

012-EXPRESS

Translated by: Yvonne Günther

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

NOTE to Readers:

This is a whole English text version of the issue mentioned above of 012-EXPRESS. The GO-ONE Verlag does not warrant for any technical or other deviations or misinterpretation from the original German version

Page in Original German Version: 3

Category:

Editorial

Header:

Dear Readers

A lot can happen! Day in and day out we are hearing and reading in the media about economic recession and how all of us are having a hard time. When the alarm clock is ringing early in the morning we are wondering every now and then if rolling out of bed still is worth the trouble? Or shouldn't we better just stay in our beloved bed and take it easy?

Since we calculated in detail that the refinancing of the U.S. banking crisis alone would support the world population their whole life long without any difficulty.

Stop it! Will life still be worth living? Aren't there any other target values left that we can bethink of? This topic brings up one question after another. Take a courageous step forward and look ahead. Ask yourself what really is important to you. Give yourself and your surroundings a new opportunity and you will notice that the world is not all that bad as it always is shown.

This is more aware to us railway modellers than to anyone else. For it is inordinately easier for us by simply creating our own miniature world – the way we want it to look like – possibly with a few reservations. For our orientation towards the original is also an admission of the past.

Thereby the model railway is making many dreams come true, which in reality we never dared to realize.

But why not? In the end it all is just a question of courage and willpower to sort the important things out: set yourself new targets in life and you will find out that life will bestow zest of life on you.

Then things are happening which you never undreamed of. The chief editor of a magazine suddenly turns into a different person – in name only – though he actually is one and the same. But still different - from the human point of view - because he made up his mind to do an important step in his life. With a person by his side who is making his life even more worth living. Only if you are feeling sunshine in your heart the daily routine is succeeding with all your heart. We have arrived! We would like to thank you dearly for all the congratulations:

Kerstin Herrmann &
Wolfgang Häußler

And we thank you, dear readers, for appreciating an editorial of a different kind....

Yours sincerely

Wolfgang Häußler

Page in Original German Version: 4

Category:

Contents

To the Title:

Rolling up one's sleeves again...the Beachley Factory in gauge 0

Inlay: Test: Märklin' series 24

Weischenberg:

Hardly...

...we removed ourselves from the gorgeously designed layout Emschertal/West

[Page 40](#)

Kost:

Enraptured...

...you will be about this small but mighty gauge 0 layout

[Page 14](#)

Beachley:

Detected...

...we have the many details on the Beachley factory module

[Page 26](#)

BR24-Test:

Emerged...

...as being absolutely felicitous, testing the Märklin series 24

[Page 56](#)

Track Control

Decrypted...

...we have the Uhlenbrock modular construction system of a control board – a fantastic alternative solution!

[Page 32](#)

Modification of the Märklin 01

Cleared out...

...would be wrong: Boiler modification and patina for the Märklin 01

[Page 20](#)

Automatic Door Closure

Unlocked...

...the doors on model vehicles are coming across even better

[Page 64](#)

Exhibition (top right)

Discovered...

...we have all kinds of worth seeing layouts on the occasion of the spring exhibitions – not only in Olten/CH

[Page 72](#)

Page in Original German Version: 5

Contents

		Page
Showcase	THE SPRING NOVELTIES	6
	Newly discovered for all large gauge modellers	
Modelling	NEWS FROM LEHMANNSBURG	12
	Handicraft work around the goods station	
	NEW FRONT SIDE FOR THE MÄRKLIN MAID	20
	Modification of the Märklin 01 067 in gauge 1, part 2	
	DR. SCHREBER WOULD BE THRILLED!	24
	An allotment diorama in gauge 0	
	WELL SUITED FOR SCRAP!	38
	Sophistication of the Hübner Eaos 106	
	DISTINCTIVE H10 CARGO	48
	Cargo for the articulated wagon of Lenz in gauge 0	
	A “BONUS DELICACY” FROM THE CHAMPIONSHIP CITY	62
	VW models in a scale of 1:32	
	OPENING AND CLOSING THE DOORS!	64
Layouts	Automatic door closure in gauge 2	
	A REALLY SMART ENGLISH LADY	68
	The „Duchess of Sutherland“ as a live steam model in gauge 1	
	A DELICACY FROM ELFRINGHAUSEN	14
	A shelf layout in gauge 0	
	FACTORY WITH AN INTERESTING INTERIOR	26
	A factory module in gauge 0	
	IN THE RUHR AREA ALL IS HAYWIRE	40
	Part 2 of the al around layout in gauge 1	
	LAYOUT OPERATION IN A COMFORTABLE WAY	32
Technology	Uhlenbrock Track-Control	
	TIP: CHARGED WELL	37
	Modern rechargeable batteries for mobile equipment	
Internals	NO MORE GRADING	37
	Appendix to the BR01.10 test report	
Original Model	& THE STEPPE HORSE	54
	Series 24	
Info-Express	THE TAMED STALLION	56
	Testing the Märklin BR 24	
	OPEN UP THE HATCHES!	72
	Model Rail Scotland 2009	
	SERVUS SINSHEIM!	73
	“Faszination Modellbau Sinsheim” for the 15 th Time	
	A LOT OF TRAINS IN BORKEN!	73
	The 3 rd modular layout meeting of the “IG Spur 1 Nordhessen”	
	MODEL RAILWAY HUB: OLTEN	74
	The 1 st “Spur-0-Expo” in Olten/Switzerland	
	ANNIVERSARY IN BUSECK!	77
The 10 th gauge 0 days in Buseck 2009		
NO CRISIS IN DORTMUND	80	
InterModellBau Dortmund 2009		
EVENTS, SCHEDULE, LETTERS TO THE EDITOR	81	
PREVIEW, FLAG	82	

Page in Original German Version: 6

Gauge 0-1-2

Showcase

Bar:

Newly discovered for all Large Gauge Modellers

Header:

The Spring Novelties

Intro:

In order to cheering up the minds of all large gauge fans the manufacturers again came up with a lot of ideas – on the following pages you will find out every detail

ASOA

Gauge 1: Klaus Holl is developing ball bearings and axles for Hübner and Märklin wagons. The first samples were to be examined in Dortmund. In collaboration with the wheel expert Achim Nolte he will offer conversion sets for this wagons in order that hump operation can be created realistically.

Info: www.asoa.de

Easygleis

Gauge 1: A „Harley Davidson“ of a different kind: the M.T.H. Dash 8 is a perfectly executed model with a lot of detailing and a neat printing. The US loco is adaptable on indoor and outdoor layouts. If the wheel flanges are turned and the track sliders are removed it also can be operated on Märklin and Hübner tracks. Also several Harley Davidson wagons can be obtained – not only interesting for motorbike enthusiasts.

But: anyone who is operating the M.T.H DCS-System will be able to enjoy the sound of a Harley!

For US railroad fans there furthermore is a new „Coal-Gondola“ available. The open 4-axled freight wagon, which not only can be used for coal forwarding, is reaching a length of more than 50 centimetres.

The company Easygleis is now also offering a US coaling station, which can be adapted to the required layout space.

The very elaborately wrought model is made from weatherproof synthetic material.

Info: www.easygleis.de

Fiedler Modellbauhandel

Gauge 1: The small 3-tons coal overhead bin now is also deliverable for gauge 1, alternatively as a construction set or a finished model. The picture is showing the unpainted and unlettered model. The ladder (brass etching part) can also be purchased separately as a construction set.

Gauge 0, 1, 2: Also new in the range: an etched from brass diamond plate in an accurate scale for all large gauges.

Info: www.modellbauhandel-fiedler.de

Hermann

Gauge 0 (scale 1:45): The DB Eurocity saloon coach type Bmpz in a traffic red painting is a new product of the Swiss company. The model is made from brass. It is equipped with a true

to original interior fitting and is illuminated with LED's. Its minimum radius is 1.000 mm. This model will also be available in an oriental red painting.

New in the range of goods wagons are the very beautiful pitched roof wagons of the Italian FS, the refrigerator wagons type Hgb. This model is based on the chassis of the Lenz goods wagons. The body is made from brass and precision casting parts. Several variants with different letterings and colourings are available for Epoch II - IV.

The refrigerator wagons are also available as construction sets.

The Italian goods wagons, type F were announced.

Info: www.hermann-rail.ch

KM1

Gauge 1: Concerning vehicles the BR62 was surprisingly announced in Dortmund. We are looking forward to this extraordinary loco. Remarkable as well: the 3-cylinder loco 01 1087 with standard type boiler and its typical steel blue boiler rings.

The new and already painted Bavarian branch line wagons could also be examined in Dortmund. The brass models are available as post coaches and as second and third class wagons.

Absolutely brilliantly worked are the Rhinegold wagons. In this case awaiting and trying different colour varieties was worth it, especially because the purple colour of the wagons is absolutely differing from what is offered by the other competitors.

Info: www.km-1.de

Paulo

The Schimmeck family once again is coming up with a whole series of innovations.

Gauge 0,1: Concerning payloads now there are extra long pallets, pallet crates, boxes and cardboards available, which can for example be used for the forwarding of candy pearls, chocolate sprinkles, Goldbears and chocolate bars. In addition cable drums (empty and closed) are coming, which can be very useful for rolling-up Liquorice Wheels for example Haribo Liquorice Wheels. The payload will be available, either individually or as a set of three and suitable for the Lenz gauge 0 flat wagon or corresponding models in gauge 1.

Furthermore, market stands and fish boxes with fishes inside and also ducks for the swimming duck kennel are offered in both gauges.

Gauge 0, 1 2: with immediate effect piles for clotheslines and woven laundry baskets are available for all 3 large gauges.

The Sh2-signal, illuminated with a kerosene lamp is also available now.

Gauge 1: The wayside shrine "Marterl", the crucified Jesus and Maria in her cottage, all this is available for gauge 1.

Info: www.paulo.de

Schuco

Gauge 0 (scale 1:43): recently delivered was the novelty of the Classic Collection – a real classic car made in Rüsselsheim, the Opel Kadett B Coupé.

A real enrichment for forwarding small goods: the Citroen HY „Michelin“ box wagon.

Just great on the verge of holiday season: the BMW600 together with a caravan.

Info: www.schuco.de

Zimo

Gauge 0 - 2: New is the MX32 throttle. Concerning its form and keyboard it does not differ from its forerunner. In contrast to the MX31 the new model is equipped with a notably larger display and a touch-screen. According to the driving condition the display screen is varying.

Vehicles are displayed photo-realistically. All locos are equipped with authentic speed values (in km/h). The throttle is reporting all operational conditions not only via symbols but also via textual information. In the range of decoders the existing MX64 and MX34 is replaced by the new MX630 generation and its higher capacity.

The Zimo-Sound range is expanding successively; also does the in-house sound database.

Info: www.zimo.at

Page in Original German Version: 12

Gauge 0

Category:

Layouts

Bar:

A Shelf Layout in Gauge 0

Header:

Delicacy from Elfringhausen

Intro:

Not completely for free but quite affordable: the worth seeing gauge 0 shelf layout built by Markus Kost – a worth emulating layout that offers plenty delight in playing!

Author: Wolfgang Häußler

Pictures: Manfred Weihrauch

Are you also belonging to the species of people who are sustaining a more or less pleasurable office atmosphere day-to-day in order to earn your living? In this case any variety is welcome and – since no nice team-mate or charming fellow-worker is providing for a change – how about a model railway layout, alternatively. From this time on boring coffee breaks and lunchtime are blown away, for the staff is gathering around the lovely microcosm with ecstasy and forgets about the office routine. A sound side effect: cigarette breaks in front of the door are over while there is fume on the layout inside the office! Too bad, the sharp sound out of the stationmaster`s whistle is enjoining everybody to return to the desk ... well, just before closing time it may be possible to tiptoe into the “layout-room” again ...

Subtitle:

Modest variety

„Elfringhausen“ is shaping up as an office layout of that ilk. With a depth of only forty centimetres and a length of four metres this gauge 0 layout is fitting in almost every bookshelf – at a pinch also a lockable file cabinet will do, for partitions can be cut through, as is generally known. Exceedingly smart model builders will not shrink from placing some folder dummies in front of the scenery – you never know who will drop in the office just today, probably someone who has no sympathy for a muse like this in the workplace at all.

The here presented layout has nothing to do with the correspondent city Elfringhausen in “Efringhauser Schweiz”, except that the city is the birthplace of the builder. Admittedly there is no denying that the beautiful landscape between Wuppertal and Essen also had served as an example for model builder Markus Kost many times, although not in this case.

The track plan is bringing it forward: the course of the track is very simple. Merely three switches, three storage sidings and a fictitious railway siding are nevertheless providing for diversified (shunting) operation.

Left hand, there is a depot of the company Heinkel. In front of the storage shed a brand-new scooter is about to being loaded in an appropriately printed Paperboard container. Anyone who is well versed in the 60s and takes a closer look will probably identify the portrait of the “Tourist 103 A-2“. The model of this scooter once was available at the company Schuco.

The shed with its huge Heinkel emblem on the roof is originating from the modification of an Addie model.

To the right the reception building of Elfringhausen is abutting. The station building with its pitch roof was completely self-constructed. At Elfringhausen station also a goods forwarding connection is available. With the help of a pushcart all kinds of bulk goods are freight into a G10 at the loading platform. The female stationmaster is waiting for the Köf to pick up the already waiting blunderbuss in order to forwarding the goods to the nearby villages with the afternoon train.

The loco is based at Elfringhausen and it has its resting place in the right corner of the layout. The very beautiful locomotive shed is still originating from the production of Mr Dittmann. The miniature RW is including the self-constructed diesel filling station. The shed was made from swizzle sticks, which usually are used for coffee at a fast food chain. The roofing tiles were cut out of construction cardboard and affixed individually.

The railway track material on this layout is originating from the company Lenz, just as the Köf and the whole fleet of vehicles. The switches are operated by hand; the train operation is accomplished by Lenz-digital. The whole scenery is designed very beautifully. The landscaping material is in large part emanating from the native region nature. The finishing touch was added by using common accessories such as leaf flakes and grass mats. The striking telegraph poles again were self-constructed with the help of shashlik sticks and the cables were made from thin wire. The layout ending with a matching photo-realistic backcloth by JoWi is providing for a sufficient depth effect.

With a little capital investment accordingly a fresh impetus is given to daily office life – although it is a moot point whether the guys are having enough running ability to ginger up their prewar DKW. In case your essential ginger is lacking just stop by the executive floor in order to proposing the foundation of an office model railway – particularly in economically difficult times they will surely like to hear your proposal of staff motivation!

Picture headers:

No.	Text
1	At Elfringhausen station the blunderbuss is ready for takeover. At the loading track bulk goods are busily loaded.
2	Ideal for shunting operation at the station: the Köf
3	The Elfringhausen reception building was completely self-constructed; a nice detail: the flower boxes
4	The storage of the Heinkel scooter factory. While Hein is visibly struggling with loading a grand parcel onto the MB platform driver Willi is reckoning the whole issue with his Rhenish serenity
5	Details around the station building: a cigarette-seller, a mailbox, a fire-extinguisher and a bicycle stand
6	View to the left corner of the layout with the storage shed
7	The old diesel fuel tank shed urgently needs renovation: the “natural vegetation” already has a considerable size!
8	On the right corner the Köf shed, made from Dittmann castings
9	The simple track plan of Elfringhausen: shunting operation with sparse space requirement
10	Justifiably proud of his office layout: constructor Markus Kost, a dedicated member of the „Spur0-Team Ruhr-Lenne“
11	The Köf is returning to its shed at closing time while Mani and Wolle are busily trying to ginger up their old DKW ... the question is whether this will work out?

Page in Original German Version: 20

Gauge 1

Category:

Modelling

Bar:

Modification of the Märklin 01 067 in Gauge 1, Part 2

Header:

New Front Side for the Märklin Maid

Intro:

Already some years ago the company Märklin introduced the BR 01 with the 01 067 model in a scale of 1:32 – out of this serial model Axel Henkenjohann has created a true to design loco in his special way– Part 2: the locomotive

Author, Pictures:

Axel Henkenjohann

After the report on the modification of the Märklin 01 067 tender in the last 012-Express (issue No. 9) now the description of the loco modification up to its weathering is following.

Subtitle:

Boiler and undercarriage

For the purpose of modification it is very helpful to study a drawing and historical pictures of the original BR 01 with its traditional boiler extensively beforehand. I started the modification work by reproducing the missing sand pipes from 1,3 mm copper wire (e.g. by using dismantled cooker connecting cable) and glued them to the corresponding boreholes at the brake linking. In the beginning this seemed to be the most difficult part. In contrast the adjustment of the sand pipe has to be carried out on every wheel set individually. It is useful to start with the last set of coupling wheels, for this set is permanently mounted on the loco frame. As a guideline for the further positioning of the sand pipes a metal rule was helpful, which was laid on the wheel tread by covering all three coupling wheels. In order to ensure an optimum stability the gluing areas of the sand pipes have to be back filled with UHU-plus additionally as a precaution (drying time 5 minutes). The small sprinkle nozzles of the sand pipes, located in front of the wheel sets, are consisting from the afore removed wire insulation. Next the jaw traps are following, which can easily be complemented with accessory parts or self-constructed ones by using polystyrene strips. Optionally now the safety bars above the gearing illumination can be replicated from 0,5 mm brass wire in addition and the gearing can be completed with the missing third lamp. Over and above this I replaced the shunter`s steps on the front buffer beam, which are executed in a quite puny way compared with the pictures of the original loco.

Once the machine was again standing in its normal position on top of the assembly track I replaced the electric distribution boxes, which are located on the sides of the circulation, with accessory products in due form.

Depending on the original pictures in hand the steam pipelines on the boiler are in many cases insulated for protecting the staff from burns and to prevent heat loss, this simply can be imitated on the model by wrapping regular brown adhesive tape strips. Similarly, the feed pump on the heater's side and the air pump on the driver's side, each located approximately in the middle of the boiler, are receiving the necessary lubricating pipes by using the already mentioned 0,5 mm copper wires. Now it is necessary to complete the other missing cables by using suitable brass wires, depending on how far one wants to fine-tune the detailing.

After the sophisticating I primed all metal supplementary items by using nitro colour, e.g. Rallye Black (car component), to reproduce the base colour of the model by using customary matt colours (Humbrol/Revell), like I already did on the tender.

Subtitle:

Driver's Cab

Due to the possibility of looking inside the cab there practically is no way around improving the cab, in doing so the sophistication truly can get out of hand. Anyhow I confined myself to doing the most important items such as the instruments, the cables and the manometer in order to show that: "something is going on"! How far each one wants to go into detail in the end certainly is depending on one's own ambition. It is needless to say that in order to do the sophisticating work the cab has to be removed carefully for an easier handling. Particular attention has to be given to the pipes of the boiler, which have to be pulled a bit away from the cab first.

Actually, almost everything was self-constructed; a dismantled bell wire (0,5 mm) for example is imitating the lubricating pipes. Beyond that I created all further details inside the cab from a range of plastic profiles and polystyrene boards, items like the manometer, the timetable support and the tachometer display. Other small parts such as a control hand wheel, a driver's brake-valve and an additional brake valve, seats and various hand wheels are available at accessory stores. Also in this case it should not be forgotten to act in accordance with the pictures of the original.

In advance the cab received a light grey painting inside by Humbrol (H) No. 64 and the outer firebox has to be painted with H No. 53 (metal colour), which is slightly shaded with black colour in order to demonstrate the metallic effect expressively. The already existing die-casting equipments on the outer firebox now have to be adjusted to the accessory parts in terms of colour and consequently used to inspire the scenery. Of course, also the cab of a steam locomotive is afflicted by stress during permanent everyday operation, so the operational controls are showing traces of use and the necessary operating fluids are causing further impurities.

Consequently, I painted the cab by using different dirty brown, black and "burnt sienna" colours (all of them are oil-based paints), highly diluted (aqueous) so that the basic colour still shines through. In case the colour is still too dark this can be wiped out by brightening up the areas inside the cab by using the basic paint after drying. In doing so the dirty marks indeed are remaining in the corners and niches, which comes across as being authentic. Finally the typical roughening (also called dry refining) has to be carried out by using some brightened basic colour and an almost dry paint brush in order to re-working out the details, especially the edges and engravings. On the outer firebox and the hand wheels this works perfectly by using the colours "aluminium" and "silver", mixed with grey or white colour, alternatively a graphite or silver point can be used. In this respect, again, the crucial factor is

one's own colour perception. Successfully accentuated streaks, traces of dirt and colour gradients finally can be reached by using the so-called micro-colouring, a detailed painting using paint brushes size 0 and smaller. After the cab has been attached with caution the assembly is crowned by the replication of the curtain inside the cab.

Subtitle:

Finishing

The weathering surely is restricted to one's own taste and is not yet accepted by everyone. But to my mind, the weathering is a mandatory procedure. So this "01" is coming along in a state showing its hard everyday operation. Finally, I also replenished the coal supply of the tender with hammer head sized, real smashed coal. Using a piece of cloth to wrap the coal is most suitable for smashing the coal with a hammer in order that the fragments are not dispersing all over the place. The small pieces of coal can be affixed by using a mix of paste and water, which finally have to be sprinkled with powdered coal again in order to avoid a possibly occurring shininess of the paste after drying.

After the final positioning of the locomotive staff, in which I performed some "surgical procedures" and replaced some figures to alter the familiar appearance a bit, now there is nothing to keep me from arranging a first pull-out.

Picture headers:

No.	Text
1	The self-constructed sand pipe; a beautiful detail; the sprinkle nozzles made from cable insulation
2	The undercarriage of the 01 067 with the sand pipes
3	Frontal view of the sophisticated loco, clearly visible: the modified shunter's steps
4	The circulation with the new electric distribution boxes
5	The steam pipelines were insulated in accordance with the original
6	Detailed view: electric cable and socket on the front above head lamp
7	Modifications at the cab; the roof was removed for an easier access
8	The hand wheels are painted by using a paint point
9	The cab with instruments and cables after sophisticating and weathering
10	The mandatory oilcan was not forgotten, too!
11	The heater's side of the cab: meanwhile also the curtains are added
12	The 01 067 during its hard everyday operation: the sophisticated and weathered loco is cutting a brilliant figure ...
13	... also on the turning platform at the RW

Page in Original German Version: 24

Gauge 0

Category:

Modelling

Bar:

An Allotment Diorama in Gauge 0

Header:

Dr. Schreber* would be thrilled!

Intro:

What's the best place for a G10 top frame? Of course, outside in the garden! –Günter Zierch is describing this in his modelling article

***Dr. med. Daniel Gottlob Moritz Schreber (1808 – 1864) the “inventor” of gardens of the same name in German (Schrebergarten)**

Author, Pictures:

Günter Zirch

Have you ever had the experience of buying a modelling product at an auction and after purchasing you do not really know what to do with it? This happened to me when I bought a naked G 10 railcar body of an unknown origin in gauge 0. Placing the body in the RW area of the modular layout was directly abolished, for the whole thing seemed to be uninventive. I had the brilliant idea while paging through the novelties in several model building magazines. The meanwhile enlarged product range of the company Busch with its sunflowers, ferns, mushrooms, pumpkins, marguerites, roses as well as cabbage and lettuce in gauge H0 is practically begging for creating an allotment with a proper shed in the form of a G 10.

„Stop!“ you will say now. Gauge H0 and 0 do not fit together. Just like bushes and trees the magnitude of flowers and vegetables are overlapping. Therefore the products of the company Busch are suitable for both gauges. All following dimensions are corresponding to gauge 0.

A 3 mm thick plywood plate (32 cm x 18 cm) serves as a base plate. First, the paving stones from polystyrene (1 cm x 1 cm, 0,5 – 0,75 mm thick) are applied and the wayside is replicated by using lime wood. At the same time the fastening of the horizontal concrete bordering for the garden fence, also made from lime wood by the company Northeastern, takes place. After drying the paint is given by using Revell colours.

Subtitle:

What are we doing with the car body?

The car body is equipped with some windows and a chimney out of the spare part box and is weathered by using a spraying gun. The wall foundation, where it later will be placed on, is built by using Heki-Dur wall plates reminders. The roofing is built by using trim bars and a corrugated sheet replication.

Next the ground has to be applied. For this purpose sieved garden mould, which has to be cleaned inside the domestic oven, can be used. The mould has to be mixed with diluted wood glue to reach an intensely diluted “jointing compound” and has to be applied by using an old bristle brush. After the complete drying the “plants” can be assembled according to instructions and glued to the ground. The less attractive base plates of the flowers have to be dabbed carefully with the help of the ground compound. This creates the impression that the flowers are sprouting out of the ground.

Further planting is made by using customary products, which are mixed among one another deliberately, to ensure an even more realistic image.

Great importance should be attached to the detailing, such as decoration parts like a ground water pump, a water butt, lawn gnomes, pushcarts, a garden roll, a compost pile, watering cans, dirt buckets and so on. The accessories industry is offering a lot of products for both gauges. Imagination has no bounds. But you should keep in mind that an overkill will probably interfere with the overall impression.

The fence, which is bordering the whole piece of land was made from Northeastern trims, size 1,2 mm x 1,2 mm (crossbars) and 0,5 mm x 1, 2 mm (pickets). Corresponding profiles in gauge H0 are available at the company Northeastern.

The planks are cut to length according to jig (see sketch) and stained afterwards. If required the jig can be copied from the magazine. Subsequently the edges of the crossbeams have to be attached to the jig by using adhesive tape. The pickets are affixed to the girder by using very little wood glue. After drying the fence can be detached carefully. The fence pillars from Northeastern wood profiles are painted and then sharpened and glued on top of the concrete bordering. Previously the fence pillars should receive a seating for the fence surface at the height of the upper crossbeam by using a 0,5 mm wire (see sketch).

Finally, in the shed area some weathering traces can be applied by using dry pigment colours. Now a diorama is finalized, which can be used separately or, as in the case of the author, it was integrated into a gauge 0e segmental layout.

Used materials:

Northeastern wood profiles (available at: www.oldpullman.ch)

Plants from the company Busch (specialist shop)

Landscaping material from the companies Heki, Woodland (specialist shop) and mininatur (available at: www.mininatur.de)

Powder colours from the company Kremer (available at the company Holl, www.asoa.de)

Pushcart (available at: Henke Kleinbahnen, www.modellbauhenke.de)

Bicycle (available at addie, www.addie-modell.de)

Corrugated sheet (available atz Conrad-Elektronik, www.conrad.de)

Ground water pump, lawn gnomes, garden roll, watering can, figures from the companies Phoenix, Duncan or S + D, available at B. Heyer, Heyer-Nuernberg@t-online.de)

Figures from the company Preiser

Picnic table and ale benches available as construction sets at Konrad Schmieder, www.eisenbahn2000.de

Picture headers:

No.	Text
1	The completed gauge 0 diorama; clearly visible: the different types of vegetables and flowers
2	Completely entangled: the G10 box looks good as a summerhouse
3	Not only the lawn gnomes are feeling at home in the Zierch allotment
4	A wonderful detail: the draw well with the water drum in front; the self-constructed picket fence in the background
5	Drawing: the fence in a scale of 1:45

Page in Original German Version: 26

Category:

Layouts

Bar:

A Factory Module in Gauge 0

Header:

Factory with an interesting interior

Intro:

Not only locomotive boilers are coming from Beachley Dock – the factory of „Morton & Weaver“ has a lot more to offer, as the following article will describe

Author: Wolfgang Häußler

Pictures: Manfred Weihrauch

All convinced 012-Express readers surely have noticed the article „Smoke on the Water“ in issue 04/2007 (regrettably out of print by now), which described the harbour module built by Hans Louvet and his model making friends. On this layout not only the locos and ships at the harbour but also the local factory is raising steam. The stately „Morton & Weaver“ building alone is a special attraction of this layout segment. The best thing about it is not only the size but also the excellent interior fitting.

In order to providing the required insight into the daily producing during exhibitions, the rear panel of the building was simply left out. Due to the special architecture there was a demand for a very solid roof construction for the main building with its length of 1 metre. For this reason the roof framework was made from brass profiles. Forwards, direction pier two smaller buildings are attached, where turning lathes and other kinds of machines are stored.

Subtitle:

A factory full of activity

There is a lot being offered to the viewers inside the factory walls. There absolutely is no doubt that the staff of the company „M&W“ (not to be mistaken for MW Solingen) is putting their shoulder to the wheel. People who are engrossed in their work to such an extent are rarely shown on a model. The attitudes of the figures, which are adapted to the corresponding working process may be responsible for this. In order to achieve this the figures were partly self-cast from resin or corresponding synthetic figures out of the accessory supply were modified by careful heating (hot air). Whether on the bench vice, the turning lathes or on the boiler superstructures – the staff in the whole factory is always hard at work. This realistic impression is even reinforced by the assimilated working clothes. Blue overall, bib pant, lumberjack shirt, leather jerkins and flat cap – this is the typical appearance of the English factory workers. Oil stains and patches are pointing out the fact that either one or the other guy could do with a new outfit! At the same time this scenery is reflecting the hard everyday life in a factory.

Not less impressive is the factory equipment of the Beachley plant. The meticulously replicated turning lathes are originating from the US manufacturer Western Scale Models (information on the Internet at: www.westernscale-models.com). When buying a construction

set a picture of the original is enclosed for information purposes. The white metal construction sets were exactly soldered and appropriately coated. A special feature is the actuation, which is made via leather belts (transmission belts) just like on the original! In addition to several tools, which partly were taken from the accessory supply or self-manufactured, further equipment such as planning benches, drill machines and even a wheel press can be discovered in this factory. All models are originating from the US supplier and from the company Duncan in Great Britain (unfortunately an Internet page is not on hand). In a separate room two steam engines are situated, which – what else could have been expected - are also powered. At the push of a button the visitors can set the engine in motion and generate a lot of steam!

Subtitle:

Operational procedures in accordance with the original

A factory would not be a proper plant, if the sceneries would not reflect real operational procedures. In fact, the English company „Morton & Weaver“ is serving as a role model for the Beachley layout, even if not all operational procedures could be implemented. Nevertheless, the individual sceneries are merging to a meaningful whole. The machines were not at all randomly arranged but do correspond to the workflow of boiler and wheel fabrication.

In addition, in this factory repairs of individual locomotive parts are carried out. The transportation of material is made by train, more precisely with the help of a somewhat aged tractor engine, which is used as a shunting vehicle. A railway siding is directly leading into the factory. A four-axle LMS flat wagon also is waiting in the wings in order to receiving a newly wrought loco boiler – for its journey from the small Beachley Dock out into the big, wide world!

Picture headers:

No.	Text
1	The „transparent“ factory: General view of „Morton & Weaver“, in the background the two superstructures with turning lathes
2 and 2A	Via tractor and wagon the spare parts for the workshop are delivered (left), heavy parts are loaded by using the gantry crane wagon (bottom left)
3	Frontal view of one of the workshop superstructures
4	Trevor is not so accurate with cleanliness ...
5	(left) Mechanist Rob and his boss are examining the new fire box
6	Lots of details: blanks, machines and tools are reflecting the typical factory air
7	(below) Eddi is polishing a piece of iron sheet at the bench vice
8	(left) Marc is responsible for the fine adjustment of the turning lathe
9	The open workshop gate opens up a view onto the machine drive
10	The turning lathes inside the workshop: the perfect machines are giving an authentic impression
11	The LMS platform wagon is waiting in the wings in order to transporting the boiler, clearly visible in the background: the belt drives of the machines
12	Tom is doing hard work at the wheel press
13	The already primed boiler is receiving its first paint coat

Page in Original German Version: 32

Gauge 0-1-2

Category:

Technology

Bar:

Uhlenbrock Track-Control

Header:

Layout Operation in A Comfortable Way

Intro:

With the help of Track-Control a control board for model railways can be constructed in a simple manner, as with an add-on system – the following article will describe how this is going to take place

Author and Pictures: Klaus-Gerd Schoeler

At least in my childhood and during my schooldays I grew up with the small blue control boards from the company Märklin. The wiring to switches and signals on the ground was as confusing as their allocation to the red and green push buttons. However, this technique was leading me to the fundamentals of electricity and electronics in my earliest years.

During a later railway modelling stage and in a smaller scale I manufactured a process computer, which was able to switch running tracks with the associated switches and signals via a comfortable graphical surface.

With the changeover to gauge 1 and a digital operation again a step backwards has taken place, at least concerning the operation of the layout. Every single button and its corresponding switch and signal had to be memorized, either on the keyboard or on the central unit. This was really confusing and after longer periods of operation standstills this was inevitably leading to noticeable lapses of memory.

Two years ago I gladly read about the new Uhlenbrock track plan control board in a brochure of the company and learned how easy the assembly and how close to reality the handling should be. It is needless to say that statements like this aroused my interest. Consequently, I ordered a starter kit and once I studied it in detail.

It is also possible to proceed in a different way instead of purchasing a fistful of control elements and plastic components by downloading the TC-Edit software from the Uhlenbrock website for free. By using this software and the associated documentation the control board for one's own layout can be drawn and constructed on the PC. As soon as the track plan is made, one is receiving a list of required material, from which the necessary costs can be derived.

Subtitle:

Operational Conditions

Track Control requires a digital operation of all switches and signals on the layout. And it also implies the Loconet ability of the used central unit.

The Uhlenbrock Intellibox and its Fleischmann and Piko descendants as well as some American DCC units are equipped with an integrated Loconet connection. At the Märklin 6021 a Loconet interface can be superposed. For all other central units it is recommended to

setup a second switching circuit for switches, signals and other consumer loads. The existing unit should exclusively operate the traction units. A disused or low priced Märklin unit then is able to take over the switching of the magnetic components with the Loconet interface. Especially for larger gauges it is helpful to ensure the operation of magnetic components also in cases of traction current short circuits. Thereby a collided frog, for example, will not paralyse the whole operation on the layout and by throwing an appropriate switch the concerned section can be avoided.

Anyone who wants to operate switches and signals “merely” true to the track plan may chose the “smaller version” of the Track-Control. Therefore, only the switching modules for the magnetic components and simple connecting modules as well as some plastic fillers are required. In this case it is possible to dispense with illumination modules and running track modules.

From my own experience I can say that already this solution is a substantial progress compared to the operation via a control board or keyboard, especially because not only the track plan position is shown but also the current position of the operated switches and signals, such as turnout, forward-driving, halt signal or line clear.

Subtitle:

Tool-free Assembly

For assembling the track plan control board neither any soldering equipment or callipers nor a personal computer and special knowledge is necessary. The short and clear manual is guiding through the assembly process and the later configuration and address allocation on the layout.

The basis of the assembly can be carried out at the kitchen table or the table in the living room, which absolutely is ingenious. Anyone who has ever created an analogue track plan control board – even if only for a small layout - surely will appreciate this.

The simplicity can be compared to the building of classical Lego buildings with a significantly less number of basic elements. It simply has to make sure that electrical cross connectors have to be inserted in the track plan on parallel running tracks. They are energizing the electronics of the switching elements and do connect the Loconet data bus with all switching elements as well.

As soon as the control board is completed and is pasted up with switch, signal and track symbols it can be connected to the Loconet port on the central unit via the Track-Control interface.

Afterwards each switching element has to be adapted to the corresponding magnetic component and its position in the track control diagram and then the decoder address has to be assigned. This is to be done by pushing the button on the module several times until the required switching symbol appears. Then the corresponding magnetic element will be switched either on the keyboard or on the central unit and immediately the track plan signal box has adopted the switching address.

Admittedly there is one limitation: signals with multiple indications cannot be used in the “small solution”, but on the other hand DKWs with two engines are not posing a problem.

There wont be any problem in dealing with upgrading later. Like in the old Lego brick days everything has to be demounted again in order to reuse the components afresh. Possibly a protective sheet has to be removed and exchanged; no problem for they be ordered as a set afterwards.

Subtitle:

Track-Control with running track switching

Even the transition to the “big solution” is possible by making further use of all elements. In any case an additional running track memory and illuminating components are required.

The big solution should be carried out in a „Top-Down-Design“, which means at first all the planning down to the last detail has to be made and afterwards the track plan control board has to be assembled and put into operation on the layout.

First of all the TC-Edit software has to be downloaded from the Uhlenbrock homepage, as always the latest version including potential error corrections or add-ons will be available here. The Windows software can be easily installed on the domestic PC or notebook.

Now the planning of the track plan control board can be started. For this project a new file folder has to be created to avoid confusion, for the TC-Edit software will start plenty of files in the course of the control board development.

Those who are following the user guidance instructions will be led safely through the various menus. In order to create a workable design in the pop-down menu “view” all sub-items including “running track” have to be passed through. A context-related help is offered. In case something is still going wrong, a later correction is usually possible, the worst case will be to start all over again.

The TC-Edit software offers a wide range of factory-provided preset parameters. For most of all layouts, especially wide gauge layouts, the settings should be ideal. Anyone who wants to reproduce the Loconet telegrams later should choose 10 in the setting “start of running track control sequence” in the submenu “running track”. Thereby the visualization of the running track components will be clearly arranged in tabular form.

In the beginning the software wants to know the running track dimensions according to the number of lines and columns. The running track can be chosen in any size. If it is chosen too big the mouse has to be moved a lot. As a rule of thumb at least as many lines have to be chosen as parallel station tracks are existing – eventually two more. The number of columns should at least correspond with the number of switches and signals of the longest track system. Surely illuminating components will be applied and the switch development for the most part will be not ideal, therefore it should be provided for 10 more columns. Don't worry, the number of columns can be reduced or enlarged later at any time.

The individual graphic elements such as switches, signals, illumination components and special buttons can be clicked and deposited on the track plan field. Fortunately there are only a few elements available and after depositing them they can be adapted to the track plan – mirrored or tilted - by clicking them on with the right mouse button. It is handy that the clicked on element can be deposited in a series so many times until the next element is chosen. In doing so elongated illumination fields and also sets of points can be created easily.

The arrows at the illumination fields are pointing in the direction where they are supplied by a signal or a switch element. Elongated and illuminated tracks should be separated in centre, so the running train will be displayed favourably if the feedback signal is switched on.

Do not forget the special buttons for “stop”, “drive”, “approach for switching moves” and “route release” plus the running track storage button, which also has the normal size.

As soon as the creation of graphics and elements is completed you have to change to the electrical connection layout. Here the elements are indicated with their wiring. Normally no intervention is necessary, just the not yet connected elements have to be provided with cross connectors. By clicking the right mouse button a normal connecting element is replaced by a cross connector element. In the end the cable outlet towards the Loconet interface has to be

defined. Please do not place it on the edge but somewhere in the middle, otherwise the protruding plugs will interfere with the control board.

In case there are no isolated land without an electrical connection left on the control board plan the dimensions should be reduced to the required size to avoid purchasing unnecessary numbers of filling elements. Afterwards a packing list can be generated. It already is carried out in a cost-effective manner and, multiplied by the current price one soon receives a financial overview.

Subtitle:

Practical use

If the decision is made to use Track-Control the sub-items “switch addresses” and “signal addresses” in the pull down menu “view” have to be opened and filled out. In case of new planning or new layouts the address creation can be started automatically. Concerning this in the pull down menu “configuration” the field “automatic addressing” has to be opened. In the switch menu address 2000 will be created automatically as a lock address, signals with multiple indications have to be defined via secondary addresses.

For the extension of an existing layout the already created parts of the track plan signal box can be frozen, in doing so the addresses won't come in conflict with each other and the decoders on the layout won't have to be reprogrammed.

No matter how you proceed, the entries to the two address menus have to be made with great care and before start of operation they have to be verified again in order to avoid an unnecessary fault finding later.

As soon as the magnetic elements are defined the addresses for illuminating and for the feedback of these elements have to be created. This also can be made automatically with the help of the configuration menu, which is adjusting at the setting of the current view. For an automatic address creation initial addresses above the actual decoder addresses have to be chosen.

Preparatory for the actual running track programming now the target buttons, the support buttons, the lock buttons and the switch buttons have to be typed in. Here also an automatic address creation can be chosen, but it always is necessary to avoid any address conflicts.

So far anything was preparatory work and now the actual creation of running tracks is taking place by using the sub-item “running tracks” in the view menu. When creating the running tracks the program is expecting a naming of each track. In this case it makes sense to think about meaningful and unique names. If prototypical capital letters are selected for the signals (letters and sequence numbers are attached on the signal posts) it is possible to choose the limitation of the two signals as a running track name. Descriptive terms can also be created.

After the naming is made the start-up signal, followed by the target signal and the running track elements, which have to be adopted, have to be clicked on. In doing so the checkmark on the screen should not be forgotten, otherwise the switch settings or illumination elements will not be adopted. Then the sub-item “existing running tracks” has to be chosen out of the configuration menu and the running track name has to be opened. Now the route of the running track can be observed in the graphical display. The table is clearly indicating which elements are switched in which order.

When all running tracks are defined it is necessary to store the whole control board project to make sure that all modifications and new creations are permanently loaded. Now the decision of purchasing the track plan signal box components has to be made.

It should be clear to everyone that this control board won't be up for free. The advantages, however, should justify the costs. The long PC booting phase also can be omitted, for Track Control is operable right after the central unit is ready for operation. If the PC is permanently attached to the layout as track plan signal box the costs for the PC (and its power consumption!) has to be added on in addition to the track plan software.

A conventionally constructed track plan signal box, which does not include digital actuation of switches and signals, usually gets by with cheaper components, but then a lot of work is required and in case of add-ons or modification the signal box has to depreciate to a greater or lesser extent. If digitally actuated switches and signals are operated via such a signal box additionally the central unit interface for coupling the buttons and switches has to be added. Another advantage of Track Control compared to the mentioned solution is the documentation, which is carried out via TC-Edit.

No matter how you look at it, below the line Track Control is just minimally more expensive than all the other solutions, except for a pure keyboard control.

We want to put in question whether the integrated graphical control board solutions, which have been announced for the new central units are turning out to be a practical option, as here one has to alternate among the menus. But also in this case everyone has to find out his own preferences alone! Our perception is that a "real" control board is creating the necessary overview and in addition it will be a lot of fun.

Subtitle:

Helpful hints

This report surely cannot and should not replace the Uhlenbrock documentation, it only ought to capture your interest and possibly help interested people to overcome their shyness of uncharted territories.

At this point three hints may be interesting:

- The triggering of instructions from the track plan signal box is made via Loconet and Loconet addresses. In the real world operating sequences are hiding behind these addresses.
- There also is a so-called analogue mode available, which does not require a digital unit. The switching elements (switches and signals) have to be equipped with Uhlenbrock LocoNet switching modules, though. For programming a LocoNet power input has to be used, which has to be programmed via the USB-LocoNet interface by using TC-Edit.
- For the small solution an assembly video as well as a programming video is available, ergo the simple button programming. This is available on the Uhlenbrock homepage and on the CD, which is attached to the basic package. The video shows in just 6,5 minutes time the mechanical assembly and the button programming of a small control board out of the basic package.

Box 1

Control Board Elements

The control board elements from the company Uhlenbrock do all possess the same size except for the special elements like the throttle, the train number indicator and so on. Basically, there are three different elements:

- Switching elements with μ Controller, which are storing the switching information, displaying the switching and the signal aspect and activating the attached illumination elements
- Illumination elements with two Duo-LED's each (yellow/red)
- Electrical connection elements with the special version of the cross connector element

Box 2

Loconet

Developed by the company Digitrax in America more than 10 years ago, the main principle with its similar to the Ethernet access mechanism is used for the information exchange between the central unit, the input units, the control modules and feedback modules. The topology of the network (bus, star, tree) is freely selectable and no termination elements are required. It is consisting of six cables and RJ45-connectors, known from telephone and network engineering. Loconet is an open standard, which many other manufacturers are using. By searching the Internet a lot of interesting information can be found, even though mostly in English.

Picture headers:

No.	Text
1	The signal box Krefeld-Oppum, combining old and new, almost like on the model railway
2	Lots of „Lego bricks “: some components of the track plan signal box
3	Emerged from the starter package, view onto the electronics, simply stuck and latched
4	Almost undistinguishable from the Krefeld-Oppum signal box

Screen Shots:

No.	Text
1	Parts list
2	Track plan
3	Electrical connection plan
4	Switch addresses
5	Signal addresses
6	Illumination addresses of the magnetic elements
7	Illumination of feedback addresses
8	Support buttons, target button, switch buttons and key lock
9	Running track view and running track table

Page in Original German Version: 37

Category:

Internals

Bar:

Appendix to the BR01.10 Test Report

Header:

No More Grading

What good news so soon before the summer holidays – the younger ones among our readers will shout with glee. Not so long ago my fourteen-year-old daughter came home from school entirely filled with indignation, her satchel ending up in a corner of the kitchen. And she was bursting out: “this stupid fool gave my essay a D!” Who was meant by this unkind appellation, is regrettably eluding our knowledge. Anyway, next to the signature of the teacher just two words were written, “issue missed”. My daughter’s prosaic style and her stylistic interpretation may be responsible for his surprising evaluation “sufficiently”. The question comes up, if her creation would have deserved a better grade? Her schoolmates were showing solidarity and they all loved the story.

What do we learn from this? School grades are still in the eye of the beholder. The same thing happened to us after the publication of our KM1 BR01 test report in the last issue of the 012-Express (issue No. 9, March 2009). Proud owners of the loco were bristling at the allegedly badly valuated final rating. Oh my God, we had to listen to a lot of criticism – although the “Richter scale” points 64 up to 72 are standing for an AE or A valuation after all!

In order to offer our readers a maximum impartiality we nevertheless want to give in. We made a mistake concerning the sound, which is not only coming out of the tender but also out of the boiler (via two speakers incl. a sound capsule). The operating manual offers references for adapting the sound in case one is considering it as being too loud. Regarding the supplementary equipment we do have to appreciate that the water tank cover indeed can be opened, just like the sash fastener and the smoke box door. And also the functioning lube pump and flange lube pump drive has to be mentioned.

Surely further points of criticism can be found, also in regards of the concordance with the selected original and the true-to-scale implementation to the model.

But: anyone who is giving assessments is dishing out criticism and surely is aware of accepting some, too. In this case there is a lot that can be discussed back and forth. However, we are awake to the manufacturer’s immense struggle of developing a new model by investing a lot of time and money in order to satisfy as many customers as possible in the end. Here it is necessary to agree to compromises between the technically feasible and the accordance to the original. We will continue in accommodating this fact during our further testing. We are neither willing nor able to act as schoolmasters – with this in mind we will do without grading with immediate effect – even though a loco such as the BR01.10 is deserving an A.

WH

Page in Original German Version: 37

Category:

Tip

Bar:

Modern rechargeable batteries for mobile equipment

Header:

Charged Well

Have you ever been irritated by a radio control or a infrared control, which quit its service just during exiting shunting operations for lack of sufficient voltage? Lucky is the one who has got a spare battery or a charged set of accumulators on his fingertips – everybody else has to go through with the shunting operation far, far away from the train set with the help of the stationary control.

I usually keep a charged accumulator in reserve at all times, but depending on the frequentness of playing it possibly is again discharged in case of need.

The new NiMH accumulators now are offering a way out of this dilemma, with an extremely low self-discharging rate. Under the designation „Ready 2 Use“ the Varta ones are available in different types, e.g. Mignon AA. Also the company Sanyo and other manufacturers are offering such accumulators. These accumulators can be charged by using present charging devices for NiMH accumulators and they keep the charge for months. Accordingly on one hand the mobile control remains operable for a longer time, also in times of non-using and on the other hand spare accumulators can be charged and will keep the voltage for month. After 12 month the remaining output has only decreased by 25 %.

These accumulators are also ideal for the use in other mobile household devices. Assuming that the treatment is correct 1000 charging cycles are possible and they are just insignificantly more expensive than standard accumulators. Definitely these accumulators are a good investment concerning environmental protection for they are replacing up to 1000 alkaline cells or zinc-carbon batteries.

Page in Original German Version: 38

Gauge 1

Category:

Modelling

Bar:

Sophistication of the Hübner Eaos 106

Header:

Well suited for scrap!

Intro:

The original Eaos can frequently be observed – the subsequent report will describe the sophistication of its model by simple means

Author, Pictures:

Dr. Thomas Brodrick

The Eaos-type wagons are carrying not only all kinds of scrap, these 4-axled standard type goods wagons are also handling the main load of crane forwarded and weather resistant bulk goods. Developed by the UIC in the 70s this wagon was manufactured in a large quantity for the BD, SBB, SNCF, SNCB, ÖBB and FS railway administrations. The wagons are varying particularly in the used bogies (SBB and SNCF used Y 25 Csm bogies, the others Y 25 Cm ones). In addition wagons with parking brakes and hand brake platforms were available. In the course of their service life it became necessary to reinforce the front surface and the stake boxes and to substitute the wooden floors for steel ones. The latter was associated with the renaming to Eaos-x 051.

The Hübner Eaos 106 is made exactly to scale and was available in different versions, but lately it was only distributed as a construction set. Although some parts and especially the lettering are missing, it is a good starting basis in order to create individual designs. It should be sufficiently known that this project demands compromises, like almost every undertaking in the world of model building, and this does apply to the here presented conversion proposal, too. For the modification only the materials, which are listed in the box have to be procured. Tools such as various drills and the usual workshop equipment are required, but no turning lathe or any special tools are necessary.

Subtitle:

The conversion step by step

1. All separately attached parts have to be removed from the bottom of the railcar body, all extruded and indicated details such as doorstop, counting wheel support and binding eyelets have to be cut off and face grinded, beforehand the areas have to be marked by using a pencil!
2. Tie rings have to be made by using a 0,5 mm brass wire, which has to be bend around two glued 1 mm drills and cut to length as a horseshoe-shaped eyelet. Holes have to be drilled into the railcar body where indicated by using a drilling template, then the new tie rings can be inserted and taped down.

3. For building the doorstops pieces of 1,5 mm have to be cut from the brass U-profile, for the counting wheel supports 2 mm pieces have to be cut out of the Plastruct profile, then all has to be butt glued or pinned.
4. Likewise the slip box can be scraped off and be replaced by a superiorly moulded part (Hübner, Hegob)
5. The existing handrails out of the construction set now have to be inserted and secured with a modicum of adhesive gel. The missing handles and the four shunter's handles below the buffers have to be bend from 0,8 mm brass wire and glued into the holes. The shunter's handles are quite uncritically to drill.
6. Small steps have to be cut out of the 9,5 x 5,0 mm chequer plate and adjusted and glued to the front side.
7. The braking tubes and the pull rods on the bottom side of the box have to be added and the switch reversing lever has to be reinserted – and don't forget about the brake releasing pull made from 0,5 mm wire. Then the shunter's steps have to be installed or replaced by open-worked ones (Hegob, ASOA).
8. Between the brake shoes transverse joints made from 1,2 mm brass wire have to be attached (or brake triangles, e.g. Hegob). Then catching loops, formed from polystyrene strips have to be glued on. Any further detailing is not mandatory.
9. The railcar body has to be degreased, primed and coloured according to the chosen Epoch, afterwards it has to be varnished with high gloss colour. The car floor has to be varnished in a matt black colour.
10. Now the Decals have to be applied and the whole railcar body has to be varnished with a semi gloss colour and not till then the buffers have to be mounted and the switch reversing levers have to be highlighted with colour.
11. Patina can be given according to taste and the load can be attached, for example a load of scrap by using remnants out of the spare part box. In case this is optically not satisfying a cargo net made from fly-screen can be applied and seized prototypically by using thread. Now the end of this tinkering project is reached (possibly also the end of the technicians tether)!

Such versatile and individual models will upvalue the fleet of goods wagons decisively. Epoch V as well is providing an attraction!

Box

Used materials:

Brass wire 0,5 mm, 0,8 mm, 1,0 mm and 1,2 mm
 U-Profiles 3,5 x 2,5 (brass) and 2,4 x 1,8 (Plastruct 90582)
 Chequer plate, thickness 0,5 mm
 Polystyrene strips 0,4 x 1,5 mm
 Superglue-Gel
 Varnishing colours and patina utensils
 Labelling kit by A. Nothaft (www.modellbahndecals.de)

Picture headers:

No.	Text
1	Hardly marked by its frequent operation: the Eoas as SBB version
2	The Eaos with its new mounted tie rings and the doorstep made from brass profile
3	Front side of the Eaos with handles, shunter's steps and counting wheel support
4	The braking system on the bottom side of the wagon after modification
5	The brake releasing pull made from brass wire
6	The Eaos bogie after affixing the brake triangles
7	The completely varnished and labelled Eaos – as DB Cargo version – already provided with traces of usage and a load of scrap
8	A net (made from fly-screen) to safeguard cargoes was seized by using thread

Page in Original German Version: 40

Gauge 1

Category:

Layouts

Bar:

Part 2 of the All-Around Layout in Gauge 1

Header:

In the Ruhr area all is haywire

Intro:

Prototypical structures for a prototypical model railway service - this is what part 2 of our report on the layout of Ernst-Peter Weischenberg is about

Author: Wolfgang Häußler

Pictures: Manfred Weihrauch, E.-P. Weischenberg

Anyone who is travelling by railway these days and is poring over the (station) surroundings, which is self-evident for all (model) railway enthusiasts, will not fail to notice the various and partially very old building constructions and fortifications of the routeing in different driving levels. In many places the superstructures still can be observed in their original condition, particularly where there is little space and the routeing is really provoking a “natural haywire” of trains. This situation is typical for the Ruhr area, where during the 50s and 60s the economic miracle was domiciled and the coal and steel industry experienced their period of prosperity.

Following the mighty industrial boom the infrastructure had to be extended further and further to guarantee the supply of raw materials and the removal of goods from the industrial zones. Also for passenger transportation new structures had to be created in order to bearing the growing population density.

Accordingly, the railway continued in enlarging their railway network in the Ruhr area. Station plants and goods facilities had to be tailored to cope with the increasing volume of traffic. Due to the little space this could only be put into practice by architectural struggle. Thereby the various structures came into being, which allowed for a regular traffic – still today – with the side effect for the railway enthusiast to offer the chance of taking snapshots of the favourite locos again and again. What a pleasure to watch the trains go haywire with their diversity of traction.

Subtitle:

Structures in the model

Inspired to such an extent and provided with original motifs it was clear to Ernst-Peter Weischenberg to implement these fascinating sceneries to his domestic model railway layout. In order to actualize the routeing in a scale of 1:32 with little space an intensive planning is required. In the last issue (012-Express No. 9, March 2009) we reported extensively about the basic idea and the developed track plan.

The necessary building constructions for the routeing had to be adapted individually to the required demands. All structures, particularly in topographically challenging territories, should reflect the difficulties of their construction, also for the model use. A crossover construction is more than just a board with a track. Static knowledge is highly important for model implementation. One has to feel the horizontal force, which is transferred to the supporting wall. Anyone who is no static expert should essentially refer to pictures of the original.

The material and techniques, which finally are used to implementing the model, comes second. Plywood or filler covered Styrodur are suitable as well as plaster casts of wall parts made from previously constructed silicone moulds. Every technique has its pros and cons and everyone has to explore the appropriate method by experimenting. Much more important, however, is the overall appearance. For this purpose the situation calls for a constant comparison with the original. A wall in a steep territory has to be supported by pillars in order to be able to cope with the high pressure of the soil statically. Walls endings shall protect the building from rotting and frost damage by infiltrating water and care for additional stability of accessible structures. Fences are providing for a better hold and shall avoid any uncontrolled crashes, and they are no decorative attachments at all.

As the „Emschertal/West“ pictures are showing, the building constrictions have been adapted to the model very skilfully. Not only the statically correct construction method is contributing to this impression but also the colouring is making a big contribution. The surfaces did result from several layers of a wide range of colours. Natural building materials such as sand, slag, coal dust, cement, hard plaster and whiting were applied. A constantly and slight roughening and abrading is resulting in wonderful and natural effects. Striking edges and corners do need lucencies, which can be achieved by some point painting with whiting or a light grey colour on an almost dry brush. Indispensable agents are dry colours in the most diversified shades of colour.

Subtitle:

Well-done train operation

The result is a holistic artwork where the frequently running trains in „Emschertal/West“ can be enjoyed to the full.

All vehicles on the layout are coming from the companies Märklin, Kiss, KM1 and Hübner and they partly have been considerably overworked and upgraded. New sound projects and traces of everyday use are responsible for the authentic appearance of the locos.

The subject is consequentially implemented by the train operation, which includes a combination of passenger and goods trains. There is the morning train, composed of a VT, which is transporting commuters and schoolchildren or the fast train, coming from Eastern Westphalia on its way to the western region. The coal train, loaded with steam coal for the numerous coal-fired power plants in the coal-mining district. The steel train with a sliding roof wagon and loaded with a payload of coils on its way to further handling at the Opel factory in Bochum. The innumerable closed goods trains with Oppelns and pitched roof goods wagons, loaded with individually packaged goods and vegetables on their way to the warehouses in the coal-mining district should not be left unconsidered. Small shifting units with a Köf or a V60 are guaranteeing for an entertaining atmosphere in the station area. Many shunting tasks will whisk one away to bygone times – perfectly wonderful!

Picture headers:

No.	Text
1	Picture left: the morning VT on its way beneath „Emschertal/West“ station
2	The same motif in a different perspective, clearly visible: the stairway, which is embedded in the support wall
3	No “concrete” this time: a “brick” stonework in front of the subway on the left part of the layout, below the station exit
4	A perspective which accelerates one’s pulse rate: the double heading BR 65 and BR23 at their departure from „Emschertal/West“
5	Picture above: an exemplary train junction, the brickwork at the bottom is leading on in order to support the terrain. Please note the moderate tilting of the locos in the bend above!
6	A converted Märklin 55 is crossing the double heading with its goods train at the station exit: pure driving pleasure!
7	Picture above: variedly designed structures in the station area and on the road traffic. The overall picture appears to be very harmonious
8	The building constructions in the right part of the station are subtly leading towards the background, completely integrated: the beautiful gantry-style signal tower
9	Picture below: in front of the goods hall pallets are awaiting the general cargo; executed in an exemplary manner: the varying brickwork on the walls and the loading ramp of the building

Page in Original German Version: 48

Gauge 0

Category:

Modelling

Bar:

Cargo for the articulated wagon of Lenz in gauge 0

Header:

Distinctive H10 Cargo

Intro:

Jaques Timmermans will subsequently describe the way of furnishing the new Lenz H10 articulated wagons with load in an exemplary manner

Author, Pictures:

Jaques Timmermans

The railway is not only transporting a wide range of goods but also the required materials for creating and renovating of line sections are self-evidently reaching their point of destination on tracks.

For such transport assignments the most corresponding types of freight wagons are used. The implementing of railway-owned material transport to a model is providing a broad spectrum of different wagonloads. For this purpose a great many goods can be self-crafted, usually with little work.

Subtitle:

Track maintenance trains

The required materials are transported by the railway by using regular freight trains as well as individually equipped track maintenance trains. Normally the cargo is picked up from the manufacturing factory and integrated into regular trains. In practice, therefore freight wagons with building materials are often forwarded together with other cargo such as coal, bulk goods, timber, powder shaped material and so on by using just one set of wagons. Not until the destination station is reached the real track maintenance train is arranged, which is forwarding the building materials to the construction site. Solely the gravel mills are transporting their goods by using block trains to the rail works straight ex factory. Having such a rail work along the track on one's layout always is an attention getter and provides for additional bustle.

Subtitle:

Appropriate originals

Besides gravel and other material also the track profiles have to arrive at the construction site. For transporting long tracks, most of them customized at a length of 12.15 or 30 metres (e. g. for bridges), special vehicles had to be obtained, already in the early days of the railway. For this purpose the State Railway administrations had developed special types of wagons, the so-called rail-carrying wagons type S and SS. Among others this was including the SSk 07 as a four axle flat wagon with bogies, which was built in accordance with the Prussian style

sheet IId6 and offers a loading area length of 12 metres and a carrying capacity of 30 tons. Furthermore the articulated wagon Type H10, built accordingly to the State Railway wagon formation, with a loading area length of 8 metres and a loading capacity of 15 tons was used as well as a two-axle type S 14 rail-carrying wagon type with a loading area length of 13.3 metres and a loading capacity of 15 tons. Beyond that the German Federal Railways developed further flat wagons, which also can be used for transporting long tracks, such as the four-axle stake-car with bogie and eight laterally turning stakes (or removable side plates) of the German Federal Railways, type Res 687, which offers a loading area length of 8.5 metres and a loading capacity of 40 tons.

Subtitle:

Exemplary cargo length contra radius

The total weight of a prototypical load of rail profiles may turn out respectably high. A four-piece combination of articulated wagons type H 10 may, depending on the modification, be loaded with a total weight of 41.2 tons or 32.4 tons, whereas a flat wagon type SSk 07 can accommodate approximately 30 tons. This should be considered at loading model vehicles with rail profiles. Almost more important for operating reasons is the length of the rail profiles to be transported. This is orientating on the specified dimensions of the original, 12 or 15 metres, which at least means a model length of 266 or 333 millimetres in a scale of 1:45. The rail profiles with a length of 30 metres are even reaching a model length of around 666 millimetres. Therefore for transporting purposes the coupling of multiple wagons with each other is necessary. Without a guide bar at radii below 3.500 millimetres (!) this will inevitably lead to a derailment in the model use, for the loading would collide with the inserted stakes.

If otherwise articulated wagons type H10 are used the rail profiles are loaded onto the centre pivot plates, by which considerably more room for manoeuvring is resulting while going round bends. Experience has shown that a pair of Lenz articulated wagons, loaded with rail profiles like it is suggested here, is able to operate on the standard radius R1 and R2 (914.4 and 1028.7 millimetres) of Lenz tracks safely and without derailling.

If the operation has to take place on narrower radii it is advised to use briefer rail profiles (like the 15 metres example). In case the loaded centre pivot plates are turning out to turn too tightly during test runs, the mounting hole can be widened a bit by using a 3.3 up to 3.5 millimetres spiral drill. Finally, the borehole has to be reworked by using an appropriate countersink.

Perfectionists can subsequently manufacture two screw holes each at the endings of the fitted rails for the fish bolts. Afterwards the rails are coloured with rust-preventing paint and arranged for corresponding loadings or agglutinated. Instead of gluing the rails also can be soldered. The configuration of exemplary loadings is shown in the adjoining graphics.

Subtitle:

Implementation to the model

In order to load four H10 typed articulated wagons exemplarily, depending on the modification 12 up to 14 standard rail profiles with a length of around 910 millimetres are necessary. In contrast to this a rail-carrying wagon type SSk 07(which is loaded with rail profiles at a length of 11 metres according to the original) requires 18 rail profiles if it should to be loaded with its entire carrying capacity of 35 tons. The number of the required rail profiles for the model use is calculated with the maximum carrying capacity of the used rail-carrying wagon. The starting point here is the S-49 rail profile`s weight per metre, which dimensions are corresponding with the model rail code 143 as far as possible and matching

around 49kg. As soon as the required number of rail profiles is defined they have to be slipped out of the rail grating, if they were extracted from already existing rails. The gratings have to be retained in order to use them for building a load of sleepers later, for instance. Afterwards the rail profiles are sawed up to lengths of 333 or 666 millimetres (15 or 30 metres profiles). This is achieved by clamping them into the bench vice by bundles. The endings of the cut to size profiles have to be neatened by using a file and some fine emery cloth. Then the assembly of the rail packages has to be initiated. The leftovers of the trimmed rail profiles can later be used to manufacture platform boundaries.

The cut to length rail profiles have to be fastened to the bottom side of the t-square by using some adhesive tape strips, whereby the rail flanges of the rail profiles during configuration and subsequent soldering or gluing cannot slide. Furthermore, the fixation serves for firmly adjoining rail profiles and exemplarily stacked rail packages. Thereafter, the bottom edges of the rail flange has to be soldered together by using a 0.7 millimetre brass wire and beginning with the outside edges of the rail package. Then the rail flanges have to be soldered at centre. For soldering a soldering iron with an output of at least 50 watts and some 1 millimetre thick and acid-free round soldering agent with flux material taken from the electronics supply, is required. Soldering with a flame also is possible. For this one is better off to use a little soldering paste instead of the round soldering agent, which can easily and evenly be dosed by using an old brush. After the soldering procedure the soldering joints have to be thoroughly cleaned by using some soap and lukewarm water, for the soldering paste is containing a very aggressive acid. Possibly leftovers of the adhesive tape due to the soldering heat can be removed by using a brush and some acetone; treating the complete rail package with some acetone would be even better to make sure that all possible impurities will be removed. Recently, the superfluity of soldering tin alongside the brass wire has to be smoothed by using a small, old flat file. As a basic principle soft metals should never been handled with a new, sharp file for the teeth of the file would get choked irretrievably with parts of the soft metal and consequently the file would be disqualified for any further precision work. In this case cleaning the file with a wire brush will barely help. Far from it, it only would supplementary blunt the file.

Those who prefer to glue the profiles can do so by using a two-component adhesive or any other adhesives, which are adapted for metal. It should be ensured that not too much glue is applied; otherwise ugly bonding surfaces will be visible on the cargo, which usually cannot be removed.

Subtitle:

Tie-down of the cargo

The soldered profiles have to be laid on top of each other and then fixed at some points by using a tiny drop of superglue. The thereby created rail package can now be lashed down.

Although no details of cargo fastening are specified in the loading rules, tie-down of rail profiles is not contrarious to the original. The fastening of the individual rail profiles is made by using a 0.2 millimetre copper wire, which simply has to be thread through the fish bolt holes. Correspondingly the wire endings have to be thread through the circular holes only at the seated rails and then secured by using some superglue. The free wire endings have to be twisted four up to six times and pinched off afterwards by leaving an excess overhang of 1 or 2 millimetres. Finally the twisting can be secured by using a drop of superglue.

Subtitle:

The loading plank

According to the loading specification of the original the tines of the centre pivot plates always have to be covered with timber planks, if they are loaded with metal or slippery goods, so that the cargo cannot slip during transport. The tines are described as the tooth-shaped, steely protuberances, which are mounted on the lower crossbeam of the centre pivot plates. They should provide as a support against shift and moving of the cargo. The loading plank has to be composed from two wooden strips. One lime wood strip of 1.3 x 1.3 millimetres with a length of 58 millimetres has to be adhered to a 2 x 2 millimetre and also 58 millimetres long lime wood strip accurately centrally. Now the loading plank can be clamped in the groove, which exists in the crossbeams of the centre plates. Gluing in place is not necessary. This allows for a removal of the loading plank in case of other transportation purposes without damaging the crossbeam. Finally, two small metal pins have to be glued to the loading plank. The distance between the pins has to be measured in such a way that the rail package is fitting exactly in between. This method avoids any spontaneous free movement of the cargo during the transport. This prevents the post of the centre pivot plate from colliding and from the involved derailing of the vehicle.

Subtitle:

Colouring

For reproducing rusty profiles either adequate finished acrylic colours are available in specialist shops or self-mixed colours can be used. In principle the “rust” colour shade is formed by many brown and red shades, which are only differing marginally. In order to create a mottled shade of rust, multiple wet-on-wet coatings were applied. In the first round a coat of black (Model Master „matt black“) and shaded ochre (Model Master „earth coloured“) was top-dressed by using an airbrush. Subsequently the still partly wet coating was nebulized evenly but not covering by using rust colour (Model Master 1785 E „rust colour“). The resulting red brown coating is very close to the rail profile, which is shown in the illustration. Before the final painting with a spray gun it is advised to prime the rail profiles, which had been spring-cleaned before by using cleaning solvent or lukewarm water and liquid soap. This improves a better adhesion of the afterwards applied rust coloured coat of lacquer.

Finally, the rail package can be loaded on the pair of articulated wagons ... and the track maintenance train can take off to the next construction site!

Picture headers:

Drawings:

1-4	Text
	H10 stake car and articulated wagon: frontal views and side views, 30 metres load according to the original

Pictures:

No.	Text
1	In order to load a pair of Lenz articulated wagons prototypically around 22 rail profiles are necessary, each with a length of 333.5 millimetres (15 metres on the original). The used code profiles are originating from the American company Micro Scale
2	Trimming of the rail profiles: before cutting the profiles have to be wrapped with a strip of adhesive tape at the cutting site. In doing so ridges and fringes can be avoided to a large extent.
3	In order to remove ridges and chips the endings of the rail profiles have to be tied and reworked by using a file.
4	Gauge 0 makes it possible: tightening down screw holes for the fish bolts by using a 0.6 millimetre spiral drill and drilling two circular holes into each profile endings; a model fish bolt M27 fits exactly into the boreholes.
5	The circular holes have to be neatened by using a file and a small wire brush
6	Manufacturing of the rail package; starting with 17 profiles, placed next to each other, are adjusted alongside a small angle by using some adhesive tape strips
7	Soldering of the profile endings by using a 0.7 millimetre brass wire
8	Adhesive leftovers can be removed by using acetone
9	The soldered profiles have to be laid on top of each other and packaged by using superglue
10	The colouring is done with the airbrush in multiple work steps
11	If the centre pivot plates are fixed too firmly the receiving hole has to be reworked, if necessary
12	For purists: the tie-down of the individual rail profiles by using a 0.2 millimetre copper wire, which simply has to be thread through the fish bolt holes. The wire endings have to be thread through the circular holes and then secured by using some superglue
13	The free wire endings have to be turned down, pinched up and twisted by leaving an excess overhang of 1 or 2 millimetres
14	Loading plank made from wood for protecting the cargo against shift
15	The H10 with completed cargo – a beautiful couple!
16	While cornering: the pair of articulated wagons with its load of rail profiles at a radius of 914.4 millimetres (R1 by Lenz)

Page in Original German Version: 54

Gauge 1

Category:

Original & Model

Bar:

Series 24

Header:

The Steppe Horse

Intro:

Excellently proved its worth on all branch line routes as an all-purpose engine: the series 24

Author: Klaus-Gerd Schoeler

Pictures: Manfred Weihrauch, Slg. Thomas Obst

The origins for the development of the BR24 can be traced back to the early German state railway, dealing with the slow but steadily growing traffic and seeking for an alternative to the partly aged locomotives of the branch line era. The “close committee for locomotives”, which was found by the state railway militated against replenishment of branch railway designs and in the beginning of the year 1925 a decision was taken, to engineer a light 1'C trailing tender loco, intended for an axle load of 15 tons, which primarily was able to cope with the branch line operation in conjunction with further standard type locos.

On the basis of the later BR64 and 86 the BR24 in its established main dimensions was developed.

Due to the standardization of the range of types a great number of BR24 parts such as boiler, cylinder, wheel sets, fittings, valves and springs were constructed in the same way as the series 64, 80, 81, 86 and 87 models and interchangeable.

These new standard type loco should first of all replace the branch line locos BR37 and BR54 in front of passenger trains.

Therefore a new and smaller tender was necessary, which should have a water capacity of 16 m³ at a axle load of 15 tons and a coal capacity of 6 tons. This tender, type 3T16 with its three firmly mounted wheel sets was developed by the “Deutscher Lokomotiv-Verband” in close collaboration with the “Reichsbahnzentralamt”.

In the lowlands an operation of “mixed” trains should be possible, at which it was probably targeted on light fast trains. In the main line area they should be run with a speed of 90 km/h. This loco was not designated for highland operation.

On the construction of a total of 95 BR24 locomotives six German locomotive factories were involved. In 1928 the first loco was delivered to the DR by the company Schichau and commissioned in the Rbd Stettin area. Until the end of 1931 the first 68 locomotives had been delivered, the last BR24 with the standard company number 25 095 was finalized in November of the same year and put into service in Allenstein.

In the course of the production a number of diversifications were made, here the elongated running board with a steeper streamlining form number 64 onwards should be the most noticeable one.

Apparently these branch line locomotives did successfully resolve the Second World War for all 95 locomotives still were listed at 31st January 1945.

After the war 47 locomotives were located in the western areas, four BR24s remained in the area of the former German Democratic Republic and the rest of them were located in the Polish area.

As from 1949 the DB charged the company Henschel to overhaul their BR24s, insofar their condition did permit to for they could not relinquish these economical engines. The locos were shared among the authorities of Hamburg, Cologne and Münster. At the end of 1965 one loco was registered in Cologne and barely two of them in Münster. The last DB loco (home RW Rheydt) was sorted out in August 1966.

All in all the locos seem to have proven their worth. The kilometric performance per month was added up to 10.000 km before the 2nd World War (peak value 16.062 km), the DB usually had a performance of more than 9.000 km (peak value 9.711 km). Due to dieselisation the values were constantly decreasing.

Today still two locomotives are ready for operation, the 24 009 and the 24 083. In the year 1972 the 24 009 was bought by the DR railway courier and used for numerous special transports. In 1975 the 24 083 was transported from Poland to Germany and since that time the locomotive is also employed.

According to a credible statement the 24 009 even gained honour several years ago. For a few days the locomotive stayed at RW Dieringhausen museum and was used for special excursions in the “Bergisches Land” area. During this time there must have been a traction unit breakdown on a Sunday along the city route Gummersbach – Cologne so that a BR 218 with train set came in difficulty. On this train path the 24 009 ought to run the section Dieringhausen – Cologne and backwards with two express vehicles. This had caused a lot of astonishment on the platform and in the huge station concourse of Cologne.

The original 24 025, which served as a role model for the Märklin loco, was delivered from Schichau to the DRG in June 1928 and had their home station in Freudenstadt. Here the loco started its active service at 17th August 1828. Between 7th June 1946 and 4th October 1952 the loco was registered at the RW Heide in Holstein, afterwards it was domiciled in the RW Lübeck from 28th October 1954 until 4th June 1956. At 18th June 1962 it ought to be sorted out.

Further information concerning the original:

Hansjürgen Wenzel, Die Baureihe 24. EK-Verlag, Freiburg. Very beautiful historic photographs and a bounteousness of information is characterizing this book, which every BR24 owner should get for himself.

Data of the original BR 24 loco

Number of items:	95
Manufacturer:	<u>Schichau</u> , Hanomag, Henschel, Borsig, Krupp
Withdrawal from service:	1966
Model:	1'C1' h2
Type:	P 34.15
Total length over buffers:	16.955 mm
Maximum speed:	90 km/h
Indicated power:	920PSi
Driving wheel diameter:	1.500 mm
Bogie wheel diameter:	850 mm
Driving mode:	Heusinger with Kuhnsch loop
Cylinder diameter:	500 mm
Piston stroke:	660 mm
Boiler overpressure:	Max. 14 bar
Tender:	3 T 16
Available water supply:	16 m ³
Available coal supply:	6 t coal
Brake:	Knorr single chamber air brake, affecting the coupling wheels and bogie wheels from the front

Picture headers

No.	Text
1	Just replenished the water supplies the „24 009“ with its blunderbuss train in proper style, now is waiting at Solingen central station – ready for its ascent departure to Remscheid
2	These two historical photos of the BR 234 095 are originating from Carl Bellingrodt. Remarkable: coupling rod and control do not display the “typical Bellingrodt position”

Page in Original German Version: 56

Gauge 1

Category:

Original & Model

Bar:

Testing the Märklin BR24

Header:

The Tamed Stallion

Header:

Implemented into a model after the acquisition of the company Hübner by Märklin: the steppe horse in a scale of 1:32. We tested the BR24 for you.

Author: Klaus-Gerd Schoeler

Pictures: Manfred Weihrauch

For almost a lifetime the model of the BR24 can be found in the Märklin H0 range. Who of us had not opened and studied the various catalogues at the relevant “steppe horse” pages again and again during our schooldays, for it was the cheapest real live steam loco with a trailing tender which we dared to desire in contrast to the BR01 or BR44.

Unfortunately I never got this loco as a Christmas or birthday present during my own „Märklin-H0-youth“.

So it was all the more delighting to me when the company Hübner announced to manufacture this loco as a serial model, which then was released by Märklin and delivered late of last year.

The Lokladen Bingen kindly provided us with a model for testing purposes and a review.

With the packaging in a dimension of 96x 32,5x185 centimetres this smallest DB trailing tender loco is coming along quite large. On opening the packaging turned out to be very handy and firmly designed, which should ensure that the loco is arriving securely in an undamaged state. Due to the nested polystyrene parts and all-round foam padding both loco and tender can easily be taken out of the box after removing foam parts. Supplementary devices and figures are securely located in recesses.

Subtitle:

Accordance to the original and dimensions

The loco number was chosen somewhat inappropriately, for the original 24 025 is equipped with a separate and narrow chimney, a third head light and a state railway lantern and its smoke box door is rather weakly curved.

As a loco out of the first type series the running boards should not lead that far forward, the streamlining should possess an angle of 45°. Probably the manufacturer should have taken a closer look, because according to this a number above 24 064 would have been the better choice. Another thing is that the RW should not be Kiel but Lübeck in view of the space of time (checking date 23rd June 1958). In spite of the deficiencies the proportions and the finishing of the model was appealing. The tender is correctly carried out as a 3T16, the welded tenders type 3T17 were built not till loco number 24 071.

The main dimensions of the model were followed very accurately. The irregularities of the model were smaller than 1 millimetre on all taken dimensions. This is still in the range of measuring inaccuracies, because it is not always easy to find out the end points of the test points by using a calliper and a metal rule. Solely the loco and tender distance is getting completely out of the line. All in all kudos to the companies Märklin and Hübner in terms of the scale, even if it should be structurally easier in view of such a short loco to ensure the requested running by 1020 millimetre radii without major compromises.

Subtitle:

Detailing

As soon as the loco is placed onto the track the good job of the constructing engineers is visible. The loco frame is carried out as a sectional underframe with openings and the delicate spoked wheels are opening up a view onto the perfectly executed die-cast frame, where even nuts and screws are replicated. The coupling rod, the connecting rod and the control rod are lying closely together. Unfortunately the eccentric crane is still made from synthetic die casting parts, therefore it must be pointed out that the loco should not be touched in this area or if necessary with extreme caution. Six sand pipes are adjusted in front of every wheel correctly in the direction of travel. Electricity cables, distribution boxes, air reservoir and other cables as well as the control system underneath the circulation are delicately replicated.

Unfortunately there are no piston rod protective pipes mounted or enclosed, so that the area between cylinders and pusher axle is looking quite empty. The protection plates above the pusher axle are attached comfortably low so that no “barn door” is opening up at a lateral view. Black plastic strips under the plates are preventing short circuits with the pusher axle.

All pipes, fittings and aggregates on the cast metal boiler do exist as far as it can be depicted out of pictures of the original loco. These parts are quite delicately wrought from die cast in synthetic material, altogether the boiler is convincing by its superstructures. All steps are equipped with fine chequer plate structures and are acceptable with regard to material thickness.

A visual treat is the large Wagner guides, which are a distinctive mark of the small trailing tender loco. All rivets, stiffening strips and flanging parts are replicated. The suspension of the plates is solved skilfully and safely and reflects the original optimally, not a single tiny crosshead screw is bothering the visual impact.

The smoke box door possesses delicate sash locks and hinges, the lamps as well as the streamlining are according to the original, disregarding the inappropriately chosen loco number. The last part of the electricity cable, which runs from the electric supply to the upper headlight, is missing. In contrast to the not replicated cables on the lower lamps this is conspicuous.

The cab is convincing with its delicately wrought rows of rivets, which are compelling in size. Inside the cab a lot of instruments and control levers are arranged. Seats for driver and fireman – even though not foldable - as well as the driver’s cab brake valve and the steering valve can be found. Unfortunately the numerous manometers and gauge glasses are not accentuated in terms of colour and not printed with scales and needles.

The replication of the Bosch lubricating pump appears quite strange. The black plastic support block without cables and levers is not convincing, in contrast small batch series are much more detailed. Although the coppery lubrication lines on the firemen’s side, which are striking the eye on many models, are not absolutely necessary.

The tender also received a delicate frame with openings and it possesses very beautiful axle bearings and horn cheeks. The essential cables underneath the tender structure are replicated in accordance with the original. The structure itself does possess all rows of rivets. The rear side of the tender with lamps, ladders and toolbox is meeting the original but the electricity cables are again not completely replicated. On the firemen's and driver's side the separately attached counter-balanced brake is located; the firemen's shovel is leaning against it. The hatches with locking mechanisms for the coal box are consistently and thoroughly designed, which is attracting attention, especially with the types of tenders, which are open towards the cab. On the firemen's side of the tender the enclosed tools such as poker and digging tooth can be inserted into the mountings. This is a nice enrichment, which otherwise has to be manufactured by oneself or bought at the market for accessories.

The tender of the testing loco was only moderately filled up with real coal; the loco soon has to be restored at the RW. This is a diversification to the models, which usually are carrying a large coal supply. The coal granulation is a little coarse-grained but all the same convincing. The granulation at the original was also different, depending on the RW.

The braking system is replicated on the loco as well as on the tender, although not as completely as it can be found on many small batch series models. At lateral view the simplifications are not obvious, though.

The loco and tender connection deserves a compliment. The counter flashing is dimensioned sufficiently big and it is bearing neatly on the tender bottom plate after coupling and operating in an arc, with the help of small spring elements the doors are firmly pushed outwards in order to guarantee a closed impression at all times.

Supplementary devices such as brake-hose pipes for loco and tender, a claw coupling and an original screw coupling are enclosed, so that the loco can be equipped with all required devices on both sides, according to the particular operating conditions on the layout. Poker and locomotive staff is separately included.

Subtitle:

Painting und finishing

Loco and tender are painted in a semi gloss-slightly shining colour. The fact that the boiler is made from metal and the cab and the affixed parts are made from synthetic material is not eye-catching. The red colour of undercarriage and spoked wheels is completing the good overall impression. Unfortunately this is diminished by the high gloss chromed treads and wheel flanges.

This can especially be noticed on the pusher axle, where the flange wheel is not buried with brakes and frame parts.

The lettering is perfectly imprinted and the electrical distribution panels on the frame are designed in a yellow colour, in contrary to the electrical distribution panel for the headlight.

The RW and DB signs are separately attached, just like the manufacturer signs on the cylinders, which are identifying the loco accurately as a loco from Schichau. The interior of the cab is consistently painted in black colour; in this case definitely a variation in terms of colour is missing.

Subtitle:

Undercarriage

Loco and tender are equipped with sprung-mounted axles and wheel sets, which is a benefit for the running characteristics. We did not verify if the suspension of the tender wheel sets

and the pantograph are functioning sufficiently on tracks, which were laid in rustic-style, but the low weight of the tender might not have a supportive effect. The manual of the loco is indicating that a mandatory internal radius at inclination transitions is necessary in order to grant a safe running.

On properly installed tracks there should not be any difficulties and in our case not a single derauling occurred on both test layouts, no matter in which direction.

Switches with a 2300 millimetre radius were driven through with a tighter distance between loco and tender at maximum speed and also in a reversed arch. We dared to drive through 1020 millimetre switches only up to an average speed. In both driving directions these combinations were managed safely and there also were no difficulties by using a broader loco and tender distance.

Subtitle:

Electronics / electrical equipment

Like all new Märklin models the BR24 is also equipped with a mfx decoder, which unfortunately can only be operated in the DCC format and its few running steps on DCC and multi protocol stations such as the Intellibox. The decoder is located inside the tender, together with the speaker. The power consumption was securely provided with the six wheels of the tender, at least during the entire test.

The electrical connection to the loco was effected via a six-pole cable for operating the engine, the headlight and the cab light as well as the smoke alternator. The plug-in connection has proved to be very safe. Unfortunately the connection only can be established by using a tweezers and even then this is not quite simple, because the mating connector is located inside the loco and very far recessing in the frame beneath the cab. In return the electrical connection can hardly be seen during operation.

The synchronization of the steam outlet is not resulting from a sensor inside the gearing, although it still turned out satisfactory. The load test was carried out with 60 axles at running step 2 on a plane surface and here a slight leading of the sound compared to the gearing could be noticed. As soon as the speed increased the synchronization is minimizing, though.

The headlights on loco and tender is made via LED's, however, unfortunately yellowish DUO LED's were used instead of golden white ones. The red taillight is always switched, in the same way always both red LED's are illuminated; according to DB instruction only the right one should be flashed on. The red light is quite moderate, which probably also is a revenge for the inserted LED's. The jittering firebox lighting is lacking.

The setting of the decoder is, as far as acceleration is concerned, quite directly and therefore tailored to smaller layouts. The factory setting for the maximum speed is about 80 km/h.

The basic address for the decoder is 24. If Mfx is used all 15 functions are available, the „Motorola“ format only allows for the first four, but after reprogramming another four functions are available on a second arbitrary address.

Subtitle:

Sound

It is hardly noticeable on this small loco that the speaker is mounted inside the tender. The factory-provided volume setting is designed for domestic layouts. The sound itself should satisfy most of us. The amplitude of the exhaust stroke is not as powerful as it is on larger trailing tender locos, but it is almost matching the original. The cylinder blow out is part of the exhaust stroke at the start-up process. All in all the conciseness of the sound is acceptable,

although the hearing sensitivity is in the “eye” of the beholder and therefore every gauge 1 modeller will estimate the sound in a different way.

The mandatory sounds of whistle, pumps, injector valve, lighting dynamo and coal shovelling can be activated individually, at least by using Central Station, and they are assigning the bigger part of the special functions. It is left to ones own devices to which extent these sounds should be chosen individually and selectively during regular layout operation. The pumping sound, the hisses and the coal shovelling sound are blown via a random generator once in a while, so the loco becomes noticeable from time to time so long as the sound is switched on.

The unmistakable sound of the light alternator, which many other locos are equipped with, unfortunately is nonexistent when switching on the BR24 headlight, but this lack should not matter that much.

Subtitle:

Conclusion

With series 24 a small and attractive trailing tender loco has entered the market. This loco is especially suitable for shorter platforms and short train sets, like they are predominating most of the layouts. Whether in front of blunderbusses or 3-axled converted coaches the BR 24 always leaves a harmonious impression and due to its delicate appearance it is most suitable for every branch line ambience.

The detailing has turned out well except for a few deficiencies. The headlight unfortunately does not correspond to the technical status of nowadays gauge 1 models. The high gloss chrome treads and wheel flanges did not appeal to us.

Technically, I would have hoped for a tight coupling kinematics and a multi protocol decoder, which can handle the meanwhile widespread DCC format. Fine-scale exchange wheel sets, like the company Hübner offered for the BR64, unfortunately are not available.

Picture headers:

No.	Text
1	The „steppe horse“ with its large Wagner smoke deflector
2	Seeming somewhat broadly based and compact: the typical appearance of series 24
3	The locomotive driver’s side: fittings and cables on the boiler are replicated
4	The firemen’s side of the loco, unattractive: the distance between loco and tender
5	Delicately designed: the rows of rivets on cab and tender
6	View into the cab: an after-treatment in terms of colour is inevitably necessary
7	The short 3-axled tender series 24

Test charts:

Features at a glance

Available versions	Märklin: DB with a steep streamlining and Wagner smoke deflectors (Lokladen Bingen is offering several versions, amongst others Witte smoke deflectors, various extensions, weathering according to customer request)
---------------------------	---

Loco number of the test loco / Epoch	24 025 Epoch III
Engine / transmission	5-pole iron core engine, worm gear drive (helical cut, inhibiting)
Electricity discharging / traction tyres	No traction tyres, electricity discharging via 6 wheels inside the tender
Axles	All wheel sets spring mounted, POM axle bearing, pusher axle with pressure spring
Sound regulation	Via running steps or motor voltage
Jittering firebox lighting	Not available
Smoke alternator, cylinder smoke	Smoke alternator inside the chimney, no further smoke alternators or smoke outlets
DCC / Motorola	Mfx decoder, 16 functions, Motorola 4 functions and 4 more functions with additional loco address
Decoder features	<p>Changing light loco/tender 3 times white 2 times red</p> <p>F1: Smoke alternator on/off</p> <p>F2: Sound on/off</p> <p>F3: Whistle</p> <p>F4: starting-/braking retardation disconnection</p> <p>F5: Cab lighting</p> <p>F6: water pump</p> <p>F7: Bell</p> <p>F8: Shunting whistle</p> <p>F9: Break squeal switch off</p> <p>F10: Releasing steam</p> <p>F12: Coal shovelling</p> <p>F13: Lighting dynamo</p> <p>F14: Injector</p> <p>F15: Steam chest</p> <p>Via mfx all 16 functions are directly recallable, via Motorola F1 - F4, with CV75 a second loco address can be defined, where the functions F5 - F8 can be switched as F1 - F4</p>
Weight	Loco: 3100 g, tender 550 g
Price for advanced order / recommended retail price	Recommended retail price Märklin 2.295,00 EUR, sophisticated loco equipped with Witte smoke deflector, available at the Lokladen Bingen from 2.590,00 EUR

Comparison of pulled axles en route

Precondition	Output
Planar with 2300 mm radius and Hübner switches	60 axles without any problems, at running step 2 minimal and almost not noticeable slip, no problems during acceleration up to a maximum speed of about 80 km/h with the factory-provided starting retardation
Planar with 1020 mm radius and MÄRKLIN switches	7 blunderbusses with illumination without sideslip tendency during acceleration, also in reversed arches
Ascending a grade of 45‰ at a 1174 mm radius	The loco could cope with 5 blunderbusses at a slow steady conditions, 7 blunderbusses could only manage the ascending in an accelerated speed and with pep and a slight slip
Start-up at a grade of 45‰ on a curve	The loco alone coped with the grade without any problem

General Testing Conditions for Locomotives in Gauge 1:

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

Dimensions of the original compared to the model (mm)

Description	Original	1:32	Model
Total length over buffers	16.995	531,1	537,5
Total length loco up to the end of frame	10.120	316,3	316,0
Total length loco up to the end of the cab	11.020	344,4	343,5
Total length tender up to the end of frame	6.725	210,2	211,0
Distance tender-loco (frame)	150	4,7	10,7
Distance between buffer and buffer beam loco	650	20,3	19,6
Height loco above chimney	4.165	130,2	129,8
Height tender coal box	3.615	113,0	112,0
Height tender circulation water boxes	2.830	88,4	86,5
Width loco (cab)	3.050	95,3	96,1
Width above crosshead guide	2.050	64,1	67,4
Height buffers	1.025	32,0	31,7
Distance buffers	1.750	54,7	55,6
Diameter inducers	850	26,6	25,6
Diameter drive wheels/coupling wheels	1.500	46,9	45,5
Diameter trailing wheels	0	0,0	
Diameter tender wheels	1.000	31,3	30,0
Distance buffer drive wheel set	1.950	60,9	62,0
Distance between driving wheel and first coupling wheel	2.700	84,4	84,0
Distance driving wheels/coupling wheel sets	1.800	56,3	56,0
Distance last coupling wheel set and end of frame	1.870	58,4	58,6
Distance end of frame and first tender wheel set	1.150	35,9	35,5
Distance wheel sets tender	1.900	59,4	60,0
Distance between buffer and last tender wheel set	1.775	55,5	56,5
Distance between buffer and tender buffer beam	650	20,3	19,6

Page in Original German Version: 62

Gauge 1

Category:

Modelling

Bar:

VW Models in A Scale of 1:32

Header:

A “Bonus Delicacy” from the Championship City

Intro:

The fact that the Volkswagen models are enjoying great popularity, is not only known to the manufacturers of the original - Rüdiger Otahal is considering about the model versions in a scale of 1:32

Author: Wolfgang Haeussler

Pictures: Rüdiger Otahal

Although football is more important these days Volkswagen still is playing the dominant roll in Wolfsburg. Before the production was transferred to “Speedy Gonzales” country the “car town” traditionally built the „Beetle“. Not less world-famous: the VW bus, which still is produced in Wolfsburg, although in a different design.

While the “car manufacturers” are long since keeping supplies of true to original models in a scale of 1:45 and 1:22 coming in all conceivable versions, the scale of 1:32 was disregarded until now. It really gives pleasure to see that a (former) railway-modelling manufacturer is offering a car carrier loaded with VW Beetles or – although not quite true to scale – the Asian market is putting forward some more or less handsome models. The Volkswagen busses and Beetles from the company Kingsmart, which are offered by some accessory suppliers and oftentimes put up for sale during exhibitions, are looking pretty good.

But isn't it somewhat boring to see scores of VW busses in a “Hippie-painting”? There are possibilities to put things right.

Subtitle:

Turning from the “serial” VW to an individual model

The Modellbahn-Art-Studio (MASRO) has been building road vehicle models of various manufacturers for quite some time and the company is meanwhile also offering extensive electrifications.

For the recreation of a VW bus the pad printing on the original models has to be removed completely. After abrasion and priming the bus is re-painted and assembled with details. In this way already many vehicles have been developed, such as for example the Post-Funkmesswagen, some fire-fighting vehicles, the Michelin Reifendienst, a Fendt after-sale service vehicle, a THW car and a DRK ambulance coach as well as a DRK “meals on wheels” car – there are no limits concerning the wealth of variety.

For being able to build the VW flatbed vehicle, which was an indispensable part of everyday street life during the 60s, the company made a body-in-white available. For the conversion of

the VW bus model parts like the frame, lamps, rear lights, VW emblem, window inserts and bumpers are used. The individually painted vehicles are completed with number plates, outside mirrors and self-manufactured Decals for the lettering. Further detailing like the attachment of functioning turn indicators for example and the whole lighting or a true to detail furnishing of the driver's cab are feasible.

Consequently, the local crafts enterprise will receive a special company vehicle – and the model builder receives a beautiful additional eye-catcher on his layout.

Anyone who is interested in the bus variants and further vehicles may contact the company via the reference address in the box – here also the new MB pick-up trucks are available.

Box

Source:

ModellbahnArtStudio

Rüdiger Otahal

www.masro.de

Picture headers:

No.	Text
1	The VW-Bus model by Kingsmart as a starting basis for the modification
2	Postman Heinrich on his way to the mailbox– a Beetle variant
3	Another bus version: operation controllers of the plant fire brigade
4	The body-in-white of the flatbed vehicle
5	Whether in orange colour from behind...
6	...or in blue from the front: the flatbed vehicle definitely is an enrichment for the gauge 1 fleet of vehicles
7	At the „Röhrich“ plumbing the „Pritscher!“ as a transport vehicle has become indispensable in everyday life – good, that the apprentice had washed the car right before the photo was taken!

Page in Original German Version: 64

Gauge 2

Category:

Modelling

Bar:

Automatic Door Closure in Gauge 2

Header:

Opening and closing the doors!

Intro:

An automatic door closure can be realized on wide gauge model railway vehicles by a little manual dexterity - and by surprisingly little means

Author, Pictures:

Hans-Joachim Neumann

Surely everyone have had the desire before to open and close the doors of the inserted passenger coaches on the platform or to control the doors of a VT at the flag stop by using a remote control.

Generally all vehicles with movable doors, starting with gauge 0, are qualified for a modification – or ones that are offering the possibility of making the doors manoeuvrable! Excellently suitable is the compartment coach, which is available in the supplies of LGB for many years. Its modification will subsequently be described by way of example.

With the help of a 2-channel proportional remote control (e.g. available at Conrad Electronic for around 40 Euro) and various small parts out of the spare part box the opening and closing automatic can be carried out quite easily. The cheapest starter kit with an including sender, a receiver, a servo and a power supply will be sufficient.

Upon completion there will be great joy by the time when the doors are opening and closing at the platform as if by magic!

Subtitle:

Necessary preparations

In order to open the doors effectively on the right side when the train is stopping at the station, the doors on each side of the vehicle have to be operated separately, according to the respective side of the platform. There is no need to carry out modification of all 4 doors on each side. In the present case on one side the two central doors and on the other side the first and the third door were made movable. The described mechanism would technically only allow for a maximum of 3 doors on each side, which is making a quite realistic impression. Also on the original hardly all the 4 doors are opened or closed at the same time. The complete control can be placed inside the free space beneath the roof of the LGB wagon. So the visual appearance will barely be affected, even when the doors are open.

In case more than one vehicle should be equipped with automatic doors Servo-Y distribution cables can be used. They are allowing for an involvement of multiple wagons with only one RC receiver and one power supply, so the doors of a complete passenger train can be operated with only one sender instruction. For the second and further wagons one servo each

will suffice. The activation of the doors is carried out by cable haulages. The use of driving rods or Bowden cables was abolished due to the considerably required space.

All necessary materials are mentioned in the list above. It is assumed that an adequate remote control is available.

Subtitle:

Modification starts

First the roof of the compartment coach has to be removed by unscrewing both attachment bolts on the front side.

Four movement levers for the doors have to be properly formed from 1 mm copper wire, as pictured, by using an appropriate calliper. Possibly some readjusting of the 6 x 1 mm shoulder bolts on the door is necessary after screwing the lever and the opening stroke has to be checked manually.

It is important that the bent up part of the wire does not protrude over the wall of the wagon. Furthermore the lever must not strike against the inner surface of the wall while the door is closed. The distance should be around 2,5 mm to ensure that the roof can be attached later. It also has to be made sure that the upside of the movement levers do not rub against the doorframe or being stuck, even so they have to be screwed on as high as possible. For this purpose a 1 mm hole has to be drilled into the wagon door in the upper left corner through the corner of the yellow window sheeting, according to the picture. The properly bend movement lever can subsequently built in by using the 6 x 1 mm shoulder bolt without any difficulty. The screw has to be securely affixed so that the countersunk head is carving a little into the plastic material of the door. Furthermore the lever has to be fixed tightly to the door. If necessary a drop of superglue will ensure additional stabilisation.

Subtitle:

Movement comes into play

After all movement levers for the doors have been built in the servo of the remote control has to be inserted as shown in the picture. Due to the size of the servo the luggage rack in one of the compartments on the car end is ideal for placing it. The screw connection is carried out with the help of the two 3 mm shoulder bolts and including flat washers. If desired the servo can be additionally fixed on the front side of the wagon by using a small aluminium angle. The picture also shows that the movement lever of the servo has to be lengthened by a piece of copper wire. In doing so the necessary longer lever stroke can be achieved so the doors can be opened outwards at least perpendicularly.

In order that the doors are closing properly again a retaining spring has to be attached inside the wagon. The spring is pulled apart by the draw of the servo during the opening of the door. As soon as the servo is again reaching the neutral position by activating the remote control sender the spring is pulling the doors shut again. The retaining spring is located in the wagon compartment opposites the servo. For its installation a 1 mm borehole has to be placed in the upper door hinge mounting trunnion with a 1,5 mm distance to the inner wall of the wagon. A screw nut has to be untwisted to the 13 x 1 mm shoulder bolt and turned upwards until a 1,5 mm distance to the screw head is reached. The now prepared screw has to be pushed through the drilled hole and tightened to the mounting trunnion with the second screw nut from the bottom. Admittedly, in this respect it's up to a pair of tweezers and a sleight of hand. But it surely is feasible with a little patience.

The next step is to begin with tying on one end of the tension spring by using a 25-30 cm long shoemaker thread. Afterwards the other end of the spring has to be hooked into the attachment bolt on the door hinge trunnion. With little tension the thread has to be pulled apart by 2-3 mm at most and with two revolutions it has to be guided around the first lever. With the same tension the thread has then to be guided to the second lever and fastened there likewise with two revolutions. Finally, it has to be fastened to the copper wire eyelet of the servo lever with knots and with the same tension. Both knots have to be permanently fastened by using a drop of superglue each. After drying of the adhesive joints the functioning of the doors has to be tested. If the assembly is carried out correctly the pulled thread should run inside the small side panel of the wagon, where also the longitudinal spar is located. On this occasion a first operational test is performed by temporarily connecting the remote control receiver with the servo and the power supply. First the sender and afterwards the receiver has to be switched on and now the two doors of the completely mounted side of the wagon should open and close simultaneously with the movement of the sender's joystick. If the result is not satisfying some readjustment has to be made.

In the next step the other side of the wagon has to be modified. Due to the used technique an additional deflexion pulley has to be build into the cable hauling mechanics. It is located in the compartment where the last door was modified and at the other end of the servo. The deflexion pulley has to be screwed on the predrilled hole in the luggage rack by using the 10 x 2 mm shoulder bolt. For guaranteeing the clearance of the pulley first the small fixture hook has to be screwed firmly at the top of the screw head by using a screw nut. Afterwards the ring washer has to be placed on the screw, then the whole mechanism has to be inserted through the borehole and again it has to be firmly screwed from the bottom by using the second screw nut.

Similar to the other side now the retaining spring has to be attached, but this time inside the compartment where also the servo is located.

The black plastic strutting, which is glued into the compartment together with the deflexion pulley, serves as stabilisation, because the red wall of the compartment is not firmly attached to the outside walls of the wagon. Consequently the draw on the deflexion pulley could cause torsions on the door opening mechanism.

Small aperture boreholes have to be inserted into the compartment walls at the appropriate area because the draw of the cable haulage on this side of the wagon is starting at the retaining spring and is at first attached to the two door movement levers and then is additionally leading over the deflexion pulley and back to the department.

The servo lever again has to be lengthened by using a piece of copper wire.

After the knots and the wrapped areas of this cable haulage also were permanently fastened by drops of superglue another functioning test has to be carried out to ensure the accurate installation of the cable haulage mechanics. Depending on the side to which the servo joystick on the sender is moved, the doors on one side of the wagon are opening or closing. If necessary now the mechanisms have to be readjusted.

Finally, the roof has to be attached again and sealed with the two screws on the front side.

Subtitle:

Concluding remarks

The haulage rope on the side opposites the side where the doors are open is lying without tension as long as the doors are open. Therefore it absolutely has to be lead over a deflexion pulley.

Furthermore the small closure levers inside the doors have to be removed and the doorknob has to be stuck down in order not to fall out. Otherwise it could occur that the opening procedure is blocked because of little vibrations, which will inevitably lead to damages of the setting mechanism.

Now the wagon can be put into operation and the „Preiserleins“ can board the train – like in reality. Well, they also are in need of operating machinery – but coping with this will still take some more time!

Anyone who would like to take a look at the automatic door closure in action, here is a link to the video clip:

www.rcmovie.de/video/fa95f0dddb6e63d593cc/Zugeinfahrt-um-1953-in-Bahnhof-Schoenweiler

Box

Bill of materials (for a wagon with 4 doors):

- 50 cm copper wire, thickness around 1 mm (e.g. bared electric copper wire)
- 1 metre shoemaker thread (Attention: domestic thread may not be tear-resistant enough)
- 2 coil springs, diameter around 2 mm with a length of 2,5 cm and a stretch length of minimum 2,5 cm according to the picture
- 1 deflexion pulley 10 mm
- 4 countersunk shoulder bolts 6 x 1,0 mm black and 4 1 mm screw nuts
- 2 shoulder bolts 13 x 1 mm and 4 1,0 mm screw nuts
- 1 shoulder bolt 10 x 2 mm and 2 2,0 mm screw nuts and 1 ring washer
- 2 shoulder bolts 16 x 3 mm with ring washer and screw nut

Picture headers:

No.	Text
1	The LGB compartment coach with partly opened doors
2	Material for the modification: besides copper wire and customary screws shoemaker thread, a coil spring and a deflexion pulley are required. The small parts can be purchased at the specialist shop
3	The door movement levers made from copper wire
4	The lever after mounting on the door
5	The servo motor for the door control is assembled underneath the roof
6	View from above onto the driving mechanism, down right: the retaining spring for the opposite door mechanism
7	Mechanics on the opposite side of the wagon with the assembled deflexion pulley
8	The cable haulages are leading through aperture boreholes. Visible on the right side: the black plastic profile for stabilizing the inside walls
9	The door mechanism inside the wagon, top left: the retaining spring for the automatic door closure
10	The completely converted wagon, equipped with remote control receiver and power supply
11	View into the completely reconverted wagon

Page in Original German Version: 68

Gauge 1

Category:

Modelling

Bar:

The „Duchess of Sutherland“ as a Live Steam Model in Gauge 1

Header:

A Really Smart English Lady

Intro:

The self-building of a live steam loco is a real challenge – but nevertheless practicable, like it is impressively demonstrated by Jürgen Pietsch with his „Duchess of Sutherland“

Author, Pictures:

Jürgen Pietsch

While selecting the locomotive type for reproduction of the designated type of locomotive, the model builder should analyze right from the planning stage, if enough documentation of the original loco, such as drawings and pictures as well as appropriate model wheels (at least rough castings) in a corresponding scale are available.

When building my first loco, an English LMS 2B, I manufactured the wheels by myself by using stainless steel, but in retrospect I only can advise against this technique, because it indeed is an incredible task to work out the fine spokes by sawing out and rasping the material.

Since I already had built some live steam locomotives over a period of almost 15 years I decided to build the „Duchess of Sutherland“ in 2004. I have a weakness for the English locomotives with their elegant lines and colourful paintings.

Subtitle:

Essential: Information concerning the original

Regarding the documentation of the original loco I was well provided for, because in the “Railway Modeller” issue April 2003 a report on the „Coronation-Class“ locomotives came out, which contained very good general layout drawings of the “non-streamlined” locomotives „Duchess“ and „City-Class“. In addition, I had ordered copies of the original drawings from the “National Railway Museum in York”, England. Furthermore, in the year 2003 the book „6233 Duchess of Sutherland“ about the remanufacture of this loco came out with various drawings and pictures. Mark Wood had announced in the „Newsletter and Journal“ of the GIMRA (THE GAUGE ONE MODEL RAILWAY ASSOCIATION), that he was able to deliver cast parts for the wheels of this locomotive in the English scale of 1:30 as well as in the continental scale of 1:32. Consequently there was nothing stopping me now in getting down to work. For the sake of completeness it should be mentioned that during my work on the „Duchess“ the company ASTER HOBBY also had announced the manufacturing of the „Duchess-Class“ for the year 2005. At the Gauge 1 Meeting in Sinsheim at the end of June 2005 I was able to marvel at the preproduction model and I took many pictures, which had been a great help to me. Meanwhile the model series and all its versions are out of stock.

Subtitle:

Requirements for the construction of locomotive models

For a complete self-construction of railway models certain minimum requirements in terms of craft skills and workshop equipment are necessary. Usually no construction drawings for model locomotives are available; therefore the railway modeller has to have the ability of reading and translating technical assembly drawings and manufacturing drawings. Moreover, he has to be able to deal with files, pliers and other tools and he has to be able to master a turning lathe. The workshop equipment must at least include a hobby turning lathe, a box column drill, a mechanical fret saw, a jigsaw as well as aplenty of files, pliers, hammers and so on, plus soldering and brazing machines.

And off we go!

Subtitle:

Wheels and gearing

Since the manufacturing of the gearing in my opinion is the most difficult part of building a locomotive, I am strictly starting herewith. After the grey iron wheel blanks had arrived from the company Mark Wood in England I could find out that, also in fine-scale finish, enough substance was existing to manufacture tread profiles with a width of 6mm. I had found out that especially live steam locomotives had to possess a rugged running performance, for it is possible that they are becoming real racers in an unobserved instant and they must not jump the rails while operating on the tracks at high speed.

In the course of manufacturing the wheels it is important to construct them absolutely plane-parallel and true running. Therefore I first faced down the inner surface of all wheels and in the same workstep I turned the outsides of the wheel flanges to their finished dimension. The clamped support was made on my small turning lathe with the jaws leading outwards. This is of particular importance since herewith and with the help of a backed 3mm brass washer the wheels can be clamped to such an extent that the face turned inner surface is pressed firmly to the backed washer and an exact 3mm depth of cut is remaining on the outside of the flange wheels. In doing so the wheels could not get in a tilted position while further processing. After centring a 6mm axle boring was carried out. Before further processing I secured the wheels additionally with the revolving centre and face turned the front sides and calibrated the tread profiles with an offset of 3°. After another transforming the high flange wheels had to be face turned by using a 1,7mm file so that no running aground on the tracks will occur. For drilling the crank pins I manufactured a simple calibre from a flat 3mm brass part, which received one short 6mm pin for inserting in the axle boring of the wheels and at an interval of 11mm it was equipped with a 3,5mm drilled guide hole for drilling the crank pin holes.

The axles were made from 7mm silver steel. I built the crank cheeks from 2mm brass for the inner gearing of the first driving axle, with an 90° offset I adjusted the 3mm crank pins onto the axle and soldered the whole thing by using silver solder. Contrary to my fears the axle was running perfectly round, even after soldering. Afterwards I sawed out the axle between the flanges and honed it all finely. A proper functioning cranked axle did emerge. Before mounting the wheels the central axle also had to be equipped with an eccentric for the axle-feeding pump.

In order to attaching the wheels on the axles it is absolutely essential to manufacture a calibre for the 90° offset because if not all wheels are corresponding to the offset the wheels will become fixed while rotation after attaching the connecting rods. In principle I do attach the wheels on the axels by securing them with two M 2 screws. The crank pins were also fastened against rotation from the rear side of the wheels in the same way. I manufactured the

split axle-bearing boxes from 8mm flat brass parts and the 4mm sliding grooves for the axle-box guide in the frame was milled out to such an extent, that towards the wheels side just 1mm and towards the inner side 3mm residual material was remaining.

The sole bars, the cross beams and the supporters for the bogies were crafted from 4mm hard brass in order to achieve a buckling resistant frame. All parts were sawed out conventionally and by use of a file brought to its final dimension. In the age of CNC fabrication and with some filing skill it is possible to reach accuracies of 1 up to 2 tenth mm. For mounting purposes the parts were adjusted on the surface plate and bolt together by using M 2 screws. I restricted the interior distance of the sole bars to 28mm. So it was still possible to place the inner cylinder block in a good position and allowing the wheel sets a side clearance of 2mm at the same time. In doing so also the 1020mm radius of my basement test track could be coped with.

Suspension of the wheel sets via flat springs seemed to be insecure in regard of the weight of the loco. Therefore I modified it and sawed out the spring pack from 3mm brass and filed them in accordance with the model. The virtual suspension is provided by small pressure springs, which were shifted onto the axle bar. When mounting the spring packs were firmly attached to the axle bearing boxes by using longer 2 M screws to make sure that the spring packs together with the axle bearings can move up and down. Since the whole assembly is completely covered by the wheels this little trick is barely noticeable.

The eccentric crane, the coupling rods, the connecting rods, the eccentric rods, the valve rods, the steering rod, the combination lever and so were sawed out from 3mm, 2mm or 1mm stainless steel and filed to the required dimension. I made the recessing of the inner coupling and connecting rods by modifying my box column drill, because purchasing a milling machine was too expensive for just a few components. I found out the precise dimensions by studying the original drawings and by using a brass support linkage. In doing so it is important that the lever at half-length of stroke is standing absolutely upright or else different valve timings in forward feed position and rearwards position are occurring. In addition, all joints have to be worked out as accurate as possible, for a lot of small negligences are leading to larger inaccuracies in the end. In this case the greatest care is necessary. The inner cylinders are actuated together with the lateral cylinders via levers, which are swinging through openings in the frame.

Subtitle:

Construction of the cylinders

The inner cylinders are consisting of a brass block, which has to be attached between the sole bars and screwed from the outside. After clamping the cylinder block and centring to 9,8mm the 10mm boreholes were drilled out into the 4-jaw chuck and afterwards reamed out exactly cylindrical to a size of 10mm by using an expanding reamer and finally the boreholes have to be honed by using fine sandpaper. The pistons are also made from brass. First they have to be pre-turned with allowance and then hard soldered onto the 3mm stainless steel rod. After that an exact trimming is made with an allowance of 2/10 mm. The proper dimension of the pistons is reached by seat grinding. For this purpose I manufactured an abrasive sleeve with a length of 25mm and a borehole of 10mm at a thickness of 1,5mm. The sleeve has to be cut longitudinally by using the saw and afterwards widened a bit with the help of a screwdriver, so that it is gliding over the piston easily. The abrasive sleeve has to be clamped to a suitable tap wrench for thread cutting nuts afterwards and can be compressed by using the adjusting screws. With the help of cutting oil and abrasive powder the clamped piston can be grinded with the lowest speed of the turning lathe by moving the sleeve back and forth. In the meantime the exact distance has to be metered by using the micrometer screw and, if

necessary, regulated on the sleeve. As soon as the piston is fitting into the cylinder drill it has to be grinded in the cylinder by using adherent grinding material and lots of cutting oil. After cleaning the piston must move smoothly and while shutting the steam channels the piston must move up and down elastically in the compressed air. For piston packing I used 2 10mm compression rings from PTFE. The outside cylinders were manufactured in the same way and brought into form. I strictly make the adjustment of the linkage only at open steam chests in order to watch the movement of the flat side valves. If all valve timings are correct the eccentric crane has to be adjusted by using two M 2 screws, which are shifted to 90°. Not before the steam testing is completed a screw hole has to be drilled further until it is reaching the crank pin and provided with a screw thread I order to have a fixed point. For one has to consider that at the latest the loco has to be completely disassembled in order to varnishing it later!

The manufacturing of the front bogie and the trailing axle is unspectacular and so it will not be described here in detail. Finally the axle-feeding pump had to be manufactured with a 5mm drill and a 6mm hub. Together with the eccentric drive of the middle-driving axle it has to be built into the sole bars, together with the corresponding cables.

After the complete assembly of the cylinders with covers and so on by using an elastic sealer the testing with air could be made: and it was a success!

What a reward after all the troubles while manufacturing the gearing.

The next part will be about the manufacturing of steam boiler and tender – more on this in the next issue.

Picture headers:

No.	Text
1	The components of the loco, already in varnished state
2	The wheel blanks for the „Duchess“, delivered by Mark Wood from England
3	Face turning of the inner surface of the wheels and trimming of the wheel flanges are made on the turning lathe
4	The front driving axle with the inboard engine
5	The middle driving axle with eccentric for the axle feeding pump and the left driving axle with drive
6	Lateral view of the gearing after soldering all components with the stainless steel drive
7	A compromise for the benefit of the driving safety: it was done without functioning flat springs, instead of that pressure springs are providing for the actual primary suspension
8	The cylinder blocks made from brass, on the left side with removed cover
9	Opened inner cylinder, bottom: pistons with stainless steel piston rod and support
10	The finished inner cylinder
11	The adjustment of the abrasive sleeve was made with the aid of a tap wrench for thread traps
12	Fine adjustment of the abrasive sleeve on the piston, which is clamped on the turning lathe
13	A noble perspective: the completely varnished live steam locomotive

Page in Original German Version: 72

Gauge 0-1-2

Category:

Info-Express

Bar:

Model Rail Scotland 2009

Title:

Open Up the Hatches!

Although this exhibition was not designed to be a model boat but a pure model railway exhibition the chosen header goes excellently with the „Model Rail“ in Glasgow this year, which took place from 20th to 22nd February. As soon as the organizer opened the gates the model railway enthusiasts were flocking into the large exhibition hall – admittedly we have no knowledge if only Scottish people were among the visitors. As far as the exhibitors are concerned, they were coming from all parts of Great Britain. Not less than 36 clubs had united and presented their layouts to initiate a worth seeing exhibition. „Exhibition Manager“ Ion Porteous guaranteed for a smooth progress of this event.

Nearly 50 non-commercial exhibitors showed a lot of worthwhile things, which can be build during leisure-time. As gauge 0 is very popular in the British Isles accordingly quite a few exhibits in a scale of 1:45 were shown. Worth highlighting are the characteristic English style landscapes with drywalls, which are taking a net-like course and are segmenting the grassland with alternating small rows of bushes. Here of course the mandatory sheep are grazing. These slight sceneries are affecting highly lifelike and calmativ to the eye of the beholder. This bears witness to the builder`s excellent power of observation. Actually, all exhibited British layouts are characterized by their well-balanced interaction of railway and landscape.

In addition to the exhibitors also distributors were on the spot, offering the “ingredients” for all stationery and rolling material. The selection of metal kits from which wagons and locos can be soldered is very large and in top quality.

English and Scottish visitors are really skilful and with patience particularly technical refinements can be explained to them – this was appealing very much to us Rhenish guys. Subsequently they were not stingy with comments like “Very Nice and “Dankeschoene”!

We would like to thank the organizers very much indeed for the invitation to this successful event, where our team had the opportunity to exhibit my layout “Slate, Gravel and Records”.

Yet another tip: everybody who is able to spare some journey time and is furthermore interested in Roman history has the chance of visiting multiple remains of the Roman “Hadrian’s Wall“, which are located on the Route 69 from Newcastle to Carlisle. The enormous wall is looping along the landscape for miles, which is reminding me of the TV series “All Creatures Great and Small”. The walls are built from massive basalt, despite the fact that in the year 85 Anno Domini no DIY`s were to be found! But perhaps this may serve as a suggestion for a model replication?

Franz Stellmaszyk

Picture headers

No.	Text
1	Characteristic of many British layouts: the excellent landscape architecture according to British originals, for example the „Hewisbridge“
2	In contrast the steel industry is taking the centre stage on the „Clydesdale Iron Foundry“
3	An idyllic harbour motif was to be seen on the „Barrymore Model Railway Group“ layout

Page in Original German Version: 73

Gauge 0-1-2

Category:

Info-Express

Bar:

“Faszination Modellbau Sinsheim” for the 15th Time

Header:

Servus Sinsheim!

The “Faszination Modellbau” exhibition, which took place from 12th to 15th March, once again attracted the model railway enthusiasts.

In addition to truck, airplane and model ship construction also the model railway sector was shown to thousands of visitors in six exhibition halls. Many well-known manufacturers were represented at the exhibition with large stands and big layouts. Model railway manufacturers of almost every existing gauge showed their products and stood by the model railway enthusiasts with words and deeds. A lot of exhibited club layouts completed the fair. For example the “ Arge Spur0” demonstrated a very nicely detailed modular layout and the “IG1-Berlin” showed their large modular layout in gauge 1.

For the last time the exhibition took place in Sinsheim this year.

In the future the “Faszination Modellbau” will take place in Karlsruhe.

Rüdiger Otahal

Picture headers

No.	Text
1	The gauge 1 modular layout of the “IG1 Berlin”
3	Mercedes flatbed truck with a load of wicker bottles on the “ARGE Spur0” layout

Page in Original German Version: 73

Gauge 0-1-2

Category:

Info-Express

Bar:

The 3rd Modular Layout Meeting of the “IG Spur 1 Nordhessen”

Header:

A Lot of Trains in Borken!

On 28th and 29th March the “IG Spur 1 Nordhessen” had invited the gauge 1 community to their 3rd meeting in Borken.

Ralph Müller and the “Eisenbahnfreunde Borken” once again generated a gargantuan track layout. It barely fit into the showrooms of the Ford Autopark Borken in order that the spectators too found enough room to gaze at the wonderful modular layout.

The train operation was activated via radio control. The complete power pack for the digital control was provided by the company Uhlenbrock in collaboration with Andreas Besthorn – in this regard our best thanks at this point!

The layout, which was composed of different modules, was consisting of two main components. On the one hand there was a double-track mainline with several storage sidings and the through station of the “Spur 1 Team Heilbronn”. From this station, the second compartment, a large single-tracked light railway was branching off, which included another track and a terminal loop.

The two different routes did enable the operators to present a wide variety of different trains and to make an almost “free range” possible for their “treasures”. The range of trains, which could be admired in Borken was varying from Epoch II slow trains up to modern passenger trains and recent loco models.

On both presentation days the visitors were crowding around the layout. A great deal of discussions were coming up, where many technical questions of the audience could be answered from the participants.

All parties are already looking forward to the next meeting in Borken in 2010.

Rüdiger Peckmann

Picture headers

No.	Text
1	A crush of people around the modular layout at the Ford Autohaus in Borken

Page in Original German Version: 74

Gauge 0

Category:

Info-Express

Bar:

The 1st Spur 0 Expo in Olten / Switzerland

Title:

Model Railway Hub: Olten

The town hall in the Swiss city of Olten was the melting spot for railway modellers on the 28th and 29th March 2009, more precisely for all scale 1:45 enthusiasts.

After the successful event of ARGE Spur-0 in Aarau in the year 2007, it was the basic idea of the organizers to create an exhibition, which will mirror a cross section of the Swiss gauge 0 scene. The two clubs „Modellbaugruppe Wangen“ (near Olten) and the „Brugg Modelleisenbahn-Club had the corresponding idea almost at the same time. The Olten town hall turned out to be a suitable venue. In a pleasant atmosphere many Swiss gauge 0 model railway clubs and manufacturers got together. All well-known Swiss manufacturers, who are involved in the gauge 0 sector as well as the German companies Petau Modellbau and Lenz Spur 0, presented by “Hermann Modellbahnen” were on the spot.

The “Modellbaugruppe Wangen” showed a large self-built modular layout, there was an intense activity on the tracks and the “train dispatchers” got “their hands full”. One thing, a railway modeller from the northwards neighbouring country is noticing immediately, is the fact that in Switzerland Epoch IV and up are absolutely predominating. This probably may be caused by the interesting stock of SBB and RhB vehicles, where the loco-hauled trains after all are still predominating. Even though the “Red Flash” was operating once in a while, the layout operation was dominated by long trains sets.

Rather unimpressively integrated in the modular layout of the “Winterthur Eisenbahn-Amateure” are the exhibits of André Lattion, which are emerging as real masterpieces at a closer look. The small inland harbour with its connection to the canal does not correspond to any real existing example but the reproduction was prototypically executed, though.

This means that all technical processes are corresponding to existing samples. The model is fully functioning. The load of grit is transported from the loading crane to the loading bunker, from where the grit is reaching the mechanical separation station via a transport cradle. With the help of a drum the grit is sized and different granulations are then stored in separate dumping bunkers till embarkation and delivery. The decommissioned original of the old barge can be admired still today on Lake Constance. An open scrap hall was connected to the inland port, where unfortunately old locos and wagons were disassembled by blowtorches. A real highlight was the completely functioning sawmill with frame saw and overshot waterwheel except for the water actuation, which also was built by André Lattion. The timber framework construction of the sawmill impressed with its precise processes and functions. Even the produced result, a precision sawed timber plank was nothing to sneeze at. André Lattions passion for his hobby and his great attention to detail was obvious.

The gauge 0e layout of Marco Meyer, who is a member of the “Modulbau-Freunde Basel”, was always surrounded by a lot of visitors. Lovingly designed according to free ideas this layout is radiating a touch of narrow gauge romance. A separate report about this layout will be published in one of the following issues of the 012-Express.

With few exceptions, like the layout of Alfred Zeller, all layouts were built according to Swiss originals or were arising from imagination. Also tinplate enthusiasts were on the spot, too and showed some layouts and exhibits.

According to our impression the first “Spur-0-Expo” was a well-organized and successful event, which was well accepted by manufacturers and clubs, model railway enthusiasts and those wanting to become one. With free admission the organizers were expecting a total of approximately 5.000 visitors. Let us hope that the “Spur-0-Expo“ event will become firmly established in the Swiss gauge 0 scene and we will be part of it again in 2011.

MW

Picture headers

No.	Text
1	Picturesque is the gauge 0e layout of Marco Meyer
2	A close succession of trains across bridges and viaducts were shown on the layout of the “Modellbaugruppe Wangen”
3	Inland port with gravel plant and scrap hall on the layout of the “Winterthur Eisenbahn-Amateure” and built by André Lattion, here it was “worked” the whole weekend
4	Removing the roof gives a free view to the drum, which is located directly above the four dumping bunkers
5	From the dumping bunker the load is immediately forwarded to the train
6	While the crane is discharging a new shipment of grit, the Em 3/3 is pushing forward the low-sided wagon for loading
7	The frame saw is „chattering“ and it reeks of wood, the foreman has got his hands full
8	André Lattion is really in his element: enthusiastically he is describing his sawmill to the audience
9	Free view to the inner life of the sawmill: with the help of a tackle the tree trunks are hauled onto the traveller

Page in Original German Version: 77

Gauge 0

Category:

Info-Express

Bar:

The 10th Gauge-0-Days in Buseck 2009

Header:

ANNIVERSARY IN BUSECK

Already for the tenth time gauge 0 experts were meeting in the Hessian Alten-Buseck at the 4th and 5th April 2009. The organizer Michael Schnellenkamp once again invited to the „Sammler- und Hobbywelt“. Already on Saturday morning a crush of people were surrounding layouts and stands – the community of gauge 0 fans is increasing!

Crowd puller this year was the layout of the „Spur0-Team Ruhr/Lenne“. The large and well-formed segmental layout was captivating many visitors. A real eye-catcher was H.-P. Hartmanns VT 08 which was operating on the layout. Only a few copies of this type have been built. The 012-Express will attend to this layout with a separate article about this magnificent layout. Also the legendary „Rhein-Main-Anlage“ (presented in the 012-Express issue 2/2007), was shown in Buseck. In the meantime this layout was sold once again and even more enlarged by its new owners. It currently is still under construction and will be remodelled to a US layout themed „Heartland-Railroad“.

Real “delicacies” and not offered for sale were Hanns M. Hirblingers “Bavarian Freight Wagon” and Joachim Lückes “Red Control Car”, which were shown on the diorama of Frank Minten. Both models were completely self-constructed.

The tips and tricks of Pit Karges and Claude Fandel concerning artificial ageing and weathering of vehicles were also creating much interest. The two gentlemen from Luxembourg demonstrated their skills and were providing the visitors with words and deeds.

With his layout on a base area of only 290 cm x 40 cm Ullrich Aikele showed all that is possible with a relatively tight space in gauge 0. The layout is equipped with several digital systems and analogically controlled so that the visitors had the chance of testing their newly purchased “treasures” right on the spot.

The company Lenz offered a very special service to all interested visitors. By shuttle bus the visitors were brought to the nearby Hüttenbergstraße in Gießen to visit the residence of the well-known manufacturer. Mr. Lenz himself was in charge of the guided tours and answered all questions.

The “newcomer workshop” with Andreas Wieseler achieved success. Here the “newcomers” were provided with basic knowledge and many a worth knowing facts. Let us hope that at this occasion also some young people were inspired.

This year again some new faces appeared among the exhibitors in the accessories sector as well as some “returners” were to be discovered, this argues for this event and the large community of gauge 0 enthusiasts. The Buseck Gauge 0 Days proved to be an indispensable

event during the ten years of its existence. The 012-Express team congratulates on this anniversary!

Novelties:

The Leipzig model tree expert Exklusivminiatur showed the new model of an oak tree. The tree is available for gauge 0 and also for gauge 1 in a scale of 1:32.

The company Henke-Modellbau this year was presenting the Wuerttemberg steam railcar DWss1 for all gauge 0e friends. The model is made from synthetic material and is equipped with scores of freestanding details on the front walls as well as in the roof area. The interior is extensively detailed. The supplementary devices are predominantly made from brass. The model is available as a construction set and as a finished model.

For the first time the company IMS was present in Buseck. In addition to „Merkenfritz“ station a nice lineman house was shown. The model is executed in wood laser technology and the plastering is made from laser welded fibreglass layer. The lineman house is delivered with an outward lantern.

The company Paulo Miniaturen travelled to Buseck from the North: they showed a theme of a rather southern region, the so-called „Materl“. Further novelties were a shepherd carriage and various wooden barges for inland water use. All models are available in gauge 0 and 1.

Both for gauge 0 and in a scale of 1:32 Studio 95 is offering the Köf shed „Wendlingen/Neckar“. On the KS Modellbahnen layout this year the novelties light-railway diesel L 18 H, based on the Roco diesel loco 63922 was operating with flat wagon and supporting tender luggage van. The models are delivered as construction sets.

The company ARGE Spur 0 introduced the model novelties of this year's construction set campaign. The container car Sgns 691 will be optionally available with screw coupling or Lenz coupling and an including lettering at the AGM in Aalen. For the 4th quarter 2009 models of the Pwgs 41, brake van/green and the Pwif 41 control car/ red are scheduled. The latter model goes with the red blunderbusses by the company Lenz.

MW

Picture headers

No.	Text
1	These sceneries on the layout of the “Spur-0-Teams Ruhr-Lenne” could also be projected onto this event: the “excursion train” on the verge of entering Neuenrade. The busses are already waiting to take the passengers to the nearby event, the „Buseck-Spur-0-Tage“.
2	Multiply admired: the red control car of Joachim Lücke ...
3	... and the Bavarian freight wagon of Hanns M. Hirblinger
4	Claude Fandel is demonstrating the perfect handling of Airbrush.
5	Well attended was the dining compartment at the “return journey” of the VT 08– although the physical wellbeing was provided for during the “Spur-0-Tage”!
6	The impressive goods shed on the Ruhr-Lenne layout is manufactured in laser technology and is available at the company Zapf-Modell

Page in Original German Version: 80

Gauge 0-1-2

Category:

Info-Express

Bar:

InterModellBau Dortmund 2009

Header:

NO CRISIS IN DORTMUND

The exhibition in Dortmund is one of the greatest of its kind. Even if one is not interested in aircraft, boat and motorcar modelling plenty of craft materials and tools are to be found in this surroundings. The railway modelling section was to be found in hall 6 and 8. This year the considerably smaller stand of the company Märklin was obvious. This allowed for a better positioning of other providers. Fortunately, at first sight no sign of the economic crisis was visible and the keen interest of the visitors still was continuing. This impression was proved by various conversations with the manufacturers.

Which specials were shown up? The glass cabinets of Märklin showed just a few gauge 1 models, a 4-axled converted coach should demonstrate that the Hübner product range, which was taken over by Märklin, would probably constantly be continued. The switch supports were newly included to the range of products. For summer a white crocodile of the New York Central Lines is announced, this fantasy model apparently should appeal to American collectors.

At the KM1 stand the rush of people was immense, as usual. Mr Krug has bought the modular layout Brömmelburg and he used this layout to introduce his models. The new BR85 and BR57 were shown in action, we were impressed by the steam output of the BR85. The painting and finishing of the “Rheingold” vehicles is brilliantly worked. The dark purple colour is authentic and it is standing out from the competitor’s models with their more violent shades of purple colour. We also were fond of the blue colour of the 01.10 with its historical boiler, which appears discreetly elegant. Surprisingly, the BR62 was announced, which is standing out from other standard type locos in terms of form and proportions. Soon Mr Krug is going to establish a web-store with precision casting parts – a real enrichment for all model builders.

The companies Demko and Wunder showed some modern locos at their stands. Delicately designed and fully flexible are the swivel vehicles from the company Demko. Mr Wunder confirmed that the long wished for Kbg 442 stake wagon is about to come out at the end of this year.

Mr Stangl presented his model buildings in gauge 0 to 2. Especially interesting for gauge 2 modellers should be the switch support with illuminated lantern – a finely detailed metal model. Mr Lippert (Lokladen Bingen) showed the new Dingler models. The BR92, which is originating from the company Pein, has become a highly detailed shunting loco and also the P4 will surely enjoy a lot of enthusiasts. The 2-axled “Württemberg” passenger trains are especially remarkable with their long wheelbase.

The company Heljan indeed showed their ravishingly beautiful „Kartoffelkäfer“ models in gauge 0, but the gauge 1 model, which was already announced years ago, still is not available.

At their large stand the company Lenz exhibited scores of very beautifully detailed gauge 0 models. Here the crowd of visitors again showed, that the trend towards wide gauges is continuing.

In the range of model railway electronics digital control suppliers are going into the next round. The new ESU-Epcos with its four digital protocols and Märklin's Central Unit with an added DCC protocol are competing with the rather classically designed Uhlenbrock Intellibox II. These units will be delivered not before the second half of the year. In the range of decoders no new trends could be observed, the Uhlenbrock digital servomotor will be available in summer.

The layouts of the wide gauge clubs were a little modest this year. For example many H0 layouts were worked out to the last detail in a definitely better way than the wide gauge ones. The dioramas, shown by the association PAJ Modelbouw from Belgium once again were displaying, that an implementation of the original is also possible in gauge 1. The strenuous Belgians were still busily working on subtleties of their bunker coal feeding layout.

The gauge 0 layout shown by Manfred Schneeweis also pleased with its beautifully shaped river port and industrial sector. Especially industrial sites with rail connections and harbours with wharfages and crane facilities are working very well for modular layouts, here an authentic operation can be achieved on a small base area by using just one or two modules.

On the gauge 1 layout of Mr Neumärkel not only trains were operating in a circle but also Trabants and so on were operating with an astonishing reliability, like the vehicles of the Faller-Car-System.

The gauge 1 constructors of Benno Brückels and Henrik Müchers creative department reconstructed locos and wagons and Jan Freckmann was engaged with a true-to-scale replication of the Brandenburg station building for his modular station Arneburg.

All in all, the Intermodellbau in Dortmund once again was a real enrichment, also for all large gauge modellers.

Klaus-Gerd Schoeler

Picture headers

No.	Text
1	A Märklin BR24, sophisticated by the Lokladen Bingen, on the PAJ module
2	Port operation on the Schneeweis gauge 0 module

Page in Original German Version: 81

Gauge 0-1-2

Category:

Info-Express

Bar:

Events - Schedule

Subtitle:

**Heading for Sinsheim!
The 20th International Gauge 1 Meeting**

On 27th and 28th June the Auto & Technik Museum is inviting to the anniversary meeting of the gauge 1 community this year: 20 years gauge 1 will be celebrated in Sinsheim! Due to the numerous registrations the exhibition space was again extended. Meanwhile this event has become the largest of its kind worldwide. More than 100 exhibitors, clubs, manufacturers and equipment suppliers are already registered

Opening hours: 27th June 9.00am - 6.00pm and 28th June 9.00am - 5.00pm
Info: www.museum-sinsheim.de

Subtitle:

8th Large Gauge Meeting in Schkeuditz

On 27th and 28th June the IG Modellbahn Schkeuditz e.V. is organising the exhibition „Modell & Technik“ in the historical tramway depot Schkeuditz near Leipzig. In addition to model trains and garden trains also model aeroplanes and car modelling will be shown.

Info: www.ig-modellbahn-schkeuditz.de

Subtitle:

German Rail Neumünster

On 11th and 12th July German Rail 2009 will take place inside the Holstenhallen in Neumünster. Amongst others the layout of the “Spur1-Freunde Nord” with a length of 28 x 8,5 metres will be shown to the large gauge community. 5 further large gauge layouts will be exhibited there, as well as a fun fair diorama in a scale of 1:32.

Opening hours: 10am - 6.00pm
Info: www.euro-modell.de

Subtitle:

Model Railway Workshops in Mondsee/Austria

The company LotusLokstation again is organising different workshops this year, not only for LGB fans. Here are topics and schedule:

Sophistication and Weathering – turning toys into models

17th – 19th July 2009

Course Instructor: Alfred Ruf

REGNER Steam Engineering

22nd – 26th July 2009

Course Instructors: Manfred Regner / Gottfried Junger / Roland Kiene

Digital Workshop with MASSOTH

13th 15th November 2009

Course Instructor: Herr Rosch

For Further Information:

Marion Hötzel

LotusLokstation

Herzog Odilostr. 3

A- 5310 Mondsee

Internet: www.lotuslok.at

No responsibility is taken for the correctness of this information, if necessary please contact the organizers for confirmation

Category:

Info-Express

Bar:

Letter to the editor

Referring to 012-Express No. 9, (1/2009):

Tears on the Anniversary / Modification of the Märklin 01 067

What do the two articles in issue 01/2009 have in common? Apparently nothing – but it unintentionally becomes obvious by reading the article concerning the modification of the 01 thoroughly.

One reason for the situation at the company Märklin is the poor quality of their gauge 1 locomotives. This indirectly becomes apparent in the article, where the following characteristics were positively highlighted: the possibility of looking through the frame, the matt black colour, the free mounted cables on the boiler, the loco without traction tyres ... all these are features, which go without saying at models of other manufacturers with no need to waste a single word on it. While other competitors are already dealing with cylinder steam and the like, an owner of a Märklin loco gets excited about the possibility of looking through the frame!

In the course of double and triple developments are there any good reasons for purchasing a loco from the company Märklin? Surely just a distinct “brand awareness” whereby the name of a product counts more than its quality.

Uwe Lewin, Leipzig (per Email)

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

Page in Original German Version: 82

Gauge 0-1-2

Category:

The Last Page

Preview

Layouts:

Cross-country on a narrow gauge:

0e-layout of the “ Modellbaugruppe Osterholz-Scharmbeck”

Vehicles:

The 50 in its new vesture:

Modification of the Kiss loco

The improved „Chamois“:

Modification of the Märklin Gmms44

Modelling:

A striking load of log:

A properly loaded goods wagon

Saveguarded well:

Platform edges and pavements from a different kind

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

For currency reasons some articles may be postponed.

Imprint:

List of authors:

Axel Henkenjohann, Hans Wunder, Dr. Thomas Brodrick, Klaus-Gerd Schoeler, Jaques Timmermans, Jürgen Pietsch, Günter Zierch, Hans-Joachim Neumann, Rüdiger Otahal, Franz Stellmaszyk, Rüdiger Peckmann, Yvonne Günther, Dietlind und Manfred Weihrauch

Coupon