

Modelling news : Peter Marriott introduces Alpmitholz - a compact new HO scale layout

Autor(en): **Marriott, Peter**

Objektyp: **Article**

Zeitschrift: **Swiss express : the Swiss Railways Society journal**

Band (Jahr): - **(2009)**

Heft 100

PDF erstellt am: **22.07.2024**

Persistenter Link: <https://doi.org/10.5169/seals-854318>

Nutzungsbedingungen

Die ETH-Bibliothek ist Anbieterin der digitalisierten Zeitschriften. Sie besitzt keine Urheberrechte an den Inhalten der Zeitschriften. Die Rechte liegen in der Regel bei den Herausgebern.

Die auf der Plattform e-periodica veröffentlichten Dokumente stehen für nicht-kommerzielle Zwecke in Lehre und Forschung sowie für die private Nutzung frei zur Verfügung. Einzelne Dateien oder Ausdrucke aus diesem Angebot können zusammen mit diesen Nutzungsbedingungen und den korrekten Herkunftsbezeichnungen weitergegeben werden.

Das Veröffentlichen von Bildern in Print- und Online-Publikationen ist nur mit vorheriger Genehmigung der Rechteinhaber erlaubt. Die systematische Speicherung von Teilen des elektronischen Angebots auf anderen Servern bedarf ebenfalls des schriftlichen Einverständnisses der Rechteinhaber.

Haftungsausschluss

Alle Angaben erfolgen ohne Gewähr für Vollständigkeit oder Richtigkeit. Es wird keine Haftung übernommen für Schäden durch die Verwendung von Informationen aus diesem Online-Angebot oder durch das Fehlen von Informationen. Dies gilt auch für Inhalte Dritter, die über dieses Angebot zugänglich sind.



Peter Marriott introduces Alpmitholz - a compact new HO scale layout.

Over the last decade or so most of the layouts that I have built have been end-to-end. For this layout I wanted to be able to just stand and watch the trains go by in an attractive setting to remind me of holidays in the Alps. And so it was that I built this compact layout that is simply a circle of track with a couple of storage sidings and a timber yard to add a little bit of operational interest.

The building of this layout has been extensively documented in *Model Rail* magazine as a series between March and October 2009 so I will not reiterate the construction techniques here. The layout was built as a Scottish Region line but it was always my intention to “convert” the line to a Swiss line following completion of the magazine series. At the time of writing I had not erected the catenary masts on the layout so it’s currently run as a diesel operated Swiss line. A rare commodity indeed! To satisfy my conscience I have envisaged that the single-track line could be somewhere like the Spiez to Zweisimmen line when the storms had reduced the line to diesel only operation. You are right, I am stretching my imagination just a little bit too far!!

I will conclude on the note that I intend to bring the layout to the 2010 Swiss AGM complete with locomotives in DCC sound mode. Please come along and introduce yourself and watch the trains go by. Hopefully it might remind you, too, of visits to our favourite country.

“I DID IT MY WAY” – Part 3 Roger Ellis admits that “I did it everybody else's way!”

In the first two parts of this trilogy I have covered the building of the baseboard and the wiring of the track, and so now in Part 3 we must endeavour to make it all look Swiss.

Peter Marriott has already covered the construction of catenary in the December 2008 and March 2009 *Swiss Express* magazines so all I need to add is to remember to install the overhead, and perhaps the signals as well, BEFORE you build the scenery.

Most of the major European kit manufacturers sell tunnel mouths of all shapes for all gauges but if you have catenary make sure you buy those that are meant for electric traction. Obvious, I know, but I have several tunnel mouths that will only take steam or diesel locomotives! When positioning the tunnel mouth ensure the longest coach you have on your layout will clear the tunnel wall,