

012-EXPRESS

Translated by: Yvonne Günther

©GO-ONE Verlag GmbH
Hinter den Höfen 24
21769 Lamstedt
Germany

NOTE to Readers:

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Category:

Editorial

Header:

Dear Readers

While we are receiving the last sunbeams of this year on the island and defying the inevitably editorial deadline with an almost burning keyboard, the final arrangements for shipment of the present issue of the 012-Express are on full speeds in the heart of the publishing house in the Far North. For the magazine should ultimately delight you before Christmas.

At this particular time we got a message from the old home, saying that the first snowflakes did occur, which are covering the land like sugar powder. And instantly it gets wintry. The kids are running outside, armed with thick sweaters, scarves and gloves in order to build igloos and having fun with snowball battles. Meanwhile the elderly are curling up at the domestic fireplace with a hot and cinnamon-smelling drink.

Soon the night is falling and everyone is heading off towards the neighbouring Christmas fair. In this mood the hot wine punch and the traditional Thuringian Bratwurst obviously does taste much better. Everywhere in town the Christmas lights are burning and the Christmas bells are ringing.

Only from afar a slight grumble can be heard, which is interrupted by a haunting horn from time to time. Every now and then a mighty rumble is joining this sound, as if an approaching thunderstorm would send out its forerunners into the bliss of Christmas.

And somehow this mood reminds us of a time long ago. While we were reflecting on the past by savouring hot wine punch and sausage, we even did not notice the disappearing of our kids long ago.

But we do not need to seek for them a long time. Right in the middle of the Christmas spectacle they are pressing their noses on the window of the opposing toyshop. The reason is not at all the nicely smiling dolls – by the way have they always been bald? – their main focus is the smallest of all, which is busily spinning around the big oval behind the window. Seems as if the toy dealer did indulge his own passion and placed the Köf III in Gauge 0 together with freight wagons on the tracks amongst his displayed goods. The small diesel loco is making a lot of noise in the midst of all the dollhouses and fire engines. And consistently the haunting horn is resounding, which we all remember from the shunting station of our former hometown.

Upon my soul – what is this? There, further up suddenly a black monster seems to appear from nowhere. On the tracks above the visual field of the kids a series 39 in Gauge 1 is running in with a powerful hissing sound, as if it wants to support the small Köf loco. And as if that were not enough: from the opposite side the same loco is approaching! What a spectacle! Right in the middle both locos with their imposing front side are meeting one another and they are pausing in their entire beauty in front of the eagerly viewers. Only after a while we are arising from our awestruck and are able to take a closer look at the models themselves. Not till then we notice that the models are quite different. In this concern a specialist has to be consulted. And because Little Henry is already impatiently tearing at the tail of the coat, we have no other choice than to dive headlong into the turmoil of the shop. And the amazement does not end in sight of the enormous model railway section on the

second floor. Soon top priority is given to our request and we get all necessary information concerning the “choo-choo trains” in the showcase and of course about the small Köf. In order that we can refer to all this unhurriedly, the salesman warmly recommends the recent issue of the 012-Express to us, which all of you are having in your hands right now.

It goes without saying that we do want to operate these locos by ourselves, which the nice model railway specialist instantly did arrange for. What a difference compared to earlier days! How softly the locos can be operated and shunted. Wagons can be automatically connected and decoupled. The sound is similar to the original and the lights can simply be switched by pressing a button. Not to mention the smoke, which is ascending out of the cylinder and the chimney of this steam loco – what a joy!

After all this excitement the professional owes us a break and we spend our time in reading the magazine, which was suggested to us. Gorgeous, how the model railway hobby can be effectively implemented on layouts and dioramas. The various beautiful pictures are offering a lot of inspirations for dipping into this magic world and in our thoughts we are already shunting along our own tracks at home ...

Whether our new model railway fans finally did take hold is beyond our knowledge. One thing that we have learned is, that also during or especially in heavy seas our hobby (again) is gaining in importance. And so, in many living rooms the model trains again are spinning around the Christmas tree these days. Enjoy it, together with your loved one. In case your loved one is the model train, then please do not take the recommendation of “going round in circles” too literally; for the constant following of locomotives and trains could cause dizziness in the end - and this would be too bad about the delicious Christmas goose.

In this spirit all of us editors and the entire team of the 012-Express are wishing you a peaceful Christmas and a Happy New Year!

Yours sincerely

Wolfgang Oelrich

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Category:

Showcase

Bar:

Newly discovered for all Large Gauge enthusiasts

Header:

The Fall Novelties

Intro:

What else the manufacturers do have to offer to us Large Gauge enthusiasts underneath the Christmas tree, you will find on the following pages.

Bergischer Modellbau

Gauge 0 (scale 1:45): For replicating overhead networks in the local network area now masts in low volume production are available. The construction set is consisting of wooden masts made from genuine timber and insulators and it also includes a colour recommendation for self-inking. Mast diameter 5mm, length 167mm.

In the garden or in the field now orange and green pumpkins are growing. The pumpkins can also be used for displaying them in shops or on markets. One set consists of 15 pumpkins with 20 leaf twines. The twines can also be planted after shortening or cutting apart. Pumpkins diameter ca. 10 – 15mm, twines length ca. 20-45mm.

Gauge 0, 1, 2: Also new is the Burscheid filler, made from original “Bergisch” alluvial sand and a special dry adhesive. The filler can easily be mixed with water and gritting material, which can directly be applied to the watery mass. At any time the filler can be made mouldable again by adding some water, and so interrupted work, alternations or additions can be carried out subsequently.

Info: www.bergischermodellbau.de

Dietz Modellbahntechnik

Gauge 0, 1, 2: New is the affordable entry level sound module XLC.

The sound is similar to the well-known X-clusive series, but all features, which are not sound relevant, were left out. Suitable for digital and transformer operation as well as for radio control. Available for steam, diesel, electrical locos and trucks.

The wheel synchronous steam generator now is available as a tinkerers version for everyone who wants to build the control electronics by himself. The connections for fan and heating units are leading out of the box and can so be activated directly.

Info: www.d-i-e-t-z.de

Dingler

Gauge 1: In addition to the last year's novelty, series 75, the company Dingler now is offering the Württembergian four wheeler in structural shape DRG. Until 1928 these vehicles were labelled as Di wü 12, later as Cid wü 12 and they were operating till Epoch III. The model is manufactured from brass and equipped with leaf springs made from phosphorus bronze. The braking system is entirely replicated. The doors can be opened and inside is a wooden floor, which is true to the original. The interior fitting also is reproduced true to original. The illumination is digitally switchable.

Info: www.dingler.de

Easygleis

Gauge 1: Michael Neidhardt is providing steel bridges made from PVC (also suitable for outdoor use). The bridges are available either white or coloured and are able to span a length of 2 meters. The price is calculated per cm bridge length and depends on the construction complexity.

Info: www.easygleis.de

Ernst Jorissen

Gauge 0, 1, 2: The smart Dutch craftsman and model builder has constructed a very special carrier box for Large Gauge locos. The locos can be put onto the track without even touching them. After opening the wooden box the side panels simply have to be turned down and the front end has to be removed. The loco already is situated on a track, which simply has to be connected to a railway siding ... and the loco is able to operate – a real simple and innovative solution! The carrier boxes are manufactured according to customer's requirements.

Info: www.mbsspoor1.nl

ESU

Gauge 0, 1, 2: New LED interior lighting for wagons are coming from Ulm. The 380mm long illumination is intended for the use in Gauge 1 vehicles, but it also can be used for Gauge 0 and 2 and can be cut to any desired length. The illumination is assembled with white and yellow LEDs and the brightness can be adjusted separately. This allows choosing and adjusting the desired colour shade by oneself. A red taillight is included in delivery, but it also is available separately. A condenser is integrated as a bypass in case of power failure. Even during conventional operation the illumination is working without interruption.

Info: www.esu.eu

Fine art Engineering (Nolte)

Gauge 1: New Fine-Scale wheel sets for the Klv53 are coming from the company Nolte. Almost 10 years ago Hübner/Märklin launched the Klv53, which was a very finely detailed model, but the weak point was the clumsy wheels with their indicated spokes.

Fine Art Engineering did work on it and they are now offering Fine-Scale exchange wheel sets made from stainless steel. Both brake discs are replicated true to design and the spoke wheel is situated in-between. The axle was also strengthened to 4mm, in accordance to the original. The powered wheel sets have to be sent in for modification, but they can easily be dismantled. On request the wheel sets can also be manufactured in super-NEM design.

Info: www.asoa.de

KM1

Gauge 1: In Cologne the first building out of the laser type series by KM1 was exhibited. The lineman's house (base area 13 x 13cm) is available as a construction set in 2 versions. At the standard version the gaps are carved into the high-density fibreboard (HDF) via laser and they can be reworked. The premium version offers an elaborate relief engraving, where even wood grains and rough surfaces on the tiles are replicated. Window frames and window shutters are also included in delivery, as well as a ceiling lamp, roof gutters and rainwater pipes. An interior decoration is planned for delivery separately, at a later date.

For the first time the 4-axial standard luggage wagons Pw4ü 36 und 37 could be seen in Cologne with their final paintwork. The brass models do possess a kinematical short coupling and are applicable from radius 1020mm upwards. The interior fitting offers a lot of details such as movable sliding doors and lockable rubber gaiters. And of course, they did not forget about the separate dogs department. Various versions are deliverable, from Epoch II till Epoch V.

The BR01 1001 now also is available without streamlined fairing. The pre-heater was equipped with a sheet metal covering in the engine area to protect against calcinations, according to the original.

New characters are 1 driver, 1 sitting and writing passenger and an elderly bald-headed man, also sitting.

Info: www.km-1.de

Lenz

Gauge 0: From now on deliverable are the longed for starter kits. Three goods wagons, the Köf II and track material for building an oval track with a siding are included in delivery. The kit is alternatively available with Lenz Gauge 0 controller or SET90 „Lenz 0 Edition“.

New in the goods wagon range are two G10, which were converted to refrigerator wagons. Similar to the original, also the heat insulating inner wall is replicated. The sliding doors can be opened. The samples, which could be seen in Cologne, were already convincing. Two versions are available: the G10 with brakeman`s house or the G10 imprinted with „Staatl. Fachingen“.

The centre pivot plate wagon type „H“ was already delivered. In addition to the construction set of the station Krakow the goods shed “Gnoien” will be available in spring. The model made from laser cut cardboard is captivating with its delicacy. Both, roof woodwork and framework are completely reproduced, so does the interior. The sliding doors can be opened. The dimension incl. extension is ca 480 x 225 mm.

Info: www.spur0.de

Officina Uno

Gauge 1: New NEM stainless steel wheel sets are coming from Italy. From now on all vehicles from this manufacturer will be equipped with them. The wheel diameter is 30mm; purpose-built items are also available on request. A fine-scale version is in preparation.

Info: www.officinauno.it

PAULO

Gauge 0,1: Just in time for Christmas mail the company PAULO offers the early mailboxes of the Federal German Mail – hand painted in blue, yellow and gold.

Gauge 0: In addition, now there is a load of mine timber for the Om12 by Lenz available.

Gauge 0, 1, 2: Also new are the barrier racks with red and white planks. The package contains 3 racks and 2 planks.

Info: www.paulo.de

Schuco

Gauge 0 (scale 1:43): With their usual high trueness to detail the company Schuco offers the Hanomag L28 as a „Werksfeuerwehr Chemie-Schutz“ with a TSA-trailer. This vehicle was the first new development of the Hanomag range of utility vehicles after the Second World War. The L28, designed as a modern short hood, was released in the year 1950 and later replaced by the follow-up vehicles Garant, Kurier und Markan in the year 1958.

Info: www.schuco.de

Topmodell

Gauge 0: Now available is the flag stop "Bärenhecke" in a scale of 1:45. This model offers a complete genuine wood façade and a finely carved roof. The interior fitting can be ordered optionally. It does not only contain wooden floors, wallpaper etc., also movable doors, which can be opened and closed by hand, are included. The roof can be removed and opens the view to the interior decoration.

Info: www.topmodell.de

Wenz

Gauge 0: The construction set for barriers, which has already been announced last year, now is available. This kit offers an ultra delicate 8m DB barrier, which is exactly true to scale in all details. It is available either in the standard version as a wire gearing barrier in accordance with an original in Bad Mergentheim or in a modernized version as an electrical operated barrier with attached motor in accordance with an original in Nonnenhorn in the Lake Constance area.

The optionally available drive is effected by an extreme gear reduced 5 V Mabuchi-Motor, each one for two boom gates. The closing speed of the true to design wire drive is 14 seconds, which is correct. Adjustable limit switches are providing for a precise movement of the system. A retrofit sound module for the bell signal system is in preparation. The hangers of the attached hangings simply have to be clipped in. Soldering skills are required. The etched parts kit contains components made from brass, nickel silver and steel, the boom gate is made from white metal cast and can be cut to the desired length. The construction set is equipped with a detailed construction manual with includes a lot of pictures and exploded drawings.

Info: www.wenz-modellbau.com

Wintrack

Gauge 0, 1, 2: The company Wintrack offers a simple planning assistance software on Windows, also for all Large Gauges. With the current version 9.0 3D it is possible to create a 3D view of every track plan easily and the layout can be examined from every possible perspective. A view of the layout skeleton and the layout substructure is also possible.

With the help of the 3D editor stations, buildings, locos, cars etc. can be designed and easily be integrated into the plan. The calculation and the 1:1 printout of notches for the substructure finally are rounding up the possibilities of the current software.

Info: www.wintrack.de

Zimo

Gauge 0, 1, 2: The first digital decoder with a PluX-interface comes from Austria: the MX64P16. „PluX“ is the next standard of digital interfaces for vehicles in the DCC world; compared to the 21-pin interface (originating from the MM-world) the capacities of the pins are used more efficiently here, because no pin has to be spent for C-Sinus motors. The size (20 x 11 x 4 mm without pins) and the pin configuration are standardized according to NMRA. The technical characteristics of the decoder are widely similar to the type MX64D, although very rugged tension components are used, to survive even old AC transformers with shift in direction pulse, where appropriate. Driving behaviour, all features and all CV's are identical to the ZIMO decoders MX620 and MX64D; also future version of the software can be downloaded at the same time. Like all ZIMO decoders the MX64P is also equipped with RailCom.

Info: www.zimo.at

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Category:

Showcase

Bar:

A Semi Relief Building for Gauge 0

Header:

A Skilful Piece of Work!

Intro:

A photo-realistic printout on sturdy cardboard: the new semi relief buildings in Gauge 0 by JoWi, which can be illuminated - the first buildings are now available

Also Narrow Gauge modellers sometimes do have to struggle with limited space. In order to design buildings in an appealing way, at least in the background, Joachim Wischermann now is offering different semi relief buildings in a scale of 1:45 in his range. The maximum depth of the buildings is only 4,5cm.

All buildings are printed on 300g sturdy cardboard with light-resistant colours. Thanks to the special print technology it is possible to illuminate every window or individual ones.

The assembly of the buildings is simple as can be and results from the building`s structure. Only a few steps are required. The cardboard has to be placed onto a firm underlay. Initially, all folds have to be marked out by using a ruler and a crafting knife. Then the outlines of the building together with the folds have to be cut out by using a ruler and a sharp crafting knife. Irregular parts, such as roof ridge, chimney, etc. have to be trimmed by using a scissors. Afterwards all folds have to be fold and the building has to be agglutinated by using a solvent-free contact adhesive.

The peculiarity of these Gauge 0 semi relief buildings is the already existing prearrangement for illuminating all windows with a realistic light, thanks to the special print technology. Alternatively, all windows or even just individual ones can be illuminated. Bright-white LEDs will serve best for illuminating the windows, they just have to be placed at a distance of 2-3cm behind each desired window. In case small light bulbs are used, an adequate distance is absolutely necessary, because in the worst case the generation of heat could lead to overheating or even fires!

The semi relief buildings are giving a very realistic impression. Currently, 7 town houses and a small town station are deliverable. The production run will soon be expanding by some smaller industrial buildings and sheds. After this some framework buildings will follow. Until next spring a complete series of Gauge 0 buildings of 15 up to 20 different models will be available.

Source: directly from

JoWi Modellbahn-Hintergrund

Dahlhauserstraße 60

D-45529 Hattingen

Price for one building sheet € 12 (four-piece station set: € 35) plus shipment

Info: www.modellbahn-hintergrund.de.

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Category:

Layouts

Bar:

A 7,5 Meter Long Gauge 1 Module

Header:

Final Destination Brömmelburg

Intro:

A branch line terminus in Gauge 1 - certainly not an extraordinary topic, but lovingly implemented by Klaus Brömstrup

Author: Wolfgang Oellrich

Pictures: Manfred Weihrauch

During the Cologne exhibition in early November Klaus Brömstrup already demonstrated with his exposed layout, how absolutely appealing a Gauge 1 layout can be designed by using available materials from well-known manufacturers. This surely should not attenuate the model building craftsmanship of this Gauge 1 expert – the variety of self-constructed models, modifications and a lot more, which he and his model building fellows of the "Osnabrück Eisenbahnfreunde" are crafting and exhibiting frequently, is absolutely striking (please read our event note under the heading Info-Express on this issue).

The layout section, which can be gazed at in Cologne, originates from the private layout of Klaus Brömstrup and was supplemented by holding sidings, especially for this exhibition, to ensure a diversified driving operation on the available space. All in all, the five modules on this layout are merely occupying a total length of 7,5 meters at a depth of 1,2 meters. The work on "Brömmelburg" began approximately 3 years ago and was inspired by the station "Gerstetten". The track plan is based on its track field and so the topic was defined: a branch line terminus in Epoch III should come into existence.

For keeping the layout portable and offer the opportunity to separate it from the layout at home, the complete layout was built modularly. Headboard, side plate and crossbeams were made from 15mm

Plywood boards. This material has the advantage of being absolutely free from distortion, also on wet conditions as they do occur in cold exhibition halls quite often. The high grade of fitting accuracy helps to forget about the not inconsiderable weight of this material during transportation

Subtitle:

A simple track plan with a lot of shunting amusement

The track laying material in this model station was taken from the Hübner range, except for the three-way turnout (HEGOB) at the left end of the layout, which is connecting both platform tracks with the loop line. The arrangement of the switches and the installed dead-end tracks allow for an active shunting operation. And this is exactly, what the builder turned his attention to: the transfer of passengers with locomotive bypasses and the handling of goods are the main focus of operation on this layout. A small depot with a shed for two locos is complementing the daily operation in "Brömmelburg". The numerous visitors to the fair in

Cologne did show, that this really is fetching. Vehicles by Hübner, Kiss, KM1 and Märklin are providing for an adequate movement. Anyone who is reading the 012-Express attentively will surely have already discovered, that Klaus Brömstrup is an exceptionally gifted model builder – we have already reported on his locomotive modifications in multiple editions. As soon as the “show-pieces” are starting to move in a graceful manner with a breathtakingly slow speed the eyes of the observer are following slowly: this is shunting operation at it’s very best! In this layout the tender locomotives are representing the operation: besides the “Glass Case” series 65, 80, 86 and 94 are coming into operation. For passenger transportation mainly Blunderbusses are standing by. Also a VT98 with a brake waggon is operating in „Brömmelburg“. The handling of goods is managed with the help of several open and covered types of vehicles and some tank cars, like they were typical for Epoch III. All vehicles are digitally operated. Also the switches, which are provided with Hübner actuators and decoders, are digitally controlled. All signals and station lighting is originating from the companies Saalbach and Besig.

Subtitle:

A diversified and „natural“ creation

The station “Sonnenborn” from the company Stangel was chosen for creating the reception building. This model serves perfectly for a branch line station. The construction sets for the impressive water tower, the office of the crossing keeper and the beautiful transformer building also came from the same manufacturer. The goods shed was created with the help of a “Lokführer Lukas” construction set. The locomotive shed is self-constructed from components of the Ottbergen range by Studio 95.

At this point we want to compliment the manufacturer, Mr. Wolf on his support and interest in self-constructed projects like this. The doors of the locomotive shed can be opened and closed with the help of a motor drive. The lighting inside the shed and in the inspection pits is originating from the company Hübner.

The coal-feeding crane and the coal storage were built by using construction sets from Studio 95. The coal storing room, the inspection pits and the slag pits are again self-constructed. The social building was made from leftovers. The diesel filling station, the frame crane, the rack for pipe cleaning and the slag tools are self-constructed.

The auxiliary loading crane at the cargo line originates from MIG and was made from a resin construction set. The signal tower came from the company “Modellbau Hafen” and is equipped with complete interior decoration and lighting. It was completed to a locking frame with wire gear by additional wire transmissions and linkages.

All replicas of the aboveground linkage, the cable channels and the wire transmissions are originating from the Hübner product-range. The barrier facility is a creation of Mr. Kübler, who regrettably already had passed away. The hangings were made by eyelets (jeweller accessories) and straightened wires from the company Weinert.

Really striking are the very tall trees in “Brömmelburg”. These beautiful and very naturally looking beech trees, birch trees and weeping willows were self-created during a workshop with tree-expert Uwe Teichmann and afterwards with his support.

The companies mini- Natur, Noch, Heki, Busch and Silflor served for the rest of the vegetation.

The other environmental details are originating from well-known accessory distributors like Mo-Miniatur, Saalbach, Dingler, Siku and Paulo.

Surely you will agree with us: „Brömmelburg“ is inspiring to imitate!

Picture headers:

No.	Text
1	Left picture: The “Osnabrück Freunde” in action: from left to right Wilfried Tüting, Klaus Brömstrup and Jürgen Wiethäuper; right hand: the red Jumbo is stopping over in „Brömmelburg“
2	Patiently the passengers are waiting for the departure of the VT98
3	A track construction crew takes a rest at the station. Impressive: the mighty water tower in the background
4	A blunderbuss is waiting in the wings in „Brömmelburg“. Noteworthy: the track field design is similar to the original
5	View to the home platform
6	True to design: traffic signalling and switch point light are integrated into the platform
7	A feast for the eyes: the narrow signal tower with all the linkage comes from Modellbau Hafen
8	Self-constructed with parts from Studio 95: the shed for two locos. The frame crane, arranged in front of it, was also self-constructed.
9	View to the inspection pit inside the locomotive shed
10	Track construction works do also belong to everyday operation in „Brömmelburg“
11	The water crane on the platform provides for sufficient fresh supply for the tender locos
12	Loading sequence at the goods station. The simple crane, which is placed on top of the wall footing, is self-constructed
13	On its way with a tail lamp, surely the recipient will be found soon
14	Evening mood in „Brömmelburg“: the blunderbuss, which was converted to a brake wagon, comes from the company Hübner. Bottom left: the diagrammed track plan of „Brömmelburg” station

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Category:

Original & Model

Bar:

The Small Locomotives of the Engine-Power Class II

Header:

The Tireless Shunting Facility

Intro:

During the 1950s they were at home everywhere – nowadays frequently observable at private and museum railways: the Kö(f)

Author: Wolfgang Oellrich

Pictures: Slg. Joachim Bügel

As from 1932 the German State Railway Corporation (DRG) acquired the first small locomotives for light shunting and switching operations. Actuation was implemented by diesel and petrol engines or electrically by using accumulators and storage locos. The application of steam engines was in fact an exception.

Not only the actuation but also the power transmission of the small locomotive was varying. So, liquid gearing as well as manual gearboxes and electrical alternators (upstream of the engine) were used.

This was the reason for a variety of type designations. Initially the DRG classified the accumulator driven small locomotive with an “A” and the combustion engine locomotive with “V”. But already from 1931 the generic identifier “K” was established for all small locomotives. The adjoining table is showing all the type designations.

The majority of all small locomotives at the German Railways were operated by diesel engines. First they were equipped with manual transmission. Drive was given by a chain, which led to both axles. Later the engines were equipped with liquid gearings (“F”).

Due to the low terminal velocity of 30 up to 40 km/h the locomotives were brought to their place of action by using flat wagons. Because of their small clearance gauge this was no problem at all.

All small locomotives were scheduled for standard gauge operation except the narrow gauge Kö s (gauge 1000mm), which were operating the “Harzer Schmalspurbahn” and the “Hallensische Industriebahn”.

Regarding their efficiency the DRG divided the small locomotives into two groups: the Lg I with up to 39hp and the Lg II with more than 40hp. Beginning in 1956 the German Railways changed the efficiency groups. From this moment on engines with 51hp up to 150hp were added to Lg II. At the same time the efficiency group II was introduced, where the new “power packs” with up to 240hp (Köf 10 and 11) were classified, which were delivered from 1959.

From the beginning the DRG was striving to standardize the production of small locomotives. The RTM therefore developed a unification concept for the efficiency groups I and II. From the early 30s only standardized small locomotives were acquired, but this did not minimise the abundance of variations in terms of actuation and power transmission.

The production of Lg I small locos was ceased in the mid 30s, only Lg II locos were acquired further on.

Also during the Second World War the small locos played an important role for the supply delivery, manufacturing was therefore continued unabatedly. By then, Lg I and Lg II were consisting of around 500 locos.

For all small locos of Lg II the serial numbers 4000 up to 9999 were planned. Until the end of the war more than 350 Lg II typed small locos were built (serial number 4001 - 6047).

In the post-war period initially locos for the upcoming industry and for private railways were brought to completion. From 1948 the railway management added numerous small locos to their stock. From 1948 until 1960 the railway administration bought a total of 736 Lg II locos (Köf 6100 – 6835).

From 1968 the Köfs of the German Railways again were redrawn to series 321 – 324 and locos, which had not been modified until then were equipped with air brakes. They can be made out easily because of their air pressure tank in front of the drivers cab. The locomotives delivered from 1953 already received the typical red standard colour for all diesel locos (RAL 3004) on the outside walls of the cab, on the battery box and on the engine bonnet (starting with Köf 6164).

As soon as the advanced engine-power class III, the Köf 12 and 333 was developed, the German Railways quit purchasing and further development of small locos in the year 1979. The demand had clearly decreased, and many of the Lg II small locos became unnecessary due to the closure of railway tracks and stations as well as by the decline in rail cargo. Numerous locos were sold to private railways or museum railways, where they are still kept in working condition until today.

At the East German Railways only a few new small locos were built (Kö 4002 - 4032). From 1970 the locos were redrawn there to series 100 and from 1992 the DB integrated them to their stock as series 310.

The original of the subsequently introduced Lenz model Köf 4958 was delivered and approved in January 1939. In 1949 the loco came to the DB stock under the same name and in 1968 it was redrawn to the marking „321 057-2“. In February 1979 the loco was put on hold and sorted out in Hamburg-Harburg in August, before it was finally scrapped in January 1980 at the Aw in Bremen.

Type designation of all Small Locos

Marking	Code Letter		
Category	K		
Diesel Engine (oil)		ö	
Benzene Engine		b	
Steam Engine		d	
Otto Engine		g	
Storage		s	
Accumulator		a	
Hydraulic Gear			f
Manual Transmission			s
Electrical Transmission			e
Gear Transmission			(none)

Further literature:

P. Große, H. Troche: Die Einheitskleinlokomotiven der Leistungsgruppen I und II; EK-Verlag Freiburg, 2002 (ISBN 3-88255-217-4)

Further information on the Internet:

- www.deutschekleinloks.de
- www.kleinlok.de

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Category:

Original & Model

Bar:

The Lenz Köf II in Gauge 0

Header:

The „Köf“ in Me!

Intro:

With the small loco Köf II the company Lenz is consistently expanding their range of Gauge 0 vehicles – we examined the loco carefully

Author: Wolfgang Oellrich

Pictures: Manfred Weihrauch

Implementing a category "K" locomotive to a model is a true challenge, in every possible scale. The diversity of the original does not make this venture any easier. So the manufacturer – in this case Bernd Lenz – has to argue with the "fans", of course in the run-up for the serial production. Remarks such as "the pressure tank is not placed at the right position" (at the original almost every possible variation was to be found up to complete omitting or hand greasing in spite of air brakes!) or "the switching noise is missing at the loco`s sound" (at a "f" loco with liquid gearing!) unfortunately are not rare at all.

It is a good thing that small loco experts like Mr. Trocher are available. Suddenly it was pointed out that the loco is in accordance to the original, in all regards. The only thing, which needs a change, is the standard company number. And the model of the Köf II, 4958 emerged. Depending on the series the loco will receive different company numbers. Similarly, the models of the Lenz starter kit will receive a different number than the single models.

Subtitle:

Detailing

The "small weasel" can simply be taken out of the polystyrene packing. Once being on the track, the loco is convincing from the first moment in terms of appearance and dimensions. A typical small loco, in fact! The construction is harmonious, all in all. And – it is hard to believe – but also rivet counting enthusiasts will get their money worth! On closer inspection it is instantly noticeable, that this model is provided with replications of different sized rivets on the window frames, the superstructures and also on the chassis – true to the original. Beautifully wrought are the buckled plates of the lateral engine covers. The air reservoir, the battery boxes as well as the shunter`s steps and the lamps are attached separately. The handrails are made from metal. With this model the company Lenz did successfully continue their method of construction by using combined materials. The metal framework also provides for the necessary weight of the loco.

The modest roof structure is characteristic of a Köf with its centrally arranged signal horn. The cab underneath is completely replicated and staffed with a locomotive driver.

The buffer beams are matching the original regarding dimensions and interspaces of the buffers. Unfortunately an original exchange coupling is not included in delivery, which could substitute the serially attached fall-hook shunting coupling.

The wheel sets of the loco are excellent, for they have a flange height of less than 1,2mm. The width of the wheels is substandard. In this concern the company Lenz again set a new benchmark, which gives this small loco an even more appealing look.

Similar to the previous models of this manufacturer also painting and lettering of the Köf is leaving nothing to be desired. The original colour is perfectly matched and the separately attached identification plate as well as the lettering is clearly readable and properly executed.

Subtitle:

Technique

With its total weight of 418g the Köf II surely is no heavyweight, but it is enough to ensure the necessary driving characteristics for shunting operation. In our test, coping with 20 axles along a R1 arc by Lenz (914,4mm) was possible without any problem. But the loco tends to slide at starting on a climb of 30 per mille with the same tensile load. At everyday operation this surely is irrelevant, especially because shunting operations in the station area or connecting industrial railways to cargo handling will be its tasks, similar to the original.

One highlight in this concern surely is the serially inbuilt remote shunting coupling, which can be used for digital operation, too. With its help, vehicle sets can be connected or decoupled without any problem, even on curves in the track – this is real fun – and this loco certainly will make new Gauge 0 fans, also with the Lenz starter kit.

Due to the serial DCC decoder the loco can be controlled very soft. With the Uhlenbrock Intellibox and its 28 available running steps the loco starts to move, even at the lowest step 1 and a speed of less than 1km/h will be achieved. The maximum speed of 45km/h, which meets the original, can be achieved at a running speed of 20 or 21. Starting and breaking deceleration are set correctly. Without load the loco keeps on running more than one meter during deceleration. This is ensured by the inbuilt storage condenser, which lets the loco run smoothly along switches without any problem. For shunting operations an electronic gear reduction is available in addition: function key F5 activates the shunting gear. At the same time front and rear lights are switched on.

At digital operation also the front and the rear lights can be switched separately (F0/F1). By pressing F2 the remote coupling is operating. The typical coupling sound can be activated additionally by pressing F10. In order to synchronize the sound with the decoupling procedure the following programming has to be made: set CV 126 to value 905 and afterwards CV 127 to 4. And instantly the sound for the decoupling procedure resounds – great! Unfortunately a guide for programming the decoder is missing in delivery, but it will be available at the company Lenz by request.

The function key F3 provides the typical diesel engine noise, which sounds very authentic. The speaker is located underneath the roof of the cab and provides for a soft and non-clanking sound transmission. If the sound intensity is irritating the Christmassy atmosphere underneath the Christmas tree, with CV 902 the sound can be regulated (value 120 is standard). Very well done is the sound of the signal horn (F4), which sounds like a trumpet that did not hit the right tone, just like the original. The function key F7 is reproducing a bell sound. F8 is reproducing a public address announcement in parking position and during the slowdown a squeaking sound of the brakes – functions, which really do increase the joy of playing, especially among young railway modellers.

Also the cab lightning can be switched on by pressing F6. So the front and rear lights as well as the cab lightning are giving the model an appealing and not at all obtrusive illumination.

The Köf II also is equipped with „ABC“. The automatic brake control system enables precise stopping in front of signals by choosing the adequate braking celerity at the decoder. At the setting HP1 the loco will continue to run non-braked, at HP2 it will use the velocity, which is intended for the particular track section.

Subtitle:

Conclusion

The motto “small but powerful”, which was given to the former football star “The Terrier” and later coach of the German national football team can completely be translated into the Gauge 0 model of the Köf II by Lenz. For the amount of 345 EUR (recommended retail price) the customer will receive a loco, which is technically absolutely perfect. The various functions and in particular the fun of shunting operations are only available for the digital mode – but who wants to forgo them these days? The technical maturity is additionally distributing perfect running characteristics to the loco – which cannot be taken for granted at locos of this size.

The small loco is also convincing in terms of execution and detailing and we gave 69 of 70 possible points in our overall evaluation. Our conclusion: they made a good job of it, at a reasonable price.

By including the loco to the Lenz Gauge 0 starter kit our hobby surely will make new friends – this will be a true Christmas again at last ... with a model railway underneath the Christmas tree!

Picture Headers:

Picture	Text
1	Wide and flat: the typical appearance of the Köf II, also as a model
2	In its overall proportions the model is harmonious, very beautiful: the buckle plates at the engine cover
3/4	Whether from the back (above) or the front (below): the model of the Köf II is not clumsy at all: the various and separately attached parts and rivets are giving a delicate appearance to the loco
5	Right side of the loco in direction of travel, still to be identified underneath the cover; the delicate wheel sets
6	The dorsal buffer beam with its shunting coupling by Lenz
7	Left side of the loco in direction of travel, lettering and painting of the model are properly executed

General Testing Conditions for Locomotives in Gauge 0

- With Intellibox in DCC-mode or LZV100 by Lenz and hand regulator LH100, if decoder is existing, otherwise analogical
- With and without sound
- With and without load
- On planar operation at a radius of 914,4 mm, R1 by Lenz
- Ascending a grade of 30‰ and a radius of 914,4 mm, R1 by Lenz

Box 1:

Summary of Characteristics

Available Versions	Small Loco of Engine Power Class II	
Loco number / Epoch	Köf 4958 / Epoch III (German Federal Railways from 1949)	
Engine / Transmission	5-pole high-performance engine / drive on both axles	
Electricity discharging / traction tyre	both axles / no traction tyres	
Axles	Laterally switchable , 1,3 mm	
Decoder	Lenz, DCC with sound	
Decoder-functions	F0	Front Light
	F1	Taillight
	F2	De-coupling
	F3	Diesel engine sound, depending on load
	F4	Horn
	F5	Shunting gear (shunting light on)
	F6	Cab illumination
	F7	Bell
	F8	At stand-by mode: double whistle or tannoy announcement / during operation: break squeaking
	F9	available
	F10	De-coupling sound
Weight	418 grams	
Recommended Retail Price	Euro 345	

Box 2:

Comparison of pulled axles

Precondition	Result
Planar with 914,4 mm radius (R1 by Lenz)	20 axles without sideslip
Ascending a grade of 30‰ and 914,4 mm radius (R1 by Lenz)	20 axles without sideslip
Start-up at a grade of 30‰ on a curve, 914,4 mm radius (R1 by Lenz)	20 axles touch of slipping, 16 axles without sideslip

Box 3:

Dimensions of the models compared to the prototype dimensions taken from the construction drawing

	Prototype	1:45	Model
<i>All measures in m</i>			
Total length over buffers	6329	142,0	142,2
Length loco	5152	114,4	114,6
Height above top of roof	2730	60,6	60,0
Complete wheel base	2500	55,5	54,8
Wheel diameter	850	18,9	19,0
Buffer, distance between centres	1750	38,9	39,1
		NEM	
Internal dimension wheel set	-	28,4	28,3
Flange height	-	1,6 max.	1,14
Wheel gauge	-	4,7	3,8

Box 4: Final Ranking

Features	Point
Engine (robustness, operating safety, certified safety CE, etc.)	10
Decoder and driving behaviour (due to original, adjustable, etc.)	10
Sound (original, time base, editing option, additional sound)	10
Detailing (retrofit parts)	9
Varnishing, lettering, RAL-constancy, accordance to original, labelling, etc.	10
Standard supplementary equipment*)	10
Cost/performance ratio (based on pre-order costs)	10
Possible Total Points 70	69

*) Staffing 1, smoke generator 1, moving fan wheel 1, interior lighting 1, shunting coupling front and rear 1 + combination shunting coupling / hook front and rear 1 and if necessary additional supplementary equipment

Evaluation scale: 10 unbeatable, 0 beyond repair respectively not existing in supplementary equipment

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Category:

Modelling

Bar:

Construction of an Advertising Pillar

Header:

Announced!

Intro:

During the 50s they were the advertising medium par excellence, and even today they are frequently observed: the advertising pillar – we will show you how the “ton with a roof” can be implemented to a model

Author, Pictures:

Jan Freckmann

For decades, an advertising pillar at the former Arneburg Station is announcing everything, what is important in town. This was the case 40 and more years ago and still is today. So it was obvious to me, that my Arneburg Station is not complete without this pillar. According to new and older pictures a scale drawing was established. With the specified dimensions a model of an advertising pillar can be created at minimal effort. This one or something analogical could also stand somewhere else, too.

Subtitle:

Building Preparations

Information concerning the used materials and tools can be found in the margin.

The replica of the concrete base plate has to be turned at the lathe by using a single piece of polyurethane (PUR).

PUR is polyurethane foam, which is used for model building. For visual reasons a nut is given to the transition between base plate and advertisement area. But there are also pillars to be found where the base plate and the advertisement area are flush mounted.

The base plate can be bolt down to the floor, since my pillar is placed on a module, which is frequently transported.

In Arneburg the advertisement area is a wooden lagging, which covers the concrete body. In this model the advertisement area is made from a piece of tube. To simplify matters the wooden grain of the formwork board is only indicated on the hardcopy. The PVC tube has to be attached on top of the base plate.

The upper part of the pillar also is just attached. And it also consists of PUR.

After processing the PUR shows a slightly rough surface, which reminds a wee bit of concrete. However, the surface is a little too evenly. It will become ideal by pouring it like real concrete. Concerning the grain size and colour a joint filling will suit perfectly.

Subtitle:

The advertisement pillar step by step

A female mould of base plate and cover can be achieved by casting these parts. For this purpose they have to be mounted onto a wooden board furnished with 4 small side planks, which serve for the tub of the replica material. For subsequent attaching the pillar on the ground, the replica receives a 4mm brazen bolt.

After the casting both, brass bolt and replica have to be removed. A brazen bushing with the same diameter has to be placed into the female mould, which will be embedded, too (see figure 1).

In order to ensure an easy de-moulding without any damaging now the tube and the units, which will be moulded, have to be brushed with a mould release agent (see figure 2).

According to the instruction the silicone material has to be weighed and subsequently the quantity of cross-linking agent has to be determined. This has to be done by using two separate containers, because the silicone-cross-linking reaction will start immediately after the coincidence of the components. Now the cross-linking agent has to be continuously mixed with the silicone without too much air inclusion. First of all, now the parts, which have to be moulded, have to be thoroughly brushed by using a paintbrush. Afterwards the form has to be filled with the mixed silicone material. To get rid of the unavoidably air bubbles the form has to be shaken until no more bubbles of air are rising to the surface.

After about three hours the vulcanization of the material in the form is completed and the parts can be removed. At a particular time the side planks can be released without using a knife and endanger destroying the silicone mould.

Attention is demanded, particularly while de-moulding the cast in prototypes. More patient modellers who are able to wait about three days will receive a more resistant casting mould, which can be used more often (see figure 3).

Now the time has come to produce positive impressions. As already mentioned above, I have used joint filling. If some “white glue” (like e.g. PONAL) is added while mixing, the surface will be even more solid after hardening. The consistency of the plaster should be slightly free flowing. The material should “aerate” a bit after mixing. Thereby some of the air (bubbles) will bubble-up and will no longer cause any problems later. Now the material can be poured in carefully. Again, it is advisable to fill corners and undercuts cautiously by using a paintbrush. Further plaster should be filled in carefully, little by little until the material reaches the superior border of the filler opening (see figure 4).

As soon as both forms are filled the motto is again: shake, shake, shake ... (see figure 5).

After about two days the plaster is hardened to a solid piece and can carefully be removed from the silicone form. First, the embedded bushing has to be released, removed and put aside. Overlaying plaster leftovers have to be removed by using rough sandpaper (40). This is particularly important at the base of the pillar. The circular border shows where material is overlaying, which has to be removed, so the pillar does not look like the Leaning Tower of Pisa later (see figure 6).

Also the “cover” has to be accordingly reworked (see figure 7)

The advertisement area, the piston of the pillar, is made from a piece of PVC tube remainders. On a trial basis both, base plate and cover now are attached at the endings.

Already at this point it is obvious that hard work was worth it, for the pillar now already looks like its role model – just because of the chosen material for base plate and cover.

The brazen bushing has to be shortened until it corresponds to the height of the base plate.

For mounting on the layout it has to be stuck into the base plate und affixed to the surface by using a screw. This ways you do not run the risk that the “concrete” base plate will break apart while screwing it in place (se figure 8).

Subtitle:

It depends on the advertisement!

Concerning the replication of the posters some imagination will be helpful. So I fancied the following scenario: on an unstated Saturday afternoon the chairman of the privy council will meet some FRG dignitaries in Arneburg and therefore he established a few codes of behaviour to the people.

According to the motto – when? – where? – what? in the World Wide Web I instantly found old posters, which suited for displaying them on a scale of 1:32. You just have to print out the found files, cut them out and arrange them on the appropriate area, which fits to the breadth of the pillar. Certainly it would be easier to scale the image data directly on the computer, arrange them and print them out.

In order to prepare the ground for designing I made the surface area including wooden grain and maculation paper available on my website. Anyone who wants to use this template can download it for free as a jpg-file (www.jfdesign.de/public/Litfass_blanko). The design of individual pillars is almost limitless. Without great effort for example “works of art” drawn by our little ones could be painted on.

Subtitle:

Billposting Step by Step

If the collage is finalized the paper can be preformed by pulling it gently over the edge several times. Afterwards the outer layer will almost deposit itself around the PVC tube without any outside help.

Now you should consider about not attaching the paper firmly to the tube. Probably you would like to change the motives occasionally, like it is usual at the original pillars. This is working much better if the paper can simply be peeled off. Incidentally, also at the original these “fundamental changes” do happen, namely when a certain number of paper lay-ups is reached (see figure 9).

So simply stick down the overlap and fasten it by using two clothespins (see figure 10).

As described above, now everything can be stuck together (see figure 11).

As soon as the pillar is finished certainly the first readers will appear ...

Further Picture Headers:

No.	Text
Picture 1	„Hey – look – some folks from the FRG are about to visit, I have to tell Ellie instantly ...“
Picture 2	„There Ellie, what did I say, probably Erich will come, too?“
Drawing A	Dimensions of the components for the pillar, length specifications adjoining

Material and Tools:**Material:**

PUR Block

PVC Tube

Releasing agent for the form

Dimension of silicone mould + cross linking agent

PVAC GLUE

Brass wire \varnothing 4 mmBrass tube \varnothing 4 mm

Plaster for splices

Glue

Tools:

Lathe

Mixing containers

Stirring stuff

Old paintbrush

Computer

Printer

Cutter

Scissors

Measurement table (all dimensions in mm):

	Gauge 0	Gauge 1	Gauge 2
a	9	12	17
b \varnothing	36	51	73
c	3	4	6
d	2	3	4
e \varnothing	26	36	51
f	58	82	117
g \varnothing	28	40	57
h \varnothing	26	36	51
i \varnothing	30	42	60
j \varnothing	26	36	51
k	6	9	13
l	1	1	1
m	10	14	20
n \varnothing	31	44	63

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Category:

Modelling

Bar:

Modification of the Märklin BR98.3 in Gauge 1

Header:

The Spangled Glass Case

Introduction:

How a ready for small serial production model can emerge out of a simple Maxi-Loco –not an easy but feasible task

Author, Pictures:

Klaus Brömstrup

Series 98, the so-called glass case, also is a real highlight in Gauge 1 in a scale of 1: 32, not only for branch line operators. Unfortunately, this model is hardly at all offered on the market. To my knowledge, the company Gebauer built a model with blind shaft for the Euro Train, which is distributed by the companies Markscheffel and Lennarzt. The company Dingler also offered models with or without blind shaft.

In 1998 and 1999 the company Märklin offered a model of the BR 98.3 in their Maxi range, but the performance is barely acceptable for Gauge 1 enthusiasts with their attention to details. However, due to this circumstance, on model railway meetings this model is available at moderate prices. This was an occasion for me to test the Maxi 98.3 for its modification and sophistication suitability.

The result was rather staggering. Without extensive-re-construction work no presentable result can be achieved.

It goes without saying that modelling experience as well as a very well equipped tinker workshop are necessary preconditions for a brilliantly done model.

After an intensive research on the original (see box for references) I decided to accomplish the modification according to the 98 315.

Information about the original:

Steffen Lüdecke: die BR 98 Band 1, EK-Verlag;

Eisenbahn Journal, Sonderausgabe III/87, der „Glaskasten“

Subtitle:

Framework and Chassis

Initially, the Märklin loco has to be taken apart completely. Because of the relatively simple structure of the Maxi model you can do this easily by loosening all bolted and plugged connections. No longer needed parts and such, which have to be replaced, will be set aside.

All pantographs and the axially arranged sliders have to be removed from the original framework of the Maxi loco. The openings will be provided with brass plate and sealed afterwards. The offset at the upper flanges has to be flush padded by using a rectangular brass profile and then sealed and sanded.

In order to ensure safe electricity discharging every second wheel was provided with 2 sprung pick devices taken from the Gauge 0 range by the company Schnellenkamp. The spring sets as well as the stirrup pieces are originating from Wilgro. The brake cylinders are coming from the company Hübner, but have to be shortened appropriately. The brake linkage emerged from brass profiles, pipes and model nuts.

Andreas Huber equipped the wheel sets of the glass case with new and delicate tyres. Traction tyres were not used.

In order to realize a wheel synchronous exhaust stroke an echo sensor (Fricke Märklin Service) will be applied. It is not necessary to dismantle the wheels for mounting the magnet on the axle. A cautious disconnecting between the embedded magnets and a re-assembling onto the axles afterwards is harmless. The ESU Loksound 3.5 was selected as sound decoder. It has to be placed inside the coal box. The speaker, which was included in delivery, was substituted for a larger model from the ESU program of accessories.

For making the small b-coupler absolutely insensitive for rail collisions and unsafe electricity discharging caused by inaccuracies at module transitions, the installation of a swing axle is urgently advised. The first axle would suit for this purpose. Both box fixture notches in the lateral flange of the framework have to be lowered at approximately 3mm. In the middle of the axle a stand with a soldered half bearing shell has to be glued to the floor. So the axle is able to swing back and forth around this bearing point vertically. As a support, two additional punches with half bearings shells are necessary.

They can move flexible within a hole inside the frame weight, in which they can plunge when necessary. The punches are moving inside a pressure spring, which is supported by the frame floor. This allows a free commuting of the axle and ensures returning to the starting position each time. In order to operate the bearing jewels of the axle safely, I added brass profiles on both sides of the framework.

The floor cover has to be cut to length as far as it will be kept inside the frame and not like on the original outside of the frame. This requires the removing or newly creasing of all lateral flanges of the cover. The worm wheel deserves an adequate hole, which has to be milled into the floor cover.

Subtitle:

Assembling of the loco

In accordance with the original the base plate was newly manufactured from 2mm brass plates. The buffer beam was provided with Èpoque I spring buffers from the company Hübner. Couplings, heating and brake hoses are originating from HEGOB, also do the shunting handholds and the state railway lights as well as the DB front lighting (front and rear) by Wilgro. The counter flashings of the steps were newly manufactured from etched plates and received hinge joints. All etched parts were removed from the cylinders and replaced by new components made from brass. Also the piston protection tubes were renewed.

The completely dissonant coal tender of the Maxi 98 was rebuilt. At the same time the mechanics for activating the automatic coalscuttle was replicated. To make way for the decoder and two voltage regulators a top part made from wooden planks is necessary. The boiler was newly equipped with supplementary devices by Wilgro. Also the generator and the fastener of the smoke box door come from the same manufacturer. The chimney was

extremely reduced in diameter to meet the original. The water filler neck as well as smoke box closing and its hinge joints were made from brazen leftovers.

The out of scale and quite rough rows of rivets were removed from the chassis of the cab. The walls were sealed and sanded. Brazen rivets with a 0,8mm head (Hassler) were used to form the new rows of rivets. All front and rear end doors were newly manufactured from 0,8mm brass and are entirely flexible. The homemade door handles and fittings are made from wire leftovers.

The feed pipes and control levers inside the drivers cab were replicated by using brass wire, the hand wheels and fittings again come from Wilgro. The floor, as well as the circulations and the inner surface of the roof were plated by using small listels of pinewood (North Eastern). On the roof, additionally the pull rods for the ventilation flaps were replicated from the inside by using brass leftovers.

On top of the roof thin brass plates were used to rebuild the ventilation hatch. Steam whistle, crane hook and the typical 98 315 bell were applied (brazen parts by Wilgro).

Subtitle:

Finishing

After all components had found their final destination the paintwork has to be done. Before colouring alcohol was used for the cleaning. The paintwork was carried out with several layers by using the airbrush method. The framework received a blazing red colour RAL 3000 (e.g. Revell No. 31), the boiler and all the other superstructures were painted by using a matt-finished black colour according to RAL 9005 (e.g. Revell No. 07/302).

The delicate brass lettering originates from the company Simmrock and the high-quality etched signs come from the company Beckert.

So far, the modification now is completed. It is important to note that a certain danger of addiction may occur. In no time all this is taking on a “life of its own”, because during the work constantly new ideas and details do appear, which also could be implemented.

In case you cannot resist these warnings, all your troubles after spending quite a few hours in the hobby room will be worth it and you will get rewarded for your work with a real presentable model by any means.

For any further information the author will be pleased to be at your proposal via email: klaus.broemstrup@osnanet.de

Picture Headers:

Nr.	Text
1	The 98, the Maxi model by Märklin on the right side, to the left the same model after modification
2	No longer needed parts are cast aside after demounting
3	The reconstructed framework of the Maxi loco
4	The new wheel set with echo sensor and speaker
5	View to the wheel set with the punches for the oscillating bearing
6	The chassis from below with the axially arranged speaker and the driving axle
7	The frame cover, which was adjusted into the box with notches for the worm wheel
8	Lateral view of the readily coated chassis
9/10	Front and rear view of the already assembled buffer
11	The counter flashing of the steps with hinge joints, all manufactured from etched plates
12	The cylinders with brazen components
13a	The newly assembled coal tender
13b	View to the rods of the coal scuttle; plate and bever wheel are originating from truck modelling
14	The unprocessed loco superstructure shows the various add-on parts on the tender and the newly assembled drivers cab
15	All doors were newly manufactured and can be opened
16	View inside the drivers cab with the most important operating devices
17	The bottom side of the roof and the adjusting rod of the ventilation flaps
18	Roof of the drivers cab with its new superstructure
19	Front view of the readily reconstructed and painted model
20	The excellent lettering comes from Simmrock and Beckert
21	With its serial number 6399 the original loco 98 315 was rolled out at the 13 th of June 1911
22	Sideway glance from the top; very nice to see are the wooden planks and the roof finishing
23	Typical application: the glass case in front of a blunderbuss train – after modification of the Maxi loco a truly beautiful sight

Source of Supply:

Description	Manufacturer	Mailing Address
Brazen cast parts	WILGRO Modelleisenbahnen	Wilfried Groß, Am Hain 12, 36358 Herbstein
Brass profiles (Metallwarenfabrik Hirsch), ABS-boards (evergreen), brass wires (Weinert), priming, colours (Weinert), etched plates (Saemann), wooden planks (North Eastern), window foils (VIVAK)	JB Modellbahn Osnabrück	www.jbmodellbahnservice.de
Model screws, nuts	Dieter Knupfer	www.knupfershop.de
Model riverts	Hassler-Profile	www.hassler-profile.li
Spring buffer	Hübner	(delivered by Märklin)
Screw couplings, brake hose couplings (flexible), supplementary set for buffer beams	HEGOB	www.hegob.de
Voltage regulator / complete SMD circuit board	Conrad Elektronik (Best.Nr. 140821)	www.conrad.com
Pantograph, ball contact	Technischer Modellbau Schnellenkamp (Order- No. 8128)	www.schnellenkamp.com
Impulse generator (Order No. 602178), round magnet (Order No. 602166), decoder (ESU Loksound V3.5)	Fricke	www.maerklin-service- fricke.de
Sound	Ernst-Peter Weischenberg	epweischenberg@helimail.de
Tyres, semiscale without traction tyres	Andreas Huber	huber_andreas1@gmx.de
Etched brass signs	Beckert-Modellbau	www.beckert-modellbau.de
Lettering	Simrock + Simrock	simrock@setzkasten.com

Page in Original German Version: 38

Category:

Layouts

Bar:

A Coal Merchant's Business in Gauge 0

Header:

Give us some coal!

Intro:

Implemented in perfection on little space – the coal merchant's business „Hagner & Co.“ will not only inspire Gauge 0 enthusiasts

Author: Wolfgang Oellrich

Pictures: Manfred Weihrauch

Every summer, when temperature is rising illimitably and hardly anyone is thinking of the heating season, it is peak season at the company „Hagner & Co.“ In order to ensure, that the customers in the town nearby will not feel cold by the time when suddenly ground frost is breaking out in fall, the staff of the small company is shovelling lots of coal long before the heating period is starting.

And also the neighbouring machine manufacturer and the tool producing companies need their supply of energy.

Therefore Mr. Hagner is eagerly anticipating the Glass Case this morning, which is pushing an O-wagon loaded with the Black Gold to the track in front of the coal depot. At the sight of this fiercely snorting loco it seems that it has got the complete coal supply of the Ruhr region on its hook – the good old 98 307 obviously is a loco of a certain age.

After the arrival of the wagonload and after having the mandatory coffee with engine driver Alfons, now the sleeves have to be rolled up. “What a blazing heat today” the Swabian businessman is blustering, for the coal is already working up, long before its final destination is reached.

While hardworking hands are shovelling the coal into the depot, the 98 307 is departing again, in order to return a little later with a G10. This is going to be a great day, because Mr. Hagner already is impatiently waiting for the coal crane components, to push on the annoying unloading of daily deliveries.

Once the coal is stored, work won't decrease. In the end all stocks for the customers have to be packed in bags properly. This means: filling the chute of the coal scales and decanting the coal into the stand by linen bags – thankfully this is over!

Now the coal bags have to be manhandled onto the old pickup truck. This one definitely is past its prime, but it keeps on rolling. Unhurriedly the boss himself is supplying his customers with it ... and at the end of the day he is pleased like he always is in view of the good coal business.

Subtitle:

A Grown Diorama

The specificity of the here presented diorama is the fair balance between model building and landscape. The constructor's special feel for model building could be gazed at on several

exhibitions. After Mr. Hagner had showed a beautiful Gauge 0 module last year in Dortmund (see also our report in the 012-Express issue No. 3/2007) the here presented coal merchant's business was showcased this year at the ARGE Gauge 0 meeting in Meschede.

Model building is more than just "driving around in a circuit", which is impressively exemplified here. The delight in playing, though, is remaining and it just is implemented in a different way, that is: shunting is really thrilling!

For this reason the here presented diorama of a coal merchant's business with a railway siding came into existence in accordance with an existing example. With its dimensions of a length of 2,5 meters and a width of 0,5 meters the space requirements on top of a cabinet in the office at home did suffice.

The used tracks including the switch came from the company Wenz Modellbau. The turning platform segment in the right corner of the diorama was self-constructed and can be operated manually via linkages from the narrow side of the diorama, just like the switch. The chief-attraction in this concern certainly is the accurate replication of the switching mechanism on a scale of 1:45. All tracks were weathered by using patina. The gravel was achieved by sieving gritting material.

Even the buildings were self-designed and constructed, especially for this diorama. Wooden strips (such as coffee swizzle sticks), cardboard and plastic were used as construction materials. The brick-lined "administration building" was made by using a US kit, which was modified to serve the personal purpose.

The landscape was designed by using all sorts of green stuff, dried herbs and wooden pieces out of the garden. Bushes and trees were self-manufactured with the help of Silflor foliage material.

Eventually the captivation of the coal merchant's business and its environment is arising by reason of the various details, which were put into focus perfectly and are creating the necessary harmony between railway construction and landscape. So the impression is given that the railway construction was built into the landscape, similar to reality– and not the other way round. A real masterpiece!

Picture headers:

No.	Text
1	With a cargo of coal the 98 307 is steaming to the loading track of the coal merchant's business. Worth noting: the subtle signs of wear and tear on the vehicles!
1A	The coal is ready for unloading at the stock, while the Glass Case is leaving the station by using the loop line after passing the turning platform segment
2	Rather infrequently met at the coal merchant's business: the 98 307 with a G10 as a locomotive set; the G10 is carrying the eagerly awaited components for the coal crane
3	The Glass Case on the self-built turning platform segment
4	Some of the coal bags are already loaded on the pickup truck and the next load is waiting at the supply track
5	The 98 307 is leaving the turning platform segment direction loop line
6	Perfectly put into focus: the coal merchant's business, the storage shed, the multiple details and above all this, the mighty trees are breathing life into this diorama
7	The coal depot with scales, baskets and bags – what a drudgery!
8	Detail on the track – the accurately replicated switching mechanism
9	The coal merchant's business with its stock at a glance
10	The self-constructed storage shed made from wooden strips
11	Apparently today no one is to be found at „Hagner & Co.“ or why does the 98 307 leave with its load of coal? Did eventually someone already start working on a new diorama? It is going to be interesting ...

Page in Original German Version: 46

Category:

Original & Model

Bar:

Series 39

Header:

Creation of a Loco With Obstacles

Intro:

The Prussian P 10 as the state railways final development at their changeover to series 39 as the first standard type locomotive

Author: Josef Strobl

Pictures: Collection Joachim Bügel

The P 10 was developed during the post-war confusion after the First World War was lost and under the burden of reparation, distress and misery. The Prussian-Hessian Railway Executive did demand a lot from the developers, for they wanted an engine, which was able to manage slow ascending slopes as well as high-speed operation at the same time. Furthermore it should be able to pull heavy load without an additional pulling engine and accelerate fast including an energy reserve for the expected increasing of cargo transportation. In the year 1919 the Prussian-Hessian Railway Executive forced the planning work on the P10. Compared to the P8 it would possess a considerably enlarged grill and due to the reasons, mentioned above, this would lead to a 1'D'1 axle arrangement and would cause a weight of more than 100 tons. But already in the year 1920 the bosses of the now responsible and newly found German State Railway Corporation (DRG) were considering about favouring the Saxon XX HV (series 19⁰) instead of the P10 for the complete operating distances. Finally these considerations were abandoned due to monetary reasons, for the Saxon four-cylinder engine loco was considered to be too expensive in terms of purchase and maintenance. This was in fact an inconsistent decision, because for technical reasons the P 10 had to be equipped with a three-cylinder chassis frame with a head axle, which almost levelled the (supposedly) saved amount.

Subtitle:

From the P 10 to Series 39

The company Borsig in Berlin now created the first draft of the engine, whereas chief constructor August Meier could revert on already typified drafts of tender and tender locomotives of various types. As a result, for example complete assembly groups of other series such as control and gearing, and also boiler, instruments and so on could be used for the P 10. Already at that time synergies were achieved, which later became even more apparent at the typical standard type locos. In April 1922 the company Borsig already delivered the first ten of a total of 260 engines. Interestingly, their top speed initially was 120 km/h in contrast to the subsequently produced and limited to 110 km/h serial engines. These locomotives had the engine power of 2300 hp, which was a great achievement, also in comparison with, for example, the later series 41. In order to drive a radius of 140m and 1:7 switches the wheel sets partly had to be laterally movable or provided with weaker wheel flanges. The loco was delivered with a riveted Vulcan-Tender (Stettin) 2'2' T 31,5, which was a modification of the company Borsig. The difference to the original type basically was the wheelbase, which was diminished by 20cm, and a strengthened suspension as well as the raised coal space in front.

Test drives did still certify a high smoothness, even at a speed of 128 km/h, although those responsible persons in the end decided to define the maximum speed at 110 km/h in forward drive and 60 km/h in backward drive. Ironically, the first locomotives were decommissioned right after

delivery (!). The reason was, that the old track superstructure, especially the bridge carrying loads, still could not stand an axle pressure of 17,5 tons and the high concentrated gear load. Partially brand-new locos were deposited for more than two years. This even went so far that the loco 39 214 after two and a half years of immobilisation time and without any kilometric performance (!) had to tolerate an intermediate correction. Not till the year 1926 for example the locos could be used as projected, after the optimization of the track superstructure did improve. Also worth mentioning is the fact, that more than two years ago the specifications item “abandonment of shear support” at certain grades on tracks to South Germany already became unnecessary. The increasing traffic took its toll, without shear there was no way forward. Nevertheless, the engines did a good job in front of fast and heavy train sets and they did not let experienced staff down in the mountains, especially because of the outstanding boiler reserves.

Under the aegis of the German Stated Railway there were just a few type modifications necessary, thanks to the overall good construction. Some of the modifications were the second main air tank, the turbo dynamo, the electrical lighting and the “Ackermänner”, which have to be exemplarily mentioned because of their optical peculiarity. A steam-driven signal bell was intended for the use on certain routes.

At the end of the year 1945 the first establishment census after the end of war added up to a total of 146 P10 locomotives in both Western occupation zones. At the end of the year 1946 suddenly just 154 locos were counted, at the end of 1955 finally 152 were remaining. In June 1963 70 locos were counted, in June 1965 only 36 were left and in June 1966 only 8 locos were remaining. From 1956 the German Federal Railways equipped the engines with a third head light and removed the hand wheel at the smoke box door. The majority of the old Knorr or Nielbrock-Knorr air pumps were replaced by Tolkien two stage air pumps or Wüfel air pumps. Many of the 39 locos were additionally equipped with ATW/ATS (Indusi). This required a relocation of the right main air reservoir to the running board of the heater. In this regard also the electric generator was enlarged in parts. Visually noticeable was in particular the modification of the tender to a 2'2'T34, which primarily originated from BR 44 and BR 41 locos. Even with the huge tender the rotating of the locos on a 20meter turning platforms still was possible. Above all, the replacement of the P10 typical large smoke deflectors against Witte types did tremendously change the appearance of the loco. Because naturally all those replacements were not made at the same time, the following six mixed forms had resulted:

- BR 39 with old deflectors and 2'2'T31,5 with complete skirting (original type)
- BR 39 with old deflectors and 2'2'T34 with complete skirting
- BR 39 with Witte-deflectors and 2'2'T31,5 with complete skirting
- BR 39 with Witte-deflectors and 2'2'T34 with complete skirting
- BR 39 with Witte-deflectors and 2'2'T31,5 with right/left side shortened skirting (rare)
- BR 39 with Witte-deflectors and 2'2'T34 with right/left side shortened skirting (rare)
-

First of all the P10 in service was convincing because of its very good and quiet running characteristics. On the other hand, there were problems with the loading of the trapezoidal grill of the firebox. In addition, lubrication problems on piston and slider were in some cases leading to failures. The staffing always knew this engine to be a coal glutton. The P10 was recognizable because of two acoustical characteristics: one of them was the lagging exhaust pipe stroke, which appeared automatically right after a maintenance check because of “machinable” control adjustments. The second characteristic was the significant fizzling sound for pressure compensation out of the Knorr suction valve, which occurred shortly before the start. The end of the BR 39 era was mainly caused by the diesel locos series V 200 and the steam engine locos BR 01.

Recommended literature:

- Weisbrod/Obermayer Eisenbahnjournal Sonderausgabe Baureihe 39 Herrmann Merker Verlag Fürstenfeldbruck
- Horst J. Obermayer Taschenbuch Deutsche Dampflokomotiven / Regelspur Frankhsche Verlagsbuchhandlung Stuttgart

- Die Baureihe 39: Die Geschichte der preußischen P10 von Hansjürgen Wenzel Ek-Verlag
- Die Baureihe 39 von Wolfgang Messerschmidt Geramond Verlag

Picture headers:

No.	Text
1	The original of the KM1 loco: „39 196“ was available for taking pictures at the 15 th of May, 1965 in Schwäbisch-Hall
2	Carl Bellingrodt took pictures of the D 215 at the 27 th of August 1950 in the Rhine Valley near Spay – loco of this train set is the „39 209“

Overview of all manufactured locos

Year of delivery	Number	Manufacturer
1922	2820-2819 Elberfeld later BR 39 001 –39 010	Borsig / Berlin *)
1922 until 1923	2820-2831 Elberfeld (originally designated as BR 17011 –17022) later BR 39 011 – 39 022	Borsig **)
1923	BR 39 023 – 39 030	Henschel & Sohn / Kassel (originally Cassel)
1923	BR 39 031 – 39 038 BR 39 051 – 39 060	Borsig ***)
1923	BR 39 039 – 39 050 BR 39 061 – 39 070	Henschel
1924 until 1925	BR 39 071 – 39 082	Krupp / Essen
1924	BR 39 083 – 39 115 BR 39 187 – 39 193	Borsig
1924 until 1925	BR 39 116 – 39 131 BR 39 194 – 39 196	Hanomag / Hannover
1924	BR 39 132 – 39 171 BR 39 210 – 39 217	Henschel
1924	BR 39 172 – 39 186 BR 39 197 – 39 198	Linke-Hofmann / at that time in Breslau
1923 until 1924	BR 39199 – 39 209 BR 39 218 – 39 230	Maschinenbaugesellschaft Karlsruhe in Stuttgart
1926	BR 39 231 – 247	Krupp
1927	39 248 – 39 260	Borsig ****)

*) BR 39 001 with 010 forwarded locomotive, maximum speed originally 120 km/h, until 1923 reduced to 110 km/h

***) Serial locomotives, amongst other things a considerably taller chimney

****) 39 053 and 054 with modified large flue tube dimensions

*****) BR 39 230 with stirrup piece control „series: standard type locomotive “

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Category:

Original & Model

Bar:

Testing the KM1 and KISS BR39 models

Header:

The Powerful Three-Cylinder

Intro:

Innovative technology and high class detailing – our test of the BR39 in Gauge 1 by KISS and KM1 for everybody who wants to get inspired

Author: Josef Strobl

Pictures: Manfred Weihrauch

At first glance there is not much missing on both models of the BR 39 to satisfy any railway modeller. The test locos, which were kindly given to us by the companies KISS and KM1, are completely handcrafted from brass and stainless steel, as usual. KISS is offering one DRG and four DB versions and KM1 one Epoch 1, two DRG and five DB versions (see box 1 for details).

Subtitle:

Detailing

Both locos are equipped with delicate spoke wheels and the correct counter balance offset. They also do possess the reinforced spokes neighbouring the crank arm, which were typical for the 39. Painted tyres and centre holes are naturally present, too. The lettering is made by beautiful etched signs and in accordance with the Epoch. At the KISS model the specifications of the “BrUnt” and the classification mark at the cab are missing, which still should have been present in this Epoch.

The hook couplings, the brake hoses and the heating hoses are already mounted to the buffer beams. Changing of the coupling to a claw coupling or backwards to the original coupling can be made without any problem. KM1 does include a gift coupon for new staffing in delivery. The company KISS in contrast does include the fireman as well as the technician, as usual. By taking a look inside the boiler a lot of details are convincing, such as the delicate sectional frame, a multiplicity of cables, rotating wheels, beautiful brake shoes and air reservoirs and so on. The sand pipes are leading uninterrupted from the sand box to the wheels (KM1 delivers pipe collars, too).

At the P 10 the complete actuation was implemented from outboard. The position of the especially double (!) cropped eccentric crane at the firemans side, which activates the left engine and the inboard engine, unfortunately is only in accordance with the original at the KM1 model. If or how the original condition at the KISS model can be achieved by adjustments, has not been reviewed!

At both locos the smoke box doors can be opened, but only the KISS model offers moving fasteners. The outer firebox walls inside the cab are quite similar. At the KISS model the pressure gauges are catching ones eye with needles and degree graduation, at the KM1 model the red design of the hand wheels are standing out. The details of the tenders are excellently worked out with real pieces of coal and the KISS model additionally comes with coal inside the chute.

Both models are convincing in terms of their boiler detailing! Beautiful at the KISS model are for example the rich detailing of the hatches at the Belpaire outer firebox. The KM1 model is impressing by its famous detailing of the firemans side. Also appealing are the yellow designed sockets, the pipe

collars of the sand pipes, the water tank (with water strainer) and its cover, which can be opened and also the twice-perforated small Wagner smoke deflectors are convincing. This model also appeals already on first glance because of the three attached gearings (pump drive and speedometer drives), which are in accordance to the original.

Subtitle:

Technology

At both models the connection of the tender cable loop with the linkage underneath the cab surely is nothing, an awkward person can handle. The company KISS already built in the flexible cable loop, which was also used for the BR 52. Unfortunately it gets stuck to the tender shaft, which is placed inside, quite often and so partly does not work the way it should. At the KM1 model in operation mainly the newly developed loco and tender connection is pleasing.

Now, no matter which radius or which intended use (real operation or showcase), just a preset connecting spot is required. The tender distance on planar routes always remains constant and adapts to the particular radius because of the rail guiding. The steps, which are leading to the cap (on the loco!), are suspended and fold out laterally for this purpose. The real rail guiding is in my opinion the greatest innovation at the KM1 model, although marginal dimensional discrepancies are the price for it. The tender bridge is equipped with a swinging-away opening. The black colouring differs from the brown “wooden” floor of the cab, in accordance to the original. At the KISS model, however, the clearance between loco and tender has to be adjusted by attaching the coupling shaft to one of the three pairs of holes for the particular driving condition. This means – as before – at narrow radii there is much clearance, especially because the attached triangular tender bridge is very small (a copy, according to the original, especially for showcase fans is enclosed). The steps, which are leading to the cab, are attached to the tender. A smart solution for the clearance problem between loco and tender will certainly be a deserving task for the company KISS in the future.

At a 1020 radius the supplied piston protective pipes of both manufacturers cannot be assembled. For the operational mode, especially for tight radii, the oftentimes reminded “shortened piston protective pipes” would be helpful, to cover the unattractive holes of the cylinders.

At the KISS model the coal insert at the tender can be detached, which for example will facilitate an exchange of the decoder. The locos are equipped as standard with an ESU Loksound decoder series 3.5, which allows up to 15 functions (see box 1). The starting and breaking characteristics unfortunately are very “minimalist” at the KISS model in contrast to the KM 1 model, which is offering considerably more adaptable settings.

Still a challenge for every manufacturer is the reproduction of the special sound of a three-cylinder. The particular attention was given to the outstanding characteristics of the P 10: on one hand the lagging exhaust pipe stroke and on the other hand the fizzling sound out of the Knorr suction valve shortly before the start (see our article Original & Model), KM1 did implement both characteristics excellently, especially the “Tschiaack” sound! Also in comparison to original recordings this booming sound of the 39 is perfect. The sound at a slow rate is excellent. At a great speed, however, it is getting quite unpleasant. The transitions from cylinder re-fill to gliding till re-starting of the exhaust strokes are too abruptly, in my opinion. In this concern the railway modeller is grateful for having the opportunity of switching the sound of the pre-heater separately, especially for switching it off!

In terms of sound the KISS Loco could have offered more in my judgement. I could not sense a “Tschiaack” sound (just sort of releasing breaks), although the exhaust stroke is lagging, but the sound itself reminds much more of a 52 instead of a 39. However the KISS loco is offering a better gliding behaviour. The transitions from gliding to steaming operation seem to be more sensitive. After reaching the selected speed the intensity of the sound is decreasing. In the high-speed range the rumbling noise was slightly dampened, probably by reducing or eliminating individual exhaust strokes.

The tuning of the two used speakers among one another is harmonious in both cases, although the speaker in the rear area of the tender is significantly louder, because of its size.

Electricity discharging on both models is happening at three coupling axles of the loco and all tender axles. This ensures ideal electricity discharging, even on dirty tracks. The locos and the including tenders do weigh around 7,5kg, which guarantees a good tractive output. Both manufacturers equipped their locos with additional gadgets like smoke alternator, cylinder steam and pulsative steam exhaust, which were not tested.

The bright cab lighting is really bringing out the details of the outer firebox walls. The gearing illumination with seven white warm light LEDs is providing for an impressive driving experience on the vespertine layout. Especially at slow approach it is possible to admire the flexible inboard engine. In addition to the coal shovelling sound the guttering illumination of the firebox is switched on.

For the first time ever, at the KM1 model the power transmission to the coupling axles is effected via an encapsulated, maintenance-free and partly locking gearbox to the universal drive. The KISS model in contrast is equipped with the approved belt drive, which ensures a pleasantly quiet driving behaviour. Also without sound the driving noise of the powerful engines are quietly and calm. The detected humming noise of the KM1 model, which particularly occurred in the medium speed range, is according to manufacturers specifications, possibly caused by rough treatment during transportation. It can easily be fixed during period of the guarantee.

Both locos had minor difficulties at ascending slope intersections, because the front rail guard touched the track. This problem is solved instantly by bending away the rail guard outwards.

According to manufacturers specification the locos are built for a 1020mm radius and they do run this radius without any problem. When passing the 1020 MÄRKLIN switches via the new and short Hübner-Märklin switches up to the long Hübner switches incl. double-slip switches no difficulties could be detected. The precursor of the KISS model sometimes jumps a bit at higher speed, but without leaning out. This phenomenon also was to be determined on the reversed arch.

Subtitle:

Conclusion

The positive tendency of new releases also went on with the P10. Both locos do appear harmoniously in terms of basic construction, proportion and dimensions. Where the sound is concerned, all hopes are lying on the current development of new decoders, which will allow other and even more processes. The detailing of the models once more did experience improvements, which for instance is displayed by the cover of the water tank, which can be opened and the drives, which are attached to the undercarriage. A real advancement, especially for the operating modeller is the new loco-tender rail guiding at the KM1 loco. Amongst other things these last-mentioned items did turn the balance towards the KM1 loco, which was ahead by a nose at the final score.

Picture headers:

No.	Text
1	The KISS series 39 in Epoch IIIa design
2	The KM1 loco of the same series, but in Epoch IIIb design
3	Left, the KISS loco, to the right the KM1 engine: the appearance of both locos is very convincing
4	The KISS 39 in Epoch IIIa; clearly visible: the clearance between loco and tender
5	The KM1 39 in Eoch. IIIb; due to the rail guiding the clearance here is more likely to show a true to design model

6	Cab of the KISS loco: pressure gauge with needle and degree graduation
7	Executed well: coal box and details on the tender of the KISS loco
8	Cab of the KM1 39: very beautiful are the hand wheels in contrasting red colour
9	Meeting the Epoch: the more ordinary design of the tender at the KM1 loco

Box 1: Overview:

	KISS	KM1
Available versions	A total of five, including 1 Epoch DRG-II and 2 DB-IIIa and 2 Epoch IIIb	A total of eight, including 1 Epoch I, 2 Epoch DRG-II (incl. photo-resist version), 2 Epoch DB-IIIa and 3 Epoch IIIb
Loco number of the test loco / Epoch	BR 39 144 Epoch IIIa – DB	BR 39 196 Epoch IIIb – DB
Engine / transmission	Pittmann / gear belt / onto the last axle	Maxon / partly locking gearing / suspended drive onto the last axle
Electricity discharging / traction tyres	The last three driving axles and all tender axles / none	The first three driving axles and all tender axles / none
Axles	All loco and tender axles spring mounted, 1st, 2nd und 3rd loco axle more laterally movable than the 4th axle	All loco and tender axles spring mounted, 1st, 2nd und 3rd loco axle more laterally movable than the 4th axle
Sound regulation	Transmitter	Transmitter
Jittering firebox lighting	Yes, in co-action with coal shovelling sound	Yes, in co-action with coal shovelling sound
Smoke alternator, cylinder smoke	Pulsative smoke alternator with cylinder smoke exhaust	Pulsative smoke alternator with cylinder smoke exhaust (Dynamic Smoke)
DCC / Motorola	Functions at DCC address 39 (at MÄRKLIN-Motorola only F1 with F4 at 39, for F5 with F8 additional address 40)	Functions at DCC address 39 (at MÄRKLIN-Motorola only F1 with F4 at 39, for F5 with F8 additional address 40)
Decoder features	F1: sound on / off (boiling) F2: whistle F3: short whistle F4: Gearing illumination (incl. starting and phase-out of steam alternator)	F1: sound on / off (boiling incl. steam alternator in stand-by mode) F2: whistle F3: shunting whistle F4: Dynamic-Smoke on / off (plus manual deactivation in smoke box)

	<p>F5: Cylinder blowing-out F6: Shunting gear F7: Smoke alternator on / off (plus manual deactivation in smoke box) F8: Cab lighting (incl. starting and phase-out of des steam alternator) F9: Coal shovelling with enlightened smoke box F 10: Announcement at the station F 11: Train conductor F 12: Brake squeaking off F 13: Bell (not a single one could be found at the complete loco) F 14: Feed-water pump F 15: Injector Function: Lighting on / off (incl. starting and phase-out of des steam alternator)</p>	<p>F5: Cylinder steam on/off F6: Gearing illumination F7: Cab lighting F8: Train conductor F9: Coal shovelling with enlightened smoke box F 10: Injector F 11: Air pump F 12: Safety valve F 13: Blowing down F 14: Water pump F 15: Water level Function: Lighting on / off</p>
Weight	7390 Gram	7830 Gram
Price for advanced order /Recommended Retail Price	2690 Euro / 3250 up to 3400 Euro	2690 Euro / 3190 Euro

Box 2: Comparison of Pulled Axles

Precondition	KISS	KM1
Planar with 1550 Radius and Hübner switches	50 axles without any problem, Reserve existing	50 axles without any problem, Reserve existing
Planar with 1020 Radius and MÄRKLIN switches	50 axles without any problem, Reserve existing	50 axles without any problem, Reserve existing
Ascending a grade of 30‰ and 1550 Radius	34 axles without sideslip	32 axles without sideslip
Start-up at a grade of 30‰ on a curve	30 axles without sideslip	28 axles without sideslip

General Testing Conditions for Locomotives in Gauge 1:

- With Intellibox normally in DCC-Modus, otherwise Motorola new;
- With and without sound;
- With and without load;
- On Planar operation at a radius of 1020 with MÄRKLIN switches (and reversed arch) and in greater radii with long or short Hübner switches incl. double-slip switches;
- Ascending a grade of up to 30‰ at a 1550 radius with reserved arch without connecting piece;

Box 3:**Dimension of the models with 2'2' T 31,5 tender compared to the prototype dimensions taken from the construction drawings**

<i>All measures in mm (rounded up)</i>	Actual	Theoretical 1:32	KISS	KM1
Total length over buffers	22980	718	740*)	721
Height above chimney**)	4550	142	141	143
Complete loco wheel base	11600	362	362	362
Wheel base tender	5600	175	176	175
Complete wheel base (incl. Tender 2'2'T34)	19300 (19345)	603 (605)	627*)	611
Distance between front buffer and first axle	1850	58	58	54
Distance between pusher axle and first coupling axle	2800	87,5	88	90
Wheel diameter inducer / tender wheels	1000	31	31	31
Distance between trailing axle and last coupling axle	2800	87,5	88	85
Driving wheel and coupling wheel diameter	1750	55	55	55
End wheel diameter	1100	34	34	34

*) in state of delivery sustained coupling

**) incl. chimney-top

Final Ranking	KISS	KM1
Engine and technical driving behaviour (robustness, operating safety, kinematics, certified safety CE etc., deduction of points for traction tyres)	8	9
Decoder and electronic driving behaviour (compatible with DCC/Motorola, easy to handle, due to original, adjustable etc.)	8	9
Sound (Original, impulse generator, editing option, additional sounds, etc.)	8	9
Detailing (incl. varnishing, lettering, labelling etc.)	8	9
Accordance to original (proportions, meeting the Epoch, RAL-colours, attachment parts true to original etc.)	8	9
Supplementary equipment *)	8	9
Cost/performance ratio (based on pre-order costs)	9	9
Possible Total Points 72 *) incl. additional points	57	63
Evaluation scale: 10 (unbeatable) 0 (beyond repair respectively not existing in supplementary equipment)		
*) Supplementary equipment: Staffing 1, luminous firebox 1, interior lighting 1, servo coupling rear 1, for hook and claw combination 1, smoke box can be opened 1, smoke alternator 1, cylinder steam 1, undercarriage lighting 1, water tank cover can be opened 1, pump drives 1, movable sash fastener at smoke box 1		

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Category:

Basics

Bar:

Planning a Harbour Facility in Gauge 0

Header:

Quay Number Eight

Introduction:

Anyone who wants to build in a larger scale should plan carefully both, subject and layout – cogitations about a harbour facility

Author and Pictures: Dirk Becker

At the beginning there often is a key experience. To be exact, I had this on the stand of the company Lenz in October 2007 in Leipzig. For the first time I saw the new Gauge 0 freight wagons there, in person. And already on the ride back home I started to mull over what to create out of this. The next layout (incidentally my eights one) should be built in gauge 0. The available room is not that big. My hobby room only measures 3 x 3,30 metres. Because of table and cabinets the new layout needs to be l-shaped, with a shank size of 2,85m x 2,45m and a maximum depth of 85cm. Everyone else would have built the layout by using Gauge H0 or even smaller in that case. But this was exactly what I was not up to. With the (re) appearance of the nominal size 0 by the company Lenz completely new opportunities have been opened up to me.

But a few sketches later it quite quickly cropped up that the provided layout dimension really is not big for a Gauge 0 layout. I did not plan to run long trains, anyway but there should be some more than only one switch in the end.

Subtitle:

Planning Aids at the PC

In order to prevent later surprises, I first invested in the PC program WIN-RAIL by G. Blumert. Since the program already offers a track library for the Lenz system accurate track planning was possible. And lo and behold, again, some of my thoughts and ideas could no longer be realized. Again it took a few nights until the current track plan did crystallize out. While planning a number of preconditions had to be observed. Only standard tracks and standard switches by Lenz should be used as track materials. The digital operation for the factory-made DCC-equipment of the locos appears natural. As far as train operation is concerned priority is given to an interesting shunting operation. This is forwarded a lot by switchable couplings on the Lenz locomotives. In addition, the layout should be transportable in order to show it on external exhibitions

Subtitle:

A decision is made: it has to be a harbour!

While searching for a theme I soon took delight in a harbour feeder line. Not only the loading track along the quay but also some connecting lines should be existing and operable. The mixture of harbour and feeder line promises interesting shunting operation and a harmonious overall picture in a small space. Passenger transportation will not take place on my feeder line.

Geographically, I made up my mind for a Baltic Sea Port. In order that no parallel to any existing location can be drawn I named it “Streselow”. Just a fancy name, which is not existing in reality. Chronologically, I went back to the German State Railway in the year 1960. As vehicles, first of all a Köf will come into operation. Additionally eight freight wagons by Lenz will come along. Both, the small loco and all the freight wagons will be relabelled to DR (East) for geographical and chronological reasons.

After research for building manufacturers and accessory parts is terminated now the real building work on the layout is starting, slowly but surely.

Box:

We will give an account of the further stage of construction in the 012-Express. A first foretaste can be found on the website of Dirk Becker: www.dibero.de.

Picture Headers:

Text
On this layout exclusively Lenz switches are used, upgraded with Wenz-parts
The Gauge O wagon by Lenz after re-labelling for its DR (East) operation
Detailed view of the revised labelling on the Gauge 0 wagon

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Category:

Modelling

Bar:

A Snowplough for the Märklin V100 in Gauge 1

Header:

Winterized Diesel

Intro:

Just a few steps are necessary to equip the Märklin V100 with a snowplough – a leisure-time tinkering

Author, Pictures:

Klaus-Gerd Schoeler

Almost 30 years ago the V100 came into the market as a very well detailed model and has been sold thousands of times since then. Model care was mainly done concerning drive and decoder. As far as I know neither frame nor chassis have been changed since then, apart from the variation of the vent louvre at the BR 211.

Years ago I already gave my BR212 an original screw-type coupling as well as a true to design lighting and more subtle NEM-wheel sets, sand pipes, heating couplings and the missing crossbar between the rail guards to give the old lady a more delicate appearance.

During the Gauge 1 meeting in Sinsheim this year Dr. Brodrick presented a whole set of snowploughs. The mounting is really simple by using a screwdriver and a jigsaw. The plastic spray cast part with the rail guards and the step treads have to be unscrewed and removed at the bottom. If claw couplings are used, they have to be removed previously. Original screw couplings can remain installed.

In accordance to the instruction now the step treads including the fastening eyes of the screw connections have to be separated from the middle part with the rail guards, a jigsaw with a coarser saw blade suits best for this purpose. Afterwards every individual part of the shunters step treads has to be fit and screwed to the handrail again. Now the screw couplings have to be assembled, followed by the snowploughs, which have to be fastened to the chassis threads by using M3 screws.

The looks of the loco modifies radically. The true to design far outwards reaching snowploughs are pulling down the loco visually, also from the side view the upper part of the loco appears more delicate, which serves its appearance.

From my point of view modification is worth the trouble, especially as the original rail guards by Märklin are not quite true to design. Anyone who owns two V100 locos should at least equip one of them with these distinctive snowploughs. Modification really is extremely simple and done within a few minutes.

Reference source for the snowploughs:

Bernhard Paulus

Gerokstaffel 4

70184 Stuttgart

Tel. 0711 23 77 14 11

www.bernhardpaulus.homepage.t-online.de

Picture headers:

Nr.	Text
1	The snowploughs made from plastic casting: there are 2 versions available, for old red or new red painted locos
2	The striking front of the V100 after equipping with the snowplough
3	The true to design laterally heightened snowplough is giving an elegant appearance to the V100
4	Erlenbach 501 212 still with the usual rail guards
5	Erlenbach 502 212 with the snowplough

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Category:

Modelling

Bar:

Construction Set for the Gms30 and Gmhs30 in Gauge 0

Header:

The Noble Oppeln

Intro:

Designed by Paul Petau: the ARGE Gauge 0 kit of the freight wagon type Gm(h)s30 – Bernd Pluntke describes his assembling experiences

Author, Pictures: Bernd Pluntke

Now it finally lay ahead of me, the new kit of the ARGE Gauge 0.

It is a model of the Gms 30 (or Gmhs 30 – the „h“ stands for steam heating pipeline – but only a part of all wagons were equipped with it) or better known as “Oppeln”. This type of wagons was one of the first that were completely welded. A total of 28.077 copies were produced. It was constructed for high speed (90km/h) and could be adapted to the Russian Broad Gauge. The last vehicles of this type were sorted out at the DB in the year 1979.

Subtitle:

Convincing from the beginning

Even when unpacking the kit the already properly soldered chassis with roof and the various bags are catching ones eye, in which the individual module components are packaged. During the assembly this proved to be advantageous in case of the facility of inspection as well as the simple classification. The very extensive manual with its various drawings and the attached CD with additional pictures of individual sections are excellent. Similarly amazing is the variety of the included assembly calibres and devices, mostly milled from Pertinax.

As examples for the excellent preparation and the sophisticated manufacturing process of the kit I want to mention the production of framework, front profiles and brake linkage.

By inserting and adjusting the crawler supports – they have previously already been equipped with all necessary attachment parts – into the narrow slots of the buffer beams, an already fairly solid unit can be achieved. Now a milled sheet has to be inserted into the buffer beam, which straightens along the crawler supports. The central crawler supports and the cross stays are fitting perfectly into the milled sheet and will be in the accurate position after soldering. Now the crossbeams have to be soldered between the crawler supports in the correct height and the right position by using one of the Pertinax calibres, mentioned above. Despite its delicate appearance, the framework offers a surprising consistency. Now the anchor point for the brakes, the brake bearing, the extension spring and so on can be built in.

The manufacturing of the front profiles (Peiner or double-T-beam) is much easier as expected. For this again a special solder gauge is attached. The pins of the tie-bar have to be plugged through the slotted chord and the also slotted calibre and have to be fixed onto the bottom by using the attached brass keys. After that the chord and the tie-bar have to be

soldered together. These manufactured T-profiles now have to be attached to the front of the wagon. The upper chords have to be tin-plated on the grooved side by using a small strip of Pertinax and afterwards imprinted to the bars, grooved side down, justified and soldered from above.

Analogically simple is the assembling of the axle brake rigging. Since it is only fixed to the stirrup pieces or to one fixed point, it always was a troublesome undertaking to fit this assembly unit in a proper, symmetrical and parallel way to the model with the correct distance to the wheel circumference.

Again the calibres are helpful additives. The brake pads, the triangular brake beams and the stirrup pins have to be positioned directly into the calibre and just soldered together. With the help of another building additive, which has to be clamped into the axle bracket, the module can easily be added to the crossbeams. Now the pads do stuck in the correct positions to the wheel and the actuating levers can be soldered to the particular stirrup pins.

I can only recommend sticking to the building procedure of the description quite accurately to avoid a removal of already mounted components in order to come near installation areas, where other components have already been assembled.

Subtitle:

Conclusion

This carriage, produced by Mr. Petau, is a very precise and true to scale model of the vehicle, described above. All the details of the original are reproduced delicately. The kit really does contain all necessary parts for the assembly. The milled, etched and cast components are coordinated precisely and do require little reworking (burring and separating from the cast tree and neatening). The kit can be assembled by using commercially available tools such as a 30/80 watts soldering gun, files, flat and round pliers, side cutting pliers, a measuring gauge, several drills ranging from 0,6 up to 2,0mm, small glue presses and hair clips. Everyone who eventually had used a soldering gun before and sticks accurately to the construction manual will surely be able to cope with this task.

Source for the kit:

ARGE Spur 0 e.V.

Thomas Otto

Am Wiesenhof 86

60529 Frankfurt/Main

Email: btotto@freenet.de

Info: www.argespur0.de

The kit costs € 375 (plus shipment € 4,50 within Germany) and is available in the scale of 1:43,5 or 1:45

Picture headers:

No.	Text
1	The axle brake linkage with brake pad, triangular brake beam and stirrup pin
2	Close-up of the very delicate executed brake system
3	View from below to the readily painted chassis
4	A noble carriage: the finished Oppeln after painting and lettering

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Category:

Layouts

Bar:

A Gauge 0-Diorama of the Special Kind

Header:

Vive La France...

Intro:

The typical cosiness is well known as a characteristic attribute of the French people – marvellously converted into a Gauge 0-diorama

Author: Wolfgang Oellrich

Pictures: Manfred Weihrauch

Today, like every other day, Monsieur Gérard Trouvier is spending lunchtime in his favourite café on the corner. At the „Chez Germaine“ they truly know how to pamper their guests. „Jaques“, the courteous waiter is not only coming up with all kinds of coffee specialities, he also is rightfully proud of his well-assorted wine selection and all kinds of domestic and exotic spirits.

Monsieur Trouvier indeed does appreciate this and enjoys the daily paper while having his cup of coffee and his carafe of Chardonnay, like every other day. With it he is having one of Louis Germaine`s homemade quiches. He is the proprietor of the café, which is family-owned since decades. Anyone who enters the café will immediately identify the corpulent boss in his white pinafore. And if you do not discover him at once, you surely will hear his resounding laughter out of the kitchen. For scarcely anybody is striving for the physical wellbeing of his guests with so much joy like he does – the “Kind Louis” – his nickname, not only known to the residents of the small French town Auneau. Seeing so much charisma nothing ever will upset Monsieur Trouvier. Not even tomcat Fridolin, who is sneaking around the tables at the „Germaine“ like he does every day, hoping to get hold of one of the here served delicacies.

Also the overdue delivery of his car at the neighbouring workshop does not seem to worry Monsiuer Trouvier at all. Especially as the owner of the workshop, Monsieur Baudin, is sharing his client`s hobby: he also seems to enjoy the good wine at the „Germaine“. So take it easy! Laissez-faire! ... or: living the good life!

Anyone who wants to experience more about these and other lovingly designed dioramas in the scale of 1:43 should desperately visit the Atelier Belle Époque in Auneau. Besides the here shown diversified details of fixtures, also entire buildings and already completed dioramas are specialties of the “artists studio”. You will hardly believe the variety of accessories, which are available for layouts in Gauge 0, 1 and 2.

Source of supply:

A.B.E – Atelier Belle Époque

19 bis Rue Saint Rémy

F-28700 Auneau

Email: abe.q@free.fr

Info: <http://abe.q.free.fr/>

Picture headers:

No.	Text
1	What a cosiness this scenario shows: a diorama, which does captivate every railway modeller, even without trains.
2	The flagship of the „Germaine“ for years: Jaques, the invariably smiling waiter
3	Here, wine and other delicacies are consumed with pleasure: the „Germaine“ is inviting the guests to stay
4	Advertising signs, curtains, counter, bar and characters: the authentic impression of the displayed scenes is incredible
5	Monsieur Baudin is recovering from stressful work at the workshop ... and if need be, even longer than the lunch break

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Category:

Technology

Bar:

LEDs – the Alternative Solution to μ -bulbs

Header:

Proper Light!

Intro:

In the recent years light emitting diodes (LED) did experience an abrupt development – we shed light on the possibility of using the latest generation on model railways

Author and Pictures: Klaus-Gerd Schoeler

Until a few years ago LEDs could only be used for taillights and signals, and only conditionally for interior illumination. Neither the chromium oxide yellow LEDs nor the cool white ones with blue portion were really suitable for top lighting, even for indoor lighting at least the cool, white LEDs were inappropriate. Meanwhile the so-called warm white or Sunny-White LEDs are available.

Subtitle:

LED Technology

Up to now no pure white light can be generated by using semiconductor materials. By the help of artifice it is possible to produce white light with more or less blue portion. Warm white or Sunny White light is generated using the chemical agent phosphor, which is inserted via the chip inside the plastic body. Unfortunately, depending on the manufacturer these LEDs are differing a lot in terms of light quality, the doping with phosphor does not in all cases create natural illumination. Partly this is due to the different patents of around a dozen manufacturers of white LEDs, who had to find methods to avoid the trademarked manufacturing processes of their competitors. Despite these difficulties, most of the white LEDs meanwhile are qualified for our intended purpose.

One white LED importer of execution is the company „LEDBARON“ and they do try to offer suitable products for model building and model railway use. Some time ago I had received some new China made white and white/red LEDs. The pleasantly warm white light was surprising. Anyone, who expects that kind of illumination, which miserable lamps like kerosene lamps or carbide lamps are reflecting, will be disappointed, for the LEDs are shining in a warm white light. So they can be used for all “modern” electrical lamps on steam and electric locomotives as well as for railcars and control cars. In my opinion these warm white LEDs can replace all front light μ -bulbs including Epoch III vehicles without being displeasingly.

The LEDs necessarily have to be operated with the help of a limiting resistor and in case they are not connected in series, a limited resistor has to be connected ahead of each LED. If the LEDs are connected to the lighting or the mode of operation outlet of a decoder the ohmic resistance should be within 15kOhm and 22kOhm.

Subtitle:**Prejudices and lack of knowledge**

At the DB locos frosted or opalised bulbs with a rather spherical glass plunger are used for the front lighting. The filament is not visible at these bulbs and that is why the frequently used μ -bulbs in model locos do not reflect the original accurately. By the way, they are not even correct. Nearly all μ -bulbs do possess an elongated and not a spherical glass plunger and they also are not whitely frosted. In addition, these lamps are giving a rather faintly light. The reduced supply voltage is the reason for this, which helps to elongate their durability. Considering that the original light was not at all brightly and white, it probably was a problem of the low on-board voltage respectively a lack of maintenance.

Under these circumstances and thanks to improved manufacturing technologies the meanwhile available LEDs are able to realize top lighting, which are on one hand true to the original and on the other hand offering an extremely long durability, where complex voltage stabilizers no longer are required.

For quite a while the company LEDBARON is now offering model railway compatible warm white LEDs in a very small structural shape (0603) with soldered magnet wires or with thin and insulated edging, so that tricky soldering of lead-in wires no longer is necessary. As a special feature I received some warm white/red LEDs from the company LEDBARON in advance. The development of these LEDs was initialized from a model railway friend of mine from Berlin, who initially had asked for Gauge H0 LEDs. After a longer experimental stage these twin-LEDs, which are highly interesting for model railway use, can now be manufactured in China. Unfortunately the red chip does not lie in the centre of the ultra-small rectangular LED (structural shape 0605) like the white chip does, but that does not mind at all. In terms of manufacturing and due to the doping with phosphor there was no other option available on this small area.

The polarity of the LEDs is adapted to the decoder. The red and the white chip are connected to the anodes, so that both cathodes can be directly adapted to the outlet of a decoder via limiting resistors (red ca. 10kOhm and white ca. 18kOhm). Regarding the size these LEDs, structural shape 0603 do also fit into the small DB lamp housings without any problem. The laying of the insulated magnet wires should be done with caution to avoid damaging the insulation of a ridge inside the housing.

Subtitle:**Spherical shape thanks to 2CA**

Replicating the spherical glass plunger of the original lamps kept on bothering me. I chose the LEDs with magnet wires and twisted them carefully, so that the ridge outlet is right in the middle of the narrow side of the LED. After that I carefully dipped the small LED wires into a two-component adhesive (2CA) and then took them slowly out of the adhesive mass again. For this procedure some practice is necessary. In case the drop is too large, it has to be removed on a piece of cardboard and dipped into the adhesive once again. By rotating and with some skill and practice a spherical shape can be achieved. For hardening the LEDs have to be clamped into a clothespin uprightly. In case the spherical shape still is not satisfying, with a little skill it is possible to use the viscosity and the desired spherical shape will emerge. If the plastic mass turns out to be longish or drop-shaped, it is necessary to raise the LED at the wire again during the soft stage, so the drop will regress to a spherical shape. In case the body is not evenly round it slowly has to be turned a bit.

Surely not every lamp will turn out perfectly, but the LEDs are cheap and so no one should worry about some failures. Dealing with the 2CA adhesive some previous testing have to be made, the more milky the colour is after hardening, the merrier. The manufacturing process itself can be protracted without any problem, unless you are an impatient person.

During my first trials I unfortunately had a slightly yellowish 2CA (Weicon Epoxyd Minutenkleber) on my proposal, so I mantled the lamp imitation with white nail polish.

I painted the twisted cable with black CV-colour from the company Antal. This procedure offers many advantages. On the one hand the twisting is no more visible, because the elastic coating is filling up well and on the other hand an additional electrical insulation can be achieved. This will protect the wires from mechanical damaging and the most often associating electrical damages. Certainly all other colours, which do not harden in a refractory way, will work.

In order to complement the original look a short piece of black or yellow cable insulation (used for brass-coloured sockets) has to be pushed over the magnet wires until the resin drop is reached and now the DB bulb is completed.

During the work with LEDs an operational test should be made after each step as a precaution, to verify if the LEDs are shining still – during the test with direct voltage do not forget about the series resistor.

The radiating characteristics are an interim solution, though. In contrast to the original, where the light bulbs are radiating all around the LED is only radiating to one side, Although the plastic casing does diminish the transitions it does not help to illuminate the complete side.

Subtitle:

LEDs for almost all applications

The company LEDBARON also offers red LEDs, structural shape 0402 for eminently tricky uses. They are almost invisible to the naked eye. In this case also soldering experts will be glad to see, that extremely thin magnet wires are already soldered. These LEDs are for example suiting well for replicating the red taillight of road vehicles. Also the red control lamps inside the cab can perfectly be reproduced. The latest message is, that first trials with warm white LEDs of this ultra-small structural shape are running promisingly, so that they can be expected soon.

There are no limits concerning the various range of application of μ -LEDs. A model railway friend of mine from Switzerland crafted new small table lamps for my SDG restaurant car, which were equipped with theses LEDs. At the same time the yellowish ceiling lighting was exchanged for a white one. The table lamps as well as the ceiling lighting is separately switchable in groups via a decoder, the effect is excellent. Thanks to these LEDs the Hübner/Märklin railway reconstruction vehicle now also does possess a front light and a taillight.

These LEDs should also be suitable for gearing illumination, since they do fit into the brass-precision casting lamp housings perfectly and the small ridges are almost invisible.

I would be glad if some readers would come forward with a proposal with further applications for LEDs via letters to the editor. And anyway, enjoy yourself and, of course, have a lot of fun and success while experimenting.

I additionally want to call your attention to the Super Golden White LEDs, structural shape 603, from which I received some samples for testing purposes right after completion of this article. Because of a stronger doping with phosphor a slightly yellow white was produced. This white is presumably suited well for replicating the rather dimly lit lamps of steam locos, unfortunately hereof no white/red hybrid-LEDs are available.

Picture headers:

No.	Text
1	Head light equipped with a customary μ -bulb
2	Bulb (right) in comparison with LED (left)
3	The ultra-small twin-LED offers white...
4	...and red light
5	Comparison of LED sizes: above the structural shape 0603, below the ultra-small LED 0405, each already wired
6	The LED is dipped into a two-component adhesive ...
7	...and thereby receives its nearly spherical shape
8	The spherical LEDs after drying
9	Head light of the V65 equipped with LED, without illumination ...
10	...and after switching on the light
11	Cabling of the LEDs on the circuit board with adequate limiting resistors
12	Table lamp equipped with mini LED
13	The table lamp inside the restaurant car after installing. Via a decoder the lamps can be switched separately

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Category:

Layouts

Bar:

Fortunate Potatoes from the Free-Range Farmer – A Diorama in Gauge IIf

Header:

„Rymenzburger Chnollenbahn“

Intro:

An unusual title for a very special showpiece – the now presented diorama will not only inspire Gauge II (narrow gauge) enthusiasts

Author: Wolfgang Oellrich

Pictures: Manfred Weihrauch

Anyone who had the opportunity to visit the „KS-Modellbautage“ in Stromberg at the end of September had hardly missed the here presented layout segment. On an area of less than 2 square meters, model builder Marcel Ackle, well known far beyond the borders of his confederate home country, presented his „Chnollenbahn“. The already completed parts of the showpiece have a depth of only 66cm and altogether a length of 198cm. The modules are originating from IG Gauge II standard for light railways or Gauge IIf with a track width of 26,7mm. Accordingly, this layout piece is compatible with other modules.

Subtitle:

The Potato Road Haulier

However, it is the small size of the layout that makes the difference. Agricultural transport is the subject of this lovingly arranged light railway; precisely spoken – it is all about potatoes – in Swiss dialect “Chnollen”. In order that they will reach their destination safely after harvesting a light railway was built in the Rymenzburg valley. The potatoes have to be transported from their collection point to the potato distillery. The latter is to be seen on one of the following layouts, which currently are under construction. The layout will be expanded gradually and anyone who is visiting some exhibitions from time to time, where the “Chnollenbahn” is taking part in, can take a look at the particular construction progress. Details can be found at the website of Marcel Ackle (see box).

The “railway network” in Rymenzburg is rather modest and was completely self-constructed. For the scale implementation of the 600mm original track in Gauge IIf with 26,7mm Gauge the profiles from the company Old Pullman were used with a track height of 3,2mm. The profile is in accordance with a light railway track with an original track height of 70mm. Profiles taken from the Gauge 0 track system by HEGOB can be used alternatively. Also the (so far) only existing switch on the layout was self-constructed, including the true to the original switching mechanism.

The buildings on the modules do not originate from existing ones; in fact they are the result of ones own inspiration. Everyday ideas are set out in simple sketches and the ones that appeal to the constructor, are implemented to constructional drawings. All other layouts are ending up on the cutting room floor. As construction materials plaster as well as wood,

brazen leftovers and aluminium foil are used. For the landscaping mainly Heki-flor is used, combined with natural materials. Apart from that for example self-made weeds are etched by using a small brass plate and “bedded out”. Besides, there are all sorts of material from kitchen and garden to be found on the layout, such as sifted humus, small stones, sand, branches, rooty parts, parsley, tea herbs and more. Of course always dried and if necessary also heated to keep the natural materials aseptically.

Even the vehicles on the „Chnollenbahn“ are self-constructed individual pieces. In Rymenzburg so far a light railway diesel DL8 is in operation (according to the original from Diema). The light railway lorries were made from brass plates, as well as the engine. A speaker, which ensures an authentic sound, is located under the “bonnet” of the DL8.

Subtitle:

Lots of details as far as the eye can see

As soon as the light railway diesel is set in motion unhurriedly, the eye of the visitor mechanically follows the scenery – and stops shortly after, getting stuck to one of the various details, which are only visible at a second glance.

Starting with the weathering of the vehicles and the loading of the light railway lorries. It is shown that not only potatoes but also other crop is transported in wooden boxes. So, from time to time the light railway is diverted from its intended use by transporting wood.

The old locomotive shed urgently needs a new roof – the fresh beams do demonstrate, that obviously the work already has been set in motion. The diesel fuel station, made of two old and rusty barrels with a hand pump, provides for the necessary fuel supply.

The tracks of the light railway are already partly overgrown by weeds. Similarly, all kinds of trailing plants are afflicting the buildings. The access to the earth closet is fastidiously kept in good condition by the light railway stuff ... you never know.

Also the framework storage obviously has seen better days. Bricks, which had fallen down were only fixed provisionally.

The entrance to the refuse bunker is reminding of an ancient arch-gallery, where no one should trust the beams.

Besides the weathered buildings, the various details are bringing a naturalistic touch to the scenery – it is obvious that the builder had given all his heart and soul to this layout. No wonder that since the first step towards realization of the Rymenzburg „Chnollenbahn“ meanwhile more than three years of construction time did elapse – calmness is hip, not only in France!

Further information concerning Marcel Ackle`s model building activities can be found on the Internet:

<http://www.feldbahn-modellbau.ch/>

Picture headers:

No.	Text
1	The shed of the light railway is a bit in need of renovation ... and the ravages of time did already gnaw at its diesel locomotive
2	An overview about the modules of the Rymenzburg „Chnollenbahn“: just 1.3 m ² are enough for the complete scenery
3	A broken window, the paint tin dumped ... with shock tomcat Paul is lifting his tail
4	... just because Potter, the dog again was not able to control his passion for hunting
5	DL8 on its way with a load of crop
6	To identify the one, who had left the earth closet head over heels, will probably remain a mystery forever more
7	Self-constructed switch with true to the original switch mechanism
8	The freshly lubricated DL8 hits the road with its next loading
9	The diesel service station with hand pump – a real eye-catcher
10	The storage shed of the Rymenzburg „Chnollenbahn“: architecture at its best!
11	Self-constructed detail: the push cart – start counting the rivets
12	The green stuff even sprawls out of the water tub: here natural materials were implemented skilfully
12A	The master himself in action: Marcel Ackle at the KS Modellbautage
13	Another example for a perfect implementation of natural vegetation
14	A detail aside: the weathered gully cover, which was inserted in-ground
15	Versatile like mother nature: blooming herbs besides trees and bushes: here model and reality are melting into each other
16	Still in a good condition: the accommodation of the plant management
17	The light railway on its way to the storage gallery: we are curious to see what is coming next!

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Category:

[Portrait](#)

Bar:

[The Aster Europe also known as Twerenbold Modellbau AG](#)

Header:

[Committed to Live Steam](#)

Intro:

[More and more model builders are getting Live Steam sympathizers, the company Twerenbold is wholeheartedly attending to this special sector – we introduce the Swiss company](#)

Author: Dr. Wolfgang Oelrich

Pictures: Manfred Weihrauch, Remo Twerenbold

The Twerenbold-family and their team do belong to the specific model railway manufacturing companies, which one can already smell at exhibitions before taking a close look. Just like recently during the traditional Live Steam Meeting in Cologne. On the upper floor of the exhibition hall they are on the go: the live steam locos. Young and old are storming the stands to watch the steaming locos moving.

The latest crowd-puller at the stand of Aster Europe this year was the French 140 C (see also our test report in the 012-Express, edition 03/08). In addition to the already delivered and alcohol-run locos now a live steam loco running with charcoal is accompanying. The technical operation is not an easy task and therefore only suitable for real live steam experts!

For more than 30 years the company Twerenbold in Wohlschwil is producing Live-Steamers in small batch series on a scale of 1:32. Since 2005 the family-owned Swiss enterprise took on the responsibility for Aster Europe. This does not only include importing the models from the Japanese head office, but also the development of Aster Hobby Live Steam Loco models for the European market. Furthermore, father and son are available for helping the live steam community with words and deeds every day.

Subtitle:

Live Steam – Vivid Steam

Since 1975 the company Aster is manufacturing first-class Hobby Japan Loco models according to British, American, European and of course Japanese originals.

But what is characterizing a live steam model particularly? In principle and in accordance with the original thermal energy is converted to mechanical action, in contrast to electrical driven models. Therefore, as a basic principle also the same components are used. These are a burner, which heats the water in a copper boiler for steam generation, a fully functional gearing with working piston and control piston together with a corresponding controller, as well as a tank for the operating fluids (alcohol, coal or gas) and of course distilled water! Similar to the original, the operating fluids are stored inside the tender. Locomotive and tender are connected with each other via cables. A hand pump is housed in the tender, so the boiler can be filled with water manually. Almost all locos are equipped with a water column

gauge glass for controlling the water level inside the boiler. Depending on the type of the loco also gas or real coal operation is possible. The best way of combustion, which comes as close as possible to the original principle, is the firing with denatured alcohol. In this case the burner always needs ventilation to start a fire properly and to achieve the best heating energy. While the loco is not in motion this is taken over by the so-called blower, during the movement by the exhaust of the cylinders. In order to achieve the necessary induced draught while the engine is cold, which means before the boiler has got enough pressure to ensure the work of the blower, an aspiration fan is used, which has to be attached to the chimney. As soon as in a little while approximately 2bar inside the boiler is reached, the blower will take over this function and the fan can be removed.

So, many physical and thermodynamic processes do behave all the same – on the model and the original locos. But precisely this is the special appeal of the live steam hobby – which only can be beaten by driving an original live steam loco!

Box

Contact:

Aster Europa

Laubisbachstrasse 17

CH-5512 Wohlenschwil

Switzerland

Tel. +41 56 491 29 85

Email: info@astereuropa.com

Internet: www.astereuropa.com

Picture Headers

No.	Text
1	The Aster 140 C on its way, shown here on an outdoor layout
2	Mr. Twerenbold Sr. and Jr. doing quality assurance in Japan
3	The stand of Aster Europe
4	The master himself in action: Remo Twerenbold and the 140 C

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Category:

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Bar:

Module Meeting at the SEH Heilbronn

Title:

„One“ Meets Original

More than 40 participants followed up on the invitation of the "Süddeutschen Eisenbahnmuseum Heilbronn" in mid-September and contributed their modules for the seventh time to build up a huge model railway layout on an area of around 60m x 25m on a scale of 1:32. The "Modellbahn-Team-Spur 1 Heilbronn" did provide for a regular operation in the truest sense of the word, for they again provided the radio-controlled electronics, which guaranteed a lot of driving pleasure with some long train-sets and special locomotive variations as well as self-constructed ones.

As in previous years all model builders met on Friday for building up the large modular layout. Upon completion of the construction work and the electrical and electronic equipment the first trains were ready for operation already on late Friday evening. The "very hardy" railway modellers did camp next to the layout and started driving operation already on Friday night.

In addition to participants from all over Germany and Luxembourg this event also attracted Gauge 1 railway modellers from other neighbouring European countries, for example visitors from Italy. They all spent two eventful days in Heilbronn.

A variety of Gauge 1 manufacturers and traders completed the range of products inside the huge hall. The visitors were able to acquire the latest innovations and to hold intense professional discussion.

Traditionally, the visitors were appealed to judge the displayed modules. "ARGE Spur 1 Hannover" was ranked number one, followed by Hans Wunderlich and Wolfgang Flinsbach and their modules in accordance with Swiss motifs.

All in all Heilbronn once again was a wonderful event for all participants and we are already looking forward to the 3rd Module Meeting in Borken on the 28th and 29th of March 2009.

Rüdiger Peckmann

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Category:

Info-Express

Bar:

The 11th KS-Modellbahntage in Stromberg

Title:

An Exiting Gauge 0 Event

The KS-Modellbahntage in Stromberg, initialized by Mr. Strümpfl once again was a great success. Not only various traders but also numerous manufacturers did respond to the call on the 20th and 21st of September and appeared in the Hunsrück area.

Besides purchasing of new and used vehicles as well as accessories the numerous visitors could rejoice in the here presented beautiful layouts and modules. We already gave a detailed account of the very attractive dwarf factory and the first Hagner module in past editions of the 012-Express (issue 3 and 4/2007). Our special highlight in Stromberg this year was Marcel Ackle`s light railway in accordance with a 600mm original. This beautiful module did inspire us to write a detailed report in this issue of the 012-Express.

But what is the real fascination of the event in Stromberg: the visitor gets involved in the events and is in fact experiencing them. This includes more than just operating demonstrations, it also happens, that the actuator is given to the wondering visitor. The hustle and bustle inside the hall does by no means constitute a normal vending get-together. Moreover the charm of this event is the interchange of model building ideas and the practical performances and workshops. Through this Stromberg is by now the traditional meeting of those who want to experience our hobby – and not only standing on the sidelines. Too bad, that there was not enough space for more exhibiting companies. There surely will be more than enough interested traders. The Gauge 0 community is increasing!

Category:

Info-Express

Bar:

16th Eurospoor in Utrecht, Netherlands

Title:

International Potpourri of Model Railways in the Netherlands

From 24th till 26th of October this year the organizers of the Eurospoor counted more than 18.500 model railway enthusiasts. Due to the generous room layout in hall 1 all of the 50 model railway layouts were easily accessible to the audience all of the time.

One of the highlights for us Large Gauge modellers certainly was the modular layout of the "Spur-1 Team Netherlands". Lots of self-constructed locos were busily shunting in the area between two head stations. It was not only the sound and the steam, which attracted numerous visitors.

For the first time Gauge 0 fans had the chance to take a look at the layout of the „PN160“ from Paris. The team, which originally was focused on Gauge „N“, did get involved with scale 1:43,5 some time ago and converted an American original to a model: the Merchant Row System (MRS) from Michigan mainly is transporting goods in the large industrial area between Coleman and Detroit. Correspondingly the scenarios of the various industrial plants are impressively designed.

Udo Pfannkuche was present in Utrecht to show his worth seeing steam loco Bw in a scale of 1:22,5. Various details showed operating procedures to the visitors while maintenance and support of the locos.

The "Spor II Club Holland" showed powerful driving operation on their exhibition layout with LGB vehicles as well as self-constructed ones.

Overall, Utrecht was once again worth a trip – in case you do not live nearby, why not making the leap across the border!

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Category:

Info-Express

Bar:

Anniversary Meeting in Sande

Title:

20 Years On Large Gauges

This year the Large Gauge Modellers in Sande celebrated their twentieth anniversary and for this reason the house was rocking on Saturday. Temporarily the large hall of the “ARGE Große Spuren Weser-Ems e.V” was completely packed.

On Sunday it calmed down a bit and operating the layouts by the visitors themselves was possible, which they actively did. Especially the coexistence of Gauge 1 and Gauge 0 on firmly built layouts are not often to be found in the here shown expansion, additionally some really worth seeing layouts were inspiring.

This time the Gauge 1 modellers showed a really good weathered silo wagon block train, Hartmut Stöwer introduced his six sophisticated Hübner Ucs-wagons, which were differently weathered in accordance with original pictures – a sight to behold. Anyone who is operating brand new vehicles may start wondering, if weathering could be an option.

The Gauge 1 modellers from Münster brought the brand new BR39 from KM1 with them, so it was possible to get an impression of this huge, Prussian trailing tender loco during its operation on the longsome Gauge 1 layout. A train set of 6 wagons from 3-axial converted wagons was no challenge at all for the quadruple coupled loco and its operation behaviour was optimally, the sound also was appealing.

Two H10 centre pivot plate wagons from the company “Zimmermann-Trains” were to be seen on the Gauge 1 layout, as a loan from “Lokschuppen Hagen-Haspe”. Both of them were wagons in a real high-end museum quality, which normally no one gets to see. The company DEMKO had additionally provided two Hercules, unfortunately the locos could not be shown in operation due to problems with the digital control on the Gauge 1 layout, which was not caused by the locos.

Therefore a DEMKO Hercules in a lower scale was in operation on the Gauge 0 layout and it proved its value during hard layout operation.

As every year a larger number of traders and manufacturers were on the ground, also Mr. Wunder did not miss the chance of attending the event and made a trip of 560km from Viernheim. The various paint versions of the Gauge 1 E10 in crease design could be gazed at, especially inspiring was an overworked hand model of the E50 in Gauge 1, where the bogies were meticulously replicated – a real feast for the eyes.

The market entry of the company Lenz to Gauge 0 products seems to have stimulated especially this sector, because a lot of blunderbusses and locos were in operation. Also the majority of traders were offering interesting Gauge 0 materials in an excellent quality.

Also talk shopping with colleagues did not missed out. In Sande like-minded model builders are meeting every now and then, the pleasant atmosphere and the entertainment is very inviting. Due to the fact that so many active model builders are coming together in Sande plenty of tips are offered. Everyone who is interested should schedule this meeting for the next year. The exact date will be published early enough in the 012-Express as well as on the internet.

Klaus-Gerd Schoeler

Contact:

ARGE Grosse Spuren Weser-Ems e.V.

Bernd Molnár

Feldmark 46

26389 Wilhelmshaven

04421/83660

Email: bernd@molnar.de

Internet: www.spur-1ns.de

Mailing Address of the Clubhouse:

Breslauerstr.9a

26452 Sande

Category:

Info-Express

Bar:

Expo-Trains 2008 In Luxembourg

Title:

Spoilt for the Choice in Walferdange

Altogether 18 model railway layouts and exhibition layouts the AMFL (Luxembourg Model railway association) had to offer at the „Centre Prince Henri“ in Walferdange on the 8th and 9th of November. One main focus traditionally was the dioramas and layouts in a scale of 1:43,5 (or 1:45) in Standard Gauge and Narrow Gauge.

As always, the international participants did attract an equally international audience from Benelux, Germany, England, France, Switzerland and Scandinavia. And the visitors certainly were not at all disappointed! Superlative dioramas, such as Marcel Ackle`s „Chnollenbahn“ in Gauge II f on Gauge 0 tracks (please read our layout report in this issue) and the famous „Beachley Dock“ from Hans Louvet in Gauge 0 were also represented like „Mine de Fer“ (Gauge 0 f) from the French Escadrille St. Michelle. In addition to further Narrow Gauge layouts from the Netherlands the company ARGE Gauge 0 presented a Narrow Gauge station.

A model railway get-together rounded up the variety in Walferdange – Luxembourg again was a big hit for railway modellers!

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Category:

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Bar:

The 13th Model Railway Fair in Cologne combined with the 5th Cologne Live Steam Meeting

Title:

Chatting in Cologne

Around 70.0000 visitors came to the Cologne “Messe-Ost” on the 6th and 9th of November to visit the model railway exhibition. 192 exhibitors, including 20 from abroad were presenting vehicles, accessories and layouts in all current scales to the wide audience. The organizer presented this exhibition with the slogan “Fun for the whole family” and his plan was completely right. The various layouts and workshops were captivating the adult visitors and the little ones were fascinated due to the LEGO-Fan World, which was initialized here for the first time.

But not only as a “family world” the Cologne exhibition was convincing, also die-hard railway modellers were satisfied. Klaus Brömstrup presented his modular layout in Gauge 1 with self-modified and sophisticated vehicles, which was very interesting for all Large Gauge fans (please read our report in this issue).

At the Märklin stand the long announced series 24 and the new track system was to be seen – unfortunately, still no accurate information concerning the ultimate delivery dates are available.

KM1 however, again did create a lot of steam. Besides series 39 new characters and the 4-axial luggage and post car in their ultimate painting could be gazed at.

The company Lenz is continuing their Gauge 0 range consistently. Certainly the newly available starter kit will contribute to the further launching of the “medium Gauge”.

Furthermore the accessories manufacturers had to offer various novelties in Cologne, shortly before Christmas. In our category “Showcase” in this issue we put the most important ones at your proposal.

The Live Steamers brought full steam to the exhibition hall. Besides Gauge 1 performances of the companies Wyko and Aster also many visitors did not miss the chance of having a go at the 7¼ inch-5 inch combined layout.

In the end everyone was satisfied: exhibitors and visitors of the Cologne fair – the “Modellbahn” once again was a fair at a high level.

Category:

Info-Express

Bar:

Events - Schedule

Subtitle:

Model Building World in Osnabrück

On the 15th of February 2009 the exhibition "Welt des Modellbaus 2009" will take place at the Autohaus Härtel, Mindenerstraße 100 in Osnabrück.

The branch line station Brömmelburg modules in Gauge 1 will be on the spot. Hartmut Stöwer will show a good's forwarding diorama and a selection of his sophisticated vehicles. Ernst-Peter Weischenberg will show ways of constructing a true to design overhead contact line, he also will demonstrate his sound projects and will help to optimize your model, too. Helmut Schemmel and Klaus Nagelschmidt will show sophisticated Gauge 1 models in different phases of construction and they will demonstrate them in motion on a test rack. Uwe Teichmann will give an overview of model trees in Gauge 0, 1 and 2 and he also will offer a workshop during the exhibition. Interested exhibitors may register until the 15th of January 2009 by using the Email address below.

Opening Hours:

15th of February 2009 10.00am – 6.00pm

Info: klaus.broemstrup@osnanet.de

Subtitle:

Gauge-0-Expo Olten, Schweiz

The "Modellbaugruppe Wangen bei Olten" has joined forces with the "Brugg Modelleisenbahn-Club" in order to accomplish a Gauge 0 exhibition by themselves. It is their concern to popularize Gauge 0 in Switzerland to a greater extent and to enable a meeting of Gauge 0 enthusiasts in the trainmen city of Olten. Their slogan: "Anyone who took part at the Gauge-0-Expo.ch will subsequently know the entire Swiss Gauge 0 ambience".

Several modular layouts and dioramas from Switzerland will be represented as well as Gauge 0 speciality retailers and manufacturers and local Gauge 0 clubs from Switzerland.

Date:

28th and 29th of March 2009

Info: www.spur-0-expo.ch

Contact: Ulrich Rothe - Email: u.rothe@spur-0-expo.ch

Subtitle:

Gauge 0-Days in Buseck

The Gauge 0 Days in Buseck, on the 4th and 5th of April 2009 will again take place at the "Sammler- und Hobbywelt", Kiesacker 5 in 35418 Alten-Buseck near Giessen. This exhibition is the 10th in a row and once again various distributors and exhibitors are expected. Already announced are layouts, which were never shown before. As always, refreshments will be served sufficiently.

Special demonstrations will be offered on Sunday, they will show the building of a small model railway layout on the floor and on tables. Help for the first steps into the world of digital technology will also be available here. All will be simply structured, especially for beginners.

Opening Hours:

4th and 5th of April 2009, 10am – 6pm

Info: www.busecker-spur-0-tage.de

Further Events:

Until the 21st of December 2008:

46. Leipziger Modellbahntreffen

Auf dem Augustusplatz

04109 Leipzig

everyday 10am – 7pm

MEV "Friedrich List" Leipzig e.V. Tel.: 0341/6993920

Info: www.mev-friedrich-list.org

9th – 11th of January 2009:

Indoor Live Steam Meeting in Sinsheim

Info: www.echtdampf-hallentreffen-messe.de

5th – 10th of February 2009

Spielwarenmesse Nürnberg

Info: www.spielwarenmesse.de

12th – 15th of March 2009

Faszination Modellbau in Sinsheim

Info: www.faszination-modellbau-messe.de

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Final Page

Preview

Layouts:

Well built:

From the Rail Track to the Factory

Vehicles:

Well sophisticated:

Modification of Series 01

Modelling:

Well loaded:

Model of a Loading Platform

Technology:

Well switched:

The Uhlenbrock Display Interlocking Machine in Real Operation

Test:

The Good Old 18:

Series 18 by KM1

... and further topics from the Large Gauge scenery...

For currency reasons some articles may be postponed

Letter to the Editor:

Referring to 012-Express Nr. 7 (3/2008):

I just received my 03/2008 copy of 012 Express and I was astounded to see that you offer English translations of your wonderful magazine! Your English translations are very good and I can now follow everything even the technical articles. The article on RC servos is especially noteworthy!

I model U.S. Pennsylvania RR prototypes in Gauge 0 (1/48), but collect locomotives in Gauge 1 (1/32), particularly European models. Keep up the good work.

Bill Box, Coral Gables, Florida

U.S.A., per Email

Letters do not necessarily reflect the opinion of 012-Express. We may edit letters for clarity or length.