

012-EXPRESS

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NOTE to Readers:

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Editorial

Header:

Dear Readers

The contrast could hardly be starker! In many places people are talking about the climate change, we had to experience it firsthand. During our meanwhile traditional visit in “Down Under” at the beginning of every new year the temperature in the South rose to up to 50° Centigrade, our “neighbours” at the other side of the continent were ridden by the flood. Once again it was the water that became the all-dominant force of nature - whether for cooling in the sea, for watering the flowers and bushes in the garden or for extinguishing the threateningly approaching bush fire. Some have too much of, others don't have enough of. Inevitably it is necessary to start rethinking of what we are doing here. While taking a shower the water is turned off for soaping oneself and the dishwater is used to water the fruit trees, which are battered by the drought. And suddenly one is manifesting to be a part of Mother Nature – of which we all were created.

Water and fire were the elements, which had determined the appearance of our railway for a long period of time. How boring former eras would have been without the steaming coal- and oil fired locos, which are still dear to our hearts. The difference to the modern railway is enormous with the invariably rapid trains, which are hastening from A to B. Speed, energy saving, comfort and security nowadays are ranking first in the demands of the passengers. In former times the focus was on managing almost insuperable obstacles and in connecting people and places. In other words - just unhurriedly enjoying the landscape passing by aboard a train. These experiences, which are burnt into our memory – when the 50 with its high-speed locomotive set toughly was climbing the “Geislinger Steige” - are the reason why we converted to desperately nostalgic persons. Who can, according to this, blame the younger generations for not being as enthusiastic as we are in terms of railway modelling?

No wonder for they had no chance of watching the past times original. In this case even no well-intentioned starter kits do help to entice the youth away from the playstation, therefore other measures have to be taken. Simply the spark is missing, the crucial experience! What does Little Kuno know about the „39“, which once was operating in the Ruhr Area? And what does he know about a steam loco of the East German State Railway – and what does that suppose to mean at all? For god`s sake this is not supposed to become an appeal for history lessons in our schools, that are steeped with railway history. But how about that? We as parents could get a little more engaged in familiarising the topic of railway modelling with our juniors instead of just leaving them unattended on the street or in front of the domestic TV! In doing so not even considerable financial resources are necessary, even in difficult times. Nature is offering a lot of material, which we can use on our layouts. We are consistently pointing out this fact in our model building articles.

The market leader in the sector of model railways, who recently became increasingly strained, could feel the effects of this still existing enormous discrepancy between the generations. Apparently the only companies that are surviving are the ones who are getting actively involved in our hobby. Anyone who wants to sell model railways should at best be self-infected with the virus. Supermarket chains, that want to make a fast buck, are out of place in this case. The manufacturers of small and medial series are demonstrating how. Once

again we are ending up at our Large Gauge. Amazement is expanding by means of the multiplicity of novelties, which can be found on the market, in Nürnberg and beyond the fair. The manufacturers are offering real redevelopments instead of a dozens of versions of one model and they are continually expanding the range of accessories. Some of the suppliers and also some prospective customers of models in a scale of 1:87 and lower may turn pale with envy.

A tremendous contrast to the former simple transformers also is to be observed in the field of developing control units for model trains. The trend clearly is the „Touch-Screen-Real-Picture-Display“ including a high photographic resolution. In consideration of the fact that we just turned up the red ruler at our throttle in former times, this development seems to be extremely cryptical. For a smooth operation on our digitally controlled layouts today this may not be regarded as a necessary evil. But probably it will help to spur on the young ones to forget about their Nintendo paddle! Hopefully they will go for a complete layout in the future and do not only use the display for furious simulated train runnings!

In our publication we one again put the subtle contrast to others down to paper. We are certain that our articles about modification and model building will inspire you to implement some ideas to your own layout. In our layout reports you surely will find one or two motifs for your individual use just as well. Our test report may provide you with necessary information concerning current mid-sized series models. And what else have we got? Oh yeah, the variety of novelties, which we collected for you in and around Nürnberg.

And finally: don't you be contrastive and keep taking much pleasure on our hobby – also in difficult times no one can put us off ...

Yours sincerely

Wolfgang Oellrich

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Showcase

Bar:

Toy Fair 2009 (Spielwarenmesse Nürnberg)

Header:

Tears On the Anniversary

Intro:

What was new for us large gauge modellers in the anniversary year of the Toy Fair in Nürnberg? Here is our Fair Report

As always we also downloaded the Hall 4a layout from the web page of the Toy Fair this year in preparation for our “fair presence”.

Right away the huge and almost one-third of the whole exhibition place covering square is catching one’s eye, and all other, more or less small stands were neatly surrounding this area. And instantly we are coming near to tears on this anniversary due to the news, which we had come to know in the run-up and also during the fair: will there be a huge hole in the future, right at this point? However, out of many insolvency proceedings some prosperous enterprises did arise, which are just sparsely affected by the current economic crisis. But for what reason? Because the management is operating with all their heart and soul. At this point, at the latest, the staff of the market leader should brake out in tears by monitoring how a fistful “consultants” had driven their long-established company into the ground – let’s drop the subject and leave the roller-coasters on the fun fair and rather turn towards proper rails. Maybe the symbolic crocodile, which was reissued in gauge 1 to Märklins 150-year anniversary – finally will keep up the required stamina.

In this spirit we follow the Chancellor’s words and consider this branch of trade to be a draught horse for our republic, like she said so in her opening remarks for the 60th Toy Fair – this might be true concerning still prosperous industries. According to this we are regarding Mrs. Merkels invitation with mixed feelings and being fully aware of the troubles, which our part of the industry has to deal with these days, begging for new blood and financially strong clientele. Therefore somewhat encouraging, the Minister who was accompanying the Chancellor: at least Horst Seehofer is a professing model builder. This is a good start!

And if all stands in Hall 4a would have been as well-attended as the one in the corridor, which was leading to the real model railway exhibition hall, we would not have to worry about the prosperousness of our industry at all. This exhibitor actually is coming from our segment, the Large Gauge Railways! And who knows, maybe next year he is the one who takes over the “Magical Square” ...

With tears of joy we are watching the innovative products for gauge 0, 1 and 2 and once again we are experiencing that we are backing the right (draught) horse, just like you do. Enjoy the Nürnberg novelties with us.

Addie-Modell

Gauge 0: From Wöllstein comes the VT135 for Epoch II and III as a DR or as a VT 70.9 Epoch III DB. The very beautiful rail car, made from synthetic material and furnished with various brass parts, comes with complete interior fitting and interior lighting. The headlight changes according to direction of train. The vehicle is equipped with original couplings. The delivery will be carried out in autumn, also announced was the corresponding trailer vehicle. The vehicle VH14 of the DB in Epoch III with wooden panelling will be delivered as a construction set within a short time. The acid-treated brass model will be completed by various precision casting parts.

Also the variety of tin figures was again extended by for example housewives, who are doing their laundry and pegging out the washing or workmen in various poses.

(Email: info@addie-modell.de)

Baumann

Gauge 0: Various payloads for Gauge 0 wagons and covered goods wagons are completing the large range.

Gauge 1: Baumann is providing a signal cantilever for installation on wall supports or bridges. The model is available with single-winged or double-winged signal. The signal platform is approachable via stair treads; both platform and stairs are equipped with delicate handrails. On request also a powered and illuminated model is available.

Gauge 2: New are a wooden box and a euro-pallet with a load of tyres. The small sheds, that are offered in different variations and the chapel (alternatively with a black or a copper roof) are manufactured from solid timber. In addition there is a portable toilet, which is also made from wood.

(Email: baumannj@t-online.de)

Beli-Beco

Gauge 0, 1, 2: At the stand of the light expert a clever innovation for all hobbyists was showed: a screwable LED "light bulb" including multiplier. The lamp fits in an E5.5 lamp socket and can directly be run with a voltage of 16 up to 19 Volt.

(Email: info@beli-beco.de)

Besig

Gauge 1: New in the range is a working or loading platform for Rws. The model is made from brass and is equipped with a steel handrail. Two types are available, either with 5 or 7 stairs, which can be alternatively arranged on the right, on the left or centred.

The product range of signal posts was supplemented by various whistles, ringing and stop posts, all made from acid-treated brass plates. They are also available as a set of three.

New in the vehicle fleet are the Citroen 2CV, a Fiat 500 and the VW Type 1 Beetle in fire brigade or police car design.

(Email: info@besiggmbh.de)

Dietz Modellbahntechnik

Gauge O - 2: For changing switches and signals Dietz has developed a miniature servo. The S-TL is selectable with almost every customary servo drives.

With the help of the storage capacitor SPK22-E overloading problems are a thing of the past. The charging current is buffered and therefore not all condensers are loaded at the same time. The condenser comes with integrated charging and switching electronics.

For steam, as well as diesel loco operation the advanced smoke generator Dampf-S is designated. This update offers an improved evaporator air capacity and it is exclusively serviceable with a SUSI port.

The model for fire simulation now is available in an even smaller execution and therefore it also is applicable for Gauge 0 locos. The light bulbs have received a plug-in socket.

(Email: info@d-i-e-t-z.de)

Dingler

Gauge 1: The model of the 92 series comes with the familiar richness in detail. The very beautiful brass loco will be available in KPEV, DRG and DB design. The loco will receive a digital control and will be equipped with an ESU LokSound chip.

For all friends of the Swiss Railway Mr. Dingler has published the SBB Be 4/6. The massive E-loco will be available in various versions.

The SNCF BR44 will come in green and black colouring.

The range of Baden-Württemberg passenger trains was carried forward consistently. Also new is the Baden-Württemberg luggage van.

Doubtlessly this year the highlight was the company Dingler`s market entry to the “automobile industry” in a scale of 1:32. While the production at the Swabian original is somewhat stagnating these days, the model builder simply fell back upon the tried and tested. Accordingly first of all a model of the panel van MB319 will come out. The vehicle is completely manufactured from synthetic material with lots of details and will be published in various colouring and lettering. At a later date a pickup truck will join it.

(Email: dingler-gmbh@t-online.de)

ESU

Gauge 0 - 2: The second generation of the ECoS is coming from Ulm this year. The large TFT touch screen is offering an outstanding resolution. With it not only the ease of operation was improved but it also gives a whole new dimension to visual representation. The used locos are no longer displayed as symbols but as real pictures. All function keys now are illuminated; therefore a ninth key for lighting was added.

The ECoS is a multi-protocol digital centre. The locos are controlled via motor-driven cruise control or touch screen.

Gauge 0: The digital centre Navigator is particularly suitable for smaller layouts. The control of locos and magnetic articles can be made wireless via a bidirectional radio link. The vehicles are operated with an integrated joystick; up to 21 loco functions can be recalled.

(Email: info@loksound.de)

Fulgurex

Gauge 1: One of the most famous tender locomotive of the French Railways now comes as model from Lausanne: The Nord / SNCF 141 C. This loco is implemented into a model in the customary Fulgurex detailing and quality. In accordance with the original the valves are actuated by a camshaft („de Caso“ engine). The complete cab interior fitting is a matter of fact. The sophisticated handcrafted model is equipped with a DCC decoder and Sound. The model is available at the end of the year and comes in three versions and a brown or green painting.

(Email: fulgurex.sa@bluewin.ch)

Heljan

Gauge 0: The „Class 37“, which was exhibited last year, now was to be seen in Nürnberg as a completely painted model. The eye-catching blue loco with its yellow “nose” is unfortunately only manufactured for the English market. The beautiful model is equipped with a NEM port and two moveable fan wheels.

(Email: heljan@heljan.dk)

KM1

Gauge 1: Already traditionally located in the corridor to Hall 4a: the Lauinger stand with its amazing exhibition layout.

And as usual Mr. Krug this year once again presented a world novelty: a functioning steam whistle! With the help of a purpose-built smoke generator the steam is coming out of the pipe in synchronization with the whistle – in series 57 this is implemented into a model for the first time.

The most striking model novelty this year is the DB showpiece train. Even today the original VT11.5 is on the way as a museum train. Even the 4-piece set, which consists of the two VT traction-units and 2 compartment coaches possesses a considerable length, for the model is built entirely in a scale of 1:32, like usual at KM1. Due to kinematics the train is reflecting a harmonious appearance and will be suitable also for layouts with a radius of 1020 mm. In autumn next year four versions will be released, in Epoch III and IV each as a TEE- or IV variation. 3-piece supplementary sets, consisting from a saloon coach, a bar wagon and a dining car will join them. The 7-piece train set is reaching a length of more than 4 metres!

The series 23 of the Classic Edition has been announced. The model, made from zinc die-casting and brass will be available in not less than 12 versions. In addition to the high quality drive the loco will offer the usual digital sound and smoke features.

In the future KM1 is expanding the vehicle fleet by introducing the express train class, which was in reality used until the 80s. The offered versions are ranging from Epoch II till IV, accordingly as first, second and third class coaches. The models can be purchased separately or as a set of 3. The short double-decker coaches DBYG 456 are only available as a set of 3. The model is manufactured in mixed synthetic construction. Each set contains one second/third class coach, one third/third class coach and one coach with goods compartment or buffet section. The painting is according to the Epoch steel blue, bottle green or chrome green.

The green version of the standard luggage van Pw4ü 36 / Pw4ü 37 was to be seen in Nürnberg as an already painted model. The brass model will be available in 8 versions, amongst others also in the blue Epoch IIIa painting with streamline cockpit.

Also new are the Bavarian branch line wagons, made from brass and stainless steel. For Epoch I – III they will be available as BCL or CL bay 05/06 and as PwPostL bay 06.

Gauge 1, 0: New in the range of accessories are the single- or double-winged mechanical signals (coupled or uncoupled). The power is provided digitally, the decoder is already integrated to the underfloor engine. Also gauge 0 railway modellers will get excited by the delicate and completely all-brass handcrafted models!

The already announced turning platform will also be released for gauge 0 and 1.

Gauge 1: The range of figures was expanded by more sitting and prepared for travelling ladies and gentlemen.

(Email: info@km-1.de)

Lematec

Gauge 0: The Ludmilla (BR132) is completed as a brass gauge 0 model, which should still be delivered this year.

A brand new sample of the French high-speed loco SNCF CC 6500 was presented in Nürnberg.

Lematec is also developing the SNCF 141 R.

Furthermore the SBB small steam loco E 3/3 „Tigerli“ for gauge 0 was announced.

Concerning accessories for gauge 0 the Swiss company is venturing on manufacturing of tracks and signals. First constructions should be available next year.

Gauge 1: The Ludmilla alias BR132, which was already announced last year, now goes into production. Five versions of the brass model for Epoch IV and V in different colouring will be delivered. Six motors are powering the six axles and should provide for an enormous tractive force.

Gauge 0, 1: Glass cabinets at their best with LED illumination are new in the Lematec product range. The cabinets are custom-made and upon request of the customer they will be equipped with chassis dynamometer.

(Email: info@lematec.ch)

Lenz

Gauge 0: The already 4th edition of the V100 is running on gauge 0 tracks. This loco now is supplemented by the BR212 in red painting for Epoch III and IV. All changes in the shape of the engine are transformed according to the original loco.

This year the V36 comes with extended view roof and with a new standard company number as an Epoch IV vehicle.

Still in construction is the V160, which also will be launched as BR218.

Farther developed is the BR64 – all steam loco fans may look forward to a technically mature vehicle.

The well-established blunderbusses will be supplemented by a set of red wagons.

Brand new and in Nürnberg already presented as a hand model: the 2- VTG tank wagon. Further colour variations will follow.

The radius R11 with 1763 mm will be added to the track range. With it a parallel circuit in addition to the existing R140 is possible. In order that Lenz does not need to tighten their belt, in the future also a simple crossing for the “Y-suspender” from Gießen will be available. Likewise a switch with a 3680 mm branch-off radius and a straight track length of 663 mm is under construction.

The newly constructed electrical track-switch with lantern lighting surely will cause a sensation. Each of the two drive coils is located in a sweeper; both engine and mechanics are executed extremely flat. Operation can be activated either digitally or analogically.

Gauge 0, 1, 2: Of course the company in Gießen is also engaged in new sound projects. The quality of sound at the Lenz exhibition layout cannot even remotely be expressed here, but it should not remain concealed: the performing V36 had received a sound system, which came up with low-frequency notes out of a sub-woofer underneath the layout – anyone who has heard it can barely believe, how a gauge 0 model is able to reproduce such a true to design sound. We are really looking forward to further developments!

(Email: info@spur0.de)

Lotus Lokstation

Gauge 1: New from Austria is the model of the “Fischbauchbrücke”, designed in accordance to a sample in the “Yppstal”. The bridge is completely made from brass and the standard version comes with a length of more than one metre. Other dimensions are also available on customer request.

Gauge 2: In addition to the 3114-1 of the “Mariazellerbahn” this year the brown wagons without emblem or with „Hofstätten“ logo are launched.

(Email: office@lotuslok.at)

Märklin

Gauge 1: The gauge 1 range from Göppingen will gradually be supplied with models out of the (former) Hübner product range. The 4-axle conversion wagons, which are now equipped with functional decoder for the already mounted interior and tail lighting are published again. The BR64 appears as 064 305 with welded water tanks.

The range of goods wagons is enhanced by a UCS type wagon and a covered goods wagon Glms. The „Dresden“ comes with anniversary lettering and is exclusively distributed by the Märklin-Museum. Also newly published by reason of the 150th company anniversary is the Swiss crocodile, which already was distributed on occasion of the 125th jubilee.

It is pleasing that the Göppingen company is keeping on getting the attention of new blood for Gauge 1: two new starter kits, each with a track oval and various train sets as well as a mobile station are available.

Also new in the gauge 1 range is the tall water tower. The finished model in accordance with an original tower at the Bw Duisburg-Wedau features a stately size. Manufactured from laser cut cardboard and plastic the model appears very delicate.

On occasion of the anniversary also some replica metal models for car freaks are available – even if not in the correct scale of 1:32 – a Opel Manta, a Ford Capri, a BMW 2000i and the legendary Audi 100 Coupé.

(Email: info@maerklin.com)

Minichamps

Gauge 0: Among the numerous novelties in a scale of 1:43 the Borgward Isabella has to be pointed out amongst others. The model will be available in different paintings and is already delivered as a police car. Also new on the market is the Mini Cooper 1275S MK II in red painting. Also the BMW 2000 cabriolet is available now.

For all friends of modern cars this year the A5 cabriolet and the Audi TT will be launched, just as well as the new MB C-class.

(Email: service@minichamps.de)

M.T.H Electronic Trains

Gauge 0: As a new entrant to the gauge 0 market the company MTH has announced the Chapélon Pacific in a scale of 1:45 this year. The loco will come as a brown variation of the “Société-Nord” and as a green SNCF. The model is equipped with a multi-protocol decoder and sound.

Gauge 1: The American VO1000 was to be seen in Nürnberg as a pre-production sample. The mighty shunting loco is resting upon a cast metal frame and its body is consisting of synthetic material and brass casting parts. The loco is equipped with a DCC decoder and is coming up with considerable US sound and steam!

Information concerning distribution: www.mhttrains.com/europe

Preiser

Gauge 0: For US railway modellers a set of pausing US staff comes from Rothenburg. A group of children will populate the playgrounds of gauge 0 layouts from now on.

Gauge 1: Warning: lock up the locos, thievish magpies do appear! Joined by black ravens out of the new set of birds. Some children will ensure the pension.

Gauge 2: Nice and easy-going ladies on the camping site ... goodness knows, where the company Preiser is getting their motifs from.

(Info: PMP, Steinsfeld)

Regner

Gauge 1: The Kittel steam rail car will be delivered within a short time. The construction set can be used either for electrical or gas-fuelled operation. The model is prepared for RC control. Inside the vehicle the oak-panelled seating benches are replicated.

(Email: info@regner-dampftechnik.de)

Schuco

Gauge 0: The 1:43 edition of the vehicle expert is coming up with quite a number of modern cars such as Audi R8 V10, Audi A5 cabriolet, Mercedes-Benz E-class and GLK, Porsche Cayman and Boxter 2nd generation, VW Golf VI, Plus and GTI as well as with historical automobiles like Opel Kadett C Rallye, Opel Rekord E Caravan, Opel Olympia „the trustworthy“, Porsche 907 Kurzheck and others. Also utility vehicles like IHC 423, Mercedes-Benz L 408, CLAAS SENATOR are available now.

A new set of historical figures is the nice troop of workmen, the „Ludolfs“ and corresponding: the VW T2A „Ludolfs“ and the same-named speed tricycle.

Gauge 1: Schuco is continuing the construction of the 1:32 edition. An MB overland bus O321 as well as a VW Bulli box wagon is announced for this year.

Gauge 2: The Junior Line Edition in a scale of 1:24 is coming out with a Fiat 500 in 1957 and 2007 version. Modern vehicles like the new A4, the Audi TT cabriolet, the Land Rover Defender and others will be launched.

The Distler figures (scale 1:24) are quite sportive this year: in addition to a pair of an aerial duelling footballers other sceneries are showing duelling female fencers – something completely different for the model railway layout.

(Email: schuco@schuco.de)

Siku

Gauge 1: New are the remote controlled Siku Control MAN semi-trailer tractors. Additionally obtainable is a long vehicle hang-up truck.

For Epoch III farmers the Farmer Classic series now offers the Unimog U411 and the Schlüter Super 1250 VL.

And for the modern countryman Siku is coming up with a John Deere harvester. Further haulers will be launched, which are the Deutz Agrotan and the McCormix TTX.

(Email: info@siku.de)

Stangel

Gauge 1: The model of the single stand locomotive shed is based on typical Prussian railway buildings. The very beautiful structure is offering complete interior equipment and smoke outlets. The model is also distributed as a double stand shed and optionally with or without workshop extension. Since the construction sets are consisting from single elements the length of the sheds can be customized.

Also imposing is the ring loco shed according to the Prussian style of construction. A three-stand shed is forming the fundamental unit by using intermediate modules the shed can be optionally expanded, though.

(Email: info@stangel.pl)

Train Control

Gauge 0 - 2: New is the manual control TC2010 with bidirectional radio contact. The current supply is effected by a LIPO battery with 2000 mAh and lasts an operation period of around 3 hours. The unit can easily be operated via a Screen-Touch-Display.

A LED board for illuminating the vehicles also was to be seen at the fair. The length of the board is 20 cm, it is equipped with 6 warm white LEDs and can be operated within a range of 12 – 24V.

(Email: info@train-control.de)

Train Line 45

Gauge 1: The 45-mm track system has been enhanced by a 45 degree crossing. Levelling pieces from 40 up to 270 mm are now also available.

(Email: info@train-line45.de)

Uhlenbrock

Gauge 0 - 2: In autumn the Intelibox II as a new digital central will come out. Although all dimensions and the appearance are similar to the forerunner, the unit is technically a complete revised construction. The IB II possesses a high definition display with text indicator and function symbols. The speed is additionally displayed in km/h. Buttons on the left and on the right side of the display are providing a quick access to menu and functions. Very useful: the decoder programming now can also be carried out via plaintext. In other respects all already familiar digital functions of the IB I are available.

The new digital servo is a miniature servomotor (20 x 17,6 x 8 mm) with an integrated multi protocol digital decoder, which also can be used for analogical operation. Rotational speed, final position and rotation angle can be adjusted. The programming of the decoder is effected by CVs or the Motorola digital central.

Also new is the digital motor (same size as the digital servo) for endless drive, e.g. of rope rolls. The activation is effected analogically, the motor has to be switched on via a special function or can be activated similar to a magnet article decoder.

(Email: info@uhlenbrock.de)

Wiking

Gauge 1: For all modern farmers the company from Lüdenscheid this year is providing the Deutz Agroton model in a scale of 1:32. Like its forerunner, this all-metal model comes with movable engine bonnet, windows and doors.

(Email: info@wiking.de)

Wunder

Gauge 0: As a brass model in a scale of 1:43,5 comes the double-decker vehicle transporter DDm 915 for Epoch IV and V in green, blue and red painting. The braking system is completely replicated and all axles are equipped with ball bearings.

Gauge 1: In Nürnberg the E 50 was to be examined. Six different versions are produced for Epoch III - V in the original green version, in ocean blue / beige, in oriental red and in the modern traffic red painting. Actuation is implemented by one engine with two coupled gearings on each bogie, which is based on the original nose-suspension drive. The brass model comes with opening doors, covers and openings. All axles are carried out with ball bearings. The driveable minimum radius is 1.400 mm.

Also new are the "Hecht" version express trains. A special feature of the brass vehicle is the press formed (not etched!) rivets. The bogies are spring mounted. Several variations for Epoch II – IV, including a luggage van, are available and can be purchased individually or as a set of four.

A skeleton wagon Lgjs 573 is added to the range of gauge 1 goods wagons. At the fair this vehicle was exhibited with a 30' tank trailer „Südmilch“. Further versions with 20' and 40' trailers will follow.

(Email: info@wunder-modelle.de)

Page in Original German Version: 18

Category:

Showcase

Bar:

More Novelties For All Large Gauge Modellers

Header:

News Besides the Fair

Intro:

On the following pages you will experience the spring novelties of those manufacturers who did not exhibit on the fair in Nürnberg

Atelier Schreiner

Gauge 0: Manufactured from ultra-thin cardboard air-ply two wooden boxes, two simple wooden benches and a wooden box with opening top are offered as a set. Furthermore there is a box with 8 fishes inside; the “animals” are made from food safe white metal. A set of fittings for the side grain van is made from the same material.

Info: www.feldbahn.de

ASOA

Gauge 1: New in Mr. Holls range is a fire rake support made from wood. Four tools are included in delivery: three pokers and a brush for cleaning the flue tube. The tools are also separately available as a set.

Small but nice: the yellow wall mailbox. In the course of the first half of the year a postman, who is about to mount the typical leather bag underneath the mailbox, will be added.

Various wires made from copper, steel or stainless steel are very suitable for bending the load of vehicle fixing blankets. All wires are delivered metallic bright. The corresponding diameters in a scale of 1:32: 0,08 = around 2,5 mm; 0,2 = around 6,5 mm; 0,38 = around 12 mm.

Info: www.asoa.de

Axstone

Gauge 0, 1, 2: From Zschopau comes a sandstone, which can be modelled. More precisely, it is a flexible sandstone matting, which can be applied onto every firm and dry subsurface. With it cliffs, round stonework, bride bearings and also complete castle buildings can be designed. The material is hardening within two hours and it is easy to handle. After treatment with a special impregnation the structures will be weatherproof.

Info: www.axstone.de

Bergischer Modellbau

Gauge 0: Andreas Neidert delivers entire rows of carrots for garden and field use. The plants made from resin and are intricately crafted by hand. The rows can be separated from each other by using a wire cutter.

For the replication of roofs and walls in agricultural areas or recreating small sheds and summerhouses crinkled cardboard made from resin is available. Also replicated was the fine fabric lining for strengthening the cardboard.

Info: www.bergischermodellbau.de

Bloxxs

Gauge 2: Mr. Lindl supplies a completely finished model of a transformer station. The upper part can be removed, so switches and relays can be hidden inside the house. Dimensions: 115mm x 115mm x 300mm high.

A wall fountain (Lion fountain) is available in red or white ceramics.

Also new in the product range is a box-girder bridge, which is welded from steel. The sturdy model is hot-dipped and painted. Length according to customer request. The bearing is not included in delivery.

Info: www.bloxxs.de

Demko

Gauge 1: Newly announced and already presented as a hand model; the Fans 128 pouring and dumping wagon. The finely detailed 4-axle brass model is equipped with two separately tiltable dumpers.

Easygleis

Gauge 1, 2m: For the 45-mm track a brush vehicle, based on the Aristocraft vehicle for cleaning the tracks is announced. First tests showed that even fir needles and small fir cones, which were stuck between the sleepers, could be removed without difficulty.

Gauge 2: The focus of activities this year lies in the construction of industrial plants, buildings and railway systems. Amongst others a silo installation according to an US sample was implemented in a scale of 1:22,5.

Info: www.easygleis.de

FGB

Gauge 2: New in the 64mm range is the KLV district inspector handcar. The model is delivered as a two-door coupé with tailgate.

The range of goods wagons is expanded by the G10 (available as a fractional or a complete construction set).

A new coupling rod for roll-block wagons is now available in a brass-precision casting finish.

New in the railway's ladies team: Sabine Schippmann, who meanwhile had finished her fireman's education.

Info: www.fgb-berlin.de

Fiedler Modellbauhandel

Gauge 1: Mr. Fiedler is offering a construction set for a pedestrian bridge. Pre-cut parts made from brass profiles and steel plates, a part specification and a picture CD with all stages of construction will be delivered. Four versions are available, for two-track and four-track railway crossings with or without catenary. The required space for one staircase is 430 x 63mm. The angle of elevation is 43 degrees and on request it also can be delivered with an angle of 30 degrees.

Also new in the product range are brass telegraph pole insulators, exactly in a scale of 1:32.

As insulator crossheads an U-profile of 1,5x1,5 is suitable. In the year 1928 the DRG established its own telephone network (BASA network). In order to differentiate these telephone wires from others (e.g. the maintenance depot and so on) the BASA insulators received a green ring.

Insulators on clinker walls and facades were brown. The insulators will be delivered unpainted.

Furthermore a 70 tons overhead coal bin was announced. Completely manufactured from brass it ought to be released as a finished model and as a construction set.

Info: www.modellbauhandel-fiedler.de

Henke Modellbau

Gauge 0e: This year's novelty is the steam railcar Dwss1 in Gauge 0e and in a scale of 1:45. The picture still shows the hand model. In cooperation with Mr. Spieth junior additionally the model of the Baden Württemberg Tssd is under construction.

Info: www.modellbauhenke.de

Kiss

Gauge 0: The already presented BR78 is currently under construction and ought to be delivered from the 2nd quarter onwards. Announced was „Ludmilla“ as a brass model in a scale of 1:43,5 in several versions.

Gauge 1: At the end of this year the BR58 will be delivered. The company from Viernheim newly announced the BR78 in the Special Line execution in multiple Epochs.

Furthermore the company planned the BR95, the E52 and also the „Ludmilla“ as a Gauge 1 model.

The fleet of vehicles is to be expanded by centred door vehicles 4ym and Prussian 4-axle steel wagons.

Info: www.kiss-modellbahnen.de

Lombardi

Gauge 0: Model building at its best is coming from Milan in a scale of 1:45. Already completed and soon available for delivering is the SNCF 242 TA/AT. Only a few models are available.

The Swiss crocodile Ce/Be 6/8 II is available as a finished model and as a construction set. The coachwork is very detailed and with a complete driver's cab, worked out to the last detail. Power is provided analogue or digital via two high-precision engines with centrifugal mass. The pantographs can be electronically lifted or lowered. The painting is realized very elaborately.

Info: www.lombardimodeltrains.it

MSM

Gauge 1: From the Austrian MSM switch factory comes an EW 190/1:9. This switch is installed on plastic sleepers and equipped with nickel silver profiles and flexible tongues.

The distance between track centres in case of a direct change of track is exactly 156mm. Branch angle: 7,5°. Radius, compliant with the 190 semicircle, somewhat 5938 mm.

If required a hand lever can be attached at the appropriate sleeper. The EW 190 is available as a single switch, a passing loop set with a reversed arch track and as a crossover set with a twin pack of two EW 190s. The switch can be run with every major actuator. And it is compatible to all gauge 1 tracks on the market.

Purchasing: directly.

Info: www.spur1.at

Paulo

Gauge 0: The Schimmeck family has a heart for animals. New in their delivery program are a rabbit hutch, a doghouse, a hexagonal and floating duck home and a hen house complete with clucking electronics!

For the Lenz Om12 a load of pit prop is available now – of course made from solid timber.

Gauge 0, 1: Now a cart for shepherdess and shepherder is available. The finished model is provided with a movable split door, spoke wheels and a furnace.

So-called dinghies (wooden barges) for inland waterways are new in the range of boats.

Also mailboxes, manufactured in accordance with historic originals, are available for both gauges. Gauge 0 - 2: Southern landscape friends and pilgrims will be enthusiastic about the new wayside shrines, the so-called MARTERL, which are often to be found at the roadside in these regions. Purchasing: directly.

Info: www.paulo.de

Schnellenkamp

Gauge 0: After taking over the forms and premasters of the company WMK Schellenkamp now is launching the small coal wagon O Schwerin as a DR model and the O 02 in DB variation. The vehicles are available as finished models or construction sets from April onwards. At an extra charge the finished models will be equipped with Lenz couplings. A set of plastic components for home constructors will also be offered.

Available from autumn onwards: the lidded gondolas series K 06.

Info: www.schnellenkamp.com

Vampisol

Gauge 0: The already common stonework boards and platform edges in a scale of 1:87 now are available for gauge 0. Special plaster taken from the dental range of application is used as construction material. The realistic effect is amazing, especially after colouring. The platform edges are available for converting existing situations with a track top edge of 38 cm, here they can be used for concrete components, brick platforms and small formats.

The range of stonework comprises quarry stone, cast stone and sandstone. In addition rows of lintels in a sandstone pattern are available, too. Purchasing: directly.

(Info: www.vampisol.de)

Weber Modellmanufaktur

Gauge 2m: The Swiss small series manufacturer now is presenting the first steam loco: the „Plettenberg“. The brass model is highly detailed, lettered and painted. The locos are manufactured individually, according to customers order.

The company Weber is also delivering the corresponding 2-axle vehicle of the company Weyer and a pair of DEV articulated wagons.

(Info: www.modell-manufaktur-weber.com)

Wenz

Gauge 0: The company Wenz comes up with a whole range of novelties. With immediate effect wheel clamps and transverse support structure kits for the DB Re160 catenary are available.

Finely etched catenary mast nameplates are also at disposal, at the original they are used to number the catenary masts of each section kilometre consecutively.

New in the range of luminaries: the single-flamed DB forefield lamp with a 13m flat mast and LED lighting, the double-flamed version is expected within a short time. With the “Frankenbahn” platform lamp series according to existing ones in Lauffen on the Neckar now further modern lamps for platforms and station surroundings are available. The lamp headings are mounted by using delicate etched parts, the masts are made from precision-turned conical brass tubing at a length of 78 or 131 mm. The same technique was used for the construction set of a modern streetlamp for illuminating the road. Alternatively it is available as a low-level and overhanging version with yellow light for pedestrian crossings or as a wall lamp. Already exactly bent masts do come with each set. In the course of spring also a modern street lantern with an upright mast will be available in three different sizes and the classical neon streetlamp of the 70s will be disposable. For all state railway friends a delicate Berlin gas street lamp, according to a historical sample, is under construction. In a range of

one up to five flames the lamp with its fluted and finely decorated candelabra, made from plastic casting, will also be available as a wall lamp.

American narrow gauge friends will be enthused about the extensive and unique range of U.S. bridges in gauge 0, which currently is under construction.

Gauge 0m: For all Swiss metre gauge railway friends currently a 0m self-building track system with solid timber sleepers and rib plate is under construction. Construction sets for long distance tracks are already available.

Gauge 0 - 2: Especially for model building purposes a simple, inexpensive and extremely light filler was developed, which is particularly suitable for transportable layout parts. It also is characterized by a very low entry of humidity during handling. 2 mm polystyrene balls were used as filler material.

Info: www.wenz-modellbau.com

Zimo

Gauge 0 - 2: New is the MX32 throttle. Regarding the form and the console it is not different to the previous model. In contrast to the MX31 the new model possesses a significantly larger display with touch screen. Depending on the driving condition the display screen changes. Vehicles are displayed photo-realistically. All locos are provided with real speed values (in km/h). The throttle reports operating conditions not only via icons but also via textual information.

In the range of decoders the previous MX64 and MX34 are displaced by the latest generation MX630 with a higher current capability.

(Info: www.zimo.at)

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Gauge 1

Category:

Modelling

Bar:

Modification of the Märklin G10 in Gauge 1

Header:

Beauty Treatment for the G10

Intro:

Dr. Michael Kuhr describes in his G10 modification report, how a simple Märklin model is becoming a handsome goods wagon – an interesting issue, not only for Gauge 1 fans

Author, Pictures:

Dr. Michael Kuhr

The G 10 is the most commonly build goods wagon ever and for decades it was the backbone in part-load traffic at the German State Railway Corporation as well as the DB and the DR after the Second World War.

My model railway is established in earlier Epoch II, in a day when many state railway varieties and recent standard layout wagons were still combined to goods trains. At that time not yet all vehicles were converted to air brakes. At this stage an authentic wagon train usually should have been consisting of multiple G-wagons and just a few other types of vehicles. Of course block trains and transfer trains were exceptional cases.

Subtitle:

Preliminary consideration concerning the model selection

For Epoch II use the G10 is only obtainable at the company Märklin in a scale of 1:32 and as a variation with brakeman's house in various colours, for example "Köln Flocken". A wagon without brakeman's house or in brown State Railway paint and lettering is unavailable.

The State Railway version of the G10 as "Altona" in brown colour is occasionally available at second hand. It originates from the Prussian goods train set with a T 3.

The brown DB G10 without brakeman's house is already equipped with reinforced exit block instruments and therefore not adaptable for modification to a recent Epoch. So the quite authentic Private Railway version of the G10 with its "Schnaps" advertisement is remaining.

One thing all G10 versions without brakeman's house have in common is, that they were arising out of the wagon type with brakeman's house, which simply means, that it was removed without further ado. This railcar body, however, does not possess a latching slot for the brakeman's house any longer.

For a wagon in Epoch III this might be acceptable, although all front profiles should be screwed edgewise in this case. In Epoch II (the first two-thirds) the wagons without brakeman's house were built onto a shorter chassis, though and they had a balanced body and an unvarying axis-centre distance. Great efforts are necessary to assemble such a wagon out of the Märklin model, which apart from that is quite harmonious. Just the simple changing of lettering and painting won't do, also the railcar body as well as the chassis are needing a radical intervention. But it is possible to approach the G10 in a scale of 1:32 without brakeman's house with a balanced body by making some concessions. On this occasion, simultaneously some improvements can be made, by using accessories kits of the company Petau, distributed by ASOA. In this case for one thing the replacement of wagon bodies' support and door latch as well as the beackets of the inclined end posts is possible. There are further improvement opportunities, especially on the chassis or the use of

State Railway step treads. I want to begin with a non-braked fitted vehicle as a sort of starter model. At second guess it would have been better to select the brakeman's house variation, which would have saved myself one time-consuming work step.

Subtitle:

Modification

My starting model was the chassis of a „Schwabenbräu“ refrigerator wagon. The beautiful square axle bearings had to be replaced by the round ones of the G 10, for otherwise it would have been an older wagon, for example a G 02. Thereupon I placed the carriage body „Moin Moin“. Later the second edition of Stefan Carsten's „Güterwagen-Fibel Band 1“ (see box) taught me that I also could have used the complete „Moin-Moin“ wagon.

I removed the lettering carefully by using acetone and nitro-dilution. However, a few traces are still remaining from time to time, but they are only visible as “wood” irregularities after repainting. Anyone who wants a perfect showcase finish should refrain from this modification, because the treatment will always be visible, especially at front wall and door. As far as I am concerned I do not bother so much, but of course I try to work as accurate as possible, and the expenditure should kept reasonable.

It is primarily unimportant wherewith the improvements do start. I first separated chassis and carriage body and build out the roof as well as the doors. Afterwards I removed the extruded wagon bodies' supports of the carriage body with the help of a fine saw (Roco) and a scalpel (a small carpet knife will do, too). The backsides should be smoothed all-over until they are at right angle and smooth. During further handling it has to make sure that the overlaying supports do not break off! Hereafter, the board below the brakeman's house was detached flush by using the Roco saw and the front wall profiles at the same side have to be peeled off and smooth. For the recent steps some courage is required and careful work is indicated. This is more

simply than one might think, for the plastic material is easy to deal with. Since I just worked on the carriage body I also scraped off the extruded door latch. At the second door it worked out even better because I was more cautious and I additionally worked with a loupe.

Therewith the destructive work steps on the carriage body are done. Now the carriage body could be rebuilt, which means filling and smoothing and so on or – alternatively the chassis could be dismantled first.

In order to form the symmetry to the carriage body it is regrettably necessary to saw off both buffer beams and then crosscut chassis pieces of different lengths on both sides. This is done best by permanent measuring and adjusting. I started with the buffer beam, which possesses the two millings for the front wall supports. Since I do not intend to convert the vehicle ever again I decided in favour of glue affixing. After I had found out how the chassis had to be trued up beneath the box I attached the buffer beam by using superglue and afterwards crosscut the chassis appropriately in several steps by using a small bench saw. Now that the moulded crawler support rivets of the wagon bodies` supports do not fit any longer they also had to be removed. For this purpose I made a scraper from a small segment blade hobby knife, which fits exactly between the arms of the U-profile. In order that after assembling of the Petau wagon bodies` support no gap will remain between the wagon bodies` support and the crawler support I manufactured adequate angles from 0,3 mm sheet brass and glued them to the corresponding areas by using superglue.

As a result all changes to the chassis were done and the assembly could be started.

First I glued the chassis frame by using superglue gel. Thereby an exact alignment and adjusting is still possible. Now, finally the work on the wagon bodies` supports was started. By using the flat nose pliers they can easily be bend into shape. There are two different versions of the left and the right side of the vehicle, starting with the door is an average reference. The lower bar has to run transversally upwards with the upper bar lying horizontally. The more accurate the

protrusion of the carriage body is smooth and exactly worked on in the vertical direction the better the small parts will fit in. After that the other side of the vehicle will work much better. Below the door the two flat angles have to be mounted and soon this step is already done. If I had chosen a small vehicle with brakeman`s house I would have spared the manufacturing of the small angles and the scraping of the moulded bars. The result, though, does compensate in every department. Although this area is not under constant observation the whole appearance of the vehicle is significantly more delicate. A similar effect can be achieved by giving the extruded wagon bodies` supports a contrasting black colour. This way they will not preponderate that much. On the other hand the view through the posts is lacking.

Now that all posts were glued in place with plenty of patience I started to improve the front side. The old and too widely separated front profiles, which also where too short were replaced by resin ones and were easily affixed by using superglue. For this purpose also brass profiles can be used, but in this case rivets have to be formed additionally. Producing a silicone mould of the opposite front wall seemed to be easier to me. The detaching of the complete front wall and its replacement by a resin part could also be an alternative to the affixing of new U-profiles. This option would spare smoothing and filling. Admittedly in this case the carriage body may not remain that solid. I chose the first option and did get a good result.

Since I had removed the roof I likewise gave traces of usage to the floor inside the vehicle.

In order to improve also the door lacking now the bar plus support and fastening eyelet were removed from the carriage body by shaving them. All parts were smoothed and the new Petau parts were attached. This makes it possible to present the door in a still open but locked state. Besides, the parts are very delicate and appeal even more authentic.

By replacing the NEM wheel sets with Nolte ones in an accurate scale of 1:32 („Spur 1 pur“) the vehicle is gaining even more character.

Now the lettering has to be attached on the appropriate areas. Up to now I used the classical „Decals“, ergo water-dip lettering, and I am quite contented, although they are very fragile and therefore need to be re-coated. The products of the company Ostmodell have convinced me so far, but there are still some other suppliers on the market.

The final work steps are rather creatively. The process of weathering is always a controversially discussed topic. From my point of view with good reason, for the most weathered models, which can be bought at model railway meetings for example, are simply botched

Regarding weathering there is a true saying, which goes “sometimes less is more”. For this reason I mainly prefer the technique of powdering by using dry pigments. With this it can either be worked 2-dimensionally or selectively and even lights and darks can be accentuated. When the result is suitable the vehicle will receive a long-lasting mat varnish. In case also bright areas are required some gloss varnish can be added by using airbrush or a paintbrush.

Self-evidently there are also extremely dirty vehicles to be found among railway carriages and wherever this is applicable they surely do belong there. However I do not use this weathering for showing vehicles at the end of their estimated period of use but for giving them an individual appearance. Even after short application mostly the chassis is no longer shiny but somewhat faded due to braking abrasion and raised dust.

Additional soot depositions certainly can be found on the roofs and the front sides of the vehicles, in accordance with the epoch. This condition I like best.

Subtitle:

Conclusion

The G 10 from the company Märklin is a general-purpose model, particularly for the preferred Epochs I – III. Unfortunately a harmonious model without brakeman’s house in Epoch II can only be realized with some effort. Apart from that the starting basis can be

bought on good terms and will, except for the time requirements, remain within an economical limit, even with the supplementary set. It also does not have to fear the competition of small series models in this case. Precisely because an authentic goods train in the aforementioned epochs needs more vehicles of this type a modification and upgrading of the Märklin G10 in either braked or non-braked variation is worthwhile. Through re-lettering and weathering individual models will be formed, which will be a beautiful enrichment of loading ramps, either solitary or as a train set.

Useful literature:

Stefan Carstens, Rudolf Ossig

Güterwagen, Band 1

vht Verlag, Nürnberg

ISBN: 3-86046-060-9

Picture Headers:

No	Text
1	The original G10, but with the typical DB characteristics such as end panel strengthening, uprightly arranged front profiles and weird tail end window pane retainers. The painting is, of course, renewed and the numbering may be correct. It also is remarkable that both, the loading hatches and the ventilation hatches no longer do exist. The picture was taken in the 1996 in Kassel at the KNE station
2	G10 model variations with and without brakeman's house
3	The starting model for the modification: the chassis of a refrigerator wagon and the „Moin Moin“ G 10 from the company Märklin. The lettering was already removed.
4	The chassis from the bottom before replacing the wagon bodies' support

5	The wagon bodies` support set from the company ASOA
6	The board underneath the brakeman`s house is detached by using a Roco saw
7	The front wall: the profiles are already peeled off and smoothed
8	The buffer beams on both sides of the chassis have to be removed by using a Roco saw
9	The buffer beams are now bilaterally removed, the length of the chassis has to be conformed to the G 10
10	The crosscut chassis: the easiest way is constantly building up, measuring and adjusting to avoid detaching too much
11	The buffer beams has to be affixed by using superglue
12	For a seamless fitting of wagon bodies` supports a brass support plate has to be attached
13	Front wall with its new resin profile
14	The silicone mould for the front wall profiles
15	The floor inside the G10 was also matched
16	The door locking set from the company Petau (distributor: ASOA)
17	The wagon door with its newly designed bars and handles
18	The G10 door at its final state: its still open but locked state arouses the viewers curiosity
19	The completely lettered G 10, equipped with Nolte wheel sets
20	The G10 in operation at the goods shed in Eschershausen: its delicate weathering gives an even more authentic appearance to this model
21	The G10 on its way...see you soon in Eschershausen!

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Category:

Modelling

Bar:

Buffers Stop for the Branch Line – in Gauge 0-1-2

Header:

Alternative Branch Line Ending

Intro:

The fact that a branch line buffer stop does not always need to follow the norm, is shown by our tinkering article - for all major Gauges

Author, Pictures:

Matthias Wirth

In addition to the frequently observed basic versions of buffer stops on main-line railways also other types of buffer stops were to be found along still operating or just recently closed down branch lines until a few years ago. And they do suit perfectly for replication - just a small and worthwhile tinkering.

Already a few years ago a variation of the Salzwedel local railway impressed me a lot, which I photographed at the ancient local station in Salzwedel. Though this buffer stop was out of shape to such an extent, that I initially could not find a solution for reconstructing it.

In the book „Die Kleinbahnen der Altmark“ by W. List I found an adequate buffer stop for the loading track of my Gauge 1 branch line layout, where the design was influenced by the Altmark branch lines. At one time it was located at Werben station.

Subtitle:

by hook or by crook

After several experiments with track leftovers I finally succeeded in bending two pieces in a way that a suitable result was to be expected - although it was not the terminal solution. So a device for bending the tracks has to be found. I did not want to put in an excessive effort, though and so I ordered a roll, which was equipped with a notch for the rail profile. It was manufactured from solid steel and can be clamped into the bench vice together with the rail profile to slowly reaching the desired form after many strokes with a hammer. With the existing iron rail profile this works fairly well, although the radius is quite close. With its help the u-shaped profile for the buffer stop frame could be produced in a relatively short time. The upper part had required a few more tests until the interspace of the two deflexions and the bending angles of two parts were almost identical. Once again I used the already existing roll, but encompassed the rail profile once so that only the bottom was fixed to the roll. When bending it generally makes sense to choose the track pieces slightly longer than required, for they are easier to be handled that way. Afterwards they can quickly be reduced to the required size.

As soon as the parts are bent they can be soldered to one another in accordance with the

drawing. In the sleeper area another rail profile bottom upwards has to be soldered, which is necessary to ensure the required rigidity in case of emergency. This bottom rail has to be cut to length in a way that it is possible to slide two more sleepers onto the upper rail profile behind the buffer stop.

Also on the other side, where the railway line is located, the buffer stop must be carried out relatively short, because by using a metal headstock a two-sided track insulation will see to avoid a short-circuit in case a wheel set is eventually standing right on the disconnecting point. As a precaution the disconnecting point should be placed underneath the buffers, which have to be attached later! You have to make sure that the transversal tie bars can be fastened, too.

As soon as both parts are soldered the tie bars have to be assembled and the "decoration" has to be soldered in. Either constructions with an iron ring or with a triangle, made from angles were existing. After that the parts can be attached to individual sleepers and collimated.

At the original the buffer plank consisted of two u-profiles. For Gauge 1 purpose I reverted back to U8x3, which were soldered with a space in-between to the front and the reverse side above a top plate. The clearance has to be arranged in such a way that there is enough space for the plunger, in case spring buffers are used. The size of the head plates has to be big enough to assemble the base plates of the buffers hereon. On the back side the buffer plank was screwed on or riveted to the rail profile by using angles. These angles have to be soldered to the rear head plate. Clearance and size re depending on the used rail profiles. They necessarily have to fit into the web of the two superposed rail profiles. I did without screw connection and just soldered them, which has to be done quickly, because otherwise the buffer plank will fall apart again.

If all the parts are connected, now the buffers have to be assembled. I used basket buffers from the company Kesselbauer, the originally used ones seem to originate from a privately owned railway.

I cleaned all parts and painted them in an auburn colour prior to installation to the layout. After assembly I more patina was given by using powder colours.

Subtitle:

Other Variations

After this buffer stop was completed the manufacturing of other variations with a slightly curved profile was a walk-over.

I did without a roll with a larger radius and accepted a closer deflexion. Three different variations can be manufactured from the parts for the buffer stop "WERBEN", which are shown in the drawing. The bent track parts at the original surely were deformed by forging, on the model the filing of a notch and subsequent soldering is suitable, in doing so make sure not to file into the rail bottom. Similar to the Werben example either a curved profile can be placed onto a flexed one or two flexed ones and similarly two curved ones can be used.

Buffer stops with two flexed profiles can still be found these days on many a side tracks, sometimes even with variably bent arms. It is certain that the buffer stop in Werben was existing, this fact is photo-optically documented. Still there are similar ones to be found in Neumarkt-Wirsberg and the variation with two bent profiles against each other was displayed as a drawing in the "Transpress-Lexikon Modellbahn".

The selection of headstocks can be made quite inventively. While in the Werben example a large steel plate and buffers were used, which were fixed with an u-profile behind the tracks also wooden buffer planks without buffers can be chosen. Thereby the fixing of the wooden

buffer planks is quite simple. Onto two steel plates two threaded rods per plate had to be welded on and the buffer plank had to be drilled in a way, that both threaded rods were framing the rail profiles. Behind the rail profile a short steel plate with appropriate drillings has to be attached and screwed in place. If the screws are tightened fast enough, nothing will move out of place. In case the thread bolts are replaced by round stock, the clearance between the rods should be chosen a little narrower and the bottom of the rail profiles have to be slightly filed. After soldering of the locking plate on the back even here nothing will slip. In case metal buffer planks are used it is essential to ensure an electrical separation of buffer stop and layout - otherwise you probably will search for the cause of a short-circuit for a long time ...

As soon as everything is readily mounted the buffer stops have to be patinated according to their age. A Gsp0-signal should not be forgotten to let the locomotive driver know that this is the end of the track. A template for this purpose can be found in the 012-Express No. 5, March 2008 - for all major Gauges.

list of References:

Lexikon Modelleisenbahn, Transpress-Verlag Berlin 1983, 1. Auflage Seite 148

W.List, Kleinbahnen der Altmark, Transpress-Verlag Berlin 1979, Seite 123

Picture Headers:

Drawing 1:

Buffer stop „Werben“ in three different variations. The dimensions a - e are appropriate for track material in Gauge 0, 1 and 2.

Drawing 2:

Buffer stop variation „Salzwedel“ with rounded profiles and varying profile supports.

Pictures:

No	Text
1	Buffer stop according to the original in "Werben", recorded in Eisleben
2	Buffer stop original „Salzwedel“ with circular profile support
3	Buffer stop according to the original in „Salzwedel“ with triangular profile support
4	Profiles for the buffer stop model „Werben“
5	Profiles for the buffer stop model „Salzwedel“
6	Example of mounting the buffer stop model „Werben“
7	The parts of the buffer stop model „Salzwedel“
8	The already weathered model after assembly on the track
9	Shunting track ending of a branch line with buffer stop „Werben“
10	Model „Salzwedel“ on the layout: a beautiful alternative solution to common standards

Page in Original German Version: 34

Gauge 1

Category:

Modelling

Bar:

Modification of the Märklin 01 067 in Gauge 1, Part 1

Header:

The Mighty Märklin Maid

Intro:

Some years ago the company Märklin already launched the 01 067 – the BR 01 in a scale of 1:32 – Axel Henkenjohann did create a true to design loco out of the serial model in his own way – you can read part 1 (tender modification) in this issue and the second part (modification of the locomotive) in the next edition of the 012-Express

Author, Pictures:

Axel Henkenjohann

The former preannouncement of the company Märklin had indeed promised a complete highlight: „The 01 is up next"! The steam locomotive per se and a generation-spanning household name. Then, finally the time had come – in Sinsheim in the year 2003 the first prototype sample of the former majestic express locomotive presented itself in public, on top of a roller dynamometer with rotating undercarriage and an amazing sound. Thankfully the model was executed in Gauge “Pro 1” and therefore a steam loco model in the true sense of the word, which fulfils even high expectations. Immediately noticeable is the open view through the frame, the authentic mat black paint and the pipes, which are directly mounted on the tender. Above all it also possesses coated wheel rims, combined with black finished wheels with the advantage of no traction tyre axle, in the same manner as we railway modellers always do propagandise. The motion link coupling between tender and loco is also convincing, it can be switched in two different coupling positions and it therefore is also suitable to run narrow radii. Another positive aspect is only displayed in practice and that is the current all-wheel drive power input, including the tender wheel sets. Therefore engine failures at minor contact difficulties are virtually impossible.

Subtitle:

Reflections on the Original

The 01 067, which serves as model for the company Märklin belonged to the second series of delivery and involved the locomotives 01 012 - 01 076, all were already equipped with 2'2' T32 tender. The 01 067 was built by the company AEG in the year 1928. Its first home depot (Bw) was Hamburg Altona. Subsequently repeated stationing changes to the Bw „Berlin Leb“ („Berlin Leb“ = Berlin Lehrter Bahnhof) must have taken place, presumably because of a lack of locomotives, since not enough locomotives of the later production, which were permitted for a maximum speed of 130km/h were available. Anyhow their service schedule required quite a lot of the formerly new express locomotives of the Bws Hamburg Altona, Berlin, Hannover, Magdeburg, Breslau, and so forth. It was already a sensation, that in summer 1937 after repeated tightening of the passenger train schedules an average passenger

train speed of 100km/h was predetermined and actually achieved. After the confusion of the 2nd World War the 01 067 appears in the register of the Bw Hannover towards the end of the year 1945, but kept on changing its depot from Göttingen to Hannover during May 1947 and September 1949. It finally was positioned at Hannover Ost constantly until January 1965. Afterwards the sample of the 01 moved to Trier, the second last Bw of its active career. This is historically labelled on the drivers cab. Here it forwarded the train performance of the Jünkerath P10 (BR 39) along the Eifel route to a great extend. The train pair D-157/158 were classified to show an outstanding express train performance, amongst other things it ran the route Saarbrücken – Düsseldorf at a stretch. At the turn of the year 1967 in Trier the computerized renaming to 001 067-8 took place. Right after the V 160 diesel locomotive came into operation the former star of the majestic express train locomotives BR 01 was waning fast. In consequence the loco (01 067) together with further BR 01 locomotives moved to the Bw Hof in July 1968, which incidentally was destined to become the outlet depot of the BR 01. There the loco was operating in front of express trains, semi-fast trains and passenger trains until it was put on hold on 22nd of August 1969. The withdrawal from service decree of 3rd December 1969 ended its career ultimately.

Subtitle:

Additions to the Märklin BR 01

Subtitle:

The Tender 2'2'T 34

Virtually as an access to this new restoration project of a BR 01 steam locomotive I atypically started with the tender and the notion, that this aim would be no trouble. Therefore I replaced the lateral coal box supports with open-worked rods, which are typical for the standard tender type 2'2'T 34. The Märklin version is not at all incorrectly executed, though, because also the original offers this kind of tender as well as the simple rods and even the combination of both versions was to be found. Admittedly, my desire for replicating this tender variation was at the very fore and for all practical purposes now the opportunity arises, regardless of the involved extra work. The drawn to scale tender picture (Eisenbahn Journal, Title: Die BR 44), served as a template. By using UHU all-purpose glue I affixed the repeatedly photocopied paper supports onto a 5mm wide and 1 mm thick strip of polystyrene. Now the time-consuming procedure of sawing out all ten bars individually and cutting them into shape has to be accomplished, otherwise it would not go right. Alternatively also products from the accessory market can be used, but I decided to follow my whimsical idea of manufacturing a maximum of details by myself. Not until my coal box support cut-outs lay ahead of me in a somewhat acceptable manner, I unclipped the coal box from the tender and started the venturesome deed of removing the cast on supports slice by slice by using a Stanley knife. I added the following finishing touches by using a file and some wet abrasive paper.

With the help of superglue gel now the new supports could be positioned at the same spot where previously the simple supports had been located. Possibly oozed out glue can be removed after drying by using a glass fibre paintbrush. The hands-free one-on-one cut outs of the supports understandably did not work slip-free. This required some reworking, though, but the slips could be removed without any problem by using some car filler. In order to round off the supports completely they received a 2 mm wide and 05 mm thick polystyrene strip gluing to imitate an outward impression of an exemplary T-profile. In the following I added the characteristic coal box fixture to the standard tender with the help of properly fitted

1 mm thick and 7 mm wide (high) polystyrene strips in order to increase the capacity of the coal shipping volume.

For further completion of the tender back the retrofit parts, which are attached to the loco, will help. Furthermore a heating coupling has to be added to the buffer beam. The imitation of the flexible light connection from a power outlet (retrofit part by Wilgro) to the lantern can be managed in a deceptively real-looking way by using 0,8 mm guitar strings. Of course I finally affixed the dorsal “electric flash warning sign” in an embossed and true to original way by using an additional base of 0,5 mm polystyrene pieces.

Due to the good insight to the first and the last tender bogie I replicated the missing transverse joint and the corresponding jaw traps between the break shoes there by using wagon retrofit parts. Also the only half represented spring sets on both tender bogies were in need of a supplementation. For this purpose I tinkered the missing, inboard spring set halves by using corresponding coil springs (DIY), which have to be wound up and affixed onto a 5 mm plastic rod and afterwards separated right in the middle. I restricted the replication to the four outer spring suspensions of each bogie, because the centred springs are almost invisible and therefore the expenditure can confidently be omitted. Likewise the buffer box handholds must not be missing, they are attached asymmetrically. Next came the coal wetting device, executed in scratch style, made from leftovers (e.g. from plastic kits) and retrofit parts.

The final colour adjustment of all added retrofit parts was quickly made by using mat colour of the company Revell (R) or Humbrol (H), for the undercarriage in red, R No. 36 or H No. 60, the body in black R No. 8 or H No. 33. In order to receive a more intense black colour and a light silky colour finish I added some ivory black (arts supply oil paint). For priming the metal items I again used nitro based paint afore. On the one hand it guarantees a good adhesion and it also possesses an easy to handle texture, with a good hiding power and forced drying.

After these initial refinements and the now observable effect it is a true pleasure to gaze at this tender extensively all around to enjoy the success of the first tinkering session.

Herewith the first part of our article concerning the Märklin-01 modification ends. In the next issue the sophisticating of the locomotive will follow.

References to the original:

Sonderausgabe Hof: Eisenbahn Journal (E J)

Baureihe 01: E J III/1986

Die Eifelstrecke Köln –Trier: E J II/1990

Die DB 1969: EK-Verlag

Deutsche Dampflokomotiven: trans press Verlag

Picture headers:

No.	Text1
1	When this picture has been taken, the 01 067 was still belonging to the Bw Ehrang. The picture shows tracking from June 1968 from Koblenz in direction to Trier and Saarbrücken. One month later the engine was addressed to the Bw Hof.
2	A Märklin-01 with “traces of use” in its original state; clearly visible: the not openly-worked coal box support at the tender

3	Essential for modification: a research on the original and corresponding drawings
4	Self-constructed openly-worked supports for the coal box by using polystyrene
5	The coal box fixture after removing the original rods
6	The new rods are affixed, excessive glue has to be removed by using a glass fibre paintbrush: the typical T-profile of the supports has to added
7	Back of the tender with retrofit parts on the buffer beam; clearly visible: the transversal joint between brake shoes and jaw trap in accordance with the original
8	The power outlet originates from the company Wilgro, the connection to the rearward lamp is made from guitar strings
9	Tender bogie (upside down) with supplemented spring set (self-construction made from coil springs)
10	Already painted spring sets on the bogies
11	Drivers cab side of the tender; clearly visible: the embossed coal box by using polystyrene strips
12	The coal box fixture with its new, completely painted supports
13	Rear view of the 01-tender after sophisticating
14	Outlook to part 2: the all over sophisticated loco in operation on the layout of Axel Henkenjohann

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Category:

Modelling

Bar:

Handicrafts Around A Goods Station

Header:

News from Lehmannsburg

Intro:

Hans Wunder once again had busily tinkered on his goods wagons and their loadings - a challenge for every Large Gauge railway modeller

Author: Wolfgang Oellrich

Pictures: Hans Wunder

At Lehmannsburg there is always something going on. Today a potato harvester is ready for forwarding to the neighbouring town twenty kilometres away. Just recently a haulage to the Franconian Forest went wrong: as a combine harvester was not loaded properly or, in other words rather carelessly loaded due to lack of time there was a well and truly row at the destination in view of all the damages on the brand new unit ... and as so often no one took on responsibility for this in the end.

This time local beat reporter Erni watched the procedure with great interest, hoping to get a lead story. But there`s an end of it in Lehmannsburg now. The documents are already filled out and stuck into the slip box of the platform gate free X-wagon in order to ensure an intended arrival of the loading. The X-wagon is in proper form equipped with timber wedges and logs in order to avoid shift of the valuable cargo. As soon as all prearrangements are completed the potato harvester is loaded - and it is standing rock-solidly on the X-wagon. Erni is viewing the cargo somewhat sceptically, but he finally accepted that in this case he won`t get a story.

The local beat reporter turned away dissatisfied and stops at the neighbouring station restaurant for getting the chance of finding out some news for the required lines in the local paper while chit-chatting with the population of Lehmannsburg.

Meanwhile the Köf II is ready for removing the potato harvester. Since the locomotive could hardly been used in bad weather it now is equipped with wipers. And finally the cartload goes off ...

Picture headers:

No	Text
1	The model of the „Grimme“ potato harvester by ASOA
2	The timber wedges from the ASOA product range are prepared for cargo securing: the necessary holes are drilled in with the help of a pin vice, small hardened steel nails and copper wire are used to imitate the fittings.

3	The logs and wedges are fastened onto the X-wagon by using all-purpose glue and the fittings are shortened with the help of a wire-cutting pliers
4	The preliminarily set up X-wagon
5	The loaded wagon is ready for removal
6	Hold it! Someone has quickly loaded the potato harvester onto a different wagon - and local beat reporter Erni has not even noticed it. Perfectly wonderful: the delicate spoke wheels of the X-05 by Nolting
7	The finish-coated set of wipers for the Köf II by Dinger
8	Equipped for bad weather: the Köf with wipers
9	Köf and X-wagon are leaving Lehmannsburg Station

Page in Original German Version: 40

Category:

Layouts

Bar:

All Around Layout in Gauge 1

Header:

The 70s in the Ruhr Area

Intro:

The here presented layout prioritises the special flair of the rail transport in the Ruhr area – implemented into a model in a scale of 1:32 by Ernst-Peter Weischenberg

Author: Wolfgang Oellrich

Pictures: Ernst-Peter Weischenberg, Manfred Weihrauch

„Emschertal/West“ does not have its source in an existing template. The basic idea of this in late Epoch III established layout, which is based on motifs from the home of the builder was the creation of a dead-end station, executed as a terminus of a double tracked main line, somewhere in the Ruhr area during the seventies. The special atmosphere of smoke, the mine flair, the European Coal and Steel Community and an almost chaotic confusion of track layouts, combined with huge buildings around the track, all this was fascinating Ernst-Peter Weischenberg already as a child.

After a construction period of twelve years finally the here presented all around layout was formed.

Subtitle:

Before construction starts: a few basic ideas

In the beginning only the track plan, which is shown on page 49 did exist, without any further planning. The layout rather grew during the years of construction on the ability of an authentic implementation into a model. This certainly also includes the restriction to a minimum, for sometimes less is more, also in this case! Having the courage to realize a project and testing different materials do belong to the background of every model builder just as a consistently orientation on the template. You should for example acquire the principle of stage setting. Blocking rehearsals with cardboard or polystyrene samples are indispensable for the overall expression. Taking pictures of the rehearsals from time to time proved to be serviceable. A picture does not lie and it shows incredibleness. Cluttered sceneries or quick scene changes do appear artificially. Following these few principles subsequently the layout will give an impression that Nature came before the Railway – just like in reality!

When looking at the layout pictures the viewer will soon find out that in this case basics of model building have been implemented *par excellence*.

Subtitle:

Spacious Track Guidance

The course of the track allows a very diversified operation. The trains are operating on two levels. After leaving Emschertal/West the trains are running along the double-track mainline

in a wide curve and reaching the lower level. There the two holding sidings with five or four through tracks as well as sidings for forming new train sets are situated. The complete layout extends over two rooms, in between a removable bridge module is located in the passage area. The driveway out of the fiddle yard to the visible area leads along the show route in the next room, which is consisting of several modules. All in all the enclosed space is 9,75 x 9 metres – a stately size, even for Gauge 1. Accordingly spacious are the radii on this layout – there are no narrow windings to be found on this layout and no track elevations. What a pleasure it is to look at the long trains with four-axle passenger trains, buffer connected to buffer with original couplings and all that without overhanging in curve areas ... this is driving, similar to the original!

Anyone who will examine the track plan in detail will surely notice that the terminus is not at all a dead-end station. As a matter of fact the supposed dead-end track at the bottom end of the layout to the right of the gantry-style signal tower is continued underneath the gravel plant and it finally ends at a storage ending, from which further train sets can be provided.

For the most part the tracks were self-built. Therefore profiles and sleepers out of the Hübner range were used. Curve radii were self-bended by using yard goods. All switches were also completely self-built. For this purpose the track geometry was transferred on paper and afterwards implemented to the model. All switches were installed on an 8 mm aluminium plate outside of the layout and afterwards each structure was completely inserted in the routing.

The track section bearing was carried out on 5 mm insulation strips, which were made from 70 mm screed edge strips from the builders` merchant`s (mostly yellow foam, distributed on rolls). Subsequently the layer of broken stones was completed with the help of natural stone silicone. At this point the sleeper interspaces are precisely filled with the grey silicone. Then immediately the gravel has to be piled on and the gravel particles have to be pressed on by using a tight brush. After vacuuming off the excesses (a new vacuum cleaner bag should be used for recovering all residual material) spaces have to be reworked by using a small scraper. Thereby a very good acoustic insulation is reached and the vehicles are always running in a flexible track bed.

Subtitle:

Exemplary: the overhead contact line

One of the highlights on Ernst-Peter Weischenberg`s layout surely is the self-constructed overhead contact line. This should be geared to the original as close as possible and accordingly allow an E-loco operation with flexible fitting pantographs. This only works when the overhead traction line actually is energized, which again requires a solid and distortion-free construction of the overhead contact line, due to the enormous tractive forces. After a detailed prep reading and undertaking numerous picture-tours on the original the first principles became clear: every single contact wire and each catenary wire starts and ends in a provable area. Contact wires have to be clamped and via pull-offs they have to be led in curves and switches.

In this case a complete self-construction is required. Pylons from the company Kesselbauer were used and the bases and mast caps had to be elaborately overworked. The used insulators are originating from the Sommerfeld Gauge 0 range. 0,5 mm phosphor bronze wire was used to build the overhead traction line. The catenary wire was made from black rubber thread. All hangers are made from 0,3 mm copper wire and soldered to the overhead traction line on the bottom. On the top the hangers were connected to the rubber thread by bending them to a loop. In doing so the required deflexion of the catenary wire can be simulated well. The

hangers will additionally receive a small loop type eyelet to display a conducting connection and to ensure a better soldering strength. Some parts of the pylons and fittings are originating from an American supplier. In the tunnel area the catenary wire was adjusted in a way that it runs out somewhat higher in the covered area. This ensures a smooth run-in of the pantographs.

On an authentic overhead contact line also catenary signals must not be forgotten. Corresponding references can be found for example in the “MIBA Signalbücher” (Stefan Carstens, MIBA Report 18, Signale Teil 2, MIBA-Verlag, Nürnberg, 1992).

The electrification still is in development, but the complete station area as well as the bordering routings can already be run with wires.

The signalling of the free railway line was carried out with mechanical signals and in the terminus area with light signals. The signals are coming from the company Besig and are fractionally completely overworked.

The light signal at the platform is absolutely redesigned from a Besig light exit signal. The „ZP9“ consists of individual LEDs to represent the pool of light. All mechanical signals are digitally powered by servo motors. The light signal control is carried out manually via a relay control.

The complete layout is analogically connected and digitally run in DCC format. The control is made via the “Lenz Zentrale LZ 100”, connected to the ESU Mobile-Control manual radio-control. The supply of the input voltage is reached with a 6-Ampère booster and a 200 VA toroidal transformer.

In the next issue of the 012-Express you will experience the trains, which are operating in Emschertal/West and discover, how the numerous building constructions came into existence.

Picture Headers:

No.	Text
1	The Märklin V100 with converted vehicles heading towards the fiddle yard; impressive: the supporting walls with their structurally correct inclined pillars
2	The Hübner 64 is leaving the station Emschertal/West with a goods train
3	View over the track layout of Emschertal/West; in the station area already completed: the overhead contact line
4	Wired in accordance with the original: passing two “White Ones” (Sh1) the E 41 soon will join the E 7118 direction Osnabrück – via Münster
5	Even old E-locomotives are on their way in Emschertal/West; track layouts, building constructions and landscape design are reflecting the atmosphere of the original railway
6	View from the gantry-style signal tower towards the reception building; tracks, signalling and overhead contact line are barely varying to the original
7	The discreetly weathered BR64; good to see: the transverse support structure of the overhead contact line with insulators and signalling
8	The platform light signal originated from a Besig signal, whereas the ZP9 was completely self-constructed
9	View through the gantry-style signal tower towards the rear storage sidings
10	A sophisticated and weathered Märklin V60 is waiting for its shunting application in Emschertal/West
11	The V60 with a post coach, from the reception building perspective ...

(centre left)	
12 (centre right)	... and from the perspective of a railway official at the platform
13	After the transposition at the station the post coach is delivered to the express train direction Bochum
14	The schematized track plan with the visible track layouts
15	The fiddle yard and its numerous storage sidings for trains in varying length

Page in Original German Version: 50

Gauge 0-1-2

Category:
Modeling

Bar:

Loading Platform for Handling of Goods – in Gauge 0, 1 and 2

Header:

No More Jamming!

Intro:

An indispensable assistance not only for piece-goods: the loading platforms of goods forwarding facilities – our handicraft instruction shows, how they can be implemented to a model

Author: Patrick Dalemans, Wolfgang Oellrich

Pictures: Patrick Dalemans, Coll. Uwe Meiss (Original)

In order to illustrate the handling of goods on the model railway layout in a realistic way, appropriate loading platforms in the goods areas of stations or at factory accesses must not be forgot about. We will gradually describe below how such a platform can be built by simple means. It goes without saying, that an individual fitting of the platform(s) is required, depending on the track position and the arrangement of goods sheds and other places of loading.

For the reproduction in different nominal sizes just a few basic measurements have to be observed. This regards the maximum height of the loading platform above the top edge of the rail as well as the lateral minimum clearance between the track center and the platform to ensure a non-contact navigation of the vehicles.

Concerning this the workgroup „Basisnormen Mechanik“ of the BDEF has released a planning aid (see box). To minimize the unpleasant gaps between vehicles and platform edge a standard structure gauge according to NEM 102 is used and the dimensions of the loading platform is brought preferably close to the vehicle boundary according to NEM 301. For appropriate recommendations for Gauge 0, 1 and 2 please see the drawing and the adjoining chart.

Chart:

Dimensions for the construction of the loading platform (mm)			
Gauge	0	1	2
Maximum Height „H“ of the loading platform above the top edge of the rail	27	38	52
Lateral minimum clearance „A“ between platform and track center	39	55	74

Source: BDEF, Arbeitsgruppe Basisnormen Mechanik

Editor of the planning assistance for loading platforms:

BDEF, Postfach 1140, D-30011 Hannover.

Available as an electronic version on the internet at: www.miba.de

Subtitle:

Construction of the loading platform

Picture 1:

The completed platform after installation on the layout. The traces of weathering are displaying a very realistic impression of existing loading platforms.

Picture 2:

The footing of the loading platform is made from 4-6 mm plywood. Concerning the maximum height (border stones have to be incorporated!) and the distance to the tracks please observe the dimensions, mentioned in the chart. Length and width of the platform are depending on the position of the tracks. In one corner of the platform a recess is provided for, where subsequently a ladder for accessing the platform will be added.

After crosscutting all components have to be adhered by using wood glue and additionally connected with brads, where required.

Picture 3:

When constructing the ascent to the platform it has to be made sure that the inclination angle is not chosen too steeply. For achieving a realistic impression the incline should not be more than 10%.

Picture 4:

For the lateral boundaries of the platform pine strips are used as „border stones“. The strips have to be slightly flattened and engraved by using a knife, to convey wear marks.

Picture 5:

Afterwards the emerged form has to be poured out by using moulding plaster. Please make sure that the plaster is not applied too viscously to ensure a smooth surface. Small corrections can still be made by using a scraper.

Picture 6:

Once the surface is beginning to harden the longitudinal grooves have to be carved by using a scribe or a similar tool. Also the joints of the border stones have to be carved and carefully neatened by using a toothbrush, just like the grooves. The generated plaster dust has to be removed.

Picture 7:

Afterwards the diagonal grooves have to be applied in the same way. In the case of paving replication different variants are possible. It's best to look at the original or to consult ancient images of the original.

Picture 8:

Similar to the already described construction of a coal feeding crane base in issue No. 7 (012-Express September 2007) tile cardboard has to be applied irregularly onto the lateral walls to replicate uncovered wall parts (the cardboard should previously be thinned out from behind, if necessary!)

Picture 9:

The remaining free parts of the lateral walls have to be painted by using grey acrylic paint.

Picture 10:

Then the „wall plaster“ has to be applied. It can be mixed by taking gypsum, grey paint and some sand. Though a rough ready-to-use wood priming crash filler, like it is offered in DIYs, would work considerably better. This material, for example „Polyfilla“ can easily be applied onto the walls by using a scraper. If some water and wood glue is added the filler can be handled just like paint. After drying a very beautiful plaster structure will appear.

Picture 11:

The edging of the platform has to be painted in a contrasting dark grey color.

Picture 12:

In many cases original loading platforms are also made from concrete. At the model all lateral walls have to be filled accordingly by using the wood priming material, mentioned above.

Picture 13:

Also on concrete walls weathering cracks do arise by reason of corrosion, where in the majority of cases the steel reinforcement fractionally does emerge. This can be replicated at the model by pressing small brass rods into the not completely cured filler. Additionally the „concrete“ can be somewhat broken loose in this area.

Picture 14:

After the filler has hard-dried now the loading platform has to be created on terms of color. Depending on the grade of weathering the surrounds and the stone walls have to be covered with black color, which has to be diluted by using cleaning solvent. For the joints a contrasting dark color is used. The replications of plaster and concrete also do receive shades of different grey colors.

Picture 15:

In the area below the joints traces of water drain can be applied by using white color, which has been diluted with the help of cleaning solvent. White circles of sodium nitrate efflorescences in the wall plaster can be replicated by giving them a brush of almost dry white paint. Protruding steel rods out of the concrete have to be covered with rust-preventing paint.

Picture 16:

The stone pavement has to be weathered by using a bristle brush and different acrylic tones from dark grey, light grey, brown to beige-coloured. The application of cleaning solvent by brush after drying is producing an even stronger accentuation of the surfaces and does imitate a realistic structure.

Picture 17:

Individual shades can be reached by using fine pigment powder.

Picture 18:

A small ladder for ascending the platform is placed in the recess. On the head side wooden strips are serving for buffer beams. If required they also can be equipped with buffers

additionally. In the end the platform has to be fit in the landscape. Small bunches of grass in different colors are underlining the state of weathering.

Again a beautiful showpiece did emerge by little means, and it surely will give a more realistic appearance to all goods forwarding facilities on model railway layouts - easily achievable for everyone ... Good Luck!

List of Materials:

Plywood leftovers, 4 - 6 mm
Pine tree strips, 3 - 5 mm for the platform boundary
Model plaster
Wall cardboard (e.g. Faller, Vollmer)
Universal wood repair paste (e.g. Polyfilla, grey)
Cleaning solvent
Gloss paint (e.g. Humbrol)
Acrylic paint grey, white, brown, beige (e.g. Anita-Decor)
White wood glue (e.g. Ponal)
Landscaping material (e.g. Heki)

Further information is available at the PAJ Modellbaugruppe by clicking HYPERLINK "<http://www.paj-modelbouw.be>" www.paj-modelbouw.be or HYPERLINK "<mailto:patrick.dalemans@pandora.be>" patrick.dalemans@pandora.be. The finished model can be acquired in short run through the „Lokladen, Bingen „: www.der-lokladen.de

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Category:

Original & Model

Bar:

Series 01.10 and 012

Header:

Standard Type Express Loco

Intro:

The series 01.10 was ranking among the showcase locos of the DB – an impressive express loco

Author: Klaus-Gerd Schoeler

Pictures: Manfred Weihrauch, Slg. Thomas Obst

The original BR01.10 was commissioned by the DR for the fast and heavy-duty long distance fast train operation and built as loco 01 in 1937 for the first time. 54 more fast train locos with a rate of 150km/h had been delivered by the “ Berliner Maschinenbau AG” (formerly Schwartzkopff) until the year 1940. Originally the locos were delivered with a streamlined fairing, which was partly removed on many locos during the Second World War and after the war the fairing was completely disassembled on all remaining locos.

Like the other standard type express locos this loco also possesses a 2'C'1 wheel arrangement, but it is coupled with a 5-axle tender type 2'3 T 38, which also had a built-in streamlined fairing. The locos are equipped with a three-cylinder engine; the middle cylinder is acting on the first axle. Thereby the different counter balances on the drive wheels and the coupling wheels are resulting.

The locos stood the test of time, but due to the beginning of the war they could not be used in the intended operation areas. After the war the majority of the locos still did exist and could be repaired. As from 1956 the locos were equipped with new high-duty boilers and some received an oil firing system from 1965 onwards. Both the coal burning and the oil fired locos proved itself during the difficult express train operation in different regards, whereby the north-south route was their field of responsibility until its electrification. During this time a daily output of more than 900 km could be achieved, monthly outputs of 20.000 km were standard and the monthly peak output of one specific schedule almost touched 30.000 km.

With the increasing electrification and the conversion to diesel traction the operation areas of the locos decreased invariably, the coal burning locos were sorted out and the field of application for the remaining oil fired engines was the Marschbahn and the Emsland route, where they to some extent were driven like hell. It is interesting to know that the BR218 diesel locos did not achieve the capacity of the massive 3-cylinder oil locos on the Marschbahn route and therefore the operation schedule had to be elongated. The last 012 locos were sorted out in 1975. This was the end of the steam powered express train traffic.

During my years of study in Münster I remember quite well, when at the central station the express train and in quick succession its relief train set into motion direction Norddeich Mole. The scenario of these approaching mighty express train locos really was impressing and

therefore I fully understand why the model of this loco is topping the wish list.

The original of our test loco 01 1063 was assigned to the Rw Hall P after its approval by the BMAG in March 1940. The loco was registered there until May. Afterwards it was assigned to the Rw Hannover-Ost, where it was located until the end of war. From there, it was transferred to Brunswick, where it remained until 1947. Bebra was its next application Rw and in 1954 the loco received a new boiler and was on duty at this Rw until the year 1958. From Bebra the loco moved to Osnabrück, where it was reconverted to oil firing in the same year. Still located in Osnabrück the loco was used on the runway and at 1st January 1968 it was redrawn. In the year 1975 the loco hauled fast trains and express trains along the Emsland route between Münster / Rheine and Nordeich until it finally was sorted out. The loco 012 063 survived and was situated as a historical monument in front of the Brunswick central station in the year 2000.

Further information to the original:

- Internet: <http://de.geocities.com/rolfwiso/>
- J.M. Mehlretter: Dampflokomotiven, Motorbuch-Verlag
- Eisenbahn Journal, Sonderheft „Die Baureihe 01.10“

Facts about the original loco BR 01.10

Piece number:	55
Manufacturer:	Schwartzkopff
Withdrawal from service:	1975
Building class:	2'C1' h3
Type:	S 36.20
Gauge:	1.435 mm
Length over buffers:	24.130 mm
Height:	4.550 mm
Maximum speed:	Predominantly 150 km/h (delivery condition) 140 km/h
	Reverse 50 km/h
Indicated power:	1.559 kW 1.728 kW (coal, with exchange boiler) 1.817 kW (oil, with exchange boiler)
Driving wheel diameter:	2.000 mm
Running wheel diameter front:	1.000 mm
Running wheel diameter back:	1.250 mm
Machine control:	Heusinger
Number of cylinders:	3
Cylinder diameter:	500 mm
Piston stroke:	660 mm
Boiler pressure:	Max. 16 bar
Tender:	2'3 T 38
Water supply:	38,0 m ³

Fuel supply:	10,0 t coal or 13,5 m ³ rich oil
Brake:	Knorr pneumatic brake acting on the coupling axles bilaterally + pneumatic quick-acting brake acting on drive wheels and tender wheels
Auxiliary brake:	existing
Fixing brake:	existing

Picture headers

No.	Text
1	Back on the Marschbahn: in the evening of July the 28 th 2002 the 012 100, coming from Westerland/Sylt, stops in Heide/Holstein in order to replenish the water supplies. Then the journey continues direction Hamburg-Altona with a special train
2	Carl Bellingrodt took pictures of this scenery out of the everyday life of the 01 1069 in the 1950s. At this time the loco belonged to the Rw Hagen-Eck

Page in Original German Version: 56

Category:

Original & Model

Bar:

Testing the BR01.10 / BR 012 by KM1

Header:

Oil-burning Diva

Intro:

Also as a model an outstanding express train loco: the testing of the oil-burning 012 by KM1 Series 01.10

Author: Klaus-Gerd Schoeler

Pictures: Manfred Weihrauch

Starting with the BR01.10 from now on the task of gauge 1 loco testing is devolved to me since Josef Strobl is no longer able to perform this function due to work-related reasons. I always appreciated to read his test reports and would like to continue his work in a similar style.

I took over this task with pleasure and a little bit of thoughtfulness, and I am aware of the importance and the resulting responsibility of testing reports, which are released to the public. For sometimes a test report means the achievement of the impossible. On the one hand expert readers are expecting references for purchasing decisions, especially when different manufacturers are offering the same model. On the other hand some are looking forward to their favourite loco and therefore no one wants to scare them away from the desired model with an unpleasant test report. If a small series is sold out, the owners are having fun with the models and you are finding out in the test, that one dimension in comparison with the original is deviating by one millimetre – this is even worse.

I will try to be as objective as possible, to compare the measures, to verify if the reproduction of details is complete and to perform a mandatory operation program. I hopefully will possess a keen sense concerning the more subjective features like finish and sound, which everyone is sensing in another way. Apart from that I wish you will take much pleasure on the pictures of Manfred Weihrauch and I thank you in advance for excusing, if I am judging one or two points more or less critical as you would rate them.

Subtitle:

Technology and detailing

The model arrived well packed in a covering box, this form should ensure a reliably safe way of forwarding the loco by using one of the common parcel services.

Both, loco and tender are protected with separate transportation planks and the loco is additionally bolted to ensure that the sensitive parts are well protected.

When unpacking you should remember, how the protective foam strips are applied to the frame and the smoke box door in order to avoid damaging the movable undercarriage parts or the smoke box door in case of further transportation. These security measures can simply be documented with a digital camera.

As soon as the packaging material has been removed from loco and tender they are standing on top of the transportation planks, instantly the multiplicity of details are catching one's eye – indeed one is facing a scaled down original engine. At first glance, only the compromises of the coupling technology between tender and loco can be recognized, which is pointing out a functional model. The kind of coupling is necessary to ensure, that the trailing tender loco is able to run narrow radii down to a radius of 1020 mm.

The counter flashing, which is leading from the tender to the loco, is more narrow than on the original loco and it is laterally movable, but this is hardly noticeable during operation. The close coupling kinematics is arranged underneath the counter flashing, but in contrast to the attached description it only possesses two different locking positions, which are intended for a radius of 1020 mm or 2300 mm upwards. On our inquiry after the Toy Fair Mr. Krug told us, this ought to be one of the two models, which are only possessing two locking positions.

Coupling of loco and tender, at least regarding the connector, should be made by using an angular tweezers. Since the space is quite confined it makes sense to test the process of coupling in a well-lit area before operating on the track.

The tender can be lifted easily on both sides. With the loco you have to act more cautiously, especially since the buffer beam is not that solid as the older mass production models. In the front the loco can be touched behind the smoke deflector plates and in the first boiler shell, in the rear area it can be touched at the roof of the cab or at the end frame – this way it can be lifted and safely positioned onto the track.

During our testing operations on two different layouts we had the chance of trying both drawbar positions. In the closely coupled state we had problems to separate tender and loco afterwards, at least with the test loco. Mr. Krugs advice: moving the loco laterally against the tender, in doing so the kinematics will offer more space to uncouple the tender drawbar in this position. We were not able to give it a trial but probably this advice will help some or the other.

But let us first take a look at the performance of the loco. The overall proportions are matching; the dimension table is documenting this first impression. Compromises due to the use down to 1020 mm radii are hardly noticeable except the pipes and fittings underneath the cab. On closer inspection it is visible that the pipes and fittings had to be dislocated outwards due to the deflecting trailing axle. The 1020 mm modeller will be glad for this solution, which will enable him to implement all pipes of the original to the model. All other compromises are solved in such a clever way that they are almost invisible. For example the lower steps to the cab are spring mounted and are rebounding exactly aligned. The thick steam pipes on the tender are almost invisibly swivelling together with the bogie. Pusher bogie and trailing axle are running in rail guidings and are minimally changing the distance to the set of drive wheels or coupling wheels in narrow radii, on planar routes the distances are again matching the original. The brakes are carried out as slightly aligning precision casting parts and are therefore allowing a short circuit free ability of repositioning the three closely attached locomotive wheel sets.

The large number of boiler and running board attachments are executed delicately and harmoniously. Pumps, valves, turbo generator, whistle and the other precision casting parts are sharp-edged and reproduced with neat contours. It's a pleasure to examine this model; new details are consistently visible. Also the location of the parts is correct – as far as it can be related to the original.

When looking at the running board and the beam the neatly installed electric wires and lubrication tubes are attracting attention, which are leading from the cab forwards to the cylinders and the buffer beam.

The sectional frame possesses all openings of the original, even the screws in the cast part do exist, however, you have to look very closely and use a proper light to identify all of them. The sheets above the inducer are pleasantly low lying, this way the formerly usual “barn doors” are gone. Cleverly hidden is the drive, which is transversely acting on the set of coupling wheels, from the side it almost cannot be noticed. The coupling and connecting rods are exactly replicated with reinforcements around the roller bearings. It has to be pointed out that they are located closely against each other, in accordance with the original, and not contrarious to the original placed on top of the crank pin by using spacings. For reconstructed locomotives this is a typical characteristics besides the boiler and the chimney. The drives for the lubrication pumps are also flexibly mounted with similar to the original material thickness.

All steps in the ladders, in the buffer beam or on the boiler are executed in an open-worked way and especially underneath the cab this makes a contribution to the true to design appearance.

The play of the inner cylinder with the transversal crosshead guideway and the control rod is clearly visible with joy during slow approach, the head axle, however, can be identified better from the revision pit perspective.

Entirely clear are all the details of the frame and the undercarriage only at a medium speed on a roller dynamometer test bench or if you walk alongside the layout. Only now the airy sectional frame is visible, which is executed in the same way on the original loco.

The fine wheels with the authentically replicated semi-symmetric elliptical-shaped spokes and the offset counter balances on the coupling and drive wheels are reproducing the original accurately. Our test engine is equipped with an undercarriage with NEM wheel sets, which possesses higher wheel flanges and a wider wheel tread. Visually still acceptable are the 2 mm high wheel flanges.

The undercarriage of the tender and its bearings are carried out very delicately; you can almost identify the manufacturer of the axle boxes. If you turn the tender upside down large parts of the reproduced brake system can be seen, during driving operation not much of it is visible, though. Instead of that the typical fittings on the oil tender are impressing. The finely open-worked tread-plates on the tender, the blocking valves, the hydraulic cylinder, the ascending pipe for oil filling and the various tubes are completely replicated in a proper style, as far as they are verifiable. This also involves the tubes and valves with their stop wheels, which are located on the walls leading to the loco. They are in the coupled state only noticeable to a limited degree.

The cab is also offering various controlling and indicating instruments and fittings. The central Bosch lube pump, the manometer, the oil burner cover, the controller configuration wheel, the drivers brake valve and a lot more are displayed in colours and mounted inside the cab. Merely the buttons and fuses for enlightening the driver's compartment are missing, if my memory of the standard driver's cab serves me right.

The complete illumination is carried out in LED technology, only golden-white LEDs have been installed, which are reproducing the same shade of white as the light bulb of the original. The loco and tender illumination is changing according to direction of train by softly switching them via a brightness control. The engine lighting is equipped with 9 LEDs, which means that also the inner cylinder can be properly lit up for lubrication purposes, true to the original. The cab is also equipped with LED lighting, which shows the details inside in a coupled state.

From my point of view, the colour possesses a pleasantly slight brilliancy. The red colour of the undercarriage is not that screaming, which is almost matching the original. All colour separation edges are absolutely exactly executed in order that details and contours are visible. The electrical distributors are not laid-out in yellow colour, but the colour can easily be added by using a brush and a well-pigmented synthetic resin varnish. The colouring is touch-resistant and conditionally scratch-resistant, nevertheless the loco should be handled with care, especially because of the delicate attaching parts.

The lettering seems to be complete, even on the running board braking mode and revision facts are imprinted exactly.

Engine driver and fireman were not enclosed; instead a gift coupon for the locomotive staff was added.

The suspension of the coupling hooks were executed extremely soft – we are not sure if this only concerns the test model. Anyway, this was no problem, but in the start-up process of a heavy train the coupling is considerably poking out of the buffer beam. We had to widen the rear hook underneath the buffer beam a bit for mounting the coupling.

Subtitle:

Driving characteristics

In contrast to the former tests, realized by Mr. Strobl, I had no 1050 mm radii at my disposal nearby, so the test runs had to be realized on 2300 mm (Hübner) and 1020 mm (Märklin) tracks. We did not change the KM1 factory settings of the decoder for testing purposes.

As already mentioned, the smallest drivable radius is responsible for the distance of loco and tender. The first test runs were made on a large layout with minimum radii 2300 mm. A fast train consisting of nine 4-axle express trains and a speedometer wagon was hauled. The loco plus train speeded up pleasantly soft right from the start, no matter if the train had to be accelerated in a bend, in a set of points or on a planar route.

We accelerated the train on a planar route and in a long drawn-out double bend (radius > 10 m) up to the a speed of 140 km/h, which really was impressive and a little frightening at the same time due to the attached weight. The loco was handling this high speed without any problem; it took the bends of

the oval (radius 2300 mm and 2450 mm) with around 80 km/h also without any difficulty. The sets of points, which are consisting of Hübner switches with reversed arches, were only run with 60km/h with regard to the test model – again without a problem. The undercarriage coped the arches with the guide rail and always trued up in parallel to the track afterwards.

The loco still had a compact appearance while driving the bends with its closely coupled tender; on reversed arches naturally the deflection is more noticeable.

On the second layout the train set was consisting of seven Hübner blunderbusses and ran radii of minimum 1020 mm; at a radius of 1174 mm it had to cope with a grade of 45°. During these tests we were surprised to see how easy the longer coupled loco ran the narrow sets of points with reversed arches. The rail guide to the tender and also the guides of the forward bogie and the trailing axle worked without getting pinched. Also in this test the loco always trued up in parallel to the track after the enormous displacements. The test runs were showing no noticeable problems, either while hauling or pushing. The tender bogie only once was derailing while running the inner radius of the Hübner point, which also is integrated in this layout.

The 45% grade in the bend could be managed with a sensitive way of operation without side slipping of the loco. A start-up process in this extreme situation was impossible though. Fortunately the test loco with its accompanying train set was not bucking or rocking during descending. One or two of you surely have been there before with one or two locos while downgrading.

You have to be careful, however, if the loco (also without train) in a grade does not get power anymore or if the actuator is set to the “0” position – in this case it will, depending on the down grade, roll downhill due to the overrunning clutch.

Subtitle:

Sound

I do not know who is responsible for adjusting the sound intensity for delivery, but I had to notice that again it was adjusted very high. This volume might be acceptable for exhibitions with relatively high acoustic levels, but in the domestic basement, in the attic or even in the living room it is somewhat loudish.

At this relatively long trailing tender loco it is obvious, that the sound is coming from the rear. The start-up process as well as the slow approach is recorded very realistically. The exhaust stroke is pointing out the supposed exertion of the loco during approaching in front of an express train. Also convincing is the blow-down of the cylinders.

I was curious to hear the 3-cylinder exhaust stroke during faster speed. Along the long showpiece route of the test layout the strokes were unfortunately very short and snatchy. As soon as the residual speed was reached, the strokes were getting more soft and, to my mind, more pleasant. I can remember film clips of a fast driving 3-cylinder loco, as a matter of fact the exhaust stroke turned to become somewhat staccato-like.

The aggregate sounds are replicated concisely and neat. If the loco is waiting in the R_w or at the platform it is wonderful to hear the random generated working pump, the booming oil-burner or the blowing down safety valves. Of course some of the sound sequences can also be activated or recalled by function keys.

As soon as the lightning is switched on, the turbo generator of the lighting dynamo starts to buzz, the oil burner is working and the combustion space is shining in the typical yellow shade.

The calling out of signal- and route observations inside the cab rather is sort of a joke. In reality these callings out of the cab can hardly be heard due to the wind noises.

Subtitle

Steam generation and endurance test

We did not fill and operate the smoke generators with regard to the loco and the closed locations. They should at least match the formerly delivered engines.

We abstained from a continuous operation for hours in front of a normal express train. Overall, the loco was operating two hours for testing purposes and it did not show any technical problems. According to the required operation the loco has to be maintained and lubricated and oiled, just like

an original loco. The attached instruction manual is giving adequate information concerning maintenance.

Subtitle:

Conclusion

The BR012 by KM1 is a brilliantly worked replication of the original loco with driving characteristics that are convincing, either in the Rw or on route. The sectional frame, the boiler fittings and the undercarriage are leaving nothing to be desired. Factory-made the sound should be turned down a bit.

Anyone who has the opportunity in his home layout should choose the version with fine-scale wheel sets, which would be another dot on the i. Perhaps it may be possible to reduce the wheel flanges of redevelopments in the NEM version to 1,8 mm without influencing the operational safety.

One last thing – I would like to ask the manufacturer if it would be possible to add exchange sets of undercarriage mounting parts and tubes in order to assemble them on glass-case models or for large radii operation instead of the delivered ones.

Note to the dimension table: not all dimensions could be taken exactly and therefore deviations of 1 mm may be possible.

For the sake of completeness it should be mentioned that models of this impressive express train loco also have been built by the companies Kiss, Lüdke and Schönlau.

Box 1: Overview:

Available Versions	A total of 14 versions from Epoch II DRG up to museum locos Epoch V and VI, streamline finish, old and new boilers, oil version
Loco number of the test loco / Epoch	012 063-4 Epoch IV
Engine / transmission	44W Maxxon Glockenanker engine with free wheel gear, gear box and axles ball bearing mounted
Electricity discharging / traction tyres	16 contacts on the driving wheels and coupling wheels and tender wheels, no traction tyres
Axles	All axles ball bearing and spring mounted
Sound regulation	Impulse generator pulley with 6 magnets and hall effect sensor on the middle driving wheel set
Jittering firebox lighting	Warm yellow LED to simulate the oil burner
Smoke alternator, cylinder smoke	Dynamic Smoke, controlled steam generation for chimney and cylinder
DCC / Motorola	DCC address 01 with function F1 - F15, Motorola address 01 with function F1 - F4 and with additional

	address 02 with function F5 - F8
Decoder features	<p>ESU XL V3.5</p> <p>Function: changing headlight front and rear</p> <p>F1: sound on/off</p> <p>F2: whistle</p> <p>F3: short whistle</p> <p>F4: smoke on/off</p> <p>F5: cylinder steam on/off</p> <p>F6: gearing illumination on/off</p> <p>F7: cab lighting on/off</p> <p>F8: train conductor whistle</p> <p>F9: oil burner</p> <p>F10: injector</p> <p>F11: air pump</p> <p>F12: call „slow approach“</p> <p>F13: call „approach“</p> <p>F14: call „crossing secured “</p> <p>F15: water pump</p>
Weight	7,25 kg
Price for advanced order / recommended retail price	2590 (until 30 th November 2005) / 3190 Euro

Box 2: Comparison of pulled axles en route

Precondition	Output
Planar with 2300 radius and Hübner switches	9 express train wagons without any sideslip tendency during start-up, safe position of the loco at average speed on routes with reversed arches
Planar with 1020 radius and MÄRKLIN switches	7 blunderbusses without sideslip tendency during start-up, safe pass through of reversed arches at low speed
Ascending a grade of 45‰ and 1174 radius	7 blunderbusses could be run in steady conditions, the loco almost reached the sideslip limit
Start-up at a grade of 45‰ on a curve	The loco alone coped with the grade without any problem, sensitive start-up assumed

Box 3:**Dimension of the model with 2'3 T 38 tender compared to the prototype dimensions taken from the construction drawing**

<i>All measures in mm (rounded up)</i>	Original 012	Theoretical 1:32	KM1 012
Total length over buffers*	24130	754,0	758
Length loco**	15135	472,9	497
Length tender	8820	275,6	273
Centre line of boiler above track	3100	96,8	95,5
Top edge chimney above track	4550	142	143,1
Distance between buffer and top edge chimney	2940	91,8	92,5
Driving wheels front	1000	31,2	31
Driving wheel rear	1250	39,0	38,9
Driving-/coupling wheels	2000	62,5	62,7
Distance between axles	20370	636,5	641
Wheelbase loco	12400	387,5	387
Wheelbase tender	6000	187,5	190
Distance driving wheels front	2200	68,75	68,9
Driving wheel and coupling wheel diameter	2300	71,8	71,6
Distance between bogie-wheel front and coupling wheel	1800	56,2	57
Distance between coupling wheel and rear bogie-wheel	3800	118,7	119
Distance between front tender wheels	1750	54,6	55
Distance between rear tender wheels	1375	42,9	43
Distance between buffer and first inducer	1840	57,5	57
Distance between rear bogie-wheel and loco tail	895	27,9	27
Distance between last tender wheel and buffer beam	1920	60	61

* in a closely coupled state state

** measured behind the door

Final Ranking		
Engine and technical driving behaviour (robustness, operating safety, kinematics, certified safety CE etc., deduction of points for traction tyres)		8
Decoder and electronic driving behaviour (compatible with DCC/Motorola, easy to handle, due to original, adjustable etc.)		10
Sound (Original, impulse generator, editing option, additional sounds, etc.)		9
Detailing (incl. varnishing, lettering, labelling etc.)		9
Accordance to original (proportions, meeting the Epoch, RAL-colours, attachment parts true to original etc.)		10
Supplementary equipment (*)		9
Cost/performance ratio (based on pre-order costs)		9
Possible Total Points 72 (*) incl. additional points		64
Evaluation scale: 10 (unbeatable) 0 (beyond repair respectively not existing in supplementary equipment)		
(*) Zusatzausstattung: 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		

Picture headers:

No.	Text
1	Well-researched: The coal loco with upright sandpit on the running board
2	Desired models: the mighty 3-cylinder express train locos, either as an original or a model are leaving a mark
3	Rather long: pleasant impression already at a medium tender lock-in for 1700 mm, the piston protective pipes can only be used from 2300 mm upwards
4	Solved fairly well: almost invisible, the swivel out mounted step treads
5	A fine cab: the monitoring devices are colour-coordinated, of course the coal loco possesses a firebox door
6	Similar to the original: the wooden walls of the coal tender, even if the original ones are mostly black
7	On/off-switch of the engine: quite helpful for glass cabinet use as well as for club layout presentation
8	Clearly visible: the three slots for the different radii, at the test loco the centre slot was missing
9	Oil tender: attached rich oil tank inside the coal bunker with standpipe for fuel-filling and fine hydraulic cylinders
10	Almost invisible during operation: fittings on the front side of the tender
11	Typical for the oil loco: combustion space and firebox door safeguarded by a metal casing
12	Undercarriage: coupling rods and connecting rods are adjoining each other closely, pay regard to the fine fittings on the boiler

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Category:

Layouts

Bar:

Narrow Gauge Modular Layout in Gauge 0e

Header:

From “Pusemuckel” to “Jotwédé” - somewhere far, far away

Intro:

Unhurriedly the “Pusemuckel” Express is winding through the landscape on a narrow track – charmingly staged by Wolfgang Jung

Author: Wolfgang Oellrich

Pictures: Manfred Weihrauch

„Far, far away“ – the same is true for the chosen terminus “Jotwédé” and also for the trough station „Pusemuckel“. The station architecture alone shows that the destinations are located in different regions.

The connection between both stations can also be described as “traffic close to the border”.

Especially for the residents of “Pusemuckel” the installation of their own narrow-gauge railway was a godsend. After decades of isolation herewith the eagerly awaited connection to the neighbouring district town was accomplished.

But let us take one thing at a time. In order to get from “Pusemuckel” to the “French Jotwédé” a distance of nearly ten metres layout length in a scale of 1:45 has to be overcome.

Subtitle:

Travelling across the country on Gauge 16,5 mm

The modular layout was built according to FREMO standard, therefore any operating expansion, for example at exhibitions is possible at any time. With all in all fifteen segments of up to one metre in length and up to fifty centimetres depth a total layout length of twelve metres can be reached. A connecting module with three sidings helps in the case of mounting new train sets and gives additional variety to the rural branch line.

In accordance with the original the tracks of the narrow-gauge railway are 75 centimetres wide. For this reason the construction costs were relatively kept within limits in comparison with the standard gauge. Similarly this also applies to the implementation into the model, especially as switch assembly kits and rail profiles out of the H0 range can be used at a track width of 16,5 mm. Therefore all “Pusemuckel” railway tracks were self-constructed and the profiles were tacked at the narrow gauge wooden sleepers. All switches are equipped with a positioning mechanism and are operated by hand.

The layout is digitally operated in DCC format. In addition to small series products also self-made and repainted „Magic-Train“ vehicles are employed. The vehicle supply is providing different flat wagons and covered freight wagons, which are mainly used for handling agricultural payload and products for the local gear wheel manufacturer. The latter had put the small town back on the map, for the high-quality “Pusemuckel” gears are used throughout the world in all sorts of machines. In order that the factory building as well as the administration will find their place on this small module all models were manufactured in semi relief style.

But also the goods, which are arriving at the canal port of “Jotwédé” are handled over to the train to “Pusemuckel”. The small steam locos, which are located at the small station seem to be really busy! The passenger transportation, which takes commuters and schoolboys to the nearby district town, is mainly transacted by a railcar.

Once the gauge 0 locos on their narrow track are set into motion around the gear wheel manufacturing it powerfully booms out of the factory building. This morning engine driver Anton passes the factory with his „Josefine“ and two flat cars with a load of agricultural goods for the “Pusemuckel” population. Powerfully snorting the small loco is rolling along the factory tracks. At the end of the gateway our train is crossing the nearby stream and finally ends up at “Pusemuckel” station. In addition to the track at the station platform also a loop line and a total of three sidings for cargo handling are situated here. “Pusemuckel” is furthermore equipped with a loco maintenance facility with a small coaling station and a locomotive shed with workshop.

Four pure landscape modules are mounted to the right exit of “Pusemuckel” station. The hilly backdrop design and the self-painted background are fitting perfectly together. The colouring was chosen in quiet shades by intent, which is giving a very natural appearance to the landscape model. Flocking material and grass fibres of different manufacturers was used. Bushes and tall trees were mostly placed in front of the background – incidentally also in the station area. Thereby an additional depth effect is arising on the relatively narrow modular layout.

Subtitle:

In the port of Jotwédé

After an unhurriedly ride through the beautifully designed landscape modules the trains are arriving at the hardly less impressive station „Jotwédé. The lovingly seeming station building is situated in a curve in the track. The station simply consists of one station track, no wonder, because the cargo handling in “Jotwédé” is for the most part carried out at the port connection. Via several loading tracks wood and other agricultural and forestry goods as well as the famous “Pusemuckel” gear wheels are loaded on harbour launches and small cargo ships.

“Jotwédé” station also possesses a small loco shed as an accommodation for the tender loco stationed here.

Many details at the station and the port area are providing for an enlivened and authentic appearance of the scenery. A special attention getter is the obviously ageing small goods shed, which was self-manufactured with the help of wooden strips. Also all other buildings on the layout were completely self-constructed. The two storied reception building in “Jotwédé” is radiating the peculiar charm of French branch line layouts. Particularly striking are the “stony” window frames and doorway arches as well as the beautiful wooden shutters, which are adorning the windows. Also the delicate street lamps are contributing to the nostalgic flair.

The harbour docks in “Jotwédé” are made from wood. The harbour launch, which is lying at anchor, was also completely self-manufactured.

The buildings at “Pusemuckel” station, however, are executed in the typical German rustically truss style. The reception building has a stately size, as so often to be found at branch lines. Of course the compulsory Station Pub may not be missing. In the Beer Garden at the platform the travellers are making themselves comfortable. Meanwhile Alfred the cook

is already looking for new guests, since at the moment the railcar, coming from “Jotwédé” is rolling in. And who could ever resist in view of the inviting atmosphere?

Picture headers:

No.	Text
1	The gear wheel factory forms the end of the left side of the gauge 0e modular layout
2	A small loco on the basis of a „Magic Train“ is crossing the factory tracks with a locomotive set of two flat wagons
3	„Josefine“ passes the level crossing behind the factory connection
4	The picture, taken from the left end of the layout shows the vast extent, in spite of the low depth of the modules
5	The railcar with commuters aboard is coming from “Pusemuckel” and crosses the stream bridge. Beautifully designed: the course of the stream with a transition into the background
6	A short train with a load of wood on its way across the bridge module
7	A lot of traffic at the platform in “Pusemuckel”. Visible in the background: the tunnel crossing towards the holding sidings
8	Typical for Epoch II/early Epoch III: the railcar and the covered goods wagons with wooden panelling
9	The impressive truss building at “Pusemuckel” station with the compulsory Station Pub
10	A small loco on top of the simple girder bridge
11	The railway sidings at “Pusemuckel” station, schematically illustrated in the track plan underneath
12	The small coaling station in “Pusemuckel”, here still baskets are used for loading
13	The supply track with small loco shed and workshop
14	Spaciously: the landscape modules of the narrow gauge layout
15	Entering “Jotwédé”, good to see: the reception building is situated in a curve in the track
16	Very beautiful: the station building with its sumptuous detailed features
17	A harbour launch is lying at anchor in the port of “ Jotwédé
18	Provides for additional traffic: the handing of goods at the port
19	The right end of the layout: the layout lighting on the upper side, which gives the viewer an impression of a layout integrity

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Gauge 2

Category:

Modelling

Bar:

An Industrial Park Fencing in Gauge 2

Header:

Affordably Fenced In

Intro:

The following article will describe, how a fully functional chain-link fence arises with low means

Author, Pictures:

Hans-Joachim Neumann

While lingering through a DIY the ingenious model builder will evolve plenty of ideas in the view of the abundant supply of “accessories”. In doing so I discovered a wire mesh mat with a very tight structure, optimally suitable for a chain-link fence in a scale of 1:22,5. Anyone who is unsure should check the original fence, which certainly is available in almost every DIY. Perhaps thereby also appropriate craft material for other gauges can be found.

In this case, however, no modern fence should come into being but rather a metal grille, like it was to be found at many industrial facilities next to local railways in the post-war period. With the help of the aforementioned wire mesh mat in a size of 50 x 25 cm, an aluminium pipe with a length of 2 metres and a diameter of 8mm, a small package of tin-plated tacks, iron spikes with 1,4mm diameter as well as a bottle of anthracite paint mixer 0,25l (altogether around 15 EURO in all) plus two small packages of ASA round pipe, 4mm diameter (purchased on the Internet at a shop for architectural requirements for around 5 EURO) a fence with a total length of 1,7 metres can be build. And since the wire mesh mat in a dimension of 100 x 30 cm will barely be more expensive, the cost-conscious hobbyist will be able to build a fence of even 3 up to 4 meters length for an amount of around 30 EURO (two more packages of ASA round pipes are required additionally).

Subtitle:

The model fence is growing

First, fence sections of 13 x 8 cm have to be cut out of the wire mesh mat by using a scrapped kitchen scissors. On this some physical strain is needed and the scissors will be quite battered then, barely suitable for other purposes. The material will inevitably distort during cutting, but it is possible to bend it back to the desired original state by hand without any problem. The sections can also be sawed out with the help of a jigsaw with a thin hacksaw blade. Due to the quite unmanageable material this turned out to be the worse option.

12 sections are resulting from the small mat and 21 sections from the bigger one, which means a total length of 3 metres. If the height of the fence is reduced to 7,5 cm altogether 28 sections can be achieved, which means a length of 4 metres. This hardly is noticeable related to the visual proportions.

The aluminium pipe has to be cut to length to receive fencing posts of 9 cm length by using a miniature circular saw (e.g. Proxon oder Dremel). The 1,4 mm iron spikes, where previously the heads had to be separated, are serving for mounting pins of the fence sections. With the help of a mini drill the fencing posts have to be hole-punched, each metered 1,5 cm from above or from the bottom and in accordance with the thickness of the iron spikes, thus 1,4 mm thick. Thereafter, the iron spikes as well as the tin-plated tack, which is serving for the upper end of the fencing post, have to be fixed by using superglue. In this way the fencing posts are already completed.

The next step will be to cut the borders of the fence sections out of the ASA round pipes in accordance with the picture by using a sharp Stanley knife. With the help of the miniature circular saw a longitudinal cut has to be cut into the borders (Attention! Act cautiously because otherwise there is risk of injury!). Due to its width this cut enables an accurately fitting by impressing the borders to the wire mesh mats, this way no gluing is necessary. Later colouring will serve for additional joint strength.

Now, just small 1,4 mm holes have to be drilled into the so far finished fence sections at the corresponding areas. Then the fencing posts and the fence sections have to be stuck together and fixed by using superglue. The final anthracite paint serves for the ultimate true to original appearance of this small and delicate but cheap handicraft. Garden train modellers, who are planning to assemble the fence outside, should use a clear coat to make it weather-resistant. Furthermore, it is recommended to attach the fence onto so-called 8-inch nails, which are serving for ground spikes after their heads have been removed. The resulting outdoor fence can easily be dismantled for hibernation purposes and stored for the next season.

Subtitle:

Further applications

The here presented idea of an industrial fencing must not remain the only solution of using it. The subsequently displayed pictures are showing further possibilities of forming small bits and pieces out of the metal grilles. For constructing metal stairs for instance purists are sticking a matching silver wire onto the small treads as front boundaries.

And of course also small factory gates can be constructed with the help of this material. The picture shows an example of a combined use together with wall elements taken from the accessories trade.

Furthermore, small nostalgic magnetic advertisement signs can be used in addition for decorating the metal fence sections at appropriate areas, like they were typical for Epoch III originals.

Certainly more versions can be found – we hope you take much pleasure in your realized results!

Pictures:

No.	Text
1	The components for the chain-link fence: wire mesh, aluminium and plastic pipe, iron spikes and tin-plated tacks
2	Milling of the longitudinal grooves into the plastic pipe
3	The already finish-painted fencing
4	Variation possibility: Stairway to the coal crane – does this model seem to be familiar to you? Wasn't there a handicraft instruction in the 012-Express sometime ...
5	Another variation possibility: the doorway to the factory site; in the background and in front of the bicycle stand: the metal fence with its advertisement signs

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Category:

[Portrait](#)

Bar:

[5 Years of KM1 Model Building](#)

Header:

[The Spearheading Loco](#)

Intro:

[Meanwhile widely spread far beyond the Lauingen borders; the hissing and steaming locos out of the KM1 hotbed – our company portrait](#)

Author: Dr. Wolfgang Oellrich

Pictures: Manfred Weihrauch

The city of Lauingen on the Danube, a residency during times of reformations, stood out because of its competent handcraft and its wide-ranging trading. The city achieved an important economic wealth. Already at that time people did not only indulge in work but also the beautiful things in life attached importance. The inhabitants of the upcoming city were especially attired in music. It should come as no surprise that today Lauingen is the home of the Swabian String Academy.

As a consequence also the young Andreas Krug followed the tradition of his hometown and played a variety of instruments, even as a child. After he had passed the A-level he took classes in viola, violin, organ and piano. Tones and sounds in all respects had taken a shine to him. Consequently, he initiated a sound studio in the 90s.

What if a Swabian musician and tinkerer gets infested with the railway modeller virus? Correct: KM1. As so often it all began with a H0 set for beginners, at the end of the 90s he was caught by gauge 1. Via his mixed authentic loco sounds he professionally attained to model railways in the end. Some of the first Lok-Sounds by the company ESU in Ulm were originating from his studio.

Subtitle:

Pulsatile Steam

But sound alone does not identify a steam loco. The production of steam should be as exemplary as possible, too. As a matter of fact the construction of the first, rhythmically synchronized and wheel synchronous smoke alternator Andreas Krug set up the company KM1 Modellbau in September 2003.

Because of his excellent contacts to the Far East soon the foundation for vehicle manufacturing was laid. Still today the focus is on the accordance to the original. Already in the year 2004 series 41 followed with the first steam loco model.

Barely half a year later the first smoke alternator for cylinder steam was introduced to the wondering large gauge enthusiasts. „Dynamic Smoke“ with its two independently working smoke alternators was implemented in series 44 for the first time.

Today the steadily increasing number of Gauge 1 enthusiasts are rejoicing in the many steam and diesel locos, which have been developed by KM1, such as the BR65, the BR85, the BR94 and the V90/ BR290, just to name a few. A special feature, which was introduced this

year, is the functioning steam whistle. And the technical development does not stop at all: work goes on by developing a delicate rail coupling for gauge 1.

And if that were not enough the 5-member team of Andi Krug and his wife meanwhile are attending to construct wagons. Undoubtedly the showpiece among them is the Rhinegold train. However, in the meantime also two-axle and four-axle goods wagons are distributed by the Lauingen company.

In addition accessory parts such as the newly developed turning platforms, structure models and figures are available. Thereby KM1 became one of the largest providers for model railways in a scale of 1:32 within 5 years. And the next gorgeous models are already coming up ... models from the railway modeller – the 012-Express team is warmly congratulating on the 5th anniversary.

Contact:

KM1 Modellbau

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89415 Lauingen

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Email: info@km-1.de

Internet: www.km-1.de

Picture headers

No.	Text
1	Andreas Krug, founder and director of the company KM1 with his wife at their stand in Nürnberg. In the foreground: the traction unit of the newly VT11.5
2	Figure sets from Lauingen: KM1 is also providing the field of accessories
3	Steam out of the cylinder: developed by KM1
4	Well frequented were the KM1 display cabinets on the occasion of the Santa Claus meeting last year
5	The “hobby” of railway modelling – KM1 is practising it with all their heart and soul

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Category:

Info-Express

Bar:

2nd Large Gauge Meeting in Worms

Header:

Hustle and Bustle Inside the EWR Halls in Worms

At the 7th December 2008 Michael Günther, member of the Osthofen Eisenbahnfreunde and organizer of successful model railway get-togethers invited to the 2nd Large Gauge Meeting 0/1/IIm, which took place inside the historical EWR turbine hall, Klosterstraße 23 in Worms/Rhine and the following “Standard Gauge” Model Railway get-together in the EWR boiler house. Against the historical backdrop of two power-producing turbines, which provided the city of Worms with electricity until the 50s, quite a number of small series manufacturers, traders and demonstrated layouts and modules gathered together. The companies Hehl, WILGRO, VIEG, Atelier Schreiner, Petau, ADDIE Modell, Lok Laden Bingen, Saic-Modellbau and last but not least Mr. and Mrs. Simrock from the company Arge Spur 0 were participating. The company Preiser again contributed some worth seeing dioramas in large gauges.

Real operation could be experienced on a private gauge IIm industrial layout, a gauge 1 modular layout of a station, modelled by the Eisenbahnfreunde Bischofsheim, an extended modular layout of Arge Spur 0 and a transportable demonstration layout in gauge 1 – all of them were densely packed. At the stand of two Arge members dozens of gauge 0 small series vehicles could be gazed at.

This event was a hit – which was obvious due to the keen interest in large gauges at the manufacturer`s stands as well as at the stands of the private and commercial dealers. Large gauge fans should therefore already make a note for the 3rd Large Gauge Meeting at the 6th December 2009 – manufacturer and dealer requests are welcome. Anyone who wants to present his gauge 0 layout may get in touch with the organizer.

The already mentioned regular get-together is taking place on the third Thursday every month at the „Alte Schule“ in Worms Hochheim, Bingerstraße 63 at 7:30pm.

Contact:

Michael Günther

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Category:

Info-Express

Bar:

The World of Model Building 2009

Header:

All kinds of large-scale trains between large cars

Also this year – or more precisely on the 15th February 2009 - the Osnabrück Eisenbahnfreunde again achieved a major exhibition. Due to the involved Gauge 1 fans among the club members the participation of Gauge 1 railway modellers did increase during the years. The exhibition was enormously frequented and shortly after opening the parking spaces in front of the Autohaus Härtel was almost occupied.

The exhibited layout this year was the terminal station Brömmelburg with a separately attached fiddle yard. The station layout is convincing by its spacious railway sidings and the sparsely applied vehicles on the tracks. The series locos, which were upgraded by Klaus Brömstrup, could be admired under operating conditions.

Helmut Schemmel also dedicated himself to the modification of steam and diesel locos. The Märklin BR38, which he converted during uncountable hours – in the meantime is also equipped with LED lights (our report in the previous issue of the 012-Express) – does not differ at all from a M&L high quality loco. In many conversations he and Klaus Nagelschmidt gave a lot of advice concerning modification and improvement of gauge 1 locos.

Anyone who is not satisfied with the sound of his loco had the chance of getting new sounds from Ernst-Peter Weischenberg, copied on the spot. The new sound for the E41 had thrilled me; this sound really is a credit to the legendary “jumping cracker” sound. It also gave the BR012 an even more pleasing sound.

Joachim Meyer und Kurt Püttmann, who did not demonstrate the Münster modular layout this time, showed the advantages of module building and modular operation. During the event Joachim Meyer built up a complete module while Kurt Püttmann was operating two modules of the well-known layout. Interested large gauge modellers had the chance to get an overview of module building itself and they received worthwhile advices to take along.

For a long time Hartmut Stöver had kept the secret of which dioramas he was intended to show at the exhibition. The ones he had chosen were more than a surprise and they do display what is possible in regards of large gauge respectively gauge 1 detailing. One diorama shows a factory access with a semi relief plant. From the meticulously replicated grooved tramway rails up to the fire alarm system – everything is correct – and it is obvious that Hartmut Stöver had researched on the original with meticulous precision.

The second diorama shows a loading and unloading siding, where a wagon with a load of straw was cleared while on the other end the local coal merchant is struggling with a load of coal briquettes. Hundreds of working hours had been spent to build these two dioramas, for instance almost 10.000 individual paving stone have been wrought on four sides and installed afterwards. Also the hill of briquettes is consisting of several hundreds of individual briquettes, each of them individually glued and adjusted.

The true to original tracks in accordance with the track superstructure K49 by Hosenträger are making a favourable impression. Together with the delicate wheel sets the model appears

to be the original, especially if one screw is lying alongside the tracks, just like it is the case on one of the rail links. The weathering of the loco conduces to this effect.

Good observers were able to discover butterflies, amphibians, rats and hedgehogs while lingering in front of the dioramas. The animals were positioned very discreetly so that they are not obvious at first glance. Goods wagons were provided with the typical chalk addressing like they should have to be found on every Epoch III layout.

Frankly speaking, such a diorama could also be a solution for large gauge modellers with a lack of space for creating a harmonious surrounding for individual vehicles and not necessarily the diorama has to be carried out as laborious as the one of Hartmut Stöver. A Breuer track tractor or Köf could also operate on a diorama, where they only can be moved some centimetres to the right and to the left.

Similarly authentic were the trees and the tree dioramas, produced and demonstrated by Uwe Teichmann and Carsten Witte. Due to the different scales it seems that Osnabrück has become an important centre for tree construction.

Conclusion:

This exhibition with its manageable size and its almost familiar atmosphere is providing an excellent platform for exchanging ideas between railway modellers and the exhibitors and club members are consistently offering model building skill at its finest. Making a visit is worthwhile, at least for gauge 1 fans –they will benefit from a large range of experience and helpful suggestions.

Klaus-Gerd Schoeler

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Category:

Info-Express

Bar:

Gauge 0 Workshop for Beginners with Andreas Wieseler at the 04th and 05th April in Buseck

Header:

Model Train Memories

What is remaining from the formerly light-hearted playing with model railways on the floor or upon a small plywood panel with loosely applied tracks in order to adapt the course of the track immediately to newly created requirements? A shoebox served as a tunnel, Siku cars were transporting the goods, which had been delivered by the railway before. Although the scale never was correct, it doesn't bother at all.

In some of the former "floor railmen" the model railway bacillus turned out to become a full-blown infection, which was leading to incredible pieces of work in the field of railway modelling. The publications in the model railway journals are verifying this impressively again and again.

But what did become of the other part of optimistic fledgling railway modellers? As sure as fate all of us did get a bit long in the tooth. Working life and family life did eclipse the model train hobby. Especially relaxing and recovering from the daily pressure of work nowadays did become more important than ever. You might as well spend some hours of playing with your model railway! And you may try to get your family members on board in order to reanimate the model railway bacillus, or even better – passing it down to them!

At the 04th and 05th April 2009 Michael Schnellenkamp will present his large model railway exhibition, the „Buseck Spur-0-Tage“ for the tenth time. The exhibition will take place in the museum „Sammler und Hobbywelt“ in Buseck. Especially for the second day a short workshop was created in order to pick up and reanimate the idea of simple model train playing. The workshop on Sunday will all in all take place three times. Within two hours and supported by the course instructor the participants will build up a small model train (gauge 0) with tracks and switches and put it into operation with the help of a digital control – or rather play with it! Don't you come unaccompanied, but rather take your daughter or your son with you! Due to technical reasons for each workshop the number of participants is limited to 8 persons. You will of course not incur any additional costs by participating the workshop – the attendance is already included in the admission.

Spur-0-Tage Buseck:

Opening hours:

04th and 05th April 2009 10am – 6pm

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

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Category:

Info-Express

Bar:

Book Recommendation

Header:

**Auf Schienen durch Westfalen
(Through Westphalia On Rails)**

This illustrated book by the well-known photographer Ludwig Rotthowe should be a must in every library, not only for Münsterland residents and Westphalians. This book will also inspire every adherent of the DB in the West German economical miracle years.

Everyone who is committed to Epoch III will find lots of suggestions concerning train configuration, railway construction, rural and urban development as well as human beings in this large-sized illustrated book. All pictures are b/w, the duotone print technology is very laborious and almost all pictures possess good shades of grey and an adequate brilliance. It is fun to thumb through the book and re-examine past times.

More than one third of the over 250-pages are about the routes, which are starting in Münster. Especially the routes Münster – Warendorf and Coesfeld - Gronau were characterized by their active branch line traffic, like it can be replicated at domestic large gauge layouts, too. At least locos and wagons in Gauge 0 and 1 are worth replicating these single-tracked branch lines.

Another part is dedicated to the magistral (runway) towards the North and to the two routes towards the Ruhr district. Here the large standard railing tender locos in front of heavy trains are dominating. The Sauerland and the Siegerland are also touched on with amazing pictures of both regions, which are reflecting the Epoch III charm to the point. An appraisal to Rotthowe's favourite loco is the pictures of the elegant and unfortunately very early dropped out BR03.10 with its new boiler. A comprehensive text is accompanying each picture, where not only place and date of the photograph is mentioned, also further interesting information concerning the vehicles and the history of the pictures is given.

Conclusion: A worth reading book, which will always be a pleasure to read once in a while.

Ludwig Rotthowe: Auf Schienen durch Westfalen. Meisterfotos der Eisenbahn von Jürgen U. Ebel, ISBN 978-3-402-00247-6, 34,80 EUR, Verlag : Aschendorff; Info im Internet: <http://www.aschendorff.de>

Category:
Info-Express

Bar:
Events - Schedule

Subtitle:
ARGE Spur 0 Annual General Meeting

The 36th AGM of Arge Spur 0 will take place on 21st until 23rd May in Aalen in the Stadthalle Aalen, Berliner Platz 1. In addition to the Arge modular layout further exhibition layouts will be shown.

Public opening hours: 22nd May 1.00pm – 5.00pm, 23rd May 9.00am – 5.00pm
Info: www.argespur0.de

Subtitle:
IG Spur II Annual Meeting

At the 22nd and 23rd May the annual meeting of IG Spur II will take place in Schenklengsfeld. The members, who are living scattered throughout Germany, will use this opportunity to build up their standard gauge, narrow gauge and light railway (scale 1:22,5) models and modular layouts and put them into operation. The best chance for taking pictures will be on Friday, guest-operators and interested railway modellers will be most welcome.

Opening hours: 22nd and 23rd May 10.00am - 6.00pm.
Info: www.spur-ii.com

Subtitle:
31st Intermodellbau in Dortmund

For the 31st time the Intermodellbau exhibition will take place in Dortmund at the 22nd – 26th April. At this exhibition the Westfalenhalle 6 will be filled up with model railway enthusiasts from all over the world. In addition to numerous manufacturers and dealers more than 40 clubs and private exhibitors with their model railway layouts are expected.

Opening hours:
22nd - 25th April 2009: 9.00am – 6.00pm
26th April 2009: 9.00am – 5.00pm
Info: [www.westfalahallen.de/messen /intermodellbau](http://www.westfalahallen.de/messen/intermodellbau)

Subtitle:
The 20th International Gauge 1 Meeting

At the 27th and 28th June the anniversary meeting of the Gauge 1 community will take place at the Auto & Technik Museum: 20 years of Gauge 1 will be celebrated in Sinsheim! Also this year an increasing attendance is expected. Meanwhile the exhibition space was enlarged by a tent extension because more and more active participants and major attractions were boosting this event to the biggest model railway exhibition worldwide. More than 100 exhibitors, clubs, manufacturers and suppliers of accessories already signed up for their attendance.

Opening hours: 27th June 9.00am - 6.00pm and 28th June 9.00am - 17.00pm
Info: www.museum-sinsheim.de

Letters to the editor:

Referring to 012-Express No. 8 (4/2008):

I would like to express my displeasure concerning “incomplete” loco tests. Already at the times of “gauge 1” for example Mr. Strobl did not put the steam generators in operation, e.g. the various BR 44s in order to provide the testing person from suffocation. The 012-Express does adhere to this tradition. In this way I made an expensive bad bargain and bought a BR 65, which was equipped with a wheel synchronous steam exhaust and a cylinder steam, according to manufacturers’ instructions. In the absence of test results of this feature there was a big disappointment, when the loco was put into operation: due to an asthmatic whistling generator with hardly perceptible steam exhaust (furthermore at wrong times) the loco was barely used. I owe my obviously railway-adoring wife the Christmas gift of another BR 65 (KM1), which she had found at a shop. What a difference! The “other one” now is waiting for a buyer. Please be so kind and check all the functions of the quite expensive models, if necessary with an appropriate health precaution for the testing persons. A steam loco without steam and with an absence of steam sounds looks as silly as an E-loco without catenary (I do have to admit that my three E-locos are still operating without catenary ...).

The gorgeous tips of reprogramming various CVs are barely comprehensible for electronic amateurs. An elegant option also for the, in my opinion wrongly branded mfx decoders, is available in form of the Lokprogrammer. With the help of the announced DCC/mfx compatibility and the Central Station with a new firmware or the Command Station it will in the future be possible to operate both kinds of decoders on the same layout without any problem.

Norbert Klein, Kalenborn-Scheuern (per Email)

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Category:

Final Page

Preview

Layouts:

Built high:

The journey goes on in the Ruhr Area

Vehicles:

Exclusive Model building:

The Duchess of Sutherland

Model building:

Transporting a lot:

Loads of goods in different gauges

Technology:

Controlled well:

Testing the "Track Control"

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

For currency reasons some articles may be postponed

Letters to the editor:

Referring to 012-Express No. 8 (4/2008):

Hereby I would like to thank you for your wonderful magazine. Each issue is top and the pictures are at the highest stage. I am looking forward to the new issue 01/2009 in March.

A Happy New Year - and keep up the spirit!

Dr. Klaus Lytzhoeft, Herning, Dänemark (per Email)

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