated 57 and was an early example of one-man-operation, were supplied to the Prussian and Saxon Railways just before WW1 began; however they

proved unsatisfactory in service and were disposed of. In 1924 the RVT purchased two examples and the one now in the museum stayed in service with them until 1965.

My model of this vehicle was started by another person who sold it unfinished to a dealer, from whom I bought and completed it. It was derived from a Rivarossi Bavarian R3 0-6-0 Tank locomotive with plasticard bodywork added over the original boiler, with laddering and lights added. This has been harnessed to a chopped down Arnold KPEV T2 coach. The two parts are extremely close-coupled with a pin in the coach end dropping into a hole at the back of the (open) cab, thus allowing a little swivelling facility, since (with a fixed assembly) it would be impossible for the model to negotiate even the slightest curve. The Rivarossi R3 models never ran very well, so this is still not the smoothest of mechanisms. 