012-EXPRESS

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NOTE to Readers:
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Pages in Original German Version: 3

Category:
Editorial

Header:
Dear Readers

Off to new shores? Anyone who does not seek for something different in his life will soon realize that he missed something really important. While in this country things like daily expense allowance, pension increase or poverty level are discussed, elsewhere complete villages and cities are entirely wiped out, just for the reason of making way for the oh-so-important progress. Just imagine your mayor will be in front of your door on Monday, announcing that you kindly should clear your home immediately by the end of the week! You will inevitably ask yourself if this fellow has gone mad or if he just had too much high proof, which raped his remaining grey matter? How should your attic, your basement room or even your garden be relieved from your beloved one – namely your model railway layout - within less than a week? Absolutely irritated we will face our creation, which we ultimately planned to finalize within the next ten years to come. And now everything will start again? Never!

Then, at the latest, we realize, that in this case someone tries to spurn our human rights – and in conclusion we pull out all stops to ensure saving the neck of our locos at any rate. There, the sweet-tempered monk from the Far East, whom our "headship" in no case wanted to welcome, exactly comes in the nick of time. What was his name exactly?
Lamb … Lama … Lahm … no, not that one, he should fight for our rights on the occasion of winning the final football match at the upcoming Alpine competition. Why did no one here actually come up with the idea of banishing all purple cows from the complete region and immediately razing all those mountain peaks like Großglockner and Matterhorn to the ground in order to create the required lawns? Probably the residents and responsible persons of this region are having a more forwarded way of thinking than many of us might suspect. For whoever is able to build skilful railway bridges between deep valleys and drill tunnels into mountains at least know that a coexistence of man and nature surely is the better alternative.

Let us get back to our model railway establishment and let us fight to assure that accommodation for performing our hobby does remain in the future. Without further ado we are boarding the "Transsib" and due to the fact that this is not the TransRapid we are prepared for a longer journey – and we will call on the "Lords of the (five) Rings". They are no mythical creatures but many people who apparently do not always know what rights are.
Why should they - anyway to four-fifth of them it all is only about fighting for their everyday survival. So what` s the use of struggling, we will leave this to the athletes from all over the continents to compete for gold, silver and bronze in this worldwide advertised spectacle.

Admittedly, the passing away of our modelling cellar is not solved so, but this experience definitely did rap our knuckles. Namely how fundamental it is to see further than the end of your hobby room and to recognize, that there are people with different views of life. They do not ever need to make sense, as we understand it, as well as they do not need to be acceptable. So everyone should decide for himself, which is the right way. If we were all equal, the world would be terribly boring and we all would seek for a common goal. "That was it" we should then admit in our editorial office, for who would like to read a magazine, which is dealing with three different gauges all at once? Who ever would be interested in a gauge 0 module with romantic "Mosella"-flair, a Gauge 1 layout with ultimate train operation

in a small space, a Gauge 2 layout, which is award-winning in all concerns? Who ever wants to know, how the “Kö” got a new home, bridges are built systematically or a small coaling station was constructed for little money? What` s the use of a sophisticated 38 and embellishment of our locos and wagons, the presentation of a “Noble Jumbo” or simply to know where we will find our truelove on the Rhine?

Thanks to our railway modeller` s gusto, we are moving forward over our own head and are also interested in topics that do not end in the basement room (where the modelling treasures are waiting). Diversification welcome! So it seems only logical that we continue to internationalism and the 012-Express now also is distributed in America and Australia. Our English pages will ensure the required understanding and are now available on our web site at *www.012-express.de*. Our hobby just knows no bounds – also a great success …. Off to new shores!

Thinks

Yours sincerely

Wolfgang Oellrich

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Category:
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On the brand new Gauge IIm/IIf-layout by Franz Stellmaszyk all is about stone mining and quarrying of gravel

Inlet: Our portrait: the BR 44 by Dingler in Gauge 1

Header:

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Category:
Showcase

Bar:
Newly discovered for all Large Gauge Modellers

Header:
Spring Time Novelties

Introduction:
All novelties that manufacturers have to offer to us large Gauge modellers this spring, you will find out at the following pages. For that matter we also kept an eye on the novelties found during the latest exhibitions.

ABE – Atélier Belle Époque
Gauge 1: Delicate workshop equipment, incl. drill rig, turning lathe, tools wall, etc. as well as a furnace layout with crane and blistering round bar – all this was displayed by the French small parts vendor on gorgeously arranged dioramas in Dortmund. All components are available with immediate effect.
Info: Quinted Gerard, 19 bis Rue Saint Remy, F-28700 Auneau. Email: abe28@wanadoo.fr

ASOA
Gauge 1: The range of figures was supplemented by a shunter for covered freight wagons. Placed on the stair this figure is a nice attention-getter and available for Epoch III or IV. Mr. Holl now offers extra equipment such as various round iron stoves, a lavatory shed and a cooking stove. Agriculture friends will be inspired by an “Amazon” spreader, which was added to the delivery range. The well-known “Dreyer/Nolte” wheel sets are now also distributed by ASOA.

Bretzler
Gauge 2: The new Gauge G kit for a vehicle-loading crane is appropriate to goods sheds, a loading platform or a ports terminal, also. This construction set is consisting of 40 cast parts from tinplates and is fully functioning. The bedplates base area measures around 42 mm, the total length (depending on the angle of the extension arm) is around 260mm.
Info: www.bretzler.com

FGB
Gauge 2: New at the 64mm range is a complete kit for the covered freight wagon Ghs “Oppeln”. Altogether four part kits – timber and brass parts for the railcar body, brass parts for the undercarriage, labelling and colouring kit and at last a tool kit with buffer equipment and various small parts are offered. Downloading the complete parts list from the Internet as well as detailed construction manuals is possible.
Info: www.fgb-berlin.de

Hermann
Gauge 0: During the exhibition “ARGE Gauge 0 JHV” in Meschede the new BR 185.2 “Railion” was presented. The appeal of the brass model lies in its nice detailing and accurate

painting and labelling. Drive is given to both bogies by two “Maxon” engines. The locomotive passes through a minimum radius of 900mm and can be used with the “Lenz” track system without any difficulty. The model possesses original screw-type couplings and flute buffers. This locomotive is already prepared for digital operation.
Info: www.hermann-rail.ch

KM1
Gauge 1: As regards steam attraction Mr. Krug offers an expanded highlight: with immediate effect selective steam is blown off the cylinder regulation similar to the prototype – the total of attendances are mighty impressed! The first examples of the varnished “Rheingold” wagons with their already integrated interior design, shown in Dortmund, were at least as beautiful to behold.
Info: www.km-1.de

Lenz
Gauge 0: In Dortmund the presented layout of “Lenz” was to be admired: the model of series 64, still with undercoating. The mixed construction locomotive was built of plastic and brass components and already came up with various details. Extremely nice are the delicate spoke wheels.
Info: www.spur0.de

Lotus Lokstation
Gauge 2m: The model of the handcar BM35 (total length over buffers: 207mm) is delivered with its proven construction of plastic and metal parts. Electricity discharging is effected by all wheels, which are made of lathed stainless steel. This model is powered by a “Bühler” engine. Lighting is kept in a warm white colour by the implemented 4 illuminating diodes. The front lamp is not enlightened. The exquisitely crafted window construction with separately insertable windowpanes is covered by a black weather strip gum. The model is suitable for analogue as well as digital operation and is equipped with a ”Lenz” decoder and original sound.

Well-fitting to the handcar the series 63 working wagon is delivered. A vacuum casting forms the basic platform, consisting of loading area and platform gate. Sole bar and crossbeam of the frame are made of u-profiles and applied separately. Such as the components of brake system, air reservoir, reversing lever on the brake and axle bearing, which are cast from resin. The brakes air pipe and crank lever as well as the buffers are made of brass. The wheel sets offer nickel-plated rims with stainless steel axles and run bronze bearings, where one axle is mounted swinging back and forth. One coupling rod for the BM 35 is attached.
Info: www.lotuslok.at

Moog Modellbau
Gauge 0: In addition to the already available motion link of the “Lenz” coupling for fast train wagons now a narrow version, suitable for almost all freight wagons, is deliverable. This motion link for “Pola Maxi”, “Rivarossi” and “Lima” models is already featured with an adequate buffer plank – this will ensure a simple assembly, even for inexperienced railway modellers. In order to hitch also your neighbour`s brass wagon, an exchange hook for the “Lenz” coupling is available, too. It is provided with an unobtrusive lug for connecting the original coupling. Therewith also pushing operation is possible, too!
Info: www.nullmobau.de

MSM Peter Lehmann
Gauge 1: With immediate effect the track construction library of the widespread planning software “WinRail” includes the database of turnouts and rail characters of the company “MSM”. The digital components are ready for downloading from: www.winrail.de. Accordingly the ambitious module and layout modeller now has a greater planning variation on his hand.
Info: www.spur1.at

NZG
Gauge 0 (scale 1:50): New by “NZG”: “Liebherr” supporting set LRB255 with telescope.
At modern railway constructions – and not only there – those machines are applied, for example as a casting pit protection. Therefore this metallic model lends itself for attention getting in the corner of the layout. The telescopic undercarriage ensures enough stability. The telescope arm and the supporting winch is operated by using the enclosed key. Detailing ranges from the metallic linkages up to various cables as well as separately attached wipers, spotlights and hand rails. Two bulkhead planks are enclosed, the long one is to be fit into the telescope arm and the short one already is rammed into the ground. The model is fully functioning and can also be displayed at its transport position.
Info: www.nzg.de

Paulo
Gauge 0,1: A platform roofing for Gauge 0 and 1 now is available by the “Schimmeck” family. The typical timbers consists of beams and wooden shelves and its roofing is made of roofing paper. The roofing is available for both gauges as a short or long version (at gauge 0: 560mm, at Gauge 1: 820mm; both around 1,5 fold length of the short roofing). For assembling a platform width of 175/270 (0/1) and a platform height of minimally 20/28MM (0/1) is required.
Info: www.paulo.de

Real Modell
Gauge 0: On the model of the small country station “Lippramsdorf” (Westphalia) now the model of the same name is delivered as a resin kit on a scale of 1:43,5. All components are designed in a photo-realistic way and all brick structures were transferred three-dimensionally with the help of photo-etching technology. This model is presented at the condition of the original station in the year 1925. This construction kit includes a detailed manual.
Basic size: 607 x 256 mm.
Info: www.real-modell.de

Regner
Gauge 1/Authentic steam: The company “Regner” in Aurach will celebrate their 30th anniversary with an open day at the 12th of July. To mark this occasion the ”Saxonia” was reissued as an authentic steam model. Anyone who wants to look behind the scenes should not miss this event.
Info: www.regner-dampftechnik.de

Wenz
Gauge 0: The new and absolutely delicate electric light signals on the model of the DBs standard type construction 1969 did narrowly missed the exhibition in Nürnberg. The

building set for these individual set-ups of all imaginable electric light signals consists of three basic kits: warning signal, main signal and main switch signal with the models four mast heights of 4.6m, 5.1m, 5.6m and 6.3m. The height depends on the stand of the signal and the supplementary equipment. Additionally it is possible to mount warning signal shields on the main signal masts as well as on the warning signal mast and also additional signifiers can be added according to the model of the standard type construction with the web of 5x7. Lighting is effected by maintenance-free LEDs.

"Wenz Modellbau" offers the now completely real wood construction kit series "American Oil Heritage" exclusively for gauge 0, which finally assigns an observable job to the numerous On3 and On30 tank cars of the company "Bachmann" and to others.

The construction kit "Center Power" pictures a typical American centre pumping station at an oil field on the model of the "Golden Oil Power" in Pennsylvania. It is run by a 12V DC engine, which powers several pumps at the oil field (so-called Jacks) via a rod system (so-called Rod Lines), suspended on tripods. The construction kit already includes component parts for two pumps according to the Californian model. Other pumps are available separately. With the help of almost any elongated "Rod Lines" they can be driven and spread over the complete area. Several pumps are connected to the separately deliverable "Separation Tank". This is a large wooden tub, which is, on the model, responsible for separating crude oil from water. Construction kit with brazen etched components and fittings from white alloys.

In addition to the oil storage with loading platform, which is shippable for quite a while and also according to the Californian model, now the active model is available with a multiplicity of accurately etched small parts and fittings. A 12V DC engine, which is placed inside the powerhouse, exemplarily powers a huge belt pulley with the help of an authentic belt. Via a crank mechanism it moves a big weighing beam. On its front side the visible part of the drilling rod and all its details is attached to the drilling derrick. All construction kits require previous knowledge concerning soldering. The pre-assembled wooden components are glued fast and proper with the help of moulding sheets, as it is the rule at the company "Wenz", detailed construction manuals are enclosed, too.

Info: www.wenz-modellbau.com

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Category:
Model Railways

Bar:
An Extraordinary Diorama in Gauge 0

Header:
Idyllically situated overlooking the “Moselle” valley

Introduction:
At the “Intermodellbau” exhibition in Dortmund we discovered a very special diorama in ZERO – all about ”Kövenig” and the “Moselle” is portrayed in the following article

Author: Wolfgang Oellrich
Pictures: Manfred Weihrauch

Who ever booked the room No. 6 at the “Moselle View” guesthouse will (ever) hardly forget one thing: the magnificent view to the “Kövenig” ferry terminal. If this guest additionally was interested in railways he surely gets his money worth. For this contemplative location at the aforesaid river forms the ambience of the ”Moselle” Wine Railways cross-town link. The words „Oh Mosella!“ escape the visitor`s lips in view of such an idyll.

The constructor Markus Kost really did succeed in conversing this far from ordinary topic to the model. A cross-town link in ZERO offers various relief to otherwise always recurring gravel plants, stations, depots and landscape modules… At the same time this interaction of train and road at the same level is adding special zest to the visitor – both, on the original as well as on the model. Where elsewhere embankment means an almost insuperable barricade, in this layout the train sets can be experienced firsthand at their slow passing mode. By turning back the time to “Kövenig” in the year 1966 one not only becomes an eyewitness of short-distance hauling along the ferry terminal – which was mainly run by a “Kö” and the loco No. 37 (reconstruction of the V36, here repainted by Gerd Backhaus by taking the “Lenz” loco) with biaxial O-wagons and G10 and other covered freight cars. Furthermore series 50 with blunderbusses runs the “Moselle” Wine Railways as well as a rail bus set with a VT98 and control cab coach for residential commuters and schoolboys. And all of them were rolling right through “Kövenig” – whether for the welfare of the residents or not...
Anyway almost no one really cares in this small village.

Subtitle:
Buildings almost for free

The model also conveys an impression of special charisma. With its module size of only 150 x 50cm it subsists on its considerable number of details and its affectionately attention drawing row of houses around the “Moselle View”guesthouse. All buildings were handcrafted. For levelling an “Addie” window and a 0-figure was used to form the arrangement true to scale. The chosen materials are conceivably ordinary: walls were built out of robust cardboard. For the stucco façades the walls were brushed with PVAC glue first and afterwards sprinkled with siliceous sand. After drying finishing was made by using emulsion paint and colour powder for weathering the buildings. For detailing some things out

of the spare part box will provide an individual composition. Every building has got its own character. Diversity in stucco structure, roof covering and also in the style of roofs provide a variation of sceneries. The schist façade of the guesthouse “Moselle View” was made by using loose confetti, paint was given by point painting with off-white PVCA glue. The roof gutters are consisting of metal and paper remainders, taken out of the toolbox.

Also the wine cellars and the auto-cycle garage got a special charisma. Whether, the garage door is opened by a resident or repair work in front of the auto-cycle garage is going on, billboards along the house walls – copied out of auction catalogues and scaled down – the flat-bed vehicle with loaded scrap metal, all these details that immediately hit the eye and draw attention to the several sequences aside the railway itself. On closer inspection a lot more details are visible. The road signs at the house walls as well as the cigarette automat (paper copy taped on a wooden strip), instruction plates on a fire hydrant, street numbers, traffic signs for road and rail vehicles – even the mirror opposite to the level crossing was not forgotten – the sum of all those details actualizes this diorama eminently.

The quay walls of the ferry terminal are also attractively moulded. The brickwork came from the company “NOCH” and was individually modulated (painters` filling, colouring). This sequence is sympathetically broken up by the drive-up to the level crossing.

The trees were made of natural materials and vegetated with “Silflor / Mininatur / Heki” leaves. In addition materials out of the toolbox were used for creating the landscape – for example paintbrush bristles.

Incidentally the ferry terminal “Kövenig” was the builder`s debut feature and it was built within only 100 hours and the costs for material were simply 200 Euro! Actually Markus Kost already told us that he is planning and building further models – looking forward with anticipation to what will happen - in any case the table that contains the geographical situation is referring to further railway stations of the “Moselle” Wine Railways to be converted to a model.

Picture Headers:

No.	Text
1	The ferry terminal “Kövenig” distinguishes itself through the combination of realistic looking rows of houses and the lovingly detailed scenery
2	Patiently “Hans-Herrmann” lets Loco No. 37 pass by in order to drop by at Frankie`s auto-cycle garage
3	The “Wine Railways” loco is a modification of the V36, built by “Lenz”
4	A “Kö” with G10 and loaded bulk goods passes the level crossing at the cross-town link in “Kövenig”
5	Amazingly taken in scene: the flat-bend vehicle with its load of scrap metal – take notice of the details such as the red cloth, referring to overhanging goods and the cigarette automat, the road signs, and so on …
6	Being guest at the “Moselle View” guesthouse means sitting in the front row: view to the ferry terminal and the local railway
7	Cellarer “Lutz” already picks up the “Ferrari” out of the garage, while repairing the roof gutter is still going on
8	Different structures are braking up the brickwork at the ferry terminal
9	Franky is repairing a scooter – in the foreground the table with the geographical situation of “ Kövenig” is to be seen

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Category:
Handiwork in Gauge 0-1-2

Bar:
Shed for small-sized locomotive in Gauge 1

Header:
Building a Home for the “Kö”

Introduction:
A shed for the smallest locos of all – the “Kö” gets a new home in Gauge 0, 1 and 2

Author, Pictures:
Matthias Wirth

When, in the 30s and 40s of the last century technological advance did prosper and diesel engines became available for building railcars, the DRG put a large number of diesel powered small-sized locomotives (engine-power class I and II) into service within a few years. They could perform the task of daily shunting operations at smaller stations so long-distance locos were no longer required to do this job. The new vehicles were easy to handle and quite undemanding as regards maintenance. They were used as required and incurred hardly any costs when not in use.
As a result of positioning the locomotives at stations where not even a locomotive storing position or a duty area was available, meant that accommodation needed to be built. So sheds for small-sized locos emerged in many different styles, some of which still remain today or were pulled down during the last 10 years as a consequence of track remodelling or abandonment. During the later years some sheds were used by track maintenance gangs for parking their “ SKL”.
The sheds were established at relatively small stations, where during their period of prosperity stationing a shunting locomotive made sense.
In addition to the sheds built at some stations from the drawings of the local railway engineering department there was also a standard solution available which was still to be found at several stations during recent years, for example in “Könnern”, “Stumsdorf”, “Krensitz”, “Bernau” (near Berlin) und “Scheeßel” (near Hamburg). They were steel-framed structures infilled with concrete planks or alternatively stonework was used. Sometimes the exterior walls were even plastered. The roof consisted of timber trusses covered with timber boards and bitumen sheeting. Steel-framed windows with single glazing were used on both sides, similar to those used in many industrial buildings and locomotive sheds. Initially wooden doors were used but later some of these were replaced by metal ones. The size of the sheds was adjusted to the “Kös” load gauge, the DRG`s V15 never fitted in.

Subtitle:
Conversion to the Model

These small sheds are ideal for the modellers constant lack of space. Even at small stations they are easy to landscape, do not require much space, emulating is not difficult and furthermore proper furnishing can be provided thus many variations are possible. Apart from all that the “Kö” is available at all 3 large gauges, it is very popular and is to be found on

layouts of all sizes. With a few exceptions these locomotives were not undertaking any long distance duty and so should definitely get a real home at their local station.

Some years ago I had the chance to fully survey the shed at “Könnern”, which was no longer connected to the railway network at that time. This shed is the basis for the drawing. Other sheds of this type received different extensions, which apparently did not conform to any building regulations. Here the impressions is gained that it was built with the available material –planning permission apparently not being required at that time … but even now this keeps conversion to the model in good stead.

I built the presented model for Gauge 1, adaptation to Gauge 0 or 2 will probably necessitate some modification, but it is possible to adopt the basic solution. Of course, alternative materials are possible.

Building the shed is to be made by following 3 steps: floor plate with pit and track; walls and floor and the last step will be the roof. At the end floor plate and walls can be stuck together, the roof should remain loose to ensure later interior detailing and accessibility to the interior. I chose PVC-sheets in different thickness as construction material.

The floor plate should be chosen thick enough so that the sleeper`s elevation matches the selected track. Baseplates are to be fixed there for the rail in the shed area. To enable easy dismantling of the shed in case of removal the rails inside the shed should not be fishplated to the track outside; the electrical connection being made separately. After choosing the location of the tracks the inspection pit can be cut out. Now the stairs are to be built at front and rear and afterwards the pit walls are stuck on. It proved to be more practical to build each stair out of single strips and glue them together afterwards – instead of carving the complete stairs out of one piece. Thus a constant gradient is guaranteed.

The 4mm thick shed walls were made up from 2mm sheets bonded together. Covering the whole sheet with glue produces a very strong plate and the corners can be graduated, which ensures a better jointing of the corners. BEFORE pasting the inner sheet of the wall at the window areas should be cut out 1mm bigger. Now it is possible to place the window frame against a real backstop (see sketch: corner construction and window stop).
I made the external visible steel bars of the frame from 0,5mm PVC strips. There was no etched sheet available so I used paper. I printed out the adequate window frame from the computer and taped it down with double sided adhesive tape (e.g as used for floor tiling). Afterwards I cut out the windowpane by using a sharp Stanley knife - only the steel frame then remains. After removing the protective foil on the rear side this frame can be pasted onto the windowpane and the window can be temporarily inserted; though you have to ensure that the frame stays square. After the walls are pasted square they should be placed onto the floor plate and the inner corners marked on the floor plate. Now corners are to be pasted flat onto the floor plate, which then fixes the complete building onto the floor plate.
After that, the flooring is to be inserted and its top edge has to be adjusted so as to be level with the rail head. Here it makes sense to paste small strips along the exterior wall where the floor is to be fixed.
I made the door of PVC material and pasted it on both sides with 0,5mm walnut wood slats. If you follow this procedure it is necessary to use the same material on both sides so that the thin material cannot distort. For hinges I used those from a cigar box but you surely find other possibilities at a ship modelling shop.

The roof is made of 1mm PVC. To ensure stability along the complete roof area, I reinforced the underside with closely spaced PVC strips. I covered the roof with coloured strips of paper to simulate the bitumen covering of the original.
The chimney is made from a piece of copper tube. I omitted the roof gutter as there were original sheds to be seen with or without gutters. Just as there were sheds with an interior stone chimney breast and many with various extensions and doors. In this respect large latitude is given to create your own unique copy.

Subheading:
Important Details

For painting large areas I chose CONCRETE-colour (NOCH). By dabbing this on a nice rough texture results. The visible steel parts on the outside were painted mat grey (Revell). Depending on the age of the building pure rust could also be observable. I decided to create the inside with whitewashed walls and an oil painted skirting. The floor was painted dark grey. All inside and outside areas received a patina with powder colours by ASOA.

Interior decoration was surely sparse throughout the years. Besides the 2 lockers delivered by "Lokführer Lukas" – the engine driver – I reverted to the "Fields Workshop" by "Italeri" (No. 419). Namely this construction kit is on the scale of 1:35, but since there are wrenches, hammers and other tools included in various sizes the scaling is of no consequence at all. Equipped with all this equipment future maintenance of the "Kö" should no longer be a problem. For all other gauges you may find adequate decorations at "Paulo", "Pfiffikus" and all the other accessories kit-manufacturers.

This shed is applicable from Epoch 2. Although no longer used as engine sheds some of the buildings still exist today, so they can still play their part even on layouts of the year 2008. One should only consider this by for example including a tree growing out of the door!

Picture Headers:

Pictures	Text
1	The original loco shed in "Könnern" with the typical "light" construction
2	Side view of the model shed
3	Front of the shed with the simple wooden doors
4	Typical inner roof construction of the original shed
5	Drawings for the locomotive shed, in mm, for Gauge 1, 0 and 2
6	The required plan area for the small locomotive shed, with free space for the inspection pit
7	Frame of the shed, shown upright for opening up the view of the floor
8	Front and backside of the floor plate with completed pit
9	The roof construction of the "Kö`s" shed
10	The typical sparse interior of small locomotive sheds for dealing with simple repairing work on the "Kö"
11	For gauge 1 parts of the "Italeri" construction kit No. 419 at a scale of 1:35 were used for furnishing. You can find similar components for various scales at "Paulo", "Pfiffikus", "Lukas", "Studio 95" and others
12	"I`m done" – not only the "Kö" seems to enjoy her new home
13	Locomotive shed, view from above, before attaching the roof
14	Final approval is granted – a good piece of craftsmanship!

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Category:
Portrait

Bar:
TCa 672 the SKGLB by “Lotus Lokstation” on a scale of 1: 22,5

Header:
Long Runner with History

Introduction:
Along the „Salzkammergut“ branch line it travelled until the mid-30s:
The internal combustion railcar TCa 672 – now realised by “LotusLok” on a scale of 1:22,5

Author: Wolfgang Oellrich
Pictures: Manfred Weihrauch

It was in 1957 when the last train ran along the legendary Austrian “Salzkammmergut” branch line (SKGLB) between Bad Ischl – Strobl – St. Lorenz and Mondsee – Salzburg. At that time internal combustion railcar operation with TCa 672 had ceased long ago. Until 1942 this railcar`s main route was the “Flügeltal-Railway”, between St. Lorenz and Mondsee. Originally, it was entered to the rolling stock of SKGLB as Imperial Palace car S51. In 1927 it was decided to rebuild it as a diesel-electric railcar. In the years to come the TC51 – so called at that time - had a changeful and still unreproducible fate to suffer. Around 1928/1929 it was realised that the diesel electric drive did not really prove its worth. In the end the TCa 672 was rebuild yet again – this time as a petrol-electric drive. After all it then produced 50 hp, which was 5 hp more than his forerunner had to offer. But that was not enough. Due to the plentiful local supplies of timber the TCa 672 was at the end of 1932 without further ado again modified and provided with wood-and-gas firing. The required combustion chamber was placed on a separate platform in front of the drivers cab. Though this testing facility was however soon abandoned and the railcar reverted to the petrol-electric drive again.

After closure of SKGLB the vehicle was sold to the “Steiermark” railway company, where after a long service life it was finally rebuilt to become a bar-wagon (nowadays painted red) after long service life. It still is in use on the Murtal-railway (Murau Station).

The TCs 672 plastic-model is available at “Lotus Lokstation” in a short run series. All details are reproduced including the full brake system. The typical large lamps are located at both ends. The buffer beam (like the prototype without buffer!) is equipped with original type couplings and snowploughs. On the roof the cooling fan and exhaust pipe are installed side by side. The model is complete with interior decoration. TCa 672 is powered by a Bühler-engine and has a digital decoder. Optionally this model can be purchased either with or without “Dietz”-sound. This quaint coach is surely attractive not only for SKGLB-enthusiasts!
RSP: depending on configuration € 899 to € 1.500

To match the TCa 672 “Lotus Lokstation” offers the Ds 765 as a Post or Luggage Van. The original was created in 1930 by using the passenger carriage C22 (built 1891). In addition to the SKGLB this coach was used on almost every Austrian railway. By request “Lotus Lokstation” offers appropriately labelled models, too. This plastic-made coach is turned out

in SKGLB-green. The doors can be opened on both sides. The interior-room is coloured light grey and has a wooden floor. In the luggage compartment two roof lights are used as windows.
RSP: € 389

Picture Headers:

Text
It is quite cosy in the TCa 672, at least smoking a pipe was permitted in those days!
Really nice to see: roof equipment with exhaust; on the side: the signal horn
Front side of the railcar with huge lamp
Side view of the well detailed plastic bodied model
Matching the railcar: the Ds 765 as Post or Luggage Van; Brakesmen`s platform and couplings are accurately reproduced
Coach with opened side door; characteristic: roof lights in the luggage compartment

Source of Supply:
Lotus Lokstation
Marion Hötzel
Herzog Odilostraße 3
A-5310 Mondsee
Austria
fone: +43-(0)-6232-27255
eMail: office@lotuslok.at
www.lotuslok.at

Further literature to the role model:
Die Eisenbahnen im Salzkammergut
Christian Hager
Verlag Ennsthaler
ISBN 3-85068-350-8

Pages in Original German Version: 26 – 27

Category:
Original & Model

Bar:
Series 90

Header:
The Power Station – the Shunting Bullet V 90

Introduction:
Class 90 Diesel locomotives in their everyday task of shunting and freight service – our model portrait

Author: Josef Strobl
Pictures: Joachim Bügel, Josef Strobl

During the 60´s West German Railways were faced with the problem that the V60 was underpowered for heavy shunting operation. As an interim measure modifying the well established main line V100 (by ballasting and reinforcing the frames) for freight and shunting service only was considered. As this project failed due to the lack of overall strength, it was decided to design an improved version of a heavy diesel locomotive for freight and shunting work with the wheel arrangement B'B'. Design and build was by MAK (Atlas-Mak Maschinenbau GmbH Kiel) in collaboration with DB´s BZA (Bundesbahnzentralamt) in Munich. It was classified as V90.

Subtitle:
Tough Twelve-Cylinder

This class was longer and stronger than the V100 (later re-designated as Class 211 and 212). Weight problems were irrelevant as a shunting locomotive needs to achieve as much adhesive weight as possible. For this reason a relatively simple but rugged redevelopment of the V100 was produced. At one point, synergetic effects were used, too: for pre-production models the BR211`s twelve-cylinder diesel engine was adopted with 1.100hp and a maximum speed of 70km/h. As from V90 021 the recharged twelve-cylinder diesel engine (BR 212 (MB 12 V 652 TA) with 1350hp was provided and so the V90 was given a maximum speed of 40km/h in the low gear and 80km/h in the high gear. Thus the locomotive became more rugged and more powerful and therefore also suitable for longer distance operation. Situated at the front is the engine together with cooling system, exhauster, pre-heating equipment and warming complex. Following behind is the electric generator with starter, battery, motor driven air compressor, as well as the accessory frame with main air reservoir, switchboard and the elevated fuel tank are located. Beneath the drivers cab are mounted fuel tanks, flanged on the frame, with the fluid drive placed in-between the frames. Compared with the forward cab locomotives, in this series (i.e. Nos. V90 001 - 020) the frame was lengthened to 14,32m.

In 1964 MAK initially delivered 20 No. V90 pre-production machines to DB. From V 90 021 the real mass production of this heavy shunting locomotive started in 1966. As from 1968 (Ep. IV) the V90 was re-classified as BR290. Altogether 408 examples and variations of this class were brought into service. Because of the uncomplicated and robust construction it is still today to be seen everywhere doing heavy shunting or freight service. This locomotive ranks amongst one of the best locomotives on DB with an availability of more than 90%.
Heating capability was not specified as the loco was not intended for passenger duties. From the start the locos were fitted with the “Indusi” system of automatic train control.

Their basic colour was “wine red” (sometimes called magenta). Around the mid 70s the locomotives were all adapted to the new colour scheme “ocean blue and beige”. In the second half of the 80s they were all repainted anew to “oriental red” and since the end of the 90s they are to be seen in the current colouring of “signal red”.

Particularly interesting and visually peculiar are varying diesel cooling units. Such as the layout of the company “Behr” (Stuttgart), this is instantly recognizable because of the two fan wheels in the front. Cooling systems of the company “Voith” (Heidenheim) with one mechanically powered fan wheel were also installed as well as the simplified cooling system with a hydrostatic powered cooling system manufactured by the company “Behr”. Variations of all series are shown in accompanying table.

For the last couple of years the main railway workshop in “Cottbus” have been putting the main focus on the installation of a new 8-cylinder engine manufactured by MTU together with a new dual-circuit cooling circulation system and air compressor.

Subtitle:
Siblings of the V 90 / BR 290

The following additional details will enable the reader to gain a better understanding of the various sub-classes of the V90 / BR290-series. MAK offered, besides the 20 pre-series locomotives specified in the chart below, another 5 locomotives for private owned railways, classified as V90P. They were supplied with an 8-cylinder in-line engine (1400hp), a marine diesel with high torque and low engine speed. This combination is ideal for shunting duties but not for main line operation. Three out of the five pilot production locomotives V90P were subsequently leased to the DB and were numbered 291 901 - 903. As from 1972 they were permanently taken into DB stock. Then followed another one hundred locomotives, 90 of them were manufactured by MAK and 10 by Jun. These became class 291 001 - 100 and were used for heavy shunting and freight service in Northern Germany.

Also modification to include radio remote control led to another re-classification. As from 1995 numerous locomotives series BR 290 & 291 were upgraded to driverless radio remote control for shunting duties by “Krauss-Maffei”. These became known as series V60 & Köf III. After this step the original locomotive in series BR 290 were re-numbered BR 294, whilst those from series BR 291 became BR 295. In some 294 locomotives a multiple wireless control system was added. After another re-numbering session they are recognisable today as series 294 951 upwards - which simply means 500 numbers higher. Above all they are readily identifiable because of the added shunting railing along the footplate.
In addition all the locomotives in series BR 290 received mountain radio remote control, which provides a combined remote control of the locomotive with the on-line computer and enables shunting operation with a walkabout remote control. These combined wireless locomotives are labelled by DB as series BR 296.

Box 1 (Construction Series):

Table1 – V90/BR290 Variations

Original No	Manufacturer	Comments:
V 90 001 – 020 (Epoch III)	Maschinenbau Kiel (MAK)	Pre-production, 1100 hp twelve-cylinder engine as per V100 / BR 211, shorter body, different shape of drivers cab etc. 001 -010 and 013 -020 with double-winged Behr-exhauster, rest with single-leaved Voith-exhauster
V 90 021 – 058 (Epoch III) BR 290 101 – 160 BR 290 191 – 250 BR 290 261 – 295 BR 290 306 – 307 BR 290 328 – 407	Maschinenbau Kiel (MAK)	Series production; all locomotives with extended body, 1350 hp twelve cylinder engine as per V100 / BR 212 and single-leaved Voith-exhauster; BR 290 215 and 216 with simplified single-leaved Behr-exhauster
V 90 059 – 070 (Epoch III) BR 290 071 – 100 BR 290 161 – 190	Klöckner-Humboldt-Deutz	Ditto, yet all with double-winged Behr-exhauster
BR 290 251 – 260 BR 290 308 – 327	Thyssen-Henschel	251 to 260 with single-leaved Voith-exhauster, 308 to 327 with simplified single-leaved Behr-exhauster
BR 290 296 – 305	Jung	All with simplified single-leaved Behr-exhauster
BR 290 999	Maschinenbau Kiel (MAK)	Origin German armed forces-locomotive in operation with the German Air Force. Loaned to DB and numbered 290 999. Since 1996 numbered BR 290 408 and since its alteration to radio remote control has become BR 294 408.

Box 2:

Further Information:

- Internet: www.loks-aus-kiel.de
- Horst J. Obermayer, Paperback Deutsche Diesellokomotiven Frankhsche Verlagsbuchhandlung Stuttgart
- Raimo Gareis, Deutsche Dieseltriebfahrzeuge von gestern, Krone-Verlag Leichlingen

Pages in Original German Version: 32 - 34

Category:
Modelling

Bar:
Improvements at Märklin`s Dresden in Gauge1

Header:
Locking the Latch!

Intro:
Replacing dummy locks on freight wagons by functioning latches – this is what Klaus-Gerd Schoeler describes in another modification-issue for "Märklin`s Dresden" wagons.

Author, Pictures:
Klaus-Gerd Schoeler

Unfortunately on the Gauge1 Freight wagons built by Märklin and Hübner, probably for reason of economy, all latches on doors and flaps are moulded as fixed. You can live with that concerning the retractable roof wagons by Hübner - unfortunately the latches here are quite clumsy – but latches on closed freight wagons with opening doors should actually work. While a fixed latch looks genuine, these latches also offer the possibility of leaving the doors ajar so that the cargo can be seen, not only in the Goods shed but also in the train.

For cosmetic treatment the quite affordable Dresden was my first wagon, since it is, generally speaking, true to scale with a very detailed construction. HEGOB and ASOA both provide functioning latches for closed freight wagons (Oppeln, G10, G20 and Dresden) offered by. I chose the one made by ASOA, which contains additional finely wrought rope-eyes and – furthermore - is already black-finished. It is a useful to have a flat wire cutter, a plain and pointed chisel and a pin vice for drilling would be useful. Using a small hand reamer helps to ream the holes to the given dimension.

Subheading:
Reconstruction Step by Step

How does it work? For easier handling the locking doors should be removed. This is done best by turning the upper black-finished wire guide a little upwards and then levering out the lower right side of the doors chain guide. After that you remove the door completely by levering out the left side with the reproduced chain guides as well. Now the casted locking area of the door should be masked with a thin adhesive copper sheet to avoid scratching the moulded timber planks. Using the wire cutter you can carefully remove the first material now. For this the wire cutter blades should be held parallel to the door.
The remaining plastic material, just a few tenth of a millimetre thick, is carefully removed now layer by layer by using the chisel. This is in fact quite simple. For stability I placed the door on a rubber mat – a piece of rubber inner tube is just as effective. While scraping it is important to produce backpressure with your other hand against the chisel so as to avoid slipping onto the plastic material.

So that you can be sure of how deep to scrape good illumination of the worktop and door is very important. Next the copper sheets should be removed. The chisel is now used over the

surface of the replica wooden boards. Be careful now not to use too much pressure, for the blade needs to be kept accurately in the vertical plane. Do not worry, it sounds more complicated than it really is, it should not take long.

Finally, the joints in the wooden board should be replicated, which can be done by using an extremely fine screwdriver blade or a small acute v-shaped chisel. Anyone who is not capable of drawing the joints without aid should use a plane piece of metal plate. The human eye is very good at detecting inaccuracies in parallel lines.

Subtitle:
Hook and Eye

On the wagon body the replica locking eye next to the doorway needs to be removed. So as not to damage the step treads the wagon should be placed on a foam underlay. Using the wire cutter you pinch off the first piece of plastic and then, with a chisel, you remove the remainder finally smoothing the affected area. In this case you can do without the copper sheet as the area is pretty small and is located at the L-profile next to the door. If great care is taken then the replica screw, located next to it, can survive.
All necessary parts and a piece of the casted bar should be removed from the cast-iron moulding frame. (Particularly care needs to be taken when removing the tridentate latch as it is weaker than its fixation) Holes need to be drilled on all three cast-iron parts each side. Necessarily they should be centre-punched to avoid the drill sliding off. Now a pin vice with a 0.7 drill is used to drill the holes for locking eyes and holders. For the bar you will need a 0.9 drill. Although this method takes a little longer it is safer than using a small hand drill. Despite the low rotary speed of a hand drill the thermoplastic material tends to melt quite easily and accumulates in the drill, thus resulting in larger and imprecise holes. If the holes are too small – cast iron parts differ in size – drilling can be carefully expanded by using an one-size bigger drill or a small hand reamer.

The holder at the door and the closing eye at the wagon are placed into the holes from the outside, afterwards the cast-iron parts are adjusted by using a long-nosed pliers or tweezers and protected on the inside with little superglue. Capillary attraction ensures that it will be carried down into the hole and provide a secure joint. The bar itself should stay flexible. Using a pair of long-nosed pliers the end part on the inside should be lightly pressed so that the bar cannot subsequently fall off.

Last thing to do is to replace the doors and this then completes the task. You can easily achieve this conversion within a single evening. If you do not wish to weather the wagon, just take a sharp piece of hardwood and polish the doors roughened plastic area. If necessary, the affected area can be given a coat of brown semi-gloss varnish. For this purpose the colours from Antal (Guido Schrock, Münster) are well suited. For the “Dresden” (Chestnut Brown) with its RAL No. 8015 is very close to the original. The colour should be applied quite thin by using a fine paintbrush.

The appearance of wagons like “G10”, “G20”, “Oppeln” or “Dresden” really do improve with the new locking mechanism. Attractive freight such as glass containers (ASOA) can be shown to advantage by leaving the doors ajar.

Picture Headers:

Text
Reversion kit (ASOA)
Just a few tools are required for remodelling; Flat wire cutter, chisels, pin vice and cutting broach
Thin copper sheet avoids scratches while working on the body
By using a wire cutter material should first be carefully pinched off
Remaining plastic material is removed layer by layer by using a chisel
Producing of holes for the hook and eye attachments by using a pin vice
“Dresden” has got its new locking arrangement; wooden planks needs to be repainted
Amazing impression: completed wagon in operation with load of cases

Box:

Further Facelifting: Strengthening of Wagon Body End Panels

The following will be very interesting for all Gauge1-enthusiasts with interest in wagons – a kit for the strengthening of the end body panels on the “Dresden” wagon. They were brought out by ASAO immediately after finishing and mounting of the door latches.

With the help of a solder gauge, which it is necessarily to make, it is possible to solder all the plates quite easily. This solder gauge ensures very accurate work. It is important to use tin-solder sparingly, just tin the u-angle on both ends razor-thin and brush the sheet steel angle with flux material.

With the help of the solder gauge both ends are quickly heated with the soldering iron, the connection is now solid and there should be no need for any cleaning up afterwards.

Re-lettering is not necessary because the u-angle cuts the labelling field just a little. Afterwards only one plastic profile ledge has to be slightly scraped off.

Picture Headers / Box:

Text
Conversion kit: Strengthening of body and panels (by ASOA)
Solder gauge for conversion kit
Finished and soldered up extensions
Surface grinding before mounting of channels
Rebuilt wagon in operation with strengthened end panels

Pages in Original German Version: 36 - 37

Category:
Modelling

Bart:
Optical Enhancement of Märklin`s V100 in Gauge1

Header:
Behind Bars!

Intro:
New radiator grills for an old plodder (Märklins V100) – a small but nice leisure-time handicraft by Hans Wunder

Author, pictures
Hans Wunder

The admittedly ageing model of Märklin`s V100 remains a favourite with Gauge1-enthusiasts. In fact the locomotive was consistently modified by Märklin in terms of colour and technique, though nothing changed concerning level of detail. So you have to carry it out by yourself! Fortunately there are some manufacturers who supply additional parts for visual upgrading of mass-production locomotives - such as the company Krüger railway modelling. With the order number 198328 or 198329 they offer construction sets in brass for the improvement of radiator fan grills (source see box). Those who prefer exact scale grills should fit the narrow option (198328). In this case, before attaching the replacements, you first have to remove the existing radiator fan grills of the locomotive body, because they are too wide. An easier option is to take the etching-unit No. 198329, which fits perfectly onto the wider grills of the model.
The construction set contains two plates where also the lamp face rings are included. After cleaning the brass components need to be given a coat of grey primer. Then the lamp rings have to be masked with adhesive tape and all the other pieces are then painted red (Revell SM 330) by using a sprayer.
Now the surface needs to be sealed with a semi gloss varnish (aerosol can: e.g. Genius). By request the company Krüger can deliver the units painted and varnished.
Subsequently all units are carefully removed from the plate and all subsequent rough edges filed properly. By using superglue, grill and frame are added together.
Afterwards the lamp rings can be added. Finally the units are weathered directly on the engine. This is easily done by means of airbrushing and Revell “Black No.8” and “Brown No. 82”. That was it! A visually upgraded locomotive emerges in an instant.

Picture Headers:

Text
Construction set for fan grills, composed of two plates: the provided info sheet is of great help (Krüger)
The brass etching components shall be painted red before mounting
Grill, frame and lamp rings after varnishing. Broken edges need to be filed smooth. For fixing superglue is used.
The pre-mounted grills were brought to V100`s parking area, where mounting already is in progress.
Mounting of lamp rings in „Lehmannsburg“ Station Yard: hopefully no safety representative drops by!
Well done: Fan grills and lamp rings are mounted and in terms of colour adapted to the old age of the locomotive.

Source:
Krüger-Eisenbahn-Modellbau
Finkenstraße 10
D-35232 Dauthpetal
www.krueger-modellbahn.de

Pages in Original German Version: 38 - 41

Category:
Modelling

Bar:
Coaling Station for the Branch Line in Gauge 1

Header:
Small coal feeding for little money

Introduction:
Small coaling stations were to be found almost everywhere along the branch lines as supply-units for steam engines – the simple conversion to a model is described in the following crafting article

Author, Pictures:
Patrick Dalemans

The association " PAJ-Modelbouw" is known well beyond the Belgian borders long ago. At various international exhibitions their model building projects are to be admired in many different scales. Although all members did specialise in different scales the basic tenor stays the same: lifelike model building and creation of a stunning ambience" which stands for conveying the expected enthusiasm of the steam engine era to the observer of these models or dioramas without affecting trashy.

Especially at larger scales practical equipment was lacking in the past and even today, even though the number of providers is considerably growing. Eventually it is a question of the budget and ones own prestidigitation to decide how much to invest for his buildings, both in terms of money and creativity.

Representing the work of "PAJ" here is shown how modelling can be practiced with simple means. The presented working methods require only sparse craftsmanship and due to the step-by-step description reproduction should not be a problem, even for beginners.

Subtitle:
Model of the coaling station

At small shunting locos coal feeding mostly was manually operated. The workers laded coal to wicker baskets and then lifted them to a higher platform. From this very simple wooden platform above the coal storing room the coal was filled into the tender of the locomotives.

Picture 1:
The finished coal feeding with coal storing room. For a lifelike appearance the platform is built from crude timber. Depending on the placement at the layout the model has to be placed mirror-converted, if necessary. All dimensions refer to scale 1: 32.

First of all the required wooden strips are made from crude timber. Therefore 5mm pinewood pieces of any length are used. Now some thin strips are cut towards wood grain by using a

circular saw bench. Make sure to use timber without knotholes, if possible. The strips should have a thickness of 4 or 5mm. Be careful when sawing! Use a compact slip crossbar and a wooden blocking piece to protect your fingers.
Afterwards the strips are cut to length according to the required scale. The length of one railway sleeper can be used for measuring.

Subtitle:
The building shell

Picture 2:
The wooden strips were cut to length, best by using a small circular saw bench (e.g. Proxxon). With a sharp Stanley knife both sides of the strips are roughened up now. On both ends small pieces should be broken away by using the knife, in order to imitate rotting and damaging of the timber. Some of the strips can also be cleaved with the grain.

Picture 3:
The vertical collateral pillars and the horizontal bearing frames are glued. For defining the height of lateral bearing and sidewall the thickness of the bars on top of the platform has to be considered.

Picture4and5:
Now the sidewalls are glued and the vertical wall bearings are glued to the wall strips. In order to avoid dowdy glue remainders it is better to glue only the vertical bearing pillars. Otherwise the glue can invade to the horizontal joints, which could lead to colour deviation at later pickling.

Picture 6 and 7:
The vertical bearing frames and the sidewalls are glued to the base plate (plywood).

Picture 8 and 9:
The remaining horizontal strips of the back wall are glued to the rear vertical bearings. The floor of the coal-feeding platform is to be glued by using identical strips.

Picture 8:
The substructure of the platform is provided with additional crossbeams to ensure adequate reinforcement.

Picture 9:
One sidewall of the platform receives a solid staircase.

Picture 10:
A wooden handrail from thinner strips is fixed to the stairs on both sides (e.g. ice-cream sticks or McDonalds stirring staff).

Now building shell is already finished.

Subtitle:
Finishing and paintwork

Picture11:
For imitating nail holes and pinholes small holes are burned inside the timber by using a soldering gun, namely at the same positions where the girders are nailed up or screwed together at the original.

Picture12:
In order to demonstrate weathering of the timber the grain is burned by using a gas burner. To ensure that not too much timber is destroyed this procedure requires some exercise. So caution is demanded.

Make sure that no blistering parts are remaining. Subsequently starting with pickling would be the best (Attention: water-based pickle only!)

Picture13:
The complete construction receives a water-based pickling in “dark oak” colour. Water-based pickling ensures homogeneous coloration and dries quite quickly. The burned parts are visible as dark marks and black shade of colour.

Picture14:
The "weathering" additionally is imitated by using white colour. This patina is to be applied by using undiluted acrylic and a medium hard brush.
The brush needs to be almost dry by rubbing it on a piece of cloth. Now the pickled timber is point-painted by using the white acrylic. Take care that the pickling is completely dry. Otherwise a white patina is almost impossible to achieve.

Picture15:
The areas where the timber is being weathered should be chosen advisedly. Also on the original the white patina predominantly occurs on areas where water logging appears. Thus are the upper side of the highest beams and at the ground level area of the bearing pillars. This patina especially accentuates the crude grain, existing damages and nail holes.

Picture16:
The base plate now is landscaped by using gritting material and fluffs. The material is to be chosen according to the designing of the existing layout.

Picture17:
The coal storing room is assembled with real black coal. For this purpose the coal is to be packed in a piece of cloth and crushed to the required size by using a hammer. It would be lifelike if some bigger pieces remain in-between, for the coal originally varies in size, too. Now the coal grit is to be mixed with PVAC glue by using a small container until the paste reaches a firm texture. Afterwards the pulp is to be put into the coal storing room and pressed on a little. Some thinned glue is given onto the platform and afterwards coal powder and small coal grains are sprinkled on. After the glue is hardened (within 2 or 3 days) the typical brilliance of black coal does appear.

There handiwork is completed and a lifelike as well as an individual model did come into existence. Do not hesitate to contact us for any further information: via email at www.paj-modelbouw.be or patrick.dalemans@pandora.be.

PAJ produced this model of the small coal feeding as short in series, distribution is carried out by
the “Lokladen” in Bingen: www.der-lokladen.de.

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Box:

Bill of materials:

- Rough and ready (pine) wood dimension 4 – 5 mm
- Plywood board 4 mm (base plate)
- White wood glue
- Water-based pickle
- White PVAC glue
- Real black coal
- Landscaping material (e.g. “Heki”)

Tools / Equipment:

- Small circular saw
- Large circular saw
- Soldering gun with thin peak
- Blowpipe
- Sharp Stanley knife
- Medium hard brush

Pages in Original German Version: 42 - 49

Category:
Layouts

Bar:
Far from Boring - All Around Layout in Gauge 1 and 1e

Header:
Enjoyment of Driving Ad Infinitum

Lead Text:
A multiple tracked station movement area, a shunting yard, an engine facilities and a narrow gauge junction on barely 4 x 7,5 metres – in a scale of 1:32? – Hardly ever possible – Perhaps it will?

Article: Wolfgang Oellrich
Pictures. Manfred Weihrauch

After three years of planning and another three years of building the now presented model layout of superlatives finally did arise. Priority should be given to driving with long train sets as well as setting up new trains. Thereby shunting facilities and a locomotive treatment plant should not be missing. So it was obviously necessary to create a layout with a large tracked and shunting station. But how should all this fit into a space of around 30 square metres?
„Schwabstadt“ Station bears its name not for nothing, as the State of Baden-Württemberg (the “Ländle”) is well known for smart solutions. The track plan, visible farther back, brings it to the light; without further ado the track movement area was bended to a multi-tracked oval. In combination with the fiddle yard now up to 8 train sets are able to operate at the same time – altogether 32 steam engines, 7 diesel locomotives and 3 diesel railcars are operating in a small space. Various train sets, fast trains, express trains, freight trains are to be enjoyed in slow and comfortable drive – such as once in “Elberfeld” some sympathetic viewers may rhapsodize.

Subheading:
Layout construction
A six-tracked fiddle yard, each with a length of 6 metres, provides for availability of the various train sets. Along a feeder track and a short climb (3.5 per mill) the trains arrive at the track movement area. The fiddle yard is observed by 3 video cameras to ensure everything is running smoothly in the underground.
Track guidance at the overground parts of the layout was made of flexible tracks by using a bending tool. The minimum radius is 1200mm (at most 1900mm), so overhanging of long 4-axle coaches at the inside curve stays reconcilable to the human eye. All points are custom built according to the track course and are, like all the other track material, made by “Hegob”.
16mm core boards serve for basement and are placed on racks (“IVAR” by IKEA). So the space beyond the layout is used for parking further train sets and coaches. For this purpose glyphs for storing the wagons are milled according to the wheelbase. With the help of threaded rods the shelves are spaced.
All tracks were directly wet bonded to the core boards (lucent Pattex) and weight down overnight. After macadamize an amazing noise dampening is achieved. The colorized gravel comes from “Rainershagen Naturals”, was dyed with colour powder and was booked firmly

by using a common mixture of paste, water and washing-up liquid. The gritting material between the tracks comes from the same manufacturer and was mixed with carbon chipping ("Hübner") for reaching the typical colour grading of paths at movement areas. The tracks achieved an adequately weathering patina by colouring them with casein colour "Pelikan No. 56". Every 39 turnouts in this layout are provided with "Böhler" drives and are controlled digitally.

Subtitle:
Layout Configuration

Due to the original, the complete movement area was provided with adequately traffic signalling. The signals come from "Besig", the labelling of the switch tongues are self-made and finally transformer stations for switches and signals as well as the cable channels are made by "Hübner". At first glance, though, one wants for the typical strings (tackles), but it was knowingly done without for not getting stucked while reaching into the layout. Some setting details like shunting post stops and "no Smoking" sign were partly photographed on catalogues and then brought to scale.

A perfectly integrated background scenery in the complete layout leads to the required depth effect. For sure this implies an accurate strategy and necessitates imagination following the original and is afterwards to be transferred to ones own layout situation. The present layout shows perfect implementation although "Schwabstadt" does not arise from a precise example. All background themes come from "Endel". By placing 0- and H0-characters, according to the distance to the layouts foreground, the suggested depth of the layout is intensified. The impression really is amazing!

The urban ambiance is enforced by an integrated tramway (by SSJ) niched to the left rear area of the layout. Even more authenticity is imparted with the short section of townhouse scenery and the wide and busy road and its traffic. Over 360 characters all over the layout, more than 70 vehicles and almost 40 two-wheelers reinforce this impression. Stunningly various is the proposal of extra equipment in a scale of 1:32, although often characterized as lean. There even is no shortage of lamps and other details (in large part by "Besig", "BeliBeco", "Studio 95" and "ASOA") or tall trees (by "Exclusiv Miniaturen") – altogether nicely composed so that the layout does not seem overcrowded.
The following curve in the track leading to the left is cleverly covered by the gantry-style signal tower and the monumental road bridge, which overstretches the complete track field. The routing of the roads leading to the junction at the end of the bridge towards the background of the layout again causes a depth effect.
In the turn below the bridge the platform is located, where the narrow gauge section ends (1e – marked red at the track layout). Along a railroad coach carrier track it is possible to forward vehicles to the standard gauge main line. The narrow gauge section leads across a stone bridge in the layouts foreground. The exit to the hidden yard is located behind. Space underneath the bridge is used for the settlement of allotment gardens. This sympathetically developed scenery loosens the urban character skilfully.
The narrow gauge ends at the opposed shunting section of the movement area. Here, narrow gauge and standard gauge are located side by side on one level.
The corners of the layout were made useful with further siding tracks. At a loading track with gantry crane right now a door-to-door box is loaded from the "Hübner"-Magirus on a BT30. Various truck models and other vehicles ("Mo-Miniatur", "Schoknecht", "NewRay, etc.) as well as the waiting freight ensure a realistically staged operating procedure. A small coal

feeding respectively a small locomotive shed are integrated to the opposing corners. Buildings and treatment plant come from “Studio 95” just as the imposing water tower.

A real attraction is the huge and wide depot, reaching to the middle of the layout, and its 6-boothed “Ringlok “shed (with entire interior decoration!). All buildings come from “Studio 95”, only the oil crane and the sand store are manufactured by friendly home constructor. At last the turning platform comes from “Detlef Neuhof”s workshop. At the depot the numerous tender and drag tender–locomotives more than ever are here coming to advantage. This really is a feast for the eyes to watch the “44” by “KM1” or the “50” by “Kiss” at their ride to the movement area for taking over a train – cause travelling in “Schwabstadt” naturally takes place according to the time table!

Subtitle:
Line Operation

While operating eight train sets plus shunting services the train dispatcher works up a sweat many times! Operation at the layout takes place in “Märklin-Motorola” standard. All switches are also digitally controlled and adjustable via switch roads.
When the “BR41”, tensed a refrigerated goods train, is waiting in the movement area to enter the station and the train slowly gets going after clearance was given, the eyes of the viewer are following – one inevitably feels tingly. Fortunately we had the luck to watch this spectacle with a “V200” and a real first-class train (incl. “Kakadu-train!); also with a “50” with sub tender (built out of a ”Kiss 52”), pulling a freight train set (by “Hübner-Ommi51) loaded with salt and various other covered trains; with a “Märklin 78” with accompanying coach (“Kesselbauer”) and “Leig”-units (by “Koch”); and finally with a complete sleeping coach respectively motorail - all at the same day. The list of train sets could be continued long drawn. Various diesel railcars and the “99” with its trains at the narrow gauge section join them. Exactly, “Schwabstadt” really is a hot spot!

Picture Headers:

Bild Nr.	Text
1	A stake train set with a load of tractor engines at the stations gate: exemplary tie-down is following!
2	The skilful draped background scenery and characters in various sizes provide for a realistic depth effect at “Schwabstadt”s station movement area.
3	Just now the “VT98” passes the stations gateway; in the background: a tramway by “SSJ”
4	On narrow gauge: “99650” with short freight train composed of three-axle “Gsm” and “O”-wagon on railroad coach carrier trucks; the pretty gantry-style signal tower comes from “ Studio 95”.
5	O-wagon with loaded beets, the small coal feeding in front (“Pfiffikus”); the railway-romance team around “Hagen von Ortloff” is very interested in „Schwabstadt“, too.
6	The road bridge across the movement area: vehicles and characters of various manufacturers provide for a realistic looking urban scenery.
7	Pure romance in „Schwabstadt West“: here one takes up time for loading bulk goods.
8	A “Köf” just freights the “Südzucker” tank wagon on the narrow gauge; censored by the staff the procedure is finished at the railroad coach carrier trucks cavity.
9	Big picture: “99650” continues its trip towards shunting station; in the background: “VT60” with control car (by “K&R Modellbahnen”); under the bridge: view to the allotment gardens.
10	Currently on its way in „Schwabstadt“: the “KM1 BR85” in front of a train set with “B/Ci 33/34”, like once at the “Baden Höllental”!
11	The “Fish-Express”: a freezer train covered with “BR41” by “KM1” on its way to „Schwabstadt“… a proof for “Lentils with Spaetzle” is not the only meal in the State of Baden-Württemberg!
12	Loading of goods at the layouts corner: take notice of the depth effect caused by the arcade arrangement in the background area!
13	Rare view: a “Kiss 86” in front of makeshift wagons, developed from rebuilt “Bremen” and “Leipzig” (all by “Koch”).
13A	“Märklin-78” in front of varied labelled “Leig”-units (“Koch”), with corollary wagons (special design by “Kesselbauer”); the easy coeval leaning on the barred stake incidentally is the “Köf”-driver by “ASOA”.
14	The impressive track layout at „Schwabstadt“, a smart solution: the stations movement area bended as an ovale.
15	Behemoth at the depot: a large number of hauling tender locomotives provide diversified operation at „Schwabstadt“

Pages in Original German Version: 50 - 55

Category:
Modelling

Bar:
Building Bridges Systematically -Part 3

Header:
Major Bridges in Gauge 0 and 1

Introduction:
How to built a bridge systematically by using several segments – Part 3 now is reporting this – for Gauge 0, 1 and 2

Author and Pictures: Wolfgang Bayer

Originally it was planned to report about building of bridge bearings in this issue. Meanwhile some of the bridges belonging to the system of bridges are under construction or already completed. Responses of various modellers and prospective clients required reworking Part 3 and adding more detailed information concerning the assembly of the bridges belonging to the bridge system.
Because of this reason the building of bridge bearings will be reported in the following issue. Part 3 contains some links to previous reports: Part 1 is to be found at 012-Express issue 04/2007, Part 2 at issue 01/2008.

„Many roads lead to Rome" – this saying applies to the assembling of bridges belonging to the bridge system. As already mentioned in both previous parts this bridge system offers the possibility to choose the ideal bridge for every modeller out of 1000 reasonable variations. Because of the multiplicity of variations there is no construction manual available, which normally would be usual. In this case only guiding principles can be provided. This surely is reasonable, for the delivered parts kit can hardly be "cocked up", apart from the elementary solutions, which are in peculiar pointed at in the following. If, in contrary to expectations, assembling did not turn out satisfactory at the first time, all parts can be disconnected on the hot plate or by using a burner – then, giving it a second try, surely it will work.

For complexity reasons all scaled drawings, which describe the required information concerning cross sections, construction of border footpaths, system structure and so on, cannot be printed here.
Though, "Modellbau Fiedler" (see box) offers the possibility for every prospective client to download and print the scaled drawings from their Internet page. If required, Mr. Fiedler also will send the plans. All drawings are sized DIN A4. The necessary parts for your required bridge can easily be defined and ordered from the websites configuration menu. Here also the price for the required parts kit can be calculated.

Subtitle:
Examination regarding various gauges

As already mentioned at the previous parts this system is intended for both gauges – with a segmental range of 32 mm at Gauge 0 or a range of 45 mm at Gauge 1. Also the gauge 1

bridges can be used for IIm. In this case the system also contains the enlarged footpath. Drawing 1 demonstrates the systems main dimensions for Gauge 1 and drawing 2 those for Gauge IIm.

Since practically fully comparable, assembly information for Gauge 0 and Gauge 1 is described simultaneous: a bridge with 14 segments for Gauge 0 and 8 segments for gauge 1.

With the originals open span of 20,16m at the bridge in Gauge 0 and 11,52m in Gauge 1 these are quite respectable bridge constructions. While I eased assembling work at Gauge 0 by using quite extensive calibres and other tools, the bridge in Gauge 1, assembled by a friend of mine, shows, that it also is possible by simple means or even without any tools. The pictures of the bridge in Gauge 1 were kindly provided from the constructer.

Note regarding soldering of components
1. Please use electronic solder or solder for fitting. In case electronic solder is used tin should not touch the flame directly, just the area close to it.
2. As flux material soldering water or soldering flux is to be used. When using soldering water the soldered parts should be rinsed off with water. Using of rosin-spirit rather is unsuitable.
3. For specific solder work, such as soldering the transversal girder, a burner is required. A medium gas burner is sufficient in this case. For other soldering work, such as connecting main girder and trackway, a stronger gas burner (100 – 150W) is required. The bridge in Gauge 1 was completely flame-soldered.

Subtitle:
Pre-assembly of units

After receiving the units first of all they are checked for completeness. As shown in picture 1 the parts kit for Gauge 0 is quite voluminous.

Initially, the belt plates at the main girder and the footpath girders are soldered up with the guardrail posts and with the buckling bracings, where required.

The position of the (up to) 3 belt plates have to be assured to avoid displacing. Similar to the model the belt plates outwards are decreasing; therefore the similar distance to the belt endings should be checked before soldering. Concerning the lateral distance visual judgement will suffice. An easy solution for fixation by the help of clips is shown in picture 2.
The long belt plates can draft a little due to cutting and soldering. An accurate positioning is possible after soldering. Therefore they should firmly be clamped in a vice.
At the bridge in Gauge 1 footpath girders and guardrail posts were soldered up before mounting, similar to the small one we described in Part 2. The simple calibre, which was used for this bridge is displayed in picture 4, Part 2. Doing without just by using some appropriate tools is shown in picture 3.

A little more time-consuming but simple method was chosen at building the tall bridge in Gauge 0. By using an aluminium calibre (picture 6) first of all buckling bracings (sheet stripes 4 x 0,8), footpath gilders (U 5 x 2) and guardrail posts (angle 2 x 2) were soldered up. Additionally they were riveted for sometimes a part loosens due to the occurring heat.

For this purpose a 0,5 mm brass wire is to be inserted into a hole (diameter 0,5mm) and jolted like a rivet. This way loosened parts can only distort but not dislocate, so they can easily be adjusted
again. In particular this concerns the connection of footpath girder and guardrail posts. Here accuracy in later soldering is almost unachievable as it would have been by using a calibre. As a result the footpath girder possibly needs to be unsoldered before soldering again to the guardrail post.

Subtitle:
The track way

While the small bridge described in Part 2 is constructed as a transversal steel girder, the now presented bridges are built as crossbeam constructions. Both constructing methods are explained in Part 2, picture 2. Even though hardly visible, the longitudinal stripes at the crossbeam construction, which are strengthening the track way, should necessarily be built in. At the bridge in Gauge 1 the crossbeams were carved in and end-to-end longitudinal stripes were built in (picture 4). At this very accurate work is necessary. At the Gauge 0 bridge the longitudinal stripes were adapted as individual components and riveted before mounting the bearing. Though, in my opinion, this procedure is more time-consuming but comparable with the model and easier in realization and above all it rules out mistakes, which are barely correctable later. Analogically to Part 2 and its transversal girder, the location of the crossbeam at the bridge in gauge 1 was scribed and riveted afterwards with a flame. Since much heat is required for this the crossbeams have to be actuated firmly onto the track plate to avoid deformation. Before riveting necessarily the lining-up of track way plate and beam has to be verified and the right-angled position to the track way plate has to be examined.
Picture 5 shows the simple fixation of the crossbeams during building the bridge in Gauge 1.
At the tall bridge in gauge 0 I wanted to facilitate measuring of the crossbeams and make sure that they are accurately lying in a row. For this purpose I tinkered a calibre, shown in picture 6. However it became evident that the crossbeams can only be tacked by using the calibre. Again, resoldering was carried out on the soldering base by using a flame, similar to the small bridge.
More not always is better, for the experiment of soldering with the help of the calibre by using more heat must be abandoned due to material expansion caused by the heating.

Subtitle:
Mounting the longitudinal girder

The small bridge described in Part 2 is built with a lower track way. So a minimum overall height is given. The bridges described in this part are possessing overhead track ways. The construction is displayed in picture 5. By using small distance pieces a crack between the crossbeams underneath flange and bottom boom is produced, which makes sure that the upper chord does not extend into the vehicles structure gauge, even at small width of cross beams.

At the bridge in Gauge 0 I first tried to tack-weld the track way to the longitudinal girder, where distance pieces of t-profile already were soldered. Due to the heat the distance pieces dislocated, though. For soldering of the web plates a holding fixture (picture 7) was useful. By using a plane wooden underlay or suchlike the required distance between track way and the bottom side of the web plate is achieved. This distance is in accordance with the length of the distance pieces (t-profiles). Individual solutions are possible by shortening the t-profiles.

By using such special solutions you always have to make sure that the upper chords do not extend into the railway loading gauge. Even insignificantly parts extending out of the alignment need to be filed down or disconnected and afterwards are to be soldered up exactly. It has to be said, however, that all parts belonging to the parts kit virtually did not require any reworking measures.

Initially the web plates should be tack-welded to the track way from above and soldered up end-to-end afterwards. In the following the bridge has to be rotated and the web plate also has to be tack-welded to the crossbeams lower flange. Optionally the track way plate can additionally be soldered bottom up to the web plate. Afterwards the chords are to be soldered to the web plates, namely bottom booms first. At the small steel bridge described in Part 1 this was done by visual judgement. The bridge in gauge 1 was applied to the bottom boom lamellas and exactly adjusted there, like shown in picture 7. At this, the bridge was weighed down. The soldered joint between web plate and boom were torn outwards, beginning at the centre. After rotating the bridge the upper chords were soldered up the same way.

For the tall bridge in gauge 0 I manufactured a support of aluminium angles, as to be seen in picture 8. It also proved its value at other workings. On the right side this support was taken down as far as it can be used for all crossbeam and bridge dimensions. Similar to the original, the soldered joint between web plate and boom is very important for the bearing capacity of the model bridge, too. This joint necessarily has to be soldered continuously. Because of the heat development this should be carried out in sections.

At last the t-pieces used as spacers are soldered to the inside of the web plates. At this it will become obvious if soldering track way and web plates is done accurately. Reworking is plain sailing as long as the spacers have to be shortened. If they need to be lengthened, the crack has to be placed beneath bottom boom and t-piece. If necessary, a small piece of sheet can be inserted and soldered up here.

Subtitle:
Buckling bracing and footpaths

As already mentioned above, in the forerun footpath girders and guardrail posts were soldered up at the bridge in gauge 1, at the bridge in Gauge 0 additionally the buckling bracings were soldered up as units. Soldering of buckling bracings is no big deal. To ensure a right angle between belt and buckling brace a small calibre should be used (for example an adequately cut piece of wood). Before soldering the footpath girders the required height of the footpaths should be known. Deliberately the drawings do not contain any dimension. The path along a station area and in sections bordering retaining walls mostly is levelled at the upper edge of the sleeper. But at embankment areas it is levelled about 50cm beneath. At bridges that are located here, the footpath mostly is lifted a little, so shaping the intersection will become easier. Therefore the footpath should be placed about 30cm beneath the embankments upper edge (gauge 0 = 7mm, Gauge
1 = 9mm, Gauge IIm = 13mm).

Similar to the small bridge in Gauge 0 described in Part 2, the footpath girder at the bridge in Gauge 1 was directly soldered onto the buckling bracing. As shown in picture 9 a wooden board is used for balancing reasons.
Differing to the approach to the small bridge I gauge 0 soldering the footpath girder at the bridge in Gauge 1 was done with flame. In both cases it is important to avoid loosening the

soldering connection between footpath girder and guardrail posts by an adequate heat abstraction.

In order to avoid the quite difficult soldering of the footpath girder to the buckling bracings I tinkered a calibre, which is shown in the front in picture 8. Picture 10 shows the utilization of this calibre. The required heat abstraction is ensured by applying a piece of wet cloth.

After soldering of footpath girder and guardrail posts the still missing parts of the bordering path are to be soldered by the help of a small soldering gun. This is to be done in the following order:
1. Girder of footpath surfacing at the buckling bracings side
2. Girder of footpath surfacing at the guardrail side (Attention, ensure heat abstraction to avoid loosening the connection of footpath girder and guardrail posts!)
3. Hand rail
4. Knee rail

Special accuracy is required when soldering the angle profile of the footpath surfacing girder alongside the guardrail posts to avoid loosening the soldered connection between footpath girder and guardrail posts.
Picture 11 demonstrates the formation of the footpath as exemplified by the bridge in Gauge 1 and shows, how the angle profiles can be fixed in a simple way by the use of clips.

Subtitle:
In conclusion: the longitudinal stripes

Differing to the already described possibility of assembling longitudinal stripes end-to end, at the bridge in Gauge 0 they were separately cut, adjusted and soldered. Though this is more time-consuming but it rules out mistakes, although repairing afterwards is possible without any difficulty.
In order to ensure a constant edge distance, I simply used a calibre from a 2mm aluminium sheet. The notch, also shown in picture 12, was necessary to remove the calibre easily after soldering the longitudinal stripes.

Due to temporally reasons I soldered the longitudinal stripes in a final step. But they also can be applied before mounting the footpaths.

Subtitle:
Preview

A view of the footpath girder is shown in Picture 13. Before the bridge can be glanced at on the layout (shown in picture 14) it has, amongst other things, to receive a coating, which is compatible to the original. The bearings have to be assembled and mounted, the track has to be prepared and also the footpaths need some pavement. In order that the linesman does not need to walk along a wooden path a footpath surfacing made of chequer plate, matching the bridge system is presented as well. For further information and concerning the announced intersection of bridge and counter bearing, Part 4 in our next edition will contain all required details.

Source for all bridge units in different scales:

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Picture Headers:

Picture No.	Text
1	Parts kit of Gauge 0 bridge with 14 segments. The small bag on the right side contains the already cut parts for the bearings.
2	Before soldering both belt lamellas of the bridge in Gauge 1 are fixed by the use of clips. Analogically to the original a tin flute can remain at the outside of the soldered lamella.
3	Soldering of footpath girders and guardrail posts at the bridge in Gauge 1
4	At the bridge in Gauge 1 the crossbeams were carved in to allow the assembly of end-to-end longitudinal stripes
5	Fixation of the crossbeams for soldering to the track way sheet at the bridge in Gauge 1
6	Soldering of the crossbeams (riveted) at the tall bridge in Gauge 0 by using the calibre. Behind the clamps for soldering the belts are visible in the right side, in the middle the calibre for soldering buckling bracings, footpath girder and guardrail posts is shown. The already soldered parts for the footpath are visible alongside.
7	Soldering of the main girders web plates to the track way. Here the web plate partly is riveted already. The underplayed piece of wood, used as spacer and for height compensation, is obviously visible.
8	Support plate / calibre for soldering the belts to the web plate. The belt has to be pushed inside the notch and the web plate has to be pushed to the visible nose. This assures a right-angled and centric soldering of the belt. The calibre is visible in front of the bridge. It was used for soldering the prepared parts such as buckling bracing, footpath girders and guardrail posts.
9	Soldering of footpath girders to the buckling bracing. The required height compensation is ensured by laying a wooden strip underneath.
10	Utilization of solder gauge for the soldered joint between main girder and buckling bracing while mounting the footpaths
11	Securing at soldering the knee rail at the bridge in gauge 1. At the model bridge the delicate but very solid construction of the footpath can be clearly seen.
12	Bottom side of the tall bridge in gauge 0 with soldered longitudinal stripes. At the second-to-last area the small aluminium rectangle is placed, which was used as solder gauge and in the area before the analogue solder gauge for the medium stripes is applied.
13	Transversally below view to the finalized bridge with its footpath girders
14	The Gauge 1 bridge on an almost completed module
Drawing 1	Bordering path in Gauge 1
Drawing 2	Bordering path in Gauge IIm

Pages in Original German Version: 56 - 63

Category:
Modelling

Bar:
Modification of the „Märklin“ BR38 in Gauge 1

Header:
The Mystery of the “Preussische P 8”

Introduction:
Make do and mend – how a sophisticated and unique copy emerges out of an aged serial model, this is what Axel Henkenjohann portrays in his modification report

Author, Pictures:
Axel Henkenjohann

It all started with a new mechanisation for my “Märklin” veteran, the BR 38. It is one out of the early years when the company “Märklin” reanimated Gauge 1. Until then it was equipped with the common “Allstrom” engine and did its work for a long period of time, but it could no longer fascinate in the present-day digital era – in respects of mechanics and visual appearance. Inevitably this loco was increasingly pushed to the siding and more or less awaited its further destiny. Even at this time I sophisticated and weathered the loco and spent plenty of lifeblood, so bidding farewell was out of the question. Finally I decided to assimilate the vehicle to present-day standard.

Subtitle:
The Prototype Model 38 3389

Built by “Hanomag” in 1921 this Prussian passenger train loco already belongs to the construction series of the later generation. Already in the year 1906 the first built ten prototype locomotives of this type were leaving the factory´s work floor. After all initial teething problems of the “Garbes” engine were eliminated the serial production of one of the most successful locomotives, that was ever built, started and was built until 1923/24. The locomotive, which is portrayed here, had the serial number 2786 and was labelled “ELBERFELD”. It was commissioned for the RBD (German Railways Head Office) in Essen and based at Bw Dortmund. The labelling “ELBERFELD” may sound irritating for this normally mirrors the name of the head office, where the loco was actually based at or should be domiciled in the future. However, it was quite common during that time to transfer the already labelled locos to other head offices. In 1923 the Central Office of German Federal Railways in Berlin decided to rename the loco and soon the well known labelling 38 3389 was given to this Prussian passenger train locomotive.

Due to the French occupation of the Ruhr area in January 1923 the stock of P 8 locomotives at the RBD in Essen became out of order and already distributed locos were displaced again and available ones were brought to unoccupied regions. This was initiated by the so-called “passive resistance” of the German railwaymen and supported by statements of the Imperial Chancellor “Cuno” in order to inhibit insufficient reparation benefits (according to the Peace Treaty of Versaille). This campaign also extended to several track sections and so traction

operations (mainly coal trains) almost came to a virtual standstill. As a result, in February 1923 the BRD Essen relocated their residency to Hamm, shortly after management chairman Jahn was imprisoned. For making train operation possible again, the French occupying power then created the so-called "REGIE Railways" (Régie des Chemins de fer des territoires occupés Rhénans – Railway administration of the occupied Rhenish area - „REGIE") based in Düsseldorf. This measure did not mean anything else but confiscating all remaining locos and taking all trains in the occupied Ruhr area as well as the Belgian and French railways under "REGIE" Railway administration. Removal of the coal trains to France proved to be inappropriate, though. The trains only reached their destination after a long way around, because Great Britain regarded this measure as violating international laws and therefore refused passing through their area around Cologne.

Not till the termination of the "REGIE" Railways in November 1924 and the vacating of the occupied Ruhr area in July and August 1925 the situation got back to normal and in autumn 1925 the BRD Essen possessed altogether 146 P 8 locomotives, 33 of them and the 38 3389 based at the Bw Dortmund. In the following a downward drift of BR 38 locos was reflected after some of the older locomotives approached their withdrawal from service – hereby locos with infirm frames were mainly concerned.

Meanwhile it was known that the BR 38 was able to pull almost all types of trains and in consequence maximum output of machines and employees was demanded. The P 8 demonstrated its abilities at the more significant long journey operations, for example in one case when one of the then new-built uniform locomotives of the BR 01 broke-down.
Also worth mentioning is the Ruhr area express traffic between Essen and Dortmund, which was initiated with the winter time table of 1932/1933 and later extended to further Rhine/Ruhr Area routes. This demands a monthly engine power of more than ten thousand kilometres on the P 8 engines and implied increased wear caused by multiple stops and start-ups. Thinking in addition about the large expenditure of time, which is necessary to reach a steam engines operating state, this concerns a tremendous running time.

Statistic investigations, issued by the RBW (State Railway Repair Centre) in Müllheim Speldorf showed that the 38 3389 was still based at the Bw Dortmund in the year 1936.

During the "Third Reich" and the following dreadful times of war no other residence of the loco is documented. So it seems that the 238 3389 was one of the few locos that stayed at their original location. Even though during times of war half of the Prussian P8s were pulled out of the RBD Essen, initially to the West (occupation of Netherlands and Belgium) and later to the occupied area in the East - so the supply of locos decreased to circa 60.

Towards the end of the war and for a short time after a lot of turbulences came up to the locomotive supply at the head office in Essen. On one hand caused by the amount of recycled locos that came back from the occupied areas in the East and on the other hand caused by the fractional reclassification of management districts effected by the new established zonal borders. So the locos simply had to be deposed somewhere. Other components were the existing French and Belgium
P 8s. Besides this, only some of the steam engines, which were positioned at the Ruhr area were serviceable, caused by the large stock of damaged locomotives.

Reportedly, the Bw Dortmund utilised only one regular P 8 at the RBD Essen in June 1945. In the completely destroyed country of Germany and its large number of ruined tracks there

was no possible application available for a large part of the same locos at that moment. And, of course, population had to deal with other things than thinking of travelling.

During the confusion of the war or shortly after this time the 38 3389 seemed to change their home-Bw, cause according to a locomotive metering of the year 1947 it was found (with the annotation: from Bw Hamm) at the repair workshop (AW) in Müllheim Speldorf, which was responsible for the P 8 maintenance from the management district Essen.
Therefore it can be assumed that the engine receives a reconditioning there and was supported with an exchange boiler of the initial type (chimney – steam dome – sand pit) at the same time in order to return to the Bw Hamm afterwards to perform active service again. Unfortunately it is not possible to clarify whether the loco was supported with tub tender or box type tender, for pictures are not available. So I decided in favour of the alternative, which was the most trouble free one in my opinion. Hereunto the model of the INDUSI (inductive train safety advice) is based. It is mounted on the driver` s side of the drivers cab. There is no reason not to do so for it could have been reality.

Classical train units were transporting of schoolboys and commuters and also scheduled fast trains and high-speed trains, for example the former E 504/503 Duisburg - Braunschweig at the section Duisburg – Hamm and reversely, which was located around the BR 38 at the Bw Hamm.

Though the era of P 8 stationing at the Bw Hamm did end quite fast in the year 1958 and my personal favourite 38 3389 was brought to the Bw Dortmund, where the stock of P 8s also was reduced and with the winter timetable in 1960 maintenance of steam engines was stopped completely. During the transition time the bigger part of the Prussian P 8s were reallocated to other Bws of the head office in Essen and in the end the seven remaining functioning BR 38s followed to the Bw Dormund. The 38 3389 did not belong to them, because this locomotive did not re-emerge at any other Bw belonging to the head office in Essen. Consequently its last location must have been the Bw Dortmund and its withdrawal from service by the year 1960.

Subtitle:
Model - Upgrading

A modelling friend undertook the quite complicated task of engine-modification including the recessing of wheel sets and modest minimizing of the wheel flanges. But apart from these engine modifications the upgrading steps, cited in the following, are showing a series of possibilities, how changing and supplementation, also individually, can be effected according to the original. Upgrading also is possible on follow-up BR 38s, because their body demands for up to date visual appearance, too.

It was not until the technical part was satisfying that I gave attention to the exterior appearance. So first of all the cast cables were removed from the boiler slice by slice by using a Stanley knife. In order to facilitate your work the blade should be broken away many a times, for the knives loose their sharpness with every cut into the plastic material. Further finishing touches were made by using a small centre punch with conical grinder and the usual handicraft material, such as file and wet abrasive paper. Also the cast and glued joints need some corrections. The boiler is made from two mirror-symmetrical parts and a glued joint is protruding along the complete boiler. For grinding work it is moreover helpful to remove handrail and engaging rod on both sides of the boiler first to ensure easy working. Specific

caution is necessary to conserve the boiler-rings, they should stay undamaged during removing the cables. In case a mishap occurs, corrections can easily be made with filling compound (used for cars). The same holds if any slide-up happens to the boiler.

After the boiler now arose blank and the loco was in a not encouraging condition I immediately started with the gradual garnishing of the boiler. Always having the goal in sight "Somehow it will work out!"

Oriented towards pictures of the original I first replaced the chimney with one from "Wilgro". To ensure precisely fitting of the chimney stalk I used a part of the previous model for guiding reasons. Afterwards I attended to the fireman` s side. Here I started with the cable leading from the steam dome to the feeding pump; it is made from 1,5mm brass wire and is protected against heat loss by additionally taped small adhesive plasters, similar to the original. These adhesive plasters are possessing an excellent fabric structure, which fits perfectly to the scale and do not appear misplaced at all. Meticulous working here is not necessary for an irregularly taping appears more genuine.

On the "Märklin" model the feed valve is located bilateral to the boiler centre, which was typical for P 8 boilers of the first series, visible at the sequence of chimney stalk – steam dome – sandpit. The feed valves rendition is not completely accurate and therefore a self-construction is necessary, which consists of glued or soldered up brass tubing and brass wire, tube connector and hand wheel.
From here, the cable proceeds to the pre-heaters front. The pre-heater is just a copy of the air reservoir, located vis-à-vis and therefore it is too short, which had its origin in former manufacturing simplification. Here, completion is also required by gluing a 3,3mm round plate to the front. This plate is all around populated with 0,8mm brass wire ends and provides as screw imitation. Not everyone has the possibility of turning the required component, so an adequate plastic or metal rod with 30mm diameter will serve this purpose, too. The separately entitled pictures of both lateral views may serve for further information concerning configuration of the locomotive boiler. Due to differing dome superstructure, which renders the "Old Lady" interesting, nearly every loco had a different cable laying on the boiler, so additional adequate pictures of the original would be helpful. The sand pit loses its indicated handles and is provided with hinges and a latch, trimmed from metal strips, plastic profile and brass wire.

After removing the central locking of the smoke box the label is subsequently to be mounted in centre. The previously cast on locomotive number is to be abraded and the new fastening plate for the future label from 0,5mm polystyrene is kept at bay and mounted in the centre.

Subheading:
Driver` s cab

Here modification takes place with a modern freestanding handle at the driver` s cab. Removing of the existent handles proves to be quite time-consuming though, but the result is worth the trouble.
For demonstrating the new DB generation, even on the model, I additionally mounted an INDUSI-magnet on the driver` s side underneath the driver´ s cab, which was pinned with a 0,8mm brass wire and glued afterwards with "Uhu plus" to ensure an extra hold. The

necessary convexity on the sidewall (driver` s side) was made from 3mm polystyrene bin in 25 x 19mm dimensions; upper edge and bottom were reamed by using a file.
Subsequently the next steps are exchanging of the crane hook on top of the driver` s cabs barrel-shaped roof as well as mounting of both eaves gutters (1 x 1,5mm brass angle profiles or properly cut plastic strips or profiles) above the driver` s cab access. Finally the hindering plastic remainders on the roof are removed, plugged up and grinded.

Regarding the interior design, now the driver` s cab fittings are supplemented and coloured, which upgrades the visual appearance a lot. By the way I provisionally positioned some locomotive employees in their typical "switched off" attitude of a beforehand hard working crew.

Subheading:
Undercarriage

According to the original, an air reservoir is to be installed in the centre beneath the forward bogie, optionally bought or self-constructed. After that the wide gap between body and first axle of the forward bogie is to be closed by using a 2 mm polystyrene filler. Before doing that, the hinted guard plates are to be grinded or bucked from the body. In case any rivets should be damaged they can easily be reformed by using a drop of "Uhu" superglue without any problem. Afterwards I manufactured both guard plates from 1 mm polystyrene and lengthened them towards the buffer beam significantly. Hereby an accurate selection of the original locomotive is necessary to average the exact dimensions. It is additionally advisable to perform the polystyrene guard plates before gluing them. In order to make the plastic material more flexible it is to be placed in hot water and afterwards pressed into a round box, which should be narrower than the required curve. This is necessary because the material tends to return to a horizontal lever while cooling. Alternatively, preformed brass plates could serve this purpose even better. Whatever kind of material is used, in the end the guard plates have to follow the definite curve of the wheel and should not expand towards ahead, direction sweeper. I used "Uhu plus-5-minutes" for gluing and planed them afterwards by using a metal scraper and smoothing cement (car component).

Adjusting the sand pipes, which consist of 1,2mm copper wire, is quite tricky. They have to be inserted into matched boreholes of the brake shoes by using superglue. A plastic profile helps to insure synchronic adjustment of the sand pipe wires; I placed it lengthwise to the wheel tread of the coupling wheel set to make sure that no wire is facing the wrong direction. On the first coupling wheel set I also mounted the missing brake shoes on both sides, remodelled from bought parts and plastic profiles. At the same time the missing gin traps for the coupling rods were added by using an accessories part.

As soon as the loco gets back "afoot" finishing touches concerning delicate lubricant cables on the air reservoir and feeding pump can be done. Therefore 0,5mm copper wire is to be inserted into matched boreholes. Additionally it is possible to add small cable insulation tubes as screw imitations (coupling nuts).

Subheading:
Tender

At the tenders body modification is not that time-consuming. First of all the branch circuits were passed anew, made of 0,8mm brass wire with flexible tubes (guitar strings) leading to the lanterns.

In parallel, the mounting of the freestanding handles is done. Sockets and distributions boxes of the electric plumbing are made from 3 x 4 x 2mm polystyrene profiles. New hinge dummies from brass wires and metal foil are demonstrating an expressive effect on the tender` s water filling cover.

Furthermore I used brass wire and centrifugal cast clamps in order to replicate the mechanical remote control for the rear water filling cover, which runs along the right side of the coal box. On the other side of the tender an isolated cable, made from 1,5mm brass wire, runs beneath the water tank and ends at the buffer beam. I wrapped it with lint in a rustic way (imitation against heat loss) and for demonstrating realistic abrasion. You can also stuck up the tenders coal supply by adding an adequate top element – replicated by a plastic card or a thin brass plate. The necessary coal is to be refilled afterwards by using authentic and hackled black coal.

In addition I completed the stairs leading to the driver` s cab by using chequer plate overlays (22 x 8mm), similar to the original, with their typical lateral and retral edges, which avoided sliding down while climbing up-and-down on the original loco. The front edge is to be flexed slightly downwards by using a pincer.
Unfortunately, the stairs cannot be placed accurately below the driver` s cab access – an agreement to the curve radius of model trains, which has to be accepted.

After all components are adapted and fixed, the first coating of all metal parts can be made by using transparent colour varnishing (car component) – Rally Black would be most suitable. In doing so, please pay attention to well aeration. After drying – nitro colour normally is dry within 10 minutes at normal room temperature – final coating can be effected by using matt-finished synthetic resin paint (Revell (R) No. 8, Humbrol (H) No. 33, etc.) airbrushed or by using a paint-brush. Anyone who prefers a “pure” model can add 1/5 – 1/3 black brilliant varnish to imitate the silky lustre varnishing at the state following a steam engines general inspection. Colour corrections and supplementations on the undercarriage are easily done by using “Humbrol” Red No. 60 or an adequate colour (RAL 3000). Only now, after the colour is completely dry the necessary number decals (such as inspection address at the buffer beam, brake and rodding type at the circulation, etc.) can be applied and terminally fixed by using a matt-finished clear coat.

It is a matter of common knowledge that principally patina adds a realistic ambiance to a model locomotive, demonstrated by its hard and acute everyday operation. While reckoning people should get the impression that touching the loco would cause dirty hands.
Like-minded people should take a look at edition 1/2003 of the “Marklin” Magazine, here already the subject of weathering is discussed in detail as exemplified by the “T 9” [3.] Now everyone can live out his own sense of colour.
After this “facelift” is achieved the loco surely does not fit into its ancestral polystyrene box any longer and it would be too bad about losing one of the troublesome mounted details. This is why you should grant yourself a selected flight-case for this sophisticated model, which always ensures safe transportation.

Literature:

- Die preußische P 8 - Eisenbahn Kurier Verlag
- Die P 8 – Baureihe 38.[10-40] Eisenbahn Journal
- Eisenbahn und Modellbau, Ausgabe Nr. 18 (Das Modellbau-Magazin aus Soest)

Picture Headers:

No.	Text
1	The cast cables were removed from the boiler slice by slice by using a Stanley knife
2	Fine grinding works on the boiler are done best by using a conical grinder mounted into the centre punch
3	The 38 is supported with a new chimney which came from “Wilgro”
4	The cable leading from the steam dome to the feeding pump is made from 1,5mm brass wire and is protected against heat loss by using adhesive
5	The self-constructed feeding pump made of brass parts and the lengthened pre-heater with its screw imitations, based on the original
6	Detail of feed cables and delivery pipes on the feeding pump. The fine lubrication lines are made from 0,5mm brass wire, the screw imitations are made of wire isolations
7	Description of the left boiler superstructure (Fireman`s side)
8	Description of the right boiler fittings (Driver`s side)
9	The BR 38 after its successful modification and provided with an adequate weathering
10	The free-standing handles on the driver` s cab and the stairs on the boiler made of brass
11	Upgraded: Driver` s cab side with INDUSI-switching box and INDUSI below the driver` s cab. Here too, the cast handles were replaced by freestanding brass parts. Also new: crane hook and eaves gutter
12	The driver` s cab of the 33 3389 with its operating levers and fittings. Employees are already ready for action!
13	Closing the gap between body and first forward axle, guard plates were mounted additionally, meeting the original
14	Brake shoes and sand pipe of the undercarriage
15	Back side of the tender with its branch circuits (made from guitar strings!) and freestanding handles made of brass. The buffer beam also is already modified.
16	The anterior buffer beam with screw-type coupling, brake-hose and heating pipe.
17	Front- and drivers` s view of the readily varnished and weathered loco
18	The “New Beauty” at their everyday mission on the turning platform at its home Bw

Description of the left boiler superstructure (Fireman` s side)
A – steam dome
B – sand pit
C – feeding pump
D – feed valve
E – generator
F – pre-heater

Description of the right boiler superstructure (Driver` s side)

G – safety valve
H – steam whistle
I – bell
J - boiler washout plug
K – feed valve
L – air pump
M – air reservoir
N – Indusi switching box
O – Indusi magnet single-edged for forward drive

Cable from steam dome to feeding pump made from 1,5mm isolated brass wire
Cable from pre-heater to feed valve made from 2mm brass wire
Exhaust steam cable at the electric generator leading to the pre-heater made from 1,5mm brass wire and connected with exhaust steam cable at the pistons leading to the pre-heater at the steam dome leading to the smoke box made from 1mm brass wire
Sand pipes at the sand pit leading to the coupling wheel sets made from 1mm brass wire

Steam cable leading to the air pump made of isolated brass wire (adhesive plasters)
Feeding cables at the driver` s cab leading to the feed valve made from 1,5mm brass wire
Steam cable leading to the generator made from 1mm brass wire
2 cables at the air pump leading to the air reservoir made from 1mm brass wire
Sand pipes, parallel to the heaters` s side made from 1,5mm brass wire

BOM Bill of Materials:

WILGRO, Am Hain 12, D-36358 Herbstein
1 x “Prussian” chimney
1 x INDUSI-magnet, right side
1 x air reservoir (beneath front turning platform)
2 x standard brake shoes
1 set oval pipe joints
1 set square pipe joints
1 set hand wheels (small and big)
1 set handrail fasteners
1 set boiler washout plugs
1 set pipe clips
1 set crane hooks driver` s cab
1 set gin traps for coupling rods
1 set shunters stairs for the front buffer beam
1 set sweepers for P 8 (left and right)
1 set heating couplings
2 x “Witte” smoke deflectors left and right (only necessary for older engines)

Specialized Trade For Modelbuilding
Brass wire 0,8; 1,0; 1,5; 2,0mm
Metal foil ca. 0,2mm
Plastic profile 3 x 2 mm

Polystyrene strips 1mm
Several kinds of glue
Superglue
UHU plus
Copper wire 0,5 and 0,8mm for lubricant cables
or isolated doorbell cables
Copper wire 1,2mm for sand pipes at the undercarriage
or isolated cable set used for electric kitchen stoves
Thin cable strand (Busch or other suppliers) for imitating cables at the tender
Small chequer plate (FH Tritte)

Beckert Modellbau, Gebergrundblick 16, D-01728 Gaustriz
Etched set of locomotive labelling for gauge 1, if desired

Specialized Trade For Musical Instruments
Guitar string 0,78mm e.g. Fender

Hardware Store
Rally Black (coating), fine filler used for cars

Locomotive Flight Case
Ernst Peter Weischenberg
(Ernst-peter-weischenberg@t-online.de)
Viktoria Straße 29a, D-445322 Lünden/Westfalen

Decals
Inspection dates, brake and rodding type, etc.
Michael Held (held.michael@gmx.de)

Pages in Original German Version: 64 - 69

Category:
Layouts

Bar:
Modular Layout in IIm/IIf

Header:
Mighty Hunks on the Track

Header:
Franz Stellmaszyk created a record-breaking layout of superlatives in gauge IIm/IIf – based on the model of schist mining in the Eifel Mountains

Authors: Franz Stellmaszyk, Wolfgang Oellrich
Pictures: Manfred Weihrauch

Anyone who had the opportunity to visit „Fascination of Modelling" in March in Sinsheim could not have failed to notice the layout that we are about to describe. According to the German motto "schist – gravel – records" Franz Stellmaszyk, well known for his modelling art, created a complete new layout in about sixteen months and presented it with his special flair to the public for the first time. Altogether the complete layout is composed of six sections. The viewers were particularly fascinated by the very realistic-looking scenes, various sympathetically arranged details and of course the train operation itself. Many of us were so impressed by this layout that we almost forgot about the other exhibition attractions. To value this masterpiece highly enough we decided to write a multi-part report.
In this issue we will take you to the heart of the layout, which is the quarrying of schist. All the subjects and the displayed scenes are explained in the following by the builder himself.

Subheading:
From Schist to Gravel

„Module 6" is record-breaking – in terms of input as well as construction time! An old quarry is embedded into this dramatic cliff-scenery, made of natural red-coloured schist. Bottom left there is a diesel locomotive coming out of the tunnel – the drivers pit helmet light shining brightly. On Gauge H0-tracks (IIf) he drives his train over the bridge alongside the quarry pond. The small wagons behind the hand-built engine (battery-activated) are loaded with large boulders of schist. The difficulty of this manoeuvre is illustrated by the rusty wagon in the pond - unfortunately this one didn`t make it over the bridge! The track runs alongside the office and the equipment building, where the works doctor, "Dr. Oellrich" is attending to an injured workman. The wooden shed was modelled on an example I discovered and photographed in the Eifel Mountains.
Across a diverging route the wagons finally reach a loading-platform, where the journey continues on a purpose-built flat wagon (on a scale of 1:22,5 Gauge IIm). At the switch-connection the sliding ends in a small shed, which is also used as battery charging-station for the engine. In order to ensure that everything runs smoothly there is a barrow with an oil drum available right in front of the wooden-shed.
In the front miners are busy loading boulders from the quarry onto the flat wagon. The „Belle Saxon" is already coupled up to the wagon ready to move it on for further processing of the contents.

There are uncoupling-mechanisms both at the reloading station as well as at the entrance to the gravel plant, to deal with the specially manufactured couplings.

Subheading:
At 2 Levels in 2 Gauges

Using different gauges and varied levels – this is what really makes this model extraordinary. In the upper area the extent of Gauge II ends at the gravel loading building. The observant 012-Express-reader would have noticed, that this is the model we already presented in issue 01/2007. It fits perfectly into this Eifel Mountains example.
Here too, like all modules of the layout, the rear panel is removable. The background theme (picture from my private archive) was adapted to the required size by "Wischermann-Fotodesign". On the other rear panels and ramps fair-faced concrete and stone was used. I manufactured them from silicone moulds.
Just now the new wagon is loaded by using the chute at the gravel building. The large wagon is fed with a wide chute. Almost all the plastic components of the original were replaced by brass profiles. A screw brake system activates 8 brake blocks upon the 4 wheels of the wagon. Authenticity of operation was verified by "Dipl.-Ing. Hubert Braun (Technical Control Board) during the exhibition and was even documented with a 6-sided report.

No less spectacular is the Saxon IV-K, which is provided for removal of the wagon from the gravel plant. This locomotive also comes with a working break system (with appropriate approval from the Technical Control Board). The reconstruction period of this original LGB engine was 600 hours (find out more from our reports 012-Express 03/ and 04/2007). I won The European Championship in 2005 in Bremen with this locomotive.

Where the journey leads to when "99582" sets off we will describe in the 2nd part of the article about this not to be missed model layout.

Picture Headers:

Nr.	Text
1	Lots of work at the gravel plant: at different levels and gauges loading and transportation of schist boulders and gravel
2	Emerging from the quarry: the scratch built engine (battery-activated) with loaded wagons
3	At the loading platform "99 582" is waiting for the OEG-wagon to be loaded: brakes were approved by the Technical Control Board!
4	The hard life at the quarry is illustrated by the rusty wagon in the pond - unfortunately it did not make it over the bridge!
5	In contrast the employee did survive – due to the speedy response of the works doctor
6	The locomotive based on the Eifel Mountains example: please note the details under the open bonnet!
7	Engine-driver „Manni Weihrauch" moves „Belle Saxon" towards the factory gate
8	Finally - completely loaded flat wagon especially modified for transporting schist boulders
9	Phone box at the edge of the track: someone must have been mighty thirsty!

Pages in Original German Version: 70 - 75

Category:
Portrait

Bar:
Series 44 by “Dingler” in Gauge 1

Header:
A Noble Jumbo

Introduction:
Mainly used as a heavy freight train loco in the lower regions - now available for Gauge 1 layouts as a handcrafted model by “Dingler”: series 44 – our locomotive portrait

Author: Dr. Wolfgang Oellrich
Pictures: Manfred Weihrauch

Two years ago series 44 by “Märklin”, “KM1” and “KISS” came out; now “Dingler” delivers their handcrafted model. This precious Jumbo originates primarily from the company “Pein” engineering. After some rescheduling and necessary modifications the now presented model has finally emerged.

Subtitle:
The Original

Due to the increasing volume of traffic in the early 20s freight train loads significantly increased. The available former State-owned locomotives were not able to meet that demand alone. A new and powerful loco was required that would not only be able to haul heavy loads on easily graded routes but would also be able to tackle any steeply graded sections. So the “DRG”-headquarters tasked the central administrative bureau with designing a
“1’E h3-Loco (2-10.0). The third cylinder was located underneath the boiler and between the exterior cylinders (the middle cylinder tail rodding is located underneath the smoke box). In 1926 German locomotive-manufacturers delivered 10 prototypes (44 001 - 44 010). Extensive testing soon showed the advantages of the three-cylinder: the improved tractive effort being particularly obvious when starting on steep gradients. Though because of the lower consumption of steam and for financial reasons the “DRG” decided to progress with the two-cylinder version BR43, which were being delivered at the same time. Meanwhile two 44´s were turned out as four-cylinder compound engines. Anyhow their further development was soon abandoned.
Not until 1936 did serial production of the BR44 start with “44 013. On the “in-between series: 44011-12” engines, the boilers pressure was increased from 14 up to 16 bars in order to achieve greater energy efficiency. The cylinder diameter was reduced from 600 to 550mm at the same time. Also the maximum speed was raised from 70 up to 80km/h.
As from 1937 “Henschel” delivered the final series, which contained an improved regulator valve system, also the third axle was cranked for the middle cylinder motion drive. The type 2’2’T34 tender was welded, whereas the pre- and in-between-serial locos were coupled with riveted tenders series 2’2’T32. The length over buffers incl. tender was approximately 23m.
During World War 2 construction of heavy freight train locos was continually accelerated, which led to boom of series 44, 50 and 86. In order to save material construction was continuously simplified. The most peculiar feature of those, so called ÜK-locos (war

austerity locos) was omitting the smoke deflectors and exterior side windows to the drivers cab.

After the war both, DB and DR introduced changes concerning the design of the locos. For the first time DB supplied the ÜK-locos with "Witte" smoke deflectors. At the same time locos with "Wagner" plates were modified with the smaller "Witte" plates. On most locos the air-pumps were moved from the smoke box recesses to the centre of the loco.

On DR the BR44 ran at first without smoke deflectors but as from the early 60s all locos were fitted with small plates. In contrast to the DB locos they were placed higher laterally on the smoke box to ensure easy accessibility to the pumps, which remained in the smoke box recesses.

Altogether series 44 totalled 1989 locos with the last series of 10 locos being directly delivered to DR. Both, in West and East Germany these heavy freight locomotives, BR44, were very popular. Since the end of the 50s, or rather more the mid 60s, various locomotives were rebuilt with oil firing (DB: 32 locos, DR: 100 locos). This produced a more economical loco and certainly a much easier job for the fireman! Though steam consumption increased significantly since it was also used for the liquidation of the high-viscosity rich oil in the tender and for atomisation of the oil as well. Power output increased from 1900 up to 2100. Furthermore DR rebuilt 22 locomotives with the "Wendler" system of pulverised coal firing. These were mainly used on the steeply gradient sections in the "Thuringian Forest".

Due to the oil crisis at the beginning of the 70s the oil-fired locomotives became quickly sidelined. The prototype example for the "Dingler"-model BR 44 469 was allocated to the Bw "Kassel" during that time and ran along the "Hamm-Kassel" route until it was replaced by the E-40 three years after completion of the electrification.

The DR kept on using the BR44 until the late 80s. Due to scarcity of oil even some oil-fired locomotives were rebuilt to coal firing. But those were mainly used as steam heating boilers (Heízlok) in factories.
Today two BR44 locomotives remain in working order: 44 1486 at the Bw "Staßfurt" and 44 1593 at "VSM Beekbergen", Netherlands.

Box:

Literature to the Original:

- Heinrich Sell: Starke Loks für schwere Züge - Die Baureihe 44 bei der DR. Eisenbahn-Bildarchiv, EK-Verlag, Freiburg 2005, *ISBN 978-3-88255-356-7*
- Peter Konzelmann: Die Baureihe 44. EK-Verlag, Freiburg, 1981, *ISBN 3-88255-144-5*
- Manfred Weisbrod: Die Baureihe 44. Hermann Merker Verlag, Fürstenfeldbruck, 1994, *ISBN 3-922404-55-3*
- Manfred Weisbrod, Wolfram Brozeit: *Die Lokomotiven der BR 44 - Ihr Weg durch sechs Jahrzehnte*. alba-Verlag, Düsseldorf, 1983, **ISBN 3-87094-122-7**

Subtitle:
The "Dingler"-Model

First of all- the model of oil fired series BR 44 - 44 469 impresses as soon as its box is opened. Numerous details on the boiler, underframe, drivers cab and tender conveys the impression that in this case the original has been exactly replicated in all respects – which actually is completely justified in this upmarket model (the price is quoted as EURO 10.750 for the presented model). Also the fully scaled underframe convinces by its wheel diameter and axle centres and all other important dimensions, such as length over buffers, height to chimney and boiler centre. Here too no compromises were made concerning modelling of the original. The model is completely made of brass and stainless steel, except for the regulator valve system, which is made of nickel silver. The model, which was provided to us for writing this portrait, is equipped with fine-scale wheels. A NEM-version is available by request. The wheels show delicate "fish-skin" spokes and are provided with adequate centre holes. The stainless steel wheel rims and the motion are black finished. The brake system is completely reproduced. Signage and printing also are fulfilling every wish. Sand and steam dome on the boiler can be opened as well as the smoke box door, which is provided with moveable and cushioned sash fasteners. Once the smoke box door is opened, the modeller gets a surprise by the richly detailed inside – way more than on a mass-produced model!

All pipes and cables on the boiler and tender are provided according to the oil-fired original. The instruments in the cab and tender front are neatly crafted and colour-coordinated. All typical details such as manometer and rotating rod for regulating the oil supply are reproduced here, too. Further highlights of this loco are the design of oil pressure- and supply lines on the tender as well as the covers of the water tank and oil bunker, all of which can be opened. The front and rear buffer beams naturally meet the layout of the original.

Subtitle:

Technique

The 44 469 model is powered by an Alcatel "Dunker" motor (24 Volt). The gear is encapsulated and maintenance free. The current is picked up on all wheels and all axles are provided with ball bearings. The not insignificant weight of the model (11kg) and the fully functional lever provides for absolutely smooth operation.

Control is effected by a "ZIMO" multi log decoder MX690. Using the shunting "gear", available by pushing F3, this "Jumbo" is controllable very smoothly - even at very slow speed. Hereby the alternate routing of the fully functional dependent direction of train really is a feast for the eyes. Via a decoder 12 functions can be chosen, such as light, engine- and speedometer lighting, locomotive whistle, oil burner sound, injector, dewatering, simulation of bubbling water with pump etc. The sound is available by pressing the F4 key. It impressively reproduces the original sound of the three-cylinder engine.

The "Dingler" model can be run on a minimum radius of 2300mm. This surely is a handicap for all small layout operators, although simply looking at this noble Jumbo enthrals locomotive enthusiasts. It is best not to put it in a showcase but enjoy it while shunting in a specially assembled diorama. Where to purchase this locomotive and all other equipment needed for creating an ambiance, equal to the original, is to be read on the following pages: "Der Lokladen" in Bingen is already waiting for you!

Original-Picture Headers:

No.	Text
1	The Classic: 043 364 and 044 199 on their way with “Langer Heinrich” around “Lathen” in August 1973
2	Wintery steam in the “ Münsterland” region: in January 1976 the 043 336 with unloaded wagons in direction “Emden”
3	The overhead wires announce the oncoming finale of steam operation. 043 336 crosses the “Altenbek” viaduct in January 1976

Model-Picture Headers:

Picture	Text
1	View in the drivers cab with riveted window frames and roof light
2	The noble Jumbo in all its splendour; located below the centre of the smoke box door is the tale pipe of the middle cylinder
3	The hatch that can be opened reveals the inner life of the “Heusinger” regulator!
4	Dome-Parade: all covers on the sand- and steam domes can be opened
5	All instruments, cables and levers are reproduced in accordance with the oil fired original
6	Above: the drivers cab section of the tender with all operating levers and wheels
7	Top right: View on the tender with opened water tank and oil bunker covers
8	View to the rear end: also from behind the 44 469 leaves an amazing mark
9	Once again a general view of the loco the “Witte” plates giving that delicate look
10	Detail beneath the drivers cab: the INDUSI-magnet: a typical attribute of a DB-loco in Epoch IV
11	Typical of the later series 44s is the feed pump which was moved from the smoke box recesses to the centre of the loco

Pages in Original German Version: 76 - 77

Category:
Portrait

Bar:
The Loco-shop „Lokladen“ situated in Bingen on the Rhine

Header:
Larger, Brighter, Friendly

Introduction:
Not only the famous wines are delighting in the city of Bingen, - also does Ottmar Lippert – his “Lokladen” is the Rhenish attraction for all large gauge enthusiasts from all over the world

Author: Dr. Wolfgang Oellrich
Pictures: Manfred Weihrauch

From 1857 to 1859 building of the left bank Rhine section took place. This occasion was regarded to be the real birth of Bingerbrück, although, this place was already known in the 11th century due to the foundation of Rupertsberg abbey by Hildegard von Bingen. Railway enthusiasts did note the city because of their gantry-style signal tower, which was declared a cultural monument. The depot located here, was a home for several locos, running the Rhine-section, until the beginning 70s. The grandson of a railwayman also was among the observers of those steaming giants. Standing on a chair in front of the attic window of their typical railway lodging he could excellently watch the goings at the depot.
Today Bingerbrück belongs to the city of Bingen. And the grandson still is sticking to the railway – even though in a minimized form. For this railway enthusiast is Ottmar Lippert himself. Since 1995 the skilled toolmaker is carrying on the “Lokladen” in Bingen together with his wife Edith. He came upon model railways because of his mother who was working at a toy-shop.

Subtitle:
New Ambiance

For a short time the “Lokladen” is domiciled at a new location. Removal to the new office was performed in May. The atmosphere at 13, Stefan-George-Street is as friendly as the Lippert couple does welcome their clients. All the rooms are painted in a light colour, which is pleasing to the eye and accentuates the treasures inside as well as outside of the showcases. In an area of altogether 100 square metres locomotives and railway carriages as well as the required equipment are offered well assorted and clearly arranged. This is what visitors could be convinced of at the recent open day. From all over the world clients squalled into the shop to gaze at the new accommodation.
From the beginning Ottmar Lippert did focus on internationality. Nowadays his established clientele does not only rank amoung Rhenish and German clients, also model railway enthusiasts from neighbouring countries, from Scandinavia as well as from overseas are enjoying to come to Bingen.
The assortments main focus (around 80%) is lying on railway carriages and equipment in Gauge 1. The range is completed by “Märklin-H0” and the product range for Gauge 0 by “Lenz”.

Besides factory-new goods also second-hand items are offered. Mainly lateral entry persons from H0 like to take the advantage of those low-price products to the scaled up Gauges. All information concerning the current range of products is to be found at the Internet. Afterwards followed by a viewing appointment or visiting a trade fair in the majority of cases – for the "Lokladen" is represented at almost every important trade fair – in Dortmund, Sinsheim, Cologne, Heilbronn and Genk. The permanently raising volume of sails is impressively certifying this conception. As well as the various niches, which Mr. Lippert is offering exclusively. On the one hand the DRG-carriages by "Dingler" are solely sold at the "Lokladen" - on the other hand the outstandingly designed accessory components by "PAJ Modelbouw" from Belgium are exclusively to be found here, too. Also one or the other diorama made by model builders is to be marvelled at in Bingen. If you should find an outstandingly weathered and sophisticated vehicle there, it also exclusively comes from the "Lokladen" – one of Mr. Lipperts further specialties, which clients embrace a lot.

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Picture Headers

No.	Text
1	Present at international trading fairs and helping with words and deeds: " Der Lokladen"
2/3	Edith and Ottmar Lippert inside their shortly moved in new accommodation in Bingen. The large shop windows and the generous entrance area are providing lots of light.
4	Any buyer has the chance to admire his carriages at the test track immediately.
5	The assortment of goods is presented clearly arranged and customer-friendly, the exhibition showcases are opening up a view to the desired treasures.

Pages in Original German Version: 78 - 79

Category:
Info-Express

Bar:
Gauge 0 Days 2008 in “Buseck”

Header:
Grand Get-Together of Gauge 0 Enthusiasts

Introduction:
Anyone who feels at home in Gauge 0 also felt comfortable in “Buseck” – a Mecca that offers specific attraction for railway modellers in scale 1:43,5

Author: Wolfgang Oellrich
Pictures: Manfred Weihrauch

Beeing a long traditional event for Gauge 1 enthusiasts in “Sinsheim” at the end of June now the get-together in “Buseck” moults to become similar to Gauge 0 enthusiasts in the scale of 1:43,5 – and apparently even to those who are no modellers in that scale yet. This seems to be the reason for the immense interest at the stands of exhibitors and traders in the new space of “The World of Collectors and Hobby” in “Alten-Buseck” on the 5th and 6th of April. All Gauge 0 people of distinction were represented there. Although this year sparse layouts were shown compared to the year 2007, you just have to congratulate the organizer “Michael Schnellenkamp” on his successful concept, which offers proposals for beginners as well as such for veterans.

The organizer himself presented his vehicles on an all around layout. Besides the current models visitors could gaze at some already out of stock exotic ones.
“Karlheinz Stümpfl” (KS Modellbahnen) did specialize in examples of Romanian logging railroads. A narrow gauge track system with diesel engine, loaded with log freight operated on a very interesting narrow-gauge layout in gauge Oe. The beautifully landscaped notched scenery communicates real railway romance.
An undercarriage for the VW T3 (by Premium ClassiXX) with powered single axle and bogie in front is now available at” KS-Modellbahnen”`s product range. Also available are the new logging railroad lorries as well as narrow gauge steam engines, based on the “Bachmann On30” undercarriage, with black and privately owned raiload varnishing.
The company “Henke”, located in Berlin now offers the piggy snout in gauge Oe in a version of 55mm width. Such was the “Wismar” railbus, originally met at the Prignitz” narrow gauge railway. Really pretty is the gallery on the roof, made of etched brass and the circulating wooden planks.

In “Buseck” “Frank Minten (Modellbahntechnik Minten)” presented a prototype of the new centre pivot plate coach. The H-coaches are produced of brass, offer wooden planks and are equipped with spring buffers. The gear sets originate from 0-Scale Models.

Model building “Moog” offers a new diesel railcar in gauge 0: the VT 10, which was already shown in “Buseck “as a prototype.

Numerous more novelties were shown in “Buseck” besides the ones we presented before. To some extent they can be found in the “display window” of the present edition respectively we will report on in the following edition.

Conclusion: “Buseck” this year was once again worth a trip for all Gauge 0 enthusiasts, manufacturers and traders!

Picture Headers:

Nr.	Text
1	Narrow Gauge steam engine by “KS-Modellbahnen” based on the “ Bachmann 0n30” undercarriage
2	Romantic view: narrow gauge diesel on the “Stümpfl” logging railroad layout loaded with log
3	The VW T3 by “KS-Modellbahnen” with bogie in front and rear driving axle
4	Heavy traffic at the exposed layouts in “Buseck”: more and more followers obviously seem to join gauge 0
5	Logging railroad in gauge 0n30 by “KS-Modellbahnen” in privately owned railroad version at Mr. “Stümpfl”s beautifully moulded narrow gauge layout
6	VT 133 524 in gauge 0e by “Henke”, as widened version of the “Pregnitz” narrow gauge railways
7	Prototype of the VT10 by “Moog”
8	The new centre pivot plate coaches by “Frank Minten”, with wooden planks: already the prototypes were well worth seeing!

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Category:
Info-Express

Bar:
Exhibition “Intermodellbau” in Dortmund 2008

Header:
Wide Gauges in Dortmund

Introduction:
Also this year the exhibition in Dortmund, which followed the one in Nürnberg, offered a couple of real highlights for wide gauge enthusiasts – our exhibition report

Pictures: Manfred Weihrauch
Author: Wolfgang Oellrich

From April 16th to 20th exhibition halls No 6 and No 8 at the “Dortmunder Westfalenhallen” again were an attraction to railway modellers – already for the 30est time. Around 100.000 visitors at 4 exhibition days confirmed the still great attraction to the avocation of model building. Almost every well-known model railway manufacturer and small series provider was represented. Similarly, there was a brisk participation of model railway traders. All interesting novelties that were shown in Dortmund can be looked up at the category “showcase” in this issue.

A model-building highlight in Gauge 0 was to be discovered at the stand of “ARGE GAUGE 0”. The “Moselle View” fascinated the visitors and us – so we dedicated a separate article to this diorama (please refer to page 12 - 17).
Also fascinating in Gauge 0 was the layout presented by the Gauge 0-friends from Hagen. At expanded routes and diversified landscape formations the club presented the partly self-constructed vehicles. A particular eye-catcher was the gravel plant together with its loading area.

Gauge 1 enthusiasts got their money worth by looking at the modular all around layout presented by “ARGE Gauge 1 Hannover”. This very attractive layout provides an immense visitor frequency.
The model-building Team of „Spur1 kreativ“ introduced several topics of self-construction on a scale of 1:32 to prospective clients. Whether model buildings, refinement of locomotive models or completely self constructed vehicles; all demonstrations at the stand appealed to visitors and attracted to talk shopping.
Jan Freckmann presented his construction of a complete station on the model of one at Saxony-Anhalt. The exposed layout has a length of only 5,40metres and a modular depth of 60cm. Analogically simple is the track layout with only 3 switches, whereof one is built as a three-way switch. We will report on the layout and its improvements in detail in our 012-Express September edition.

All wide Gauge enthusiasts could gaze at two - far from common - layouts built by the tramway-friends of “Hemer”. At an L-shaped and around 14 metres long layout on a model of the “Ihmert” Valley were exhibited on a scale of 1:22,5: the “Hemer Amt” and the “Hubbert-Wagnersche”. Both sections are parts of the Iserlohn circular railway. In this layout traffic is not restricted to passenger transportation only (with railcars and trailer vehicles which were typical for the period of time between 1956 and 1959), but also goods traffic through the Ihmert Valley is reflected here. All vehicles were handcrafted and exactly emulated to the originals.

Klaus Kempelmann did specialise in the reproduction of the goods traffic at the Iserlohn local railways, his layout has a scale of 1:45. Here priority is given to roll car operation and loading of standard gauge goods wagons to the local railways section. This roll car layout follows the model of the transfer station at Westig. These vehicles, which were originally run on a gauge of 1000mm, were completely self-constructed. Two terminal points to the factory are providing an active shunting operation.

These model trains, based on the Iserlohn local railways once again impressively show, how this modelling avocation is able to revive history - for this here presented goods traffic is a thing of the past since almost 40 years. Anyway it is older than the “Intermodellbau” exhibition at Dortmund, which still is worth visiting, even after 30 years of existence

Picture Headers:

Text
Immense visitor frequency at the layout presented “ARGE Gauge1 Hannover”
Shunting operation in “Arneburg”: the small station, shown by Jan Freckmann, emulates one at Saxony-Anhalt
Highlight in Gauge 0: the „Moselle“ View diorama
Rail car 65 (with its typical counterrotating “Lyra” frame for electricity discharging) and No. 9 at the parking area of Iserlohn local railways on a scale of 1:22,5 (Tramways Friends of “Hemer”)
Rail car 65 und freight train locomotive No. 10 with its grey painting, which is typical for the Iserlohn freight railways
The 0-model of loco 6 (Iserlohn local railways): it is completely self-constructed

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Category:
Info-Express

Bar:
2nd Module Meeting Of "IG Gauge 1" Northern Hesse

Header:
Gauge 1 in Borken

Introduction:
How can the „Lange Heinrich" get in the "Ford Autopark" in Borken? – Report from the meeting of Gauge 1 modellers

Author and Pictures: Rüdiger Peckmann

At the end of March "IG Gauge 1 Borken" invited to the module meeting in Borken. Ralph Müller and his team kindly provided almost the complete showroom of the "Ford Autopark" for installing the modules. On an area of altogether 50 x 22 meters it was possible to assemble a double tracked main line and its single-tracked loop line located in the centre. A special highlight of this two-day event surely was the attraction that took place on Saturday afternoon: the ride along the large modular layout with "Langer Heinrich" – a double heading of two BR44 steam engines respectably pulled 57 mineral wagons!
Altogether this event attracted 2.000 visitors. Besides the exhibited layout Mr. Dreyer (company "Hosenträger") and Mr. Othahal ("MASRO") contributed their part in making this event really successful by offering numerous tips and hints. Hereby Borken did establish itself to become an additional room for Gauge 1 enthusiasts, besides the Module Meeting in Heilbronn in September.

Picture Headers:

Picture No.	Text
1	Multiplicatively gazed at in Borken: "Langer Heinrich"

Category:
Info-Express

Bar:
Events - Schedule

19. International Gauge 1 Meeting

On **28th and 29th of June** this years Gauge 1 meeting takes place at the "Auto & Technik Museum" in Sinsheim. Also represented is the "IG Gauge 1 Württemberg.

Opening Hours: 28th and 29th of June 9am – 6pm

Info: www.museum-sinsheim.de

7th Wide Gauge Meeting in "Schkeuditz"

From **27th to 29th of June** the "IG Modellbahn Schkeuditz e.V." will stage their annual Wide Gauge Meeting at the former tramway depot in Schkeuditz near Leipzig. Primarily top class self-constructed models in Wide Gauges will be presented, amongst others Gunter Esel, who will introduce his Saxon VT (later BR 89 62 of DR) in Gauge 2 standard gauge.

Info: www.ig-modellbahn-schkeuditz.de

Light Railway Meeting in Losser, Netherlands

On **31st of August** all friends of Gauge 700mm will meet at the "Ziegeleimuseum" in Losser (NL). A layout in gauge 1 will be presented as well as a LGB-layout and also "Life Steam" presentations will be visualized.

Info: jan.keppels@wxs.nl

The Days of Authentic Steam and Wide Gauges in Mondsee/Austria

On 6th and 7th of September this year` s Wide Gauge and Authentic Steam meeting will take place at the area of the "SKGLB Museum". Besides various manufacturers, traders and fans this year the company "Märklin" will be patron of the event and display a complete "Mäklin" layout in gauge 1 as well as a LGB layout
Info: www.lotuslok.at

Further Dates:

16th of August 2008: Summer Festival of the "0EC-Cologne"
Info: Andreas Blachut, Email: blachbach@web.de

26th – 28th of September 2008: Sande, Regional Meeting of the "ARGE" on the occasion of their 20th anniversary
Info: Bernd Molnár, Email: bernd@molnar.de

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Category:
Final Page

Preview

Layouts:
Magnières:
A station in Gauge 0 on the model of a French station

Arneburg:
A station in Gauge 1 on the model of an East German station

Vehicles:
An Extravagant Steam Engine:
The S9 in gauge 0 by Bernd Molnár

Modelling:
Smallest Room:
Home made lavatory buildings

Lots of Coal:
Building a small coaling crane

Test:
A Hercules in Gauge 0
by “Demko”

…and further topics from the Wide Gauge scenery…

For currency reasons some articles may be postponed