

FLMJ-Nytt

Adnalms Förlag (Järnvägar)



Nürnberg Report 2013

Y7 1212

And all the usual regulars...

Edition 2/13

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FLMJ-Nytt

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Front Cover:

Dm 836+837 bringing an iron ore train towards Gärde shortly after arrival at the FLMJ. The arrival of this locomotive has rendered the more modern IORE locomotive surplus to requirements and now it is for sale.

Photos by A. Allum, unless credited.

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E&OE.

Next couple of Editions:

Edition	Press-stop	Published
3-13	14 June	24 June
4-13	23 August	2 September



Infartssignal...

As mentioned in our previous edition, pre-occupation with other projects has prevented me from giving as much time as I needed to get these journals out! Our next edition will also be delayed, but I will make the most of that to include a report into the midsummer Open Weekend at the FLMJ.

My time has been taken up with the resignalling of a miniature railway with which I am involved on a regular basis. Although I have been involved with a number of signalling projects, this is the first time that I have used genuine artefacts (a proper lever frame, in particular), and this actually presented many obstacles, and the 30-odd pages of wiring diagrams have been re-drawn no less than 5 times in order to correct details that were quite simply not apparent due to being so different!

Usually, the wiring diagrams would be completed before the work begins, but the railway has been subject to vandalism, including having signal cables cut, and for the open weekend last autumn, we had to resort to using single line tokens because the signalling was inoperative. Therefore, the job suddenly became very urgent, and despite our best efforts, we were unable to get it all working by the April open weekend. To make matters worse; with the hope that we would be up and running by April, I retrieved the relay rack from the sponsor (who had originally agreed to wire it all up, ready to be plugged in on site when ready) with the intention that we would finish it on site, but there is more work necessary to the rack than we envisaged, and now it is down to the time that the volunteers can offer! I am only 'cautiously' hopeful of it all working in time for the November open weekend!

The FLMJ is undergoing modifications, especially at Månstorp, and there will be a basic interlocked signalling system installed here ... using off-the-shelf components!

Adrian Allum.

Modell Järnvägar / Svenska Järnvägar

Contributors: 'The Local,' 'Radio Sweden,' Bo Gillberg.

MJ News.

Read our MJ News in the Nürnberg Report which starts on page 6! However, as this (delayed) edition was closing for press, more news was coming in about NEO H0-scale models, and availability in the UK. We are investigating, and if they do exist, we will urge MJ-Hobbyexperterna to follow this up. It seems, also, that NEO has added another Volvo to the proposed range, the somewhat elusive 780. Volvo sold that model in Sweden and the USA only! In the larger 1:43 scale, they also produce the 1900 sports car, but Volvo made less than 100 of those, and we're not too hopeful of a 1:87 model!

SJ News.

Gothenburg's Italian-manufactured trams are deteriorating from rust. Five of the newly bought trams have been taken out of service and many more could be removed, reports the local newspaper Göteborgs-Posten. It is unclear whether the damages can be repaired or who would stand for the costs. Last autumn, 15 new trams had to be withdrawn after it emerged that the wheel bearings were not oiled.

Trafikverket has claimed improved punctuality rates for Swedish trains - but it has also tripled the time for what counts as a delay, from five to 15 minutes! In 2012, 97 out of 100 regional and commuter train departures were on schedule, compared to 87 out of 100 in 2011. But the main reason behind the improvement seems to be that they changed the definition of delayed journeys. While Trafikverket previously claimed that the time limit was stretched in order to bring the Swedish definition in line with European measurements, it now admits that it was the result of a deal it struck with the train industry. 15 minutes is, in fact, not a standard measure for counting train delays in Europe. But while transport officials claim great success rates, Swedish travellers are not too impressed with train services. In December 2012, a Swedish Quality Index (Svenskt Kvalitetsindex) survey showed that, out of all Swedish brands, rail operator SJ had the most dissatisfied customers.

Hector Rail has acquired 42 type ICK coaches from Netherlands Railways (NS) leasing subsidiary NS Financial Services. Hector Rail provides traction services to other operators and does not plan to operate passenger services itself, but will in future be able to offer complete trains for hire. The company is already working with Veolia in the Swedish passenger market. According to Hector Rail, there is currently no coaching stock available on the Swedish market capable of operating at speeds exceeding 160km/h. Hector Rail already has a fleet of Siemens Taurus electric locomotives, which can

operate at up to 230km/h. The coaches will need extensive refurbishment before they can enter service with their new owner, including work to prepare them for 200km/h operation.

A lorry driver died, after a passenger train collided with his vehicle on a crossing near Nässjö on April 10th. Several of the Krösatåget train's carriages were derailed and six people were taken to hospital, one being treated for serious injuries. Emergency spokesman David Palm says that most of the other passengers have been bussed away, and taken to local health centres for examination. Trains between Falköping and Nässjö were temporarily stopped. Road traffic past the accident site was also stopped.

Grassfires in Skaraborg brought all train traffic on the Western Main Line to a halt between Gothenburg and Stockholm, on the afternoon on Friday May 3rd, beginning around 3pm. Even when trains started moving again, Peter Behrman from the Swedish Transport Agency said that delays would continue throughout the night. Emergency services required that all the trains in that area be brought to a standstill for safety reasons as the fire was being put out.

A staff survey of rail workers in the Stockholm region by pollsters Novus on behalf of the Swedish Union for Service and Communications Employees (Seko) shows an alarming disrespect for safety standards with poorly maintained track and trains. The 700 union members surveyed claim that there is a lack of maintenance on commuter rail tracks in particular and some trains in the region are sent out even though they breach safety regulations. Erik Sandberg, the press officer for Seko, told Radio Sweden that safety should be put before profit. "Badly maintained train wheels can damage tracks, so it is a vicious circle. The infrastructure and maintenance is open to free competition and the cheapest offer gets the contract to maintain the tracks. Sometimes we wonder if the only thing that counts is profit."

Gothenburg and Stockholm have congestion charges for cars that drive into the city centre - but now a new government proposal may see train tickets get more expensive, in order to cut down on congestion at rush hour. National daily paper, Svenska Dagbladet reports that Infrastructure Minister Catharina Elmsäter-Svärd is prepared to bring in fees for train operators who use the tracks during peak times. She says this is the fastest way to use the existing system in a better way, rather than building more tracks. She says that ticket prices may rise, then fall when congestion has been reduced. The government agency in charge of Sweden's transport system is currently looking into the issue of new fees. This is similar (if not identical) to the UK's system of 'Peak' and 'Off-peak' fares, penalising people who go to work for a living. __

Nürnberg Report 2013

As usual, our report focuses on Swedish H0-scale, two-rail analogue, except where stated otherwise.

ADE is not a name that is familiar to these pages, but they are advertising a TGOJ V10 as number 702 in orange, probably produced in conjunction with Hobby-Trade.

ESU is to produce the T66 as CargoNet 66404 and TGOJ 713.

Fleischmann is to produce a 2-axle BP tank wagon.

Heris announced that there will be a hopper car EVS type 'Uacs' marked "Ät mer bröd" (Eat more bread) and "Nord Mills." There will also be two sets of modern timber wagons, type 'Sgnss,' loaded with timber. Each set contains three cars, all with different numbers. The SJ type AB8K passenger coach will be produced over a period of 1½-2 years, in four versions in different designs and era. Each set contains two coaches.



Jeco should be delivering the Ma-loco at about the time that you read this. Whilst some impatient modellers have been nagging Jeco to release the model, others are patiently waiting for Jeco to get the models right

first time, and not have to recall any of them! The X50 was added to the list of projected models last year; but more recently, the Z65, Z67 and Z70 (including the Z71 variant) have been added to this list. Some models have disappeared out of their catalogue, however, the S1 steam loco, the Bt electric loco, the X16/X17 railbus among them.



Lokstallet has announced that they now offer new models of

sleeping cars in H0. There will be a red-brown SJ type WL5, a blue and black SJ WL5K and a type NSB WL5. According to the website, there is also a black SJ version. The coaches are based on NMJ's 1960s coaches, equipped with new etched sides and various other details. They are supplied complete and labelled. Later in 2013, Lokstallet will produce a yellow mail wagon, of type 'Gblss-y,' labelled "Green Cargo."

Märklin's three-rail collection is mostly available from **Trix** in two-rail, and listed below. However, for three-rail *only*... Märklin is bringing back, as a nostalgic model, their Da-loco, article number 3030 from the 1950s, but with, under the body, an MFX decoder! To go with this, there will be a set of four SJ ABo24 coaches (later known as the AB8K). There will also be a set with two goods wagons, Green Cargo type 'Sdm' loaded with "Volvo" containers.

NMJ has no new coaches to offer this year (and is behind with previously advertised models). However, new wagons type 'Lgjs' and 'Lgjns' are being advertised with an assortment of container types and liveries.



The 'Kbps' and 'Os' wagons are also being offered with new loads, and new versions of the 'lbbpls' and 'Grf' are to be produced.

Roco's biggest news is of course the release (in the shops already) of their Dm-loco in original condition (large lamps and cab-side doors, see our front cover). (This is also available in the Norwegian EI.12 livery.) Bringing the iron ore line up to date, a new version of the IORE is also offered in the latest livery variation. Still with locomotives, Rc6 1422 is to



be produced in the original blue livery (with the red flash on the sides) and SSRT Rc6 1336 in the two-tone grey and red livery. There will be three new passenger coaches, of the usual 1980s type in brown, types A7,

AB7 and B7. We were hitherto unaware of the AB7 and shall be investigating! There are more new-style iron



ore wagons (to go with the IORE, of course); but also a 'Habbilns' in "Skandiatransport" livery, a set with two 'Shimmns' in "Green Cargo" livery, a four-axle "BP" tank wagon and AAE type 'Sdggmrs' flat wagon loaded with two 20' containers with markings for "Linje Gods / Nor-Cargo / Posten." Roco is also looking to produce the 'Mas' ore wagon from 2014 (see Trix).

Norwegian firm, **Scandinavian Miniatures**, specialising in brass kits of trains that run in the North, now present a kit of NSB BM 92, a diesel-electric multiple unit that has run between Norway and northern Sweden, including the "Nabotåget" between Trondheim and Östersund. Also, there are kits of the electric four-part multiple unit train NSB type 70.



Trix models are produced in conjunction with Märklin, but are suitable for two-rail operation. Whilst two or three rail option is easy to understand for locomotives, it must be remembered that coaches and wagons for the three-rail system will have un-insulated wheel-sets! Trix is to produce the Dm3 loco as numbers 1201+1231+1202 in brown. They will also produce the NSB EL.12, but are not advertising the Dm. To go with this, there will be two sets of six three-axle

ore wagons type 'Mas' from the 1970s era. This will give modellers the chance to have 12 different running numbers. Need an additional twelve wagons? You can buy Märklin-sets of the same wagon. Märklin wagons will have different numbers, but you must of course change to DC wheels!

Scenic models are not to be overlooked.

Busch is to bring out a Mercedes E-class T-model in modern "Polis" livery and a Ford E-350 in "Stockholms brandförsvar" livery.



Herpa is producing a Scania lorry in "Guntram Muther Transporte—Austria Schweden" livery; more Austrian than Swedish, but likely we presume, to be seen on Swedish roads.

8 ... FLMJ-Nytt

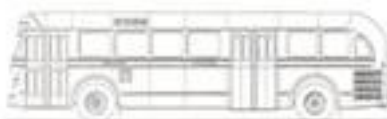
Jeco is stealing the scene this year with some buildings and road vehicles. A second station is appearing in their range, which like Heljan's



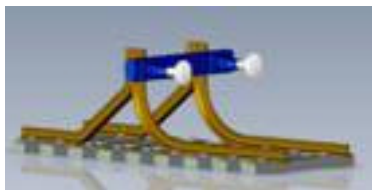
model of Klippan, comprises two parts; a main building and the out-house. A country house is the other building announced so far, which looks like a three-family house with a front entrance and other entrances one at each side.

A classic Swedish bus, the Scania CF as used by SJ among others is to appear as a LHD model (for current right hand traffic). More recently, Jeco has announced the Capitol in a number

of liveries as a RHD model (for left hand traffic—applicable up to early September 1967)! These will be Jeco's first buses, but they have some previous experience with



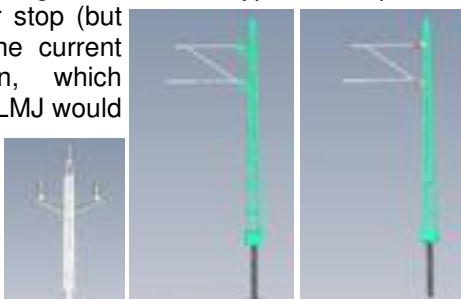
road vehicles from a small van that they delivered with their petrol station model. It is to be hoped that the buses will be of a higher quality!



Returning to the railway theme, Jeco is producing three different types of simple rail

buffer stop (but not the current design, which the FLMJ would like

very much); and are revamping their catenary masts, offering traditional and more modern varieties, with the 'crown' as an add-on part. —



Y7 1212

(Info & photo from IRPS website)

Y7 1212 moved to the NVR for preservation in 1984 and operated on the line until her owner passed away in 1989. From there the Y7 spent 14 years under cover at the Bygone Village, Fleggburgh, Great Yarmouth, alongside Swedish tank engine no 1928. When this shut down in 2003/4 the collection was sold on and the railbus ended up as an undercover picnic area on Tweddle Animal Farm, Hartlepool. In January 2011 it was purchased by its new owners and restoration began.



Following 3 months of work, the engine was started for the first time in 22 years in April 2011. Then, after some mechanical work by Northumbria Rail and bodywork attention by the IRPS (International Railway Preservation Society), the move back to the NVR took place in November 2011, and this involved a wall being demolished and about 60ft of track being laid to reach the car park. The railbus was driven on and off the low loader; the furthest it had moved under its own power in over 20 years, and all on half a tank of diesel still in the tank from the last time she was at the NVR!

From 2012, the passenger section of the interior was stripped and the condition of the floor, walls and framework was assessed. The front end was stripped of windows, buffers, lights and any other fittings, to allow access to corroded metalwork. The majority of the frame was in good condition with only small sections requiring repairing or strengthening.

The main focus for April/May (2012) was to finish the exterior cab metalwork at both ends. During the late summer and autumn work took

place on completing the external bodywork overhaul including filling, priming, and painting; all windows were replaced by safety glass; seats were stripped (the upholstery has been given a heavy clean), all the metal framework was sanded back to bare metal and repainted; all the wooden trim and each arm rest (each pair of seats has 3, so in total there are over 70 armrests alone) were sanded by hand and re-varnished; water had been getting into the heating duct on the side of the vehicle, rotting a large area of the floor, so a large area of the floor has been replaced; all air tanks have been ultrasonically tested; all the air operated doors have been removed and overhauled; the whole interior has been given a very deep clean.

The final week before the official launch saw a lot of midnight oil being burnt. It is estimated that around 4-500 man hours were spent on the vehicle. Some 21 hour days were put in, with some midnight, and pre-dawn oil being burnt by a lot of people on a number of days before the launch.

Since the official launch work has mainly concentrated on the refurbishment of the heating and air intake system on the side of the railbus. This was reassembled for the launch, but it is being rebuilt properly. There is a metal plate that should drain the water underneath the bodywork when it gets through the vent on the side. However over the years this had rotted away as the vent had not been closed. This caused much water damage and the vehicle to effectively rot from the inside out. This means a lot of the floor had to be replaced when the vehicle was restored. However to sort out this problem, a lot of the seats that had been put in for the launch have had to come out.

Sunday October 14th was the day of the launch! The launch saw three owners of the railbus, past and present, in attendance: Craig Owen, (the current owner of the vehicle); Evan Green-Hughes and his wife (the owners of Tweddle Animal Farm); and Mrs Olive Gladden (whose family owned and imported the railbus to the NVR in the 1980's). In attendance were volunteers who put many hours into the railbus, members of the NVR's management, and members of IRPS as the event coincided with their annual conference, that year at the NVR.

Y7 1212 successfully won The Railcar Association's first annual "Railcar of the Year" Award. Secured by a public vote during December, Y7 1212 saw off stiff competition from other British Railcars and DMUs. With a shortlist of five vehicles in the public vote, it was a two horse race between 1212 and another vehicle for most of the voting period. The award was secured by a late flurry of 85 votes from Sweden on New Year's Eve, the closing date! _

DVD Reviews

Svenska Tåg 33

LEG Video; Citronvägen 4, SE-293 33 OLOFSTRÖM, Sweden.

Web: www.legvideo.se

DVD, 80 minutes, Swedish narration. © 2012. Colour.



Released during the latter part of last year, this bi-annual look at the Swedish railway scene covers some particularly interesting developments! As usual, it starts with a few short news items; the withdrawal of X2000 on the Göteborg to Malmö route, the new (rail) traffic arrangements in Skåne, Ore trains in Uppland, the new Vectron electric loco intended to compete with the TRAXX (on trial in Sweden), and Risten station on a short narrow gauge heritage railway.

One of the bigger projects of late on the Swedish railways, has been the building and opening of the Botniabanan from Västeråsby to Umeå, and we have a look at locations along this route as well as the trains serving it, of course. This 185km line has ERTMS instead of the usual Swedish ATC, but little reference is made of this; certainly news reports are not in favour!

Of the 24 X2000 trains built, only one was exported for traffic, to China; and this has now returned to Sweden. Much of this feature looks at the unloading of the cars from the ship that brought them, but it ends with an X2000 power car towing the train (in two parts) from Uddevalla harbour.

HectorRail has acquired three "Taurus" locomotives which it has put into traffic with Veoliatågen, and these passenger trains are shown at a number of locations, as well as cab views. (The FLMJ had been interested in a model, but not now that our Epoch has been defined!)

A short visit is made to a cement factory in Veddige, and shows a Z70 being used under radio control to shunt wagons, including, of course, the double-ball cement wagons (the profile of which has often amused FLMJ guests)!

The train ferry from Göteborg to Fredrikshavn is shipping railway vehicles again after a bridge-smash. The article starts with two photos of the damaged bridge, and then videos from the ferry loading.

And finally, the Åseda to Virserum 891mm gauge railway in Småland celebrated its centenary last year, and the route is seen from a YP railbus.

Skelleftebanan 100 år

Teknikarv Media; Peter Berggren, Marmorvägen 12, 653 50 Karlstad, Sweden.

Web: www.teknikarv.se/video

DVD, 70 minutes, Swedish narration. © 2012. Colour.

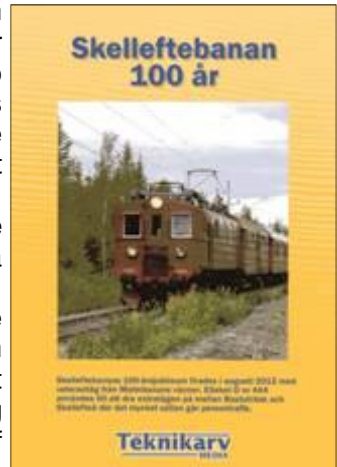
The centenary of a railway line way up in the north of Sweden, where the only passenger trains are the sleeper trains, seems hardly to warrant much interest. But look again; this is an interesting review of the line as it is now, the celebrations for the centenary, and a look at some interesting things on the way!

The Skelleftebanan runs from the northern main line at Bastuträsk to Skellefteå and onward to the harbour on the Baltic coast. The remains of the trackbed of the former line from Boliden can also be seen. The program opens with a look at the many goods trains that run through Bastuträsk, many of them stopping to pass other trains, and the assortment of motive power is very interesting for the rail fan!

For the Centenary, Malmabanans Vänner has supplied a loco (D 444) and coaches to take passengers along this goods-only line; passenger traffic having ceased in 1990 (there had been a through coach from Stockholm until 1987). Video footage is taken from the carriage window, from the platform on the end carriage, and inside the loco. Additionally, there are many lineside shots; though we can't help wondering if the small boy on the platform at Bastuträsk was giving the cameraman reason to doubt the quality of the finished product!

Aside from the railway, the program takes a look at the transformer station (now a museum) at Finnfors (just to the north of the former station at Finnforsfallet), and at the Ice-breaker, "Ymer," in the harbour — also open to the public! The line is evidently busy with a number of goods spurs, and a so-called 'triangle-junction' to the south of Bastuträsk station. Some very new iron ore wagons were seen in a train, Rc-loco headed, at Skellefteå, but not of the type seen on the Malmabanan — we can't help being curious!

About 3000 people travelled on the Skelleftebanan during the jubilee days, but if that was a representative number, then there would be a case for reintroducing passenger trains to the region. With the success of the newly opened Botniabanan, an extension of that could be a case for reinstatement of passenger services, but that's another story! __



A Cautionary Tale

A British modeller has previously bought items from Norwegian suppliers, and the saving in Norwegian Export VAT has usually been greater than the additional shipping costs involved. However, recently, he bought items via the NMJ Norwegian website - and paid by credit card, expecting only the additional charge of shipping to be added.

They sent it from their German warehouse because it is in the EC, and have invoiced for a much higher price (including 19% German VAT of course) and European postage of €17 (as expected from Germany) but the charged amount was >41% higher. No prior notification of such a price change was given - only the receipt in the packaging.

What NMJ did is entirely correct and in accordance with EU/EEC regulations. If an EU customer buys something from an EEC company that has an EU registered affiliate, then the order has to be fulfilled by the EU affiliate (the seller) and the customer gets charged the VAT applicable in the seller's country. Don't blame NMJ, blame the EU regulations.

If a Norwegian supplier doesn't have a branch in an EU country, what they do in invoicing customers outside of Norway net of VAT is also correct. However if the goods are sent by post then the postal authority in the importing country (UK) should charge the applicable VAT plus customs clearance charges. These have to be paid before delivery.

On NMJ's website, they display the items for sale in differing currencies: NoK, Euro, Sterling and US Dollars. They do not mention how often, or from what data, these conversions are obtained. They recommend the user to use XL.com to compare ... The Invoice on the 'account' is in NoK.

Since the order was charged in Euro - a currency common to neither country - and the Euro is very volatile at present - the remaining 'unaccountable' difference to the £418.27 on the credit card (i.e. after allowing for 1.5% conversion charge, and €17 Postage, and compared to the NMJ website and xl Euro Conversion rate) is a further 'increase in cost' of £24 ... which must presumably be put down to currency fluctuations over the period during which the order was delayed.

It has been suggested to NMJ, that for EC customers, it would be more 'open' if they were redirected to their German Website, so that customers know they are being supplied from Germany. This would then allow UK customers to make an equal and fair comparison of prices from differing NMJ stockists, with a known currency involved. __

Caveat Emptor!

Stock Revisions

[SJ] Dm 836+837 Double-loco delivered 12th April (Roco).

[SJ] K24 1775 Steam loco withdrawn and sold 19th May (Liliput).

Månstorp Postscript

Work at Månstorp (see previous edition) is ongoing, and although trains can now run through the area, a more serious look at signalling is on the agenda. Having put the clock back to late 1980s, as a heritage railway, we will be concentrating on providing home and starter signals (Infartssignaler & utfartssignaler) only. For Månstorp, this requires three home signals, one for each approach to the point; but only one starter signal, because the whole area is being treated as an intermediate block section and the one starter is actually another block signal (on the Siljansbanan). Another modification here is the provision of a trap point at the end of the Siljansbanan. More on that, later! _

In the News

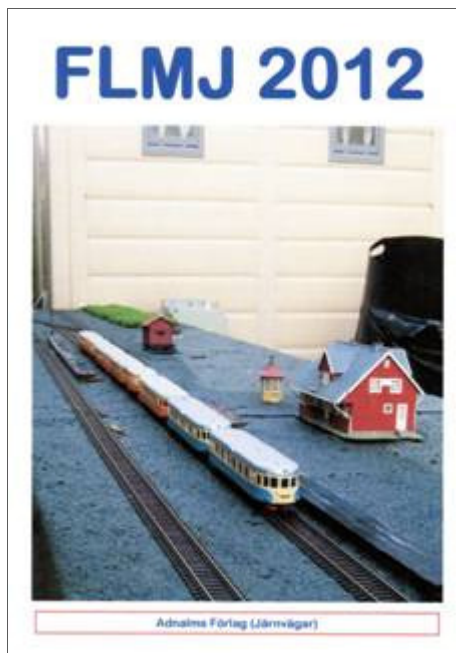
A group of 13 male employees have been wearing skirts in order to keep cool while working the Roslagsbanan commuter train services because the employer bans the wearing of shorts. Arriva has given their approval to the men in skirts because to say anything else would be discrimination. The company's uniform regulations state skirt or long trousers and the male drivers would prefer to be able to wear shorts. At a staff meeting the Arriva hierarchy reiterated the uniform regulations and told the drivers that shorts were not acceptable. The firm has recently taken over the running of the Roslagsbanan service and there is a further meeting arranged for September where the issue of uniforms will be back on the agenda.

Back in 2011, a Cambridgeshire (UK) boy wore a skirt to school in a protest against what he said was "discrimination". Chris Whitehead, 12, was angered by rules at Impington Village College, near Cambridge, that did not allow boys to wear shorts in hot weather. The year-8 pupil said he researched the policy, found a loophole in the rules and turned up to school in a skirt. Following his demonstration, the school pledged to review the policy.

More recently, Arriva has bowed to pressure. They saw this as an important issue, so decided to give the staff what they want; so there will be shorts soon on the Roslagsbanan line. Thomas Hedenius at Arriva was not impressed that the skirt-wearing train drivers appeared to have been bigger world news than the wedding of Sweden's Princess Madeleine and Chris O'Neill on Saturday June 8th. "This isn't good for us," he said, "but it's understandable - it's very amusing news to read." _

Utartssignal...

Annual Review from 2012



A look at the activities from the FLMJ in 2012 is now available at the new lower price of £1.20.

New arrivals, departures, development upon the railway, trips out, visiting models, scenic study, and more...

Illustrated
