

012-EXPRESS

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NOTE to Readers:

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Editorial

Header:

Dear Readers

What an amazing occurrence! Recently, at the model railway store whom we trust a small van was stopping right in front of the entrance. Two middle-aged men got out of the car, opened the rear doors and carried several moving boxes into the shop one after the other. With sparkling eyes they hauled the boxes up to one of the sales counters in the rear shop area. The seller and his colleague looked more and more surprised due the scenario, which is taking place right in front of them. The obviously impressed manager walks to the scene of events, the very sales counter, asking: „Can I help you?“ in a decisive but friendly tone, while one of the men is about to opening the boxes. The other, noticeably taller man is on his way to join them with another box in his hands. The white teeth emerging out of his beard are announcing a big grin. „So, this was the last box! For us, this day is comparable to Christmas, you understand?“ „Exactly“, the other man adds: “this is all junk!”

With wide eyes the manager leans over one of the boxes. His shout „Anton!“ tells the colleague to hurrying up for joining the scene. “Look at this!“ Anton pushes down the cover of one of the seven boxes a little in order to reveal the content. “Unbelievable!” he gives a shout of joy in view of a ragbag of hundreds of locomotives, which are not even equipped with protective packaging. Anton does not miss the chance of taking a look inside all the other boxes. „Look boss, in this box there also is a 01 by ... out of the first series!“ Besides the numerous locomotives the two of them are noticing a large number of fast train wagons, blunderbusses, compartment coaches and many more, not to mention the goods trains, which are occupying two of the seven boxes. „And, what’s up now “, the bearded man said, almost somewhat impatient “We have to get rid of it all!“ After a short pause, the visibly excited shopkeeper asked what to do with this “collection”. If the men seriously were believing that he would submit a trade-in offer for such a mangle-mangle of H0 vehicles without even taking a closer look at all “components”. And generally ...“Who is talking about a trade-in” the sturdy one is interrupting him, who obviously was the spokesmen of the two. “Golly gosh - haven’t you ever heard of the scrapping bonus?” Soothingly the other man puts his hand on the arm of his friend and continues: “ You know, the fact is that both of us want to change the gauge. And in the future Sepp ...” with his other hand he pointed on his model railway colleague “... wants to get engaged in gauge 0 and I go for gauge 1. And because the scrapping bonus of the Federal Government ends at the end of the year and the Bundestag elections are upon us, where you never know what will follow, we now want to make demands on the government aid and scrap our old vehicle fleet completely.”

The now somewhat consternate looking shopkeeper leans against the rack behind the sales counter and wonders to himself whether he is dreaming or if the two visitors, who are somehow reminding him of the famous comedians “Pat & Patachon”, are just about to teasing him. After another moment of reflection, however, he meets the idea of the two men with approval. The more so, as it comes to a rescue of an entire industry and especially in a case, where the state doesn’t make the least effort in coming to the aid of the battered manufacturers at all. “Farewell (small scale) model railway” or so they will say in some year’s time, for this will hit not only the larger vehicle providers but also accessory suppliers. So why not encouraging the two men in order to cling to our wonderful hobby and sugaring their entry to the large gauges! Finally the smart salesman suggests to simply weighing the content of the boxes and agreeing to a price per kilogram. The hand clapping of the two

“scrap metal” vendors is indicating their willingness and full of joy they are leaving the store with a starter set in gauge 0 and in gauge 1 in their hands.

The “large gauge newcomers” seem to backing the right horse - namely the right gauge, which is for instance reflected by the keen interest on the gauge 1 anniversary meeting in Sinsheim this year (of course we are reporting on this in detail in this issue). Precisely spoken, what really is important to us large gauge modellers are the model building topics in all large gauges combined with lots of helpful suggestions, resulting from the presentation and implementation of many different layout conceptions. With our present issue we once again are meeting the demands, as you will find out by taking a look at the table of contents.

We kindly ask you to abstain from sending us your old – and surely very nice – model railway magazines in exchange for the 012-Express. They would be too good for ending up in the shredder – you can obtain a subscription of the 012-Express a lot easier by filling-out the voucher on the last page!

By the way the shop-window of the aforementioned model railway store is decorated with a sign, which Anton had created at the behest of his boss that read: ” scrapping bonus - we participate!” - although it is beyond our knowledge what they actually are doing with all the delivered stuff. But as long as this measure is redounding to our hobby ...

Yours sincerely

Wolfgang Häußler

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Showcase

Bar:
Newly discovered for all large gauge modellers

Header:
The Summer Novelties

Intro:
All holiday time novelties of the busy manufacturers besides the ones, which were suggested in our report about the Sinsheim Spur1-Treff, are summarized in the following pages

Bergischer Modellbau

Gauge 0 (1:45): Andreas Neidert is offering new dry-stone walls made from resin. The surface texture is very delicate. The material can be treated with usual tools such as cutter, saw or any other cutting tools. Three versions with differing heights, lengths and widths are available: with large rocks for forming complete buildings or bridges; a supporting wall, which also can be added to the landscape subsequently; or a freestanding wall, which can be used to separate parcels of land.

Info: www.bergischermodellbau.de

FGB

Gauge 2: Recently the G10 construction set was delivered. Railcar body, chassis, lettering set and a sophistication kit can be purchased separately.

Currently the Berlin company is developing the KlV12 track motorcar according to the prototype MKB52 „Fridolin“ of the Märkischen Bahn. The original was used for track maintenance work and was able to carry up to half a ton of material together with up to six staff members. The VW engine had an output of 28 hp, and its maximum speed was 70 km/h.

Info: www.fgb-berlin.de

Lotus Lokstation

Gauge 1: Originally designated for gauge II m the new formwork girder bridge can also be used on gauge 1 layouts. The brass model is based on the Fischbauchbrücke in the Austrian Yppstal. The handmade bridge is absolutely rugged and all the same delicately executed. The total length of the basic model is 1030 mm, the total width including footpath is 310mm and its height including guardrail is 225 mm. Length and colour can be adjusted according to customer's requirements.

The new Angertalbrücke is rather intended for open-air layouts. The absence of fine detailing on this rugged aluminium structure is intended in favour of stability and weather resistance.

Info: www.lotuslok.at

MSM – Peter Lehmann

Gauge 1: For all switch self-constructors the Austrian specialist for delicate tracks now is delivering German silver frog heads in angles of 7,5°, 10°, 15° and 20°.

Info: www.spur1.at

PAULO

Gauge 0: Mr & Mrs Schimmeck are offering a historical advertising pillar, like it was to be found in every city up to the 70s and to some extent it can still be found today. The height of the pillar is 7cm. The prototype pillar shows Mr Litfaß, but the sleeve can be removed and equipped with one's own advertisement.

A large wooden cable reel also is new in the gauge 0 range. Its diameter is 53mm. The lateral wooden siding can be removed and the reel can now be equipped with wires and the like.

Gauge 0, 1: Also new are the mailboxes with a curved roof, like they were common from ca. 1912 up to the 70s. The models are cast from tin alloy. A ferryman and a raft of ducks for the dinghies in the layout waters are available now, too.

Info: www.paulo.de

Spur-1-Fachwerkhaus

A railway control centre modelled on the Leutkirch and Bad Waldsee original comes from Schwaigern. The small and low-ceiling building has the dimensions 17 x 8,5 x 15,5 cm (W x D x H) and various alternatives are available. The ground floor is equipped with a brown or grey wood boarding, the base is plastered or also available as sandstone brickwork. Concerning the roof covering it can be selected among plain, slate tiles or metal. The railway control centre is equipped with complete interior furnishing and illumination. The lettering is made according to customer's requirements.

The antique village barn now is also available with interior furnishing, lighting and moveable barn doors.

Info: www.spur-1-fachwerkhaus.de

Vampisol

Gauge 0: Now the active team of Vampisol is offering a sentry shelter, executed in Prussian bricks-and mortar and modelled on Hannöversche Südbahn houses. The original sentries 99 and 110 are still remaining until today. The construction set is consisting of milled air-ply and polystyrene parts as well as components made from special hard plaster for base plate, windowsills and sidewalls. The brick-red coloured plaster is reproducing the cross bracings of the original correctly and true to scale. A detailed construction manual is enclosed.

Info: www.vampisol.de

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Bar:
The 20th Spur1-Treffen in Sinsheim

Header:
A Unique Bonfire

Intro:
20 Years of Spur1-Treff at the Auto- und Technikmuseum – an individual anniversary

In order to cope with the extraordinary crowd of visitors on the last weekend in June every year the Auto- und Technikmuseum this year even did receive its own Autobahn junction. By now word has got around that at this place the worldwide unique Spur1-Treffen is taking place! We do have no knowledge whether sponsor Mr Tiefensee and the supreme council of Sinsheim were being up to something else by building this additional junction ...

Exhibitors and visitors, however, were happy about a traffic jam free approach to their anniversary meeting – after all, this year it already was the 20th event, and not only large gauge enthusiasts were making a pilgrimage to Sinsheim. At the end the organizers counted far more than 3000 visitors.

Although since the year 1989 a lot has changed. In addition to the original layout presentations of clubs and the attendance of numerous traders this event primarily has become a showcase of gauge 1 vehicle and accessory manufacturers. The fact that one of the founders of the gauge 1 market in Germany gave up the business and the (still) market leader didn't even appear in Sinsheim doesn't make any difference. It's the benefit of the small and midget series manufacturers, whose business is consistently increasing, also in times of crisis. The gauge 1 market could also be a prime example for an improvement of Mr Gutenbergs statistics: in this case the basic mechanisms of economical thinking are working out.

Gauge 1 enthusiasts may be considered to being particularly solvent – but this certainly does not apply to everyone. The many “self-manufacturers” are proving the fact that the “large gauge modelling” hobby doesn't have to remain prohibitive. It's the scale, which enables this and the experienced railway modeller and model builder is confining himself on what is necessary and what is feasible. The accessory producers, who are equipping us with almost all required materials, are very pleased about this.

And the relevant literature, fed from unlimited conception transfer out of the gauge 1 community, is providing for the necessary building tips.

It's the personal commitment that counts: in case of the manufacturers by being that close to the customers and in case of the customers by interchanging their ideas among one another as well as with manufactures and traders. And all this without making a great stir in an anniversary year. The wheel has come full circle. We are glad of being a part of it and we wish to express our sincere thanks to the organizers for their invitation and for this remarkable Spur1-Treffen.

On the following pages you will experience all novelties we picked up in Sinsheim.

Picture headers:

No.	Text
1	Long routes like this are marking the modular layout of the Modellbahnfreunde „Friedrich List“ from Leipzig
2	Busy as a bee: are the hardworking Baden Spur1-Freunde not only in their open air workshop
3	A V220 is operating in front of the self-manufactured ring-loco engine shed on the exhibition layout of the Spur1-Freunde Südbaden
4	Also a lot of traffic in front of the workshop extension at the Rw

Box:

Further information concerning the two layouts:

- Spur- 1- Freunde Südbaden
Michael Basler
Wintersbuckstr. 67
79539 Lörrach
- MEV "Friedrich List" Leipzig e. V.
Cichoriusstraße 5
04318 Leipzig
Internet: www.mev-friedrich-list.org

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Bar:
All “Spur1-Treff Sinsheim” novelties at a glance

Annaberger Modellbahnen

Gauge 1: Now also gauge 1 vehicles are produced in the Erzgebirge. The first range involves the “express transporter” Barkas B 1000, which was very popular during the DDR era and the two IFA platform transporters W 50 and S 4000. The prototype samples of these synthetic models, which had been exhibited in Sinsheim were very convincing, indeed.

New in the product range of pewter figures are a chimney sweep and staff for securing railway construction sites.

Info: www.modellbahnland-erzgebirge.de

ASOA

Gauge 1: At this meeting Mr Holl showed a new supply storage facility with plastered brickwork. A company building does also belong to the storehouse; of course both building can be used separately.

A nice environmental detail is the postman who is about to clearing the letterbox. Letterbox as well as collection bag can also be obtained separately.

Info: www.asoa.de

Aster

Gauge 1: The live steam model of the French SNCF 241 P is progressing. In Sinsheim the delicate carriage of the loco was to be seen for the first time. Next spring the four-cylinder engine will be available for all live steam fans. This model will be available either as a spirit or a coal-fired version.

Info: www.astereuropa.de

Bockholt

Gauge 1: Surely one of the highlights this year in Sinsheim was the model of the Saxon XVIII H. Like all other models from Dassendorf this stainless steel model also leaves nothing to be desired and with its weight of around 9 kg it truly is no lightweight. In addition to the State Railway execution, equipped with red and green painting, brass lantern and rod buffers this loco is also available as a DRG/DR-BR18.0 version in black and red painting and equipped with smoke deflectors.

Not only the hearts of Bavarian and German State Railway enthusiasts will beat faster at sight of the goods wagons, which also were presented in Sinsheim. They are available as gondola car or covered wagon, each with or without brakeman’s cab and as a set of timber wagons consisting of an articulated wagon each set with or without brakeman’s cab. The wagons are manufactured as steel or wood versions and the grey State Railway execution or the typical red and brown DRG variation.

Info: www.bockholt-lokomotiven.de

Demko

Gauge 1: Mr Helmig has included a quite unimpressive but helpful environmental detail to his product range: waste containers. They are available in different colours and letterings as well as unpainted.

Info: www.demko-modellbahn.de

Dingler

Gauge 1: The T13, which was already announced in Nürnberg now was to be seen at the stand of Ottmar Lippert as a DRG 92 507. The hand model from brass and stainless steel was convincing by its delicate detailing. From approximately November onwards this loco will be available in five different designs.

Also the beautiful MB319 box wagon models, available in different paintings were to be admired in Sinsheim.

Info: www.dingler.de

Fine Models

Gauge 1: Almost next to the entrance a new gauge 1 supplier caught the attraction of the visitors this year. The company Fine Models, based in Eschborn. With the slogan „Reality in 1:32“ two true large gauge highlights were announced for the next year: series 221 and the kkStB 310. Both locos will be handcrafted from brass and equipped with digital decoder and sound.

The diesel-loco 221 will be released in its typical red and grey painting. The drive system comes from the company Demko.

The kkStB steam loco will be available as a BBÖ310 and a DRG BR16. Upon customer request also special executions will be offered.

The company Fine Models has taken over the well-known high-quality manufacture of Fine Art Models (USA), for the company is no longer involved in model building. In addition to the existing product range also models, particularly for the European market will be developed in the future – such as the above-mentioned announcements. This also includes the DRG 97.401 (ÖBB 297.401) rack and pinion loco, which already is under construction.

All models, which originally were distributed by Fine Art Models now will be merchandised by the company Fine Models - amongst others the S3/6, the DRG BR50 and the „Swiss Crocodile“.

Looking forward with anticipation to all further developments!

Info: www.finemodels.de

Fulgurex

Gauge 1: The Swiss manufacturer of small series brass models will bring out the French 141 TC before the end of the year. This classic loco will be implemented to a model as a brown Nord-Gesellschaft loco and a green SNCF loco. The unpainted brass hand model, which was exhibited in Sinsheim already showed the amazing and elaborating valve drive (de-Caso drive). The model will be equipped with a decoder and original sound. The small series of only 40 models will be as delicately detailed as usual and it will also be equipped with a complete interior furnishing.

Info: www.fulgurex.ch

Hegob

Gauge 1: Mr & Mrs Obst now are also offering their track system with black finished rail profiles. The wheel treads are kept blank.

Also new are the rail chairs according to the Schullern system, which are deliverable with immediate effect. They are made from German silver and are available in packages of 1000 pieces.

The large range of accessories was supplemented by a delicate pushcart, like it is used at the Rw for handling of coal.

Gauge 0, 1, 2: New in the range of products are chequer plates and pinned plates, which are available in five different finishings.

Info: www.hegob.de

Hosenträger

Gauge 1: Innovative products definitely are belonging to Mr Dreyers supply. With the help of a „NEM planer “ now screw heads can be reduced by 0,4 mm, in order to enabling vehicles to operate with 2,2mm wheel sets on the S49 tracks. For all switches now oak instead of beech sleepers are used – exemplary tracks, exactly!

Gauge 1e: The 1e switch with a 100m branch-off radius, which was shown in Sinsheim surely does belong to top-class model building. Also in this case the detailing can hardly be topped – gauge 1(e) at its best!

Info: www.hosentraeger-spur1.de

H.O.T.

Gauge 1: The goods shed Birrfeld according to a Swiss original is one example of the model building creations of Hans-Otto Treis. The building is made from wood and it is equipped with a prototypical interior furnishing: service hall, staircase and waiting room. The wooden windows are equipped with panes of real glass (very thin). Roof rail and rainwater pipe are made from soldered copper. All 6500 wood shingles for the roof were cut individually.

Info: www.modellbau-treis.de

JoWi-Modellbahnhintergrund

Gauge 1: The specialist for model railway backdrops did expand his gauge 1 range of semi relief houses. Complete factory facilities together with administration building for model railway backgrounds can be designed, which may stretch out over several modules. The light-resistant printing is made onto sturdy 300 gram cardboard. All models can be backlit. Various town houses with differing facades and styles of roofs are also new in the range.

Info: www.modellbahn-hintergrund.de

Jübe-Modelle

Gauge 1: Anyone who is looking for a signal post for his gauge 1 layout surely will find it within the almost limitless choice of Jübe products. In addition to the usual halt signals, ringing signals and limit of shunt boards here also exotic signs such as a gunpowder board, a snowplough board or a firebrand board can be found. Just a hint: At this time the team from Annaberg-Buchholz is building a full-scale model of the Rw Oschersleben – more on that on the Jübe website.

Info: www.juebe-modelle.de

K & R Modellbahn

Gauge 1: Mr Rehbein presented the prototype sample of a 4-axle post coach in Sinsheim. The class 4a-15 wagon with a length of almost 50 centimetres is equipped with an interior light, switchable via a decoder and is possessing an excellent lettering. Its delivery is scheduled before the end of the year. Another thing we gladly hear is that the manufacturing technique was modified and therefore the K&R models were marked down.

Info: www.spur1-kr.de

Kesselbauer

Gauge 1e: Consistent with the last year finalised V51 901 now the narrow gauge 2nd and 3rd class wagons and a Bottwartalbahn luggage van are coming from Murr. The reasonably priced wagons are equipped with interior furnishing and rotating train destination plates.

Info: www.kesselbauer-funktionsmodellbau.de

Kiss

Gauge 1: The already published BR 01.10 will be reissued. In Sinsheim the model of the Rw Bebra in an Epoch IIIa steel blue painting was exhibited, equipped with an historic boiler and the typical silver boiler rings.

The BR 03 is to be delivered in autumn. A typical feature of this true to design loco is the large trailing axle (wheel arrangement 2'C1'). In addition to the usual Kiss features this loco for the first time is equipped with an open-worked circuit grating and with new and very delicate LED lanterns.

At the KISS stand the V80 was to be seen in its final red painting. The synthetic model weighs 5kg and is available in two Epoch IIIb number executions and as an Epoch IV V 280. The cab can be illuminated, is completely replicated and equipped with a locomotive driver. An ESU decoder is providing for an authentic sound.

The two refrigerator wagons Tehs50 and Ibces697 are reissued and they also are equipped with a laborious „Schweppes“ or „Bitburger“ special painting.

For the next year Kiss announced the BR 05 as a Professional Line Model, the E52 as a Special Line Model and the Prussian steel wagons as an all-metal steel model in many different executions.

Info: www.kiss-modellbahnen.de

KM1

Gauge 1: Mr & Mrs Krug shed some tears on the gauge 1 anniversary, at least briefly: it was the mounting day when the newly manufactured BR62 was scheduled for its maiden trip and was unobserved for a minute. Nobody had noticed that the right barrier of the exhibition layout was still missing. That was when the disaster took its course and the beautiful model dropped 1,10 metres. Anyhow Mr Krug didn't deprive the gauge 1 fans of the model and exhibited it in Sinsheim. In our picture we gave a face lifting. At the meeting in its full beauty: loco No. 85 which will be delivered soon.

The new O wagons with (Ommr33 „Villach“) and without (Ommr32 „Linz“) brakeman's cab are perfectly executed, which were to be seen at the KM1 stand with varying loadings. The same also applies to the DB ballast wagon DGW 266.

With his latest innovation Mr Krug once again did arrange for a pleasant surprise: KM1 will gradually extend the range of products by a complete track system. For this purpose no plastic sleepers will be used but the profiles are supported with the help of real wooden sleepers. They are laser-cut and engraved individually in order to offer one hundred different sleeper alternatives. The track profile is milled and therefore the surface is exceedingly smooth. The track will be available in three different executions: Type A with mat black sleeper paint, like the original ones, which are permeated with tar oil; Type B with dark brown glazed and slightly weathered sleepers; Type C with natural sleepers for an individual painting. The new track ought to be delivered in autumn and it can be combined with all commercially available track systems. Bent tracks with radii between

1020 and 2461 mm and switches with a 10° or 15° branch angle will be offered. The branch radii are available as 1176 and 2321 mm versions. DKW and mainline curved switches are announced. Ground-braking are also the track-switches, which are embedded in the sleeper bed together with the digital decoder and because of their execution they will not be visible. Track building sets for an individual routing configuration are also announced.

The 19m turning platform with platform and keeper's house also was to be seen in Sinsheim already as a finished model (but still functionless). The pit of the larger platform (23m) was also exhibited in Sinsheim.

The models come with an automatic terminal loop (Lenz). The extremely fast reversing unit avoids short-circuits and provides for a continuous sound, also while the locos are rotating. In the future even more accessories for the R_w will be available: the brass water cranes with various extension arms and a lantern, which can be illuminated were to be admired as very beautiful prototype samples.

Info: www.km-1.de

Lematec

The „Ludmilla“ will soon go into production. In Sinsheim a hand model, which was detailed to a large extent was shown and many details have been overworked again.

Info: www.lematec.ch

Lokführer Lukas

This year the staff of the company from Memmelsdorf worked busily at their stand. As a result, the prospective customers were able to watch the assembly and the painting of the Sinsheim railway control centre on the spot. The construction set for this building is alternatively available as a German Federal Railways or a State Railway model. If the assembly seems to be too difficult, in spite of the good manual, also a finished model is available by request – even equipped with an interior furnishing.

For the end of this year the model of the very beautiful „Öflingen“ station was announced. In case of a limited space the building is also available as a semi-relief version. A “slimmed down” construction set simply consists of the main building.

The company Lukas has developed a radius and a grade measurement device for layout constructions, which will be delivered next year. This practical assistant will help to measure radii and grades everywhere on the layout in a quick and easy way.

Info: www.lokfuehrer-lukas.de

Modellbahn-ArtStudio

Mr Otahal has the right touch for the special scenarios on model railway layouts. New in his range of products are fire brigade accessories such as helmets, fire hoses, fire hydrants and so on. For a proper waste disposal now also trash cans with top covers are available. For the milkman a box of milk bottles is offered right away.

Soon a postman with his bike and caretaker “Krause and dachshund Bodo” will enlarge the range of figures. Hereby a lot of amusement on the layout should be ensured!

Info: www.masro.de

Mika Spur1

The lighting specialist has developed a LED conductor board for the 3-axle converted coaches from Märklin and for the Prussian compartment coaches and 4-axle passenger coaches from Hübner. The board is equipped with white or warm white LED's, on request with a digital decoder.

The delicate light signals, type DB 1969, are completely made from brass and they also are available with weathered painting. On request also signals of other railway companies and special signals can be manufactured. For the coming year also the release of signal bridges was announced.

Info: www.mikaspur1.de

Modellbaum-Manufaktur

On the very beautifully designed dioramas Mr Schilling introduced the impressive products of Mr Grünig. In addition to the already existing and nicely moulded model trees this year the focus was on the ground cover underneath the trees: very delicate reproductions of ferns,

butterburs and nettles was to be admired. Furthermore a miniature diorama with rootstocks of already deforested trees was offered.

Info: www.modellbaum-manufaktur.de

Modellklempnerei

Mr Pommerenke is converting all original copper and zinc components in a scale of 1:32 at his plumbing. Whether complete copper coverings, roof gutters with flanges and fasteners, down pipes with clamps and pipe elbows, outlet vents with flanges and hoods or even guardrails - everything is possible. On customer request also accurately fitting single-unit productions are available, as with a "real plumber".

A corrugated metal shed also is available. Anyone who wants to do the building by himself has the possibility to order differing materials of corrugated metal.

Info: www.modellklempnerei.de

Mo-Miniatur

By way of exception the Mercedes Benz 220 came from Bavaria. The model of this round bonnet truck was exhibited in Sinsheim as a prototype sample and will be delivered by the end of the year. For all fans of agricultural vehicles now the all-wheel Güldner G75 is available.

Info: shop.strato.de

Proform

On the exhibition layout of the Swiss company this year a reissue of the powerful series 53 001 with condenser tender was to be admired. The model is equipped with a Maxon engine. The drive system possesses functioning equalising levers. The ESU Loksound decoder is providing for an authentic sound via two speakers.

Info: www.proform.ch

Ro-tech

With his peculiar eye for the special details Mr Roßmayer once again has produced a masterpiece. The railroad crossing, which was exhibited on his stand was equipped with an efficient turn-signal indicator system. St Andrew's crosses plus flash signals and fasteners are accurately replicated, and even the delicate pipe clamps plus screw joints do exist!

Info: www.ro-tech.com

Stangel

A humongous water tower is coming from Poland. The finished model appears three-dimensionally, is made from wood and synthetic material and is designed as a double water tower. This model can be illuminated and it comes in a height of more than 60 centimetres. The roof is demountable and opens up the view to the interior furnishing. The delicate brass windows are constructed very beautifully. The outside façade, partly executed in clinker and wood, is very appealing.

Info: www.stangel.pl

Studio 95

A smart solution for the mostly rather sparsely dimensioned railway control centre: the diesel filling station with an underground tank. The construction set comes with filling station, accordingly sunk-in filling nozzles and shelter.

If you want to find out more about the new Studio 95 railway control centre you definitely should take a look at our „Lehmannsburg“ report in this issue of the 012-Express...

Info: Thomas Wolf, Gerberstrasse 19, D-73430 Aalen

Topmodell

The well-known chassis dynamometer has received two new embeddings: in addition to the basalt ballast it now is available with gneiss and granite ballast.

Info: www.topmodell.de

Wunder

The models, which had been announced in Nürnberg, now were shown as prototype samples to some extent. The E10 was exhibited in a beige and blue painting for its operation with Rhinegold wagons.

Info: www.wunder-modelle.de

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Category:

Layouts

Bar:

Modular layout of the MBF Osterholz-Scharmbeck route in gauge 0e

Header:

Travelling the country on a narrow gauge

Intro:

Characteristic for narrow gauge routes: the supply of rustic areas– once again brilliantly implemented in a model on the here presented modular layout!

Author: Wolfgang Häußler

Pictures: Manfred Weihrauch

None other than Georg V put the railway line between Bremen and Geestendorf (nowadays named Bremerhaven) into operation on the 7th August 1862. In order to doing so the king travelled from Hanover to Osterholz and Scharmbeck. At that time in both villages a fierce dispute concerning the location of the new railway line station building was sparking off. Since the chiefs of both spots could not reach an amicable agreement the building was placed right in the middle between both villages and was named „Osterholz-Scharmbeck“, which maintained until today.

Approximately half a century later on 9th February 1911, Osterholz-Scharmbeck again took the centre stage of another railway line start up. The Bremervörde-Osterholz local railway opened up the second and last track section leading from Gnarrenburg to Osterholz. The route was primarily used to remove turf out of the Teufelsmoor. Nowadays the Moor Express is operating here, which is a tourist attraction for scores of holidaymakers and takes them to the lowlands of this mysterious district.

Also the Modellbahnfreunde (MBF) Osterholz-Scharmbeck have committed themselves to the “local railway”, although in a different sense and still not less appealing, as documented by the gathering crowd of visitors on various exhibitions.

The expression “local railway” refers to the modular layout in the narrow gauge 0e.

It all started around fifteen years ago with the construction of some H0 modules by the founding member Kurt Karpinski. Since the dedicated railway modeller didn't want to create a “catwalk” for his Märklin models alone, other model railway enthusiasts joined him and finally the MBF Osterholz-Scharmbeck club came into existence.

The here presented 0e layout is the latest project, although the modules are originating from private building measures, carried out by Kurt Karpinski, Werner Windhorst and David Rehage.

Their peculiar stimuli are the large scaled models compared to the smaller ones in a scale of 1:87. Consequently, in addition to building modules itself also the self-construction of vehicles and buildings are of notably interest.

Subtitle:
Diversified operation

Most recently the layout was shown during the current Intermodellbau in Dortmund as a modular arrangement. The L-shaped assembly was always crowded with numerous visitors. The total length of the layout is 15 metres and it includes two stations, divided between several segments on two legs. The maximum depth of the layout is 80 centimetres.

Construction and operation of the layout is following the „0e-Norm 2000+“. Narrow gauge enthusiasts of FREMO, ARGE Spur 0 and ARGE Spur S created the norm in order to operating together during exhibitions. In the first instance this regards the rail level height above floor, the positioning of the screw holes on the face sides of the modules and the plug connections of the wiring. Beyond that, there are specifications and suggestions concerning the used tracks, the topic and the operating sequences of the layout up to the landscaping. Anyone who is interested in further details of the 0e-2000+ norms can get more information at the address in the box. The idea of narrow gauge module standardization in gauge 0e-pur is based on the „H0pur“ concept, which was created by FREMO and the HP1 magazine: its goal is to ensure layout building as close to the original as possible and an equally prototypical operation.

Many of these targets were implemented on the MBF Osterholz-Scharmbeck layout. The quite simple operation is taking place between two terminal stations, located on the left and on the right corner of the layout. In addition to a small 3-coupling loco (resulting from a Märklin-Minex modification) a Saxon VI K and a VI K are operating on this rural route. This is all this narrow gauge layout has to offer in matters of steam traction. In addition to the two steam locos also a Wismar railcar, designed after the T41 („Schweineschnäuzchen“) and two other, self-constructed motor coaches are performing the tasks of everyday passenger transportation on this route. A shunting diesel is in charge of the handling of the local goods traffic.

The stock of vehicles includes AHA and Weinert models as well as self-constructed ones and modified Magictain and Fleischmann vehicles.

Operation is taking place on a Peco Code 100 track with a 2,5 mm profile of height. In parts the switches are set manually and electronically via Conrad Electronic actuators. All vehicles are digitally controlled in the DCC format. The Uhlenbrock Intellibox is used as control centre. For activating the locos cruise controls such as the Roco Lokmaus can be inserted via a bus controller and corresponding jacks on the layout corner.

Self-evidently operation is taking place according to the timetable. During exhibition operations the vehicles are receiving particular identifying cards. For transportation of cargo freight contacts are issued. Primarily agricultural goods are handled. Besides harvested products and cattle this also includes the daily forwarding of milk churns, like it was common practice in many German regions during the 50s.

Subtitle:
Diversified countryside

The single-track branch line is ending in an engine shed, which is located in the right leg of the layout. The station area in front of it is consisting of a home platform track, where a loading ramp with goods storing shed as well as a loop line and various storage places are adjoining. The small Rw is consisting of only two coal storing rooms for coal supplies and one water crane – this is absolutely sufficient for ensuring the local maintenance of the locos.

After leaving the station the trains are crossing the spaciouly designed landscape. The tracks are embedded in genuine ballast and weathered, which is giving the typical auburn touch to the routing.

Starting on the right section of the station the train is reaching the heart of the village after a short journey. Self-manufactured timber frame constructions, made from Polystyrene and wood – and to some extent based on existing houses – are bordering the following route. The small space between railway installations and property lines is remarkable. Courtyard entrances assassinate intersections in some cases. The impressive and true-to-scale large timber frame constructions as well as the courtyard arrangement are radiating a harmonic combination of railway and landscape. Contributing to this is the perfectly executed design with the help of various materials, which are a mix of commercially available (Mininatur and Silflor) and self-collected “green stuff”. Self-created and exemplarily high broadleaf trees and needle beams, which are predominantly placed as specimen plants, are fascinating everyone, who is gazing at this layout. The street, which is taking its course in the foreground of the layout, is additionally lightening up the edging area. The slightly bulging road surface ids consisting of a plaster layer, where the cobblestone pavement was carved in manually – quite an ordeal at this scale! On the streets the epoch-typical Schuco vehicles are operating.

The further routing is leading along a module with a small box-girder bridge, which is crossing a river. Towards the left edge of the layout a railroad crossing is following and the route is finally ending at the second terminus. A small brick framework structure is forming the reception building, as it often was to be found in northern regions. The small freight shed and the single stand engine shed in the station area are designed in the same style. Here also a coal-feeding layout with basket platform is located, however working here is extensively facilitated via a small loading crane.

On all modules, either in the station area or en route a balanced landscaping was taken care for. Grassland is more than just a green space; it was designed by using all sorts of material. In addition to grass also herbs are growing here. A variety of environmental details – either self-constructed or purchased at corresponding accessory suppliers like Addi, ASOA, KS-Modellbau, Paulo and Weinert - are contributing to vivifying sceneries.

Although this modular layout does not emerge from a precise sample it is clearly visible that the MBF Osterholz-Scharmbeck layout is done in exemplary manner: train operation and landscape are implemented very skilfully!

Box:

Further information on the norms of 0e narrow gauge railways can be found in the Internet: <http://freenet-hompage.de/spur-0pur>.

Picture headers:

No.	Text
1	View from the left layout corner to the small branch line station with its typical brick framework structures
2	A pleasant sight: the „Wismar“ is crossing the exemplarily designed landscape of the modular layout
3	Loco „No. 2“ while replenishing the coal supplies. The beautiful engine shed was completely self-constructed, like all other buildings on this layout
4	The T41 railcar, ready to leave the station in the left layout segment
5	A diesel traction goods train is approaching the unfenced railroad crossing
6	A Railcar on “Great Voyage”: hardly distinguishable from the original
7	A goods train is crossing the small creek bridge, a mowing scenario in the background
8	The self-constructed diesel loco on top of the box-girder bridge. Very beautifully designed: the river bank
9	Grandpa Stelling is horrified: the cows are giving not enough milk or what else is the reason that just one milk churn is available for removal? Perhaps he just didn't notice the large number of milk churns on the front loader behind the gate
10	It all is pretty cramped in this village: the railway, the street and the rows of houses are sharing the available space on the modules
11	Generously designed despite the lack of space: the village complex
12	The 3-coupling loco is hauling a tank wagon to the Rw: the diesel locos are in need of supplies
13	A goods wagon is driving around a waiting passenger train at the station in the right layout segment
14	A Saxon VI K with its passenger train is ready for departure at Rathmannsdorf station
15	Loco No. 99 567 completes its supplies in the terminal station
16	Just arrived: the stake car with its load of agricultural goods: the farmer will really get excited about the new tractor

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Category:

Modelling

Bar:

The salvific solution for the shunter

Header:

News from Lehmannsburg

Intro:

The long overdue signal and switch tower addition finally arrived in Lehmannsburg– und also a new stake wagon did appear

Author: Hans Wunder, Wolfgang Häussler

Pictures: Hans Wunder

Now the shunters at Lehmannsburg station are completely fed up. Day after day up to seven different switches have to be thrown by hand in order to manage the heavy shunting movements of the railway stock to some extent and take them to the places where they are needed.

So the recently setup “suggestion box”, initiated by local reporter Erni came just in the nick of time. The subsequently following bombastic press release about the exploitation of the Lehmannsburg railwaymen had the desired effect. With immediate effect the directorate arranged the construction of a signal and switch tower addition.

The extension, executed in a classical style, was delivered by the Swabian “home-builder” STUDIO 95 (optionally with interior furnishing). The rather moderate dimensions (length: 12,5, width: 10,0, height: 9,5 cm) and the concept development are allowing for an attachment either on the left or on the right side of the reception building. Now then: get down to work for, besides facilitating shunting operations this building also implicates an optical upgrading.

Box:

Source for the signal and switch tower addition and interior furnishing:

Thomas Wolf

Studio 95 – Modellbau

Gerberstr. 19

73430 Aalen

Phone +49 (0)7361 32446

No	Text
1	The extent of delivery of the signal tower addition with interior furnishing. The walls are already glue-laminated to the base plate (common plastic adhesive can be used). The picture shows the right-sided alternative, viewed from the home platform.
2	The first switch throwing trial of the “shell”: the attachment fits
3	The board joints are glued in an edgeless way; the windowsills are already glued in place.
4	That’s the right way of “plastering”: the cellulose thinner is soaking the surface and the joints will disappear; by all means this work has to be done in the open or the room has to be aerated properly!
5	The wall after “nitro plastering”; the colouring is an accidental side effect for the brush did contain some residual paint. In this case thick acrylic paint amplified the stucco impression even more – that’s model building. A file and a piece of paper were used to wipe the surface.
6	The tin roof is assembled and it has received its first grey colour application, just as the wall base
7	A handsome “back”! Revell No. 37 is used as rust prevention for the roof. By the way, the hole next to the door is destined for the stovepipe.
8	Priming of parts of the interior furnishing and the attached door.
9	The floor cover is fit into place. The wall covering is made from cardboard and originates from an old calendar.
10	Painting of the siding with mixed ochre and brown colour.
11	The components of the handle layout. Thanks to the clearly represented construction manual the assembly is no problem at all.
12	A look inside. It is not really spacious in here!
13	Exactly here the ropes are leading outwards to the switches, like the eyes of the critical observer surely have identified.
14	It’s done! From now on throwing of switches with the help of the signal tower is normality in Lehmannsburg!

As if this hasn't been enough there is even more news from Lehmannsburg. For a short time a Rlmms 58 (Epoch III) is now operating on the local goods facilities. The beautiful model is originating from the workshop of Mr Rehbein from Kronach. The wagon is crafted by hand and is equipped with a solid timber floor and a complete braking system. The stakes are consisting of fibreglass, very smart are the two stake storage boxes.

Box:

Source for Rlmms 58 in Ep. III/IV:

K & R Modellbahn

Zollbühlweg 2

96317 Kronach

Phone: +49 (0)9261 40222

Internet: www.spur1-kr.de

Picture headers:

No.	Text
1	The top and bottom of the wagon, delivered by the company K&R in its original condition
2	Using Revell No. 8 and No. 82 mat colours – applied via airbrush – the wagon is receiving discreet traces of weathering
3	Equipped with front stakes only for a batch of wood: the Rlmms 58...is the securing of loads carried out sufficiently or will this again be a “special treat” for local reporter Erni?
4	The stakes are kept safe in the storage box
5	The buffers are greased, the ASOA slip box is mounted
6	The finished wagon with inserted stakes
7	The loaded ballast wagon: also without stakes this is a vision of delight

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Category:

Original & Model

Bar:

Series E10

Header:

A real beauty, with and without “crease”

Intro:

On duty at the German Railways for more than 40 years: The E-locos series E10

Author: Klaus-Gerd Schoeler

Pictures: Manfred Weihrauch, Slg. Thomas Obst

In the year 1950 the DB started thinking about new E-locos intended for distance duty. Their operating experience with the E44 and the experience of the Swiss Railway with the 4-axle bogie locos gave the impetus to develop a specification sheet, according to which the new E-loco should also manage to haul heavy 700 t fast trains on a 10‰ grade at a speed of 90 km/h and 1300 t goods trains on a 5‰ grade at a speed of at least 70 km/h.

The five pre-production locomotives, which had been built hereupon, were clearly different, though. Via special test programs the best components were determined. In the end the manifold experiences and the increased tensile load were resulting in the fact that none of the prototype models were mass-produced. A new specification sheet was therefore developed, which also includes medium-weight 600 t fast trains, designated to run for one hour on a 2‰ grade at a speed of 140 km/h. Previously the focus was on using the new loco on lowland routes and slightly hilly country universally and also in front of goods trains, now the decision was made to create a separate goods train class out of the prototypes, simultaneously to the fast train loco E10.1. Both loco types were based on the same design. For unitary and cost saving reasons more than 1000 components were constructed in the same way.

Subtitle:

A maiden loco without folds

The first series of 69 E10.1 locos was built including Krauss-Maffei engines (mechanical part) and SSW components (electrical part). The bogies were connected to the frame via pivot pins by using coil springs and rubber components. This self-supporting frame, the welded skeleton and the metal sheet planking construction formed a buckling resistant unit. The aeration of the transformer and other components resulted from air inlets inside the roof structure and six individual ventilation grilles on each side. A firm window between the ventilators provided for illuminating the machine room, so that for procedures as starting up or changing to the other cab the staff could do without electric lighting, at least during daytime.

For weight reduction and stiffness reasons the bogies were carried out with a frame made of welded hollow pieces, which were responsible for the striking appearance of the bogies. The support towards the loco frame was made with the help of large coil springs and slide supports. The engines are carried out as nose bearing drives (power transmission via a hollow

shaft) and the SSW rubber band spring drive, which has been taken over with modifications from the E44 038. The traction motors are placed quite deep inside the bogie frame and are hardly visible from the outside. The brake system consists of four double shoe brakes each on every wheel set, the sand box and sand pipes are located at the ends of the bogie's frame rails. In the course of developing and delivery many changes on the bogies, also visible ones, were made in order to improve the quiet running at higher speed.

The construction series of the locos with the box shaped structure and the slightly curved front experienced some modifications, the changing of front lamps should be the most striking one. Contrary to the first locos, which were equipped with two bottom lamps and additional red bulbs within the reflector, the following locos received taillights above the front lights, which were furnished with a red filter glass. The E10 287 was the last loco with the formerly typical ellipsoidal front of the standard type locos.

The E10 locos with their maximum speed of 150 km/h were initially operating together with the old series E18 and E19 locos and soon they were to be found on all electrified routes. They were hauling a large part of the fast train service and its steadily increasing goods forwarding.

Subtitle:

The genesis of the “creased” front side

Since the commissioning of the E10 1265 - 1270, which were intended for a maximum speed of 160 km/h, and built for hauling the new prestige trains „Rheingold“ and „Rheinpfeil“ the appearance of the series was changed radically. The bulging front was replaced by a tapering one, midway furnished with a fold, which led to the nickname “crease”. For reaching a better aerodynamic shape these locos were equipped with a deeply planked buffer beam, which extended to the front area of the bogie. Another striking change was the ventilator strap, which was leading continuously along both sides. In addition also technical changes on the bogies and the electrical components were made in order to achieve higher speed.

However, the delivery date could not be met, for instance at the change of timetable in May 1962, when the new Rheingold train was designated to start its operation along its home route Hoek (Netherlands) – Basel none of the new locos was serviceable. According to this, for the short term the E10 1239 - E10 1244 were equipped with a modified gear ratio as well as different bogies and repainted in the Rheingold colours beige and blue. After the acceptance test, which lasted from autumn 1962 until spring 1963 the “creased” E10.12 locos were put into operation in order to replace the modified serial ones. The insertion of the Rheinpfeil again caused a similar problem. Eleven E10.12 locos with a maximum speed of 160km/h transported the two German prestige trains until they were replaced by series 103 locos.

From the E10 288 onwards all serial locos received a different undercarriage with “crease” and the typical blue and black painting. By carrying out high-speed tests the locos E10 299 and E10 300 were changed, which resulted in the loco E03. For experimental purposes they received single-arm pantographs. In order to increase the colour contrast the E10 365 temporarily received a v-shaped front painting, the E10 477 was equipped with two white stripes and a grey streamlining was given to the E10 340. For TEE (Trans-Europe-Express) and long-distance train operation 20 more red and beige painted locos (112 485 - 112 504) with a maximum speed of 160km/h were put into service.

Before series 103 was delivered the red and beige “creased” 112 locos had to cope with the advanced fast train transport on the electrified routes, while the blue E10 locos had to deal

with a good portion of the high-speed train transport and consequently they were to be seen on all major routes.

In the course of time several modifications on both loco types have been made and the painting changed with every colour scheme of the DB. While all of the box-shaped E10 locos withdrew from service except for the museum locos some of the “creased” E10s maintained at the fast-train and excursion train service. After more than 50 years now the period of an extremely successful series, which did form an entire train era, is drawing to a close and is replaced by the insertion of the latest three-phase current E-locos.

The prototypes of our test model were mechanically built by Krauss-Maffai, the electrical components were produced at the company SSW and its serial number was 19054. The loco received the number E10 349 and was put into service in the Rm Hanover in the year 1964. At 19/9/2003 this loco No. 110 349-8 was sorted out, its last home Rm was Brunswick.

Box:

Further information on the original:

- Joachim Ernst:
Elektrische Lokomotiven, Alba Verlag, Düsseldorf
- Konrad Koschinski:
Die Baureihe E10, Sonderheft 2/2006, Eisenbahn Journal
- Beyond that several publications on the E10 were issued in the prototype series of the Eisenbahn Kurier

Information concerning the E10 original

Total Quantity:	416 locos including pre-production locos, the E10.12 and one modification of a 139
	<ul style="list-style-type: none"> • E 10 preproduction series 001–005 • E 10 / 110: 101–287 • E 10.3 / 110: 288–510*
	(* with “crease” front)
	Later some of the locos were renumbered to 112 - 115, according to their mode of application
Manufacturer:	Krupp, Henschel-Werke, Krauss-Maffei (mechanical part), Siemens, BBC, AEG (electrical part)
Withdrawal:	Since the year 2000 (the 110.1 and push-pull inaply 110.3 locos)
Building class:	Bo' Bo'
Current system:	15 kV 16 2/3 Hz, AC
Total length over buffers:	16.490 mm
Maximum speed:	BR 110: 150, later 140 km/h BR 113: 160, intermittently 120 km/h BR 114: 160, later 120 km/h
Continuous power:	3.700 kW
Drive:	Rubber ring, 4 traction motors
Brake:	Knorr standard pneumatic brake with additional brake and electrical dynamic brake und (maximum braking power 2.000 kW)

Picture headers:

No.	Text
1	One “with” and one “without”: the series E10
2	The BR 112 in the year 1970 at a high-class operation: the “112 500-4” with TEE Rheingold” entering Cologne main station. In the background the Hohenzollern Bridge, which was equipped with four tracks at that time
3	The E 10 005: one of the five pre-production locos, still with split-in-three front screen and without lateral ventilation slots
4	The E 10 of the series up to loco No. 287 with individual, lateral ventilation grilles, the side window in centre and the striking front
5	The E 10 of the series from loco No. 288 onwards, with “creased” front with planked buffer beam, deep streamlining and lateral ventilator strap

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Category:

Original & Model

Bar:

Series E10 by Wunder

Header:

The E10 in gauge 1: A “wunderful” model

Intro:

This year the company Wunder delivered the E10 in several executions – we tested this loco for you

Author: Klaus-Gerd Schoeler

Pictures: Manfred Weihrauch

Unfortunately Mr Wunder could not provide us with the classic Rhinegold version for carrying out the testing, instead of that he made an Epoch IV model available.

The loco came in a medium-sized covering box and so a safe delivery of the loco and its original packaging was guaranteed. The loco is completely embedded in slabstock foam. Compared with other gauge 1 manufacturers, who are bolting their products together with a solid board this loco is placed on a piece of cardboard and is additionally wrapped with foil. Most suitable is to pull the loco out of the cardboard box and unwrap it later. A rudimentary manual is enclosed but additional parts and accessory components are missing.

Subtitle:

The first impression

As soon as the loco was unwrapped it was securely placed on the workbench and illuminated. The classical and elegant form of the original was compared to the proportions of the model and the free forming of the front sides was examined. The first impression was: this model is matching the memories we have in mind when we think of the good old E10.3, although the oriental red painting does not meet the blue colour of the originals, which we remember from our school days.

By taking a closer look at the model it is noticeable that this loco with its true to scale undercarriage is striking with its delicate roof section and the meticulously replicated bogies. But more on that later.

Subtitle:

Technology

Undercarriage and chassis are both made from brass and together with the engine the loco weighs around 4 kg. Like it is common practice on all gauge1 bogie locomotives, all of spring-mounted and ball bearing (which means maintenance-free) wheel-sets are powered.

The drive is provided by two powerful 22W Glockenanker engines from the company Faulhaber, which both are effecting on the two bogie wheel-sets. The wheel-sets are mechanically coupled and so any sideslip during unfortunate operation circumstances can be avoided. The power transmission from the engines to the gearboxes is effected via reinforced timing belts, which is implicating a sound decoupling. The gearboxes are based on the

original nose bearing drives. The loco is designated for operations on around 2500 mm radii upward; if smaller radii are used the front sand boxes have to be removed.

The electricity discharging is effected with all eight wheels via “Pilz contacts” on the inside of the wheel flanges. The manufacturer obviously dispensed with the electricity supply via pantographs, which anyway is rather obstructive instead of useful in the age of digital operation. The bare switch underneath the roof cover is indicating this.

Subtitle:

Undercarriage detailing

For replicating a smooth and box-shaped loco the performance of the few raised parts is essential. Any economizing in this respect will be an expense of the overall impression. The company Wunder respected this and took great care in implementing the roof area of the loco. The superstructure parts with its inflows and outlets are replicated in a meticulous manner, the louvers are open-worked and the rows of rivets are accurately executed in an adequate thickness. All power lines on the roof do exist; the insulators, the main switch and the elevating device for the scissors pantographs are delicately moulded.

The cross bar bolting on the roof hoods, the precisely open-worked gangways and an opening hatch for maintenance works are attracting one's eye. The hatch originally was intended for a hidden placement of a switch. Compressed air pipes on both sides and a radio antenna do also exist. The two scissors pantographs type DBS54 are delicately worked with a thickness close to the original dimensions. The suspension is not too tight and should therefore allow for an operation with real overhead contact lines. But this feature was not part of our test.

The front sides of the traffic red loco are also equipped with detailing, which are only obvious on a second glance. The windows are worked prototypically and are accurately adapted to the rubber-joint replications. On the crease execution the windows are places somewhat backwards. The wipers should be placed a little tighter to the window and their execution could be more precisely, but in return even the nozzles are replicated. The sockets for push-pull running, the handholds and the open-worked step treads are replicated in an accurate way.

The two strips with individually attached exhausters and minimized bolting on both sides are accurately attached and made from delicate cast parts. Probably for financial reasons the lamellas are not manufactured in an open-worked way. On the other hand all locos, which are equipped with an end-to-end exhauster, are open-worked. The handholds and driver's cab stairs are appealing.

Once the driver's cab doors are open and the interior is visible one will barely have the heart to couple this loco onto a train for moving off. Almost all fittings, levers and wheels, which can be replicated in this scale considering cost aspects, are available. The graduations on the fittings are clearly visible. The driver's and co-driver's seats are prototypically executed variously and according to this the chair of the co-driver is carried out as an old and taboret-like seat which was to be found in historic locos and the driver has received a spring-mounted seat equipped with a back rest. On the walls leading to the engine room also the switch boxes with circuit breakers are available, although as an affixed, photo-realistic print. One has the impression of looking inside the cab of the original loco. The company Wunder has to be complimented on this work although all the detailing is only visible from a close range and while the loco is motionless. Just being aware of the abundance of details should give a lot of pleasure to the owners of this loco. And please note: the enclosed wire with open eye has the function of closing the driver's cab doors.

Subtitle:

Chassis, streamlining, buffer beam

The bogies with their prominent sheet metal supports, which are absolutely typical for all standard type electric locos, are accurately replicated – as far as they are visible. These supports with attached wires, axle bearings and spring packs are reflecting the depth of the original bogies. Again and again the sandboxes and sand pipes, the brake system with brake cylinders and brake linkage are attracting attention again and again and it is a pity that due to the delicate black painting these details are only visible at a high illumination level. Even the cocks are present and one is close to throwing the levers. The Rhinegold and TEE locos, which are offering a maximum speed of 160km/h are additionally and prototypically equipped with even more attached details on the double swing lever of the bogies.

The rubber ring spring drive on the driving-wheel sets is replicated, although with some simplifications. But this does not influence the overall impression, even while the loco is standing. Particularly because the longitudinal chassis beam and the brakes are covering the wheel set for the most part. During operation, this detailing is not visible anyway. In the bogie area some weathering and working traces should be given to the model; this would accentuate all replicated details even more.

The typical cooling unit of the standard type E-locos, which is located outside on the frame, is replicated in a prototypical way. The bare buffer beam of the Epoch IV loco offers all special features such as the ascension treads on the buffer, the couplings and connectors for the 1000V bus bar (heating) and also the open worked footboard above the buffer, where even the identify plate support is attached.

Subtitle:

Painting and lettering

In comparison to other versions this oriental red loco offers less colour separating edges. All existing transitions are carried out accurately and sharp, which otherwise would make a bad impression of the edge strips in the front area. In our opinion oriental red is matching the prototypical colour very good and the silk-matt surface area is accentuating the details specially. The painting is applied evenly and the large and smooth areas do not show any irregularities.

All fan panels of the Epoch IV loco are carried out in a dark grey colour, as well as the rain gutters above windows and doors. The stop levers on brake hoses and bogie wires are designed in a red colour.

The lettering seems to be complete and it includes the inspection date 22/5/1997, which should correspond to the prototypical date. All digits and letters are neatly imprinted and clearly readable despite their diminutive size. Even the high-voltage warning signs on the connector supports of the 1000V train bus bar are attached.

The missing Rw and BD specifications are reasonable for all locos, which were built towards the end of Epoch V and some of them were operating without specifications. It was not verifiable if our test loco was among one of them.

The cab is painted in prototypical colours, the fittings, control buttons and levers are colour-marked and the replicated instruments are equipped with graduation and needles, which is also contributing to the realistic impression of this loco.

Subtitle:

Lighting

The front of the loco is featuring three white and two red lamps on each side. The lamps are equipped with μ bulbs. The red taillight can be switched via a special function and then it changes together with the white headlights according to the direction of travel.

The cab illumination can also be switched via a special function. The pleasant light does not outshine the cab and the fittings.

Subtitle:

Running characteristics

Once again we tested this loco on two different layouts in order to exploring its ascending slope performance and the minimum radii on one hand and to test it with a long train at high speed on larger radii and a generous set of points on the other hand. On both layouts the model did not show any failures during the complete testing procedure. The bogie suspension and the wheel set springing are well balanced and aligned to the weight of the loco. So the loco should be able to manage even badly installed tracks. Also during creep speed operation on Märklin tracks the loco did not show any power failure, for all wheel sets are electrically powered.

The slow approach to a train, the slowing down for coupling purposes and a slight pressing in order to mounting the coupling with the help of a tweezers, all these procedures were no problem at all. During the pulling off process and in a low speed range a slightly untrue performance was noticeable due to the not optimized CVs. But this irregularity was considerably lower as soon as 8 fast train wagons were attached. Now the train was leaving the track movement area of the station correctly in a sound way, even at low speed.

When driving in the lowest speed range without sound the engine control and the traction chain can be heard quite clearly.

In the medium and higher speed range an absolutely smooth operation can be noticed, either with or without load. The run in to the 2300 mm radii was uncritical. There was only one dysfunction during the complete testing, which happened on two Hübner tracks in the reversed arch without a straight connecting piece. The attached Märklin fast train derailed, probably caused by the brake application of the locomotive driver on the throttle.

We had to do without any testing of catenary operation since the late delivery and the close editorial deadline didn't allow for visiting the Emschertal/West layout of Ernst-Peter Weischenberg. In the age of digital technology one should abandon traction current supply via overhead traction lines since too much electrical effort would be required and the vehicles couldn't be placed on the track in any direction.

Subtitle:

Decoder and sound

The documentation on our test loco was sparsely; that's why we first had to readout the loco address out of the programming track. It was set to 3. Since the configuration data sheet of the special functions also was missing, we just pushed the buttons on the control unit. The first six functions have been used for switching sound and light.

According to our enquiries a Zimo MX690 decoder with integrated sound is implemented. Maybe because of the company's experiences with the 103 a decoder with more traction

current power was used, which is able to provide for the necessary motor current during the operation of long train sets on gradients. This decoder is able to temporarily providing 8A for traction purposes and special functions, a steady current of 5A for the engines should no longer cause any problems.

In contrast to ESU decoders the sound can be changed to a limited degree only. An allocation of the function keys for outputs and sound sequences also is not possible in a user-defined and unrestricted way. This should not bother the majority of all gauge 1 railway modellers. Address, starting speed and maximum speed as well as acceleration and brake retardation can be adjusted similar to ESU and LENZ decoders.

The intensity of the sound is pleasant and concisely. When switching on the sound the complete ramping up of the loco as well as the fastening of the scissors pantograph is reproduced. During operation the sound of the fan and the “click” sound of the high-voltage control unit can be heard clearly, although I wasn’t always able to follow the sensing distance. Sounds such as the pressure air horn, a platform announcement and the departure whistle can be recalled and all of them are reproduced really concisely.

All other special functions are serving for the taillight connection and for switching-on the cab illumination.

Subtitle:

Conclusion

For all electric loco enthusiasts the E10.3 should be a must-have. The implementation of the original is successful, form and proportions are prototypically executed and the detailing on the undercarriage, especially the roof, is optimally. The bogies are delicately equipped with attached wires and fittings (even more attached parts can be found on the TEE and Rhinegold versions), there is not much left to do unless one does without the occasionally rough everyday operation.

Concerning this the loco is showing very good operational characteristics, the driving performance is convincing during almost all speed ranges and at gradients with regular load. An optimized CV should even enhance the result. The sound is pleasing and reproducing the original sound in a remarkable way.

A short instruction manual, which includes start-up procedure, maintenance and servicing as well as some hints concerning possible failures, definitely is on my wish list. In my opinion also details concerning unpacking and boxing of the loco should be added. Generally gauge 1 modellers will manage this without instruction but self-evidently every technical product is including a proper manual nowadays. On the occasion of a telephone call Mr Wunder approved to making available an E10 manual soon, which will be delivered to all customers.

Another wish of mine are open-worked fans on both sides, also on the Epoch IV loco. They would have added an even more touch of exclusivity. Replicated matt bulbs, carried out as LEDs, would upgrade the front side of this loco even more.

In contrast to steam loco models E locos are treated somewhat disregarded in terms of their functionality. A motor-driven lifting and sinking of the scissors pantographs would be an optical treat!

Box 1:

Overview:

Available versions	Epoch III E10 421 steel blue, Epoch IV 110 beige/blue, 112 TEE-rot, 110 349 oriental red	Epoch III E10 1265 Rhinegold-version blue/off-white and TEE-version red/beige
Loco number of the test loco / Epoch	110 349-8 Epoch IV	
Engine / transmission	2 22W-Faulhaber-engines, drive belt to the nose bearing drive, mechanical coupling of the axles inside the bogie	
Electricity discharging / traction tyres	No traction tyres, electricity discharging via all 8 wheels	
Axles	All axles ball bearing and spring mounted	
Sound regulation	Via running steps and motor voltage	
DCC / Motorola	Zimo-MX690-Decoder DCC: 6 functions Motorola: 4 functions	DCC and Märklin-Motorola are identified automatically, during Motorola operation only the first 4 special functions are available
Decoder features	Change of light Loco 3x white F1: Horn F2: Sound on/off F3: Red taillight F4: Cab illumination F5: platform announcement F6: departure whistle	Switched on taillight and cab lighting are changing with direction of travel, also does the head light
Weight	Loco: around 4000 g	
Price for advanced order	Recommended retail price: 3450,00 EUR, at specialist shops usually lower, currently offered for 2795,00 EUR	

Box 2:

Comparison of pulled axles en route

Precondition	
Planar with 2300 mm radius and Hübner switches Intellibox with Power 6	60 axles without any problems, also at lower running steps, no problems during acceleration with factory-provided values, with 8 fast train wagons a maximum speed of ca 110 km/h was achieved Please note: the CVs for the load control have not been optimized
Planar with 1020 mm radius and MÄRKLIN switches Märklin 6021 with 3A Booster	7 blunderbusses with lighting + 2 goods wagons no sideslip tendency during acceleration, also on a curve
Ascending a grade of 45 ‰ and 1174 mm radius Märklin 6021 with 3A Booster	7 blunderbusses + 2 goods wagons could be hauled at slow normal running
Start-up at a grade of 45 ‰ on a curve	The loco alone started up without any problems No testing with wagons due to limited capacity of the booster

Box 3:

Comparison of original and model dimensions

All measures in mm	Original	1:32	Model
Total length over buffers	16440	513,75	513,00
Total length buffer over tracks	1050	32,81	33,00
Height loco roof above tracks	3845	120,16	121,00
Height turret above tracks	4495	140,47	139,50
Distance catenary clamp	9500	296,88	295,80
Distance catenary clamp and buffer	3470	108,44	107,50
Distance driving wheels (new)	1250	39,06	38,50
Distance first wheel set and buffer	2595	81,09	81,00
Distance wheel set inside the bogie	3400	106,25	105,50
Total wheelbase	11300	353,13	353,50
Distance pivot	7900	246,88	247,00
Width undercarriage	3040	95,00	93,40

Picture headers

No.	Text
1	Characteristic of the 110: oriental red painting and a white front edge
2	Side view of the 110, clearly visible: the details of the roof section
3	Front wheel set of the rear bogie; the brake systems are accurately replicated
4	View into the cab: all important levers and linkages do exist

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Category:

Layout

Bar:

Layout construction and operational experience in gauge 1

Header:

Farewell Test Rw Amberg

Intro:

The central point of the layout „Amberg/Upper Palatinate“ is the railway workstation – although this layout has much more to offer – and the constructor, Josef Strobl, has aplenty of know-how and tips in hand for building your own layout, in all (large) gauges

Author: Josef Strobl

Pictures: Manfred Weihrauch

My native town Amberg/Upper Palatinate is situated right in the heart of Bavaria and therefore it ought to be the name of my model railway layout. I was aged 44 when I started to set up my gauge 1 layout. The gentle reader may probably imagine the fact that this was not my first layout, for the fewest of us are getting involved in railway modelling in their advanced years. I started to show interest in this topic at the age of 14. I put my focus on gauge N in a scale of 1:160, for the advantages of this scale were highly visible 40 years ago: little space was required and railway to the full extent was offered. Previously a concentrated study of the model railway magazine Miba and occasionally others was accomplished. I am still keeping the old magazines and not before thumbing through them the enormous development of railway modelling becomes obvious.

I got started with a lot of idealism, inexperience and completely unassisted, for there was no one among my friends with similar interests. In comparison to the amount of pocket money, which is usual these days, the scanty amount of pocket money at that time only allowed for a limited budget. It had to be expanded by newspaper delivery and helpful gifts from the grandparents. But all this had no effects on the persisting restriction to essential components only. I often could hardly await school to finish and taking my bike to drive to the railway embankment or to the local Rw in order to having a look at the original objects of my desire. Afterwards I tried to replicate them as true to the original as possible. I seriously suspect that this also might have happened to many other model railway fellows. A little while later the girls were coming into play and as a result the model railway board (it really was a board, sized 2 x 0,8 metres) sank into oblivion fairly quickly. Sooner or later we had things in mind like a car, vacation, marriage, family, a house and so on. For these reasons the vision of a “real model railway layout” no longer was on the priority list.

But suddenly the vision came back after many years, the desire for railway modelling. Gauge N was too small, so I initially changed to gauge H0. But this was just a stage of transition. Because one day a colleague showed me his large gauge 1 trailing tender loco on a loosely track laying oval. And this was the catalyst for an “addiction”, which is lasting until the present day. Gauge 1 is devouring a lot of space, whenever a layout with real train operation is created – and probably no one of us owns a vacant factory building. Where there’s a will there’s a way (in the majority of cases) and in my case it was the attic with the dimensions of 9,80 x 5,20 metres, measured on the floor! It is necessary to take the pitched roof area into consideration. Beyond that my role model of a wife gave her favourable (!) consent for using

the complete attic upon condition that there is still some storage space available.

Subtitle:

Layout planning

In order to maximising the model railway area and utilising the complete storage area I decided to organise the clearance between layout bottom and floor in a way, that also common moving boxes can be stored. This will establish order and create space. Because of the lacking knee wall the available space for my model railway was only 9,80 x 3,40 metres. Purists of course wouldn't like that for you are forced to operate with the unpopular 1020 mm radius in some parts of the layout, which demands noticeable operating restrictions. Anyhow you can start in the visible area by using larger radii and create graduate transitions down to 1020 mm. This is particularly serviceable if you are planning to operate with original couplings later on. Except for blunderbusses and Hübner modified wagons I was able to operate with screw couplings, at locos with large buffer overlapping, such as the BR 94, coupling rods were required, occasionally.

I want to specify the following dimension for orientation purposes, in each case measured from the flooring:

To the bottom of the layout 43 cm,

To the top edge of the lower station and the fiddle yard 52 cm,

To the top edge of the upper station 79 cm.

During practical operation these are minimum distances, whereas especially the distance between fiddle yard and overlying branch line terminus could be larger, for example for maintenance work. In principle, the storage space underneath the layout for placing moving boxes is a good idea. But it will get harder at higher age to undertake any procumbent maintenance work 40 cm below the layout surface. Consequently, every advantage implies a drawback.

After various decoration work concerning the 100-year-old attic such as insulation, floor and rafters siding it was already noticeable, that a major chamber was being created but anyhow some desires had to be cancelled and compromises had to be accepted. The room is not equipped with heating installation but the ideal insulation of the roof allows for operating, also on hot summer or cold winter days. The access to the layout is possible via the foldable attic staircase.

I was planning the topic for my attic layout to become an all around single-track branch line with a small fiddle yard and an off branching line. An Rw with a turning platform was an absolute must-have! Especially loco changing, the maintenance of steam locos and the associated movements are causing a real delight in playing.

The whole layout and all switches on signals, lamps and switches should be operated digitally. Although this is a huge expense factor it implicates a significant saving of working time during the assembly and a genuine added value in terms of operation. I decided in favour of the DCC-system, on the one hand because I already am experienced with it due to my gauge H0 background and some hardware also was still at hand. On the other hand, from my point of view this system is offering the largest range of implementation and, for example, also train operation with a Motorola decoder is possible. An Uhlenbrock Intellibox was used as throttle and for operating the sets of points. Its performance was enhanced by the use of transformers and boosters.

Subtitle:**Start of construction works**

The basic structure of the layout is consisting of a framework construction made from 6 x 4 mm neatly chopped rectangular blocks of wood. Hereon 13 mm core boards were screwed. This results in an accurately and solid construction with a high load-bearing capacity, especially if the distances between the supporting lumbers are measured accordingly. It is not advisable to save on substructure-relating material, for the load of the layout is oftentimes underestimated. How many times have I dropped to my knees on top of the layout with all my weight during the construction phase! The inclination sections also were manufactured from 13 mm core boards.

After preparation of the track plan the tracks were temporarily placed and afterwards test-driven in a most intensive way. This is strongly recommended for many a track control diagrams, which are looking good on paper or on the screen but aren't qualifying in the field. First of all it is necessary to define the alignment of the layout basically and think about how the layout should look like: should it be a main line or a branch line layout or a combination of both? And making the choice between a through station and a terminus, or possibly a stub-end station or a mix of all is also important. Which is the favourite mode of operation on the layout - shunting services or watching the trains during operation, the changing of locomotives or varying train arrangements and so on? And above all it is important to decide which option is realizable in a prototypical way. During the temporarily placement of the tracks and an intensive operation it may happen that some of the tracks are turning out to be too short, so the unavoidable self-restriction will arise automatically.

Before the final laying of the tracks on the routes the pivotal question concerning the sound insulation had to be answered. I decided to apply 22 mm Styrodur boards. The advantages can be quickly described: compared to polystyrene the boards do not chip off while cutting, they are lightweight, cheap and can be installed neatly and very quickly and if supported by a plank you can even knee on the board. In addition, this material is extremely well suited for quickly creating high-quality landscaping patterns. This can be done using some hot cutting equipment or a solid Stanley knife. Dints and other traces, which often are occurring while working, are not posing a problem at all. Far from it, the landscaping will appear even more life-like, because also in nature not everything is levelled accurately to size.

The cut pieces of Styrodur are brushed with a bit polystyrene glue and affixed to the core boards. Finally patina was given to the tracks by applying some self-produced colour mixture with a brush. If I had to do this today I would use an airbrush, but at that time I had none. Then the weathered and readily wired tracks (one loop supply at every second metre) were installed and bolt down with the timber through the Styrodur layer. After ballasting the tracks by using a mix of Ponal and water and hardening of the ballast substructure the screws were removed. Now, no more sound transmission between superstructure and supporting structure occurs. And during train operation one can notice it! !Click, click! Click, click! This was the typical sound of original trains and now it can be heard while watching the model trains crossing the rail joints. And this sound is not predominated by the supporting structure resonance. An abundantly advisable solution, also after many years of practical experience, and also recommended for all "sound enthusiasts"!

One thing I eagerly want to advise is that only water-soluble glue should be used. Some day changes on the track control diagram will be made, either switches have to be dismantled respectively added, repairs have to be accomplished or the whole layout has to be disassembled. By using water-soluble glue the tracks can always be "un-ballasted" and

everything can be reused again and again.

Subtitle:

Main item: the railroad workstation

When planning the tracks you have to have a clear idea of whether, where and in what size the Rw should be built for, even without turning platform, it will require a lot of space. But regardless of this disadvantage I would like to recommend that every operating modeller (and every locomotive collector) should build an Rw, since the change of locomotives and the loco maintenance will guarantee for amusement and variation on the layout. I daresay that also a restriction to the Rw alone could be an individual topic on a layout, especially if there is little space available.

The track layout has to follow the operational procedures in an Rw, also does the location of the various treatment systems. Logical working sequences are essential, this also does apply for model implementation– otherwise only swaying of trains will be demonstrated instead of the requested rebuilding and maintenance of locos. In my Rw the operational sequence is defined as following: a loco is decoupling at the station and taking the approach track to the Rw. The entry to the Rw always is taking place at the foremost track next to the sanding loading platform. As soon as the sand boxes are replenished the slacking and coaling procedures are following. The water supplies are filled up on the crane in front of the turning platform; now the loco can be again coupled to the train by taking the departure track behind the coaling station or it can be temporarily stored inside the engine shed, ready to operate and equipped with resting coal firing. Through the different stations and adequate distances it is possible to provide for three trailing tender locos at a time. The highest priority was that the available space was used as economically as possible and to achieve a prototypical overall impression. For this reason some construction sets, e.g. the sanding building, the coaling station and so on had to be modified.

On all of my previous layouts a turning platform was integrated. And I wanted to have one on this layout, too. Furthermore, each steam engine treatment systems should be available in order to carry out all restoration works on the locos directly at the Rw, just like it was done with the original locos. A small, round engine shed was completing the whole issue. And also facilities for the already starting diesel engine era and for oil-fired locos was provided for and installed.

I used the following equipment components out of the accessories program:

- Sanding building by Studio 95 with modified sand store by Saalbach
- Modified and extended coalbunker by Märklin
- Coal feeding crane by Studio 95
- Inspection pit by Lokführer Lukas
- Slag crane by Saalbach
- Water crane by Besig
- Scaled down and modified diesel service station by Märklin
- Rich oil mike boom by Saalbach
- Turning platform by Saalbach
- Self-constructed engine shed with basic elements by Studio 95 (the construction was presented in UNO 4/2004)

Explanatory notes:

With some handicraft skills the Studio 95 components are resulting in pretty smart and prototypical buildings. They are accurately fitting, dimensionally stable and true to size and they just have to be weathered in terms of colour. In my point of view this is no disadvantage but rather an advantage and it allows for realizing one's own taste. The sanding building is adding a touch of colour to the grey and dull Rw ambiance. It is not too large and therefore it fits perfectly in in-between spaces. Due to space restrictions and originality the Saalbach sand store was shortened on one side and was placed on top of the sanding building. This measure as well as the wide open doors, the spilled sand, weeds and other detailing is giving variety to the Rw layout.

Even at the beginning the Märklin coaling kit didn't meet my expectations. The coaling crane therefore had to give way for the digitally controlled Studio 95 crane with its powered rotating and lifting device: an absolutely recommended alternative to ensure and boost the Rw entertainment. In order to lift it up a little, the crane was mounted on a base plate. Now the ensemble appears even more authentic. I kept the coalbunker, but expanded it significantly by attaching small balsa wood strips and profiles. I placed moulded Styrodur piles inside the coal storing room, which were previously coated with a mix of black latex paint and glue and afterwards sanded with genuine crushed coal (anthracite coal). The attached balsa wood area was treated in terms of colour and braced laterally. A small piece of the coal storing room was unlatched and here a gantry crane was inserted, which is hauling out the slag from the mine.

The inspection pit received some patina by using a mix of brown and black colour and was provided with traces of oil and slag. Don't get discouraged by the really tricky installation of a mine illumination. This really is essential! It's the dim light, which is reflected by the marine lamps out of the former Hübner range that accentuates the locos and the, in many cases, outstandingly detailed undercarriages even better.

Except for water wheel and gully hole the water crane was adjusted to the ground level. The – not absolutely necessary - oil mike boom was placed alongside. Vis-à-vis a tank of the Märklin diesel service station and the Saalbach diesel service station are situated. Hübner paving boards were embedded in the Rw base area, which gives an even more realistic touch to it all.

The installation of the turning platform was made simultaneously with the building of the engine shed. In this case operational studies of all considered models is highly recommended. Forwards and backwards on all stands. Otherwise you will get a nasty surprise if some of the locos are not able to pull into all stands. A meticulous adjustment of the turning platform on all sides and in all platform positions is mandatory. Small piles of genuine coal, slag and brake sand were spread in adequate areas on the whole Rw area. Furthermore the terrain was sprinkled with the required material in every working environment and it was landscaped with weeds. Crossings made from stained balsa wood strips and guardrail protections are completing the lifelike impression. Oil traces from shiny black paint and traces of water from shiny translucent paint are optimising the finishing.

Subtitle:**Other operational possibilities**

The layout is offering three station tracks. The main route is leading along a planar route to

the triple tracked, covered storage siding, which is located underneath the feeder line terminus. The storage siding tracks No. 4 – 6 are designed for storing trailing tender locos with at least three four-axle wagons or eight two-axle wagons. Track No. 7 allows for a subsurface branch of the main route onto the feeder line. This feeder line storage siding also is equipped with three sidings, but they are designed to being terminal tracks. Furthermore, the main and the feeder line, which are leading out of the storage siding behind the engine shed, are running separately along the visible part of the layout. This is giving the visual impression of a double tracked main line. Four tracks of the lower station can be used for shunting operations, storing and assembling of freight wagons. The access for shunting vehicles and entry to the Rw is the diagonally running track. The station track No. 1 is only operating the main line. Track No. 2 and 3 are able to operate the main line as well as the feeder line. Behind the railway control centre the track is leading upwards with a grade of 3 % along a winding route and limestone-mountains up to the terminus. The terminus is provided with two station tracks and three sidings in different lengths.

Subtitle: Furnishing

The station area, the shunting territory and the Rw district of the layout can be illuminated. All buildings are equipped with lighting except for some rooms in order to achieve a realistic impression. The reception building, located in the lower station was made from a smashed Märklin “station building” construction set (kit-bashing). And still there were so many parts left that also the engine shed of the upper station could be built. In my opinion kit-bashing is the best way to manufacture large gauge buildings in a cheap and fast way. The proceeding is similar to the building of my engine shed. Some of the walls with windows and doors have to be sawed up and used for building the facades and visible sidewalls. The rest of the construction is consisting of thin and non-warping plywood. It all has to be plastered afterwards by using the well-known crib mortar (a mix of dust powder, cellulose plastic, water, Ponal and some possibly added latex paint). Then it has to be treated in terms of colour and weathered. The base colour for the building can also be added to the crib mortar, which will save one working step. Just give it a go!

The rock face of the stone quarry behind the station building arose from varyingly cut Styrodur pieces, which were glued on top of each other. Afterwards the typical limestone quarry forms were extracted on the basis of original pictures by using hot wire, a rough rasp and a Stanley knife. Subsequently parts of the surface were coated with crib mortar and some broad as well as time-consuming finishing work had to be performed by using draining off and highly diluted paint. Finally some weathering “spots” had to be added after drying. The selective “planting” of weeds and small bushes set the final point for a close to reality appearance.

Subtitle: Conclusion

Reviewing the construction phase, which essentials and operational findings were most important to me? It was a hard piece of work and it takes quite a period of years! It won't work by brutal force. There were many hours of handicraft work, not boring though, because consistently different landscaping segments had to be faced. One could compare this to the building of several dioramas, which were growing together somewhere along the way. The Rw was always lots of fun in all these years till this day. It is absolutely recommended, and, even as an individual item it only requires little space. I do like shunting operations, although I still couldn't find the “brilliant solution” concerning an absolutely suitable handling of

shunting couplings or any delicate “game coupling” in gauge 1 at all. Unfortunately the brilliant Lenz (shunting) coupling is only available for gauge 0. The inevitable and for lack of space used 1020 mm radius does only allow for operation with original couplings and shorter wagons or, if longer wagons and overhanging locos are used, compromises have to be made. The 1020 mm Märklin switches, which were partly used inside the storing siding, were exchanged against new and short Hübner switches. An advisable measure, particularly, as regards of the operational safety. Despite of the large gauge two-axle locos had electricity-discharging problems once in a while. Operational difficulties like this are bothering me tremendously ever since I started with railway modelling and I hoped to get away from this by changing to gauge 1. Also in this regard I want to showcase the company Lenz: I consider the power storage inside the Lenz loco being the innovation par excellence. Since I am already working on a new project I am planning to sell the rolling material, the tracks and the turning platform as well as all buildings of the here presented layout. Anyone who is interested in some of the components may get in touch with me. And maybe a report on the construction / experiences concerning a new layout may follow sometime ...

Box:

The 012-EXPRESS-Team would like to thank Josef Strobl for all his competent loco tests from „Amberg/Upper Palatinate“. Reporting on this layout before dismantling was a special honour for us.

Picture headers:

No.	Text
1	Still hard work at the Rw in Amberg – everything has to look as good as new on the occasion of the final locomotive parade
2	The „52“ is supported with new supplies
3	Repair works on the Rw signalling
4	The „94“ is just about to leaving the Rw, direction duty area, but not authorized yet
5	The coal transport, carried out by a digital controlled crane: amusement ad infinitum! The coal-feeding crane comes from Studio 95
6	The 52 2448 with a goods train, composed from a covered and an UCS type wagon direction storage yard: the train will be disassembled in Amberg and the wagons will be set up anew
7	The „Riggenbach“-94 during replenishing water supplies in the Rw Amberg
8	The „52“ with goods train in „Amberg/Upper Palatinate“; the reception building was made from a modified Märklin construction set
9	The „44“ on its way to the branch line station, noteworthy: the Bavarian semaphore signal
10	The track plan of the layout „Amberg/Upper Palatinate“ with the Rw and the superiorly situated branch line station
11	Dispatcher Josef is briefly keeping up with engine driver Manni, before he is attaching his BR 18 to the fast train to Nürnberg
12	Last glance of the dispatchers onto the track system and the BR 18 is whizzing past the “Amberg/Upper Palatinate” railway control centre for the last time

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Gauge 0

Category:
Modelling

Bar:
Improvements on the Lenz articulated wagon in gauge 0

Header:
Solid timber for the H10

Intro:
How the Lenz H10 is equipped with a solid timber floor – and also with some other optical enhancements – is described by Jaques Timmermans

Author, pictures:
Jaques Timmermans

The high-tech world we are living in is breeding an almost infinitely diversity of “artwork” every day. In many cases, tests are being made in order to imitate – more or less successfully – what nature has always achieved since the beginning of time. No pains are spared and again and again new techniques are utilised in order to give artificial material – and what else is plastic - a most lifelike appearance as possible. This also applies to modelling, particularly. The implementation of colours may work barely satisfying, but there’s a significant cutback with regard to wood grain and texture-copies – especially if the models should remain affordable.

The mass-produced Lenz H10 is almost leaving nothing to be desired concerning proportions and detailing. But in the realisation of wooden planks for the trunk floor techniques are reaching their limit. Although the “timber planks” on the model are individually indicated and equipped with engraved cranks, the typical wood grain, the texture and the shades of colour cannot be implemented (close to nature) by using synthetic cast material. Since probably only a few of us model builders are professional painters, who are able to give a plastic plank a proximate natural appearance by using time-consuming painting techniques, in the end the only option is: substitution of the plastic floor with suitable lime wood profiles.

Subtitle:
Wooden floor: Milling or exchanging?

For the wooden coating the trunk floor has to be lowered down about 0,6 mm, A small drilling machine is most suitable for this purpose, in a pinch also a rotating bench drill with a clamped circular mill and cross table will work. In order to avoid slipping and vibrations during the milling first the superstructure has to be affixed to an adequate board and afterwards placed in a vice. Residuals are rubbed away by using small-grained sandpaper and steel wool. The rougher surfaces of corners and edges are reworked, using a fine ripple.

Unfortunately, after revertive mounting the floor of the wagon superstructure turned out to be a little deformed after machining. In order to be able to assemble it again onto the chassis in an absolutely planar way only a firm bonding of both parts was possible. For this purpose the

colour on the longitudinal sides of the chassis has to be removed by using a rasp. The head sides do not require any bonding for they are attached via the original fixing bolts. For gluing a slowly hardening two-component adhesive (e.g. Stabilit-Express) is used. During the hardening process superstructure and chassis have to be compressed very carefully by using some clamps.

Instead of milling out a completely new floor can be glued in the chassis. For this the plastic floor has to be carved out manually or by using a small circular saw bench and after that the upright bracings have to be pinched off with the help of a small side cutter. Afterwards all cutting edges on the trunk floor frame have to be neatened by using a rasp. For this purpose the frame has to be clamped in a small bench vice to ensure better handling. The floor in a dimension of around 60 x 173 mm has to be manufactured by using a piece of polystyrene (thickness around 0,5 - 0,6 mm), which has to be glued in the frame by using a common plastic adhesive. It has to be avoided that the new floor is clamped in-between the internal walls of the frame, otherwise irreversible bulges will occur. The edgings of the floor have to be reground by using fine sand paper until it is accurately fitting in the frame. Now the new floor can be glued in the chassis frame around 0,5 - 0,6 mm deeper, depending on the thickness of the used wooden planks, in a way that the planks are accurately aligning with the upper edge later on.

In order to retain the connection between superstructure and chassis four new mounting trunnions on the floor have to be created. For fitting accuracy the superstructure has to be positioned onto the chassis and a bolt is used to copy the accurate position of the boreholes through the chassis onto the rear side of the floor. For the best possible fitting accuracy it is recommended that first the boreholes have to be predrilled by using a 1,0 mm spiral drill and afterwards the holes have to be widened by using a 3,8 mm drill. Bore chips resulting from drilling have to be evened by using fine emery.

The new mounting trunnions (diameter around 3,8 mm) have to be cut from a remaining piece of plastic (e.g. the beam cast out of the model kit) and glued to the top edge of the floor. Any overlapping of the trunnions has to be surface ground, for otherwise they would cause a bulging of the wooden planks. As soon as the adhesive is completely dry four 1,8 - 2,0 mm screw holes have to be drilled in the trunnions accurately in dead centre. The same applies here: careful predrilling and reaming! In case the trunnions are clamping in the receiving holes they have to be filed off conically until they fit in without any friction. Never try to force in the trunnion with might!

Subtitle:

Manufacturing of the wooden planks

For the production of the ground cover altogether 42 individual wooden planks with a width of 4 – 4,5 mm and a length of around 60 mm are required. A lime wood board (thickness 0,5 - 0,6 mm) is serving as raw material. With the help of a sharp crafting knife 4 – 4,5 mm wide slats have to be cut out alongside a metal rule. The wooden strips have to be bunched by using sticky tape strips and now the wooden planks have to be cut to a size of 60 mm. The planks have to be pasted to the trunk floor by using some all-purpose glue or two-component glue. The wooden planks on the front sides of the coach body may have to be trimmed a little by using a nail file, if necessary. Then they can finally be stuck down on the trunk floor. During the hardening of the adhesive a heavy object has to be placed on the wooden planks in order to avoid any bulging of the floor cover. An intermediate layer of paper will absorb potentially protruding excesses of adhesive and will inhibit that the weight will bond with the

floor. Paper leftovers can easily be removed after drying by using a sanding sponge. This procedure also will smoothen any irregularities on the wooden surface.

After all sanding dust has been removed the wooden planks have to be stained. The doorstep waterproofing by ASAO (reference no. 3398) is working well, which has to be thinned down with some solvent or water in advance. In case the first coat is not dark enough the staining can be repeated. After drying some wood fibres may be protruding, which can easily be removed by covering them with the help of fine sandpaper. The staining process will also lead to a discreet weathering of the planks.

The next step is to manufacture a new wheel tread for the centre pivot plate out of 0,3 mm piece of polystyrene. For this purpose, initially a disc with a 51 mm diameter has to be cut out of the polystyrene. The easiest way of doing this is to use a pair of compasses with an integrated blade. In a second step the 43 mm in-circle has to be cut out – and now the new wheel tread is finished. If the wheels of the centre pivot plate are not seated solidly in the wheel treads while the test mounting the lower support disc of the slewing ring has to be reduced by some tenth of a millimetre. This can be done by gently filing the support disc by using a fine rasp. After this the wheels are rolling like they do on the original.

In order to mounting the wheel tread accurately in the middle of the centre pivot plate it initially has to be glued to the wheels by using a wee bit of superglue and only after that it can be mounted onto the trunk floor.

Finally, the centre pivot plate is receiving a thin coating of mat black colour.

Subtitle:

Further upgrading

Anyone who wants to give his H10 an even more delicate appearance may replace the Lenz centre pivot plate by a finely etched brass one. The company Nullmobau (Internet: www.nullmobau.de) is offering a centre pivot plate according to the Bavarian State Railway type, which either is available as a finished model or as a construction set. And it fits perfectly to the Lenz wagon. After cleaning with cleaning solvent or diluted dish washer and after the priming this delicate centre pivot plate is receiving a mat black painting.

As a final touch the brass centre pivot plate is retrofitted with a fine brass chain (e.g. Weinert, reference no. 9319). For fastening the chain in the stakes adequate pieces of (brass) wire have to be bent around a pliers with round jaws. Easy and time saving is the manufacturing of ears by spirally wrapping the wire around a round object with the desired diameter. Then the ears can be cut off easily by using a side cutter. As soon as all stakes are equipped with ears and the opposed stakes are all connected with chains nothing should be in the way of loading of the H10 with logs, according to regulations!

More on that in the following issue of the 012-Express.

Picture headers:

No.	Text
1	The base model for modification purposes: the H10 DB articulated wagon by Lenz
2	The original floor cover was milled off and evened by using sandpaper, steel wool and fine rasps
3	Chassis and superstructure are glued together to avoid any torsion. In order to ensure a permanent adhesion all colour on the edges of the chassis has to be removed
4	While hardening the superstructure and the chassis are compressed by using cramps
5	The result: the superstructure is resting on the chassis, planar on all sides
6	Raw material for the wooden planks: lime wood strips
7	The wooden strips, bunched by using sticky tape are cut to length
8	Starting in the centre, the strips are glued onto the trunk floor
9	During the hardening process a paving stone is used to avoid any bulging of the wood; the layer of paper inhibits that weight and floor can stick together
10	Paper leftovers can be removed by using fine emery
11	Precision work: the outmost planks have to be trimmed before gluing by using a nail file
12	Instead „lowering down“: the original floor is carved out completely
13	The protruding bracings on the frame are pinched off...
14	...and afterwards the cut surface is neatened by using a bench vice
15	The new floor made from thin polystyrene
16	The floor is glued into the frame
17	The trunk floor has to be glued around 0,4 - 0,5 mm below the top edge of the frame in order to ensure that the floor cover is accurately aligning with the top edge
18	Connection between trunk floor and chassis: with the help of a bolt the exact position of the trunnions is marked
19	The location holes for the trunnions are each drilled in two work steps
20	The new mounting trunnions: in this case manufactured from an old modelling beam cast
21	The trunnions are attached to the trunk floor, aligning with the surface
22	The H10 after modification and equipped with the finished wooden floor
23	The floor cover is treated in terms of colour by staining it
24	Protruding wood fibres after staining are removed by using fine sandpaper

Picture headers cont.:

No.	Text
25	Construction set and finished model of the delicate centre pivot plate by „Nullmobau“
26	The wheel tread is cut out of a piece of polystyrene by a pair of compasses with an integrated blade.
27	Perfect match: the wheels of the centre pivot plate are moving on the wheel tread
28	The centre pivot plate is receiving a mat black coating
29	A fine brass chain is serving as a security chain between the stakes
30	For manufacturing the ears some brass wire is wound around a round object (in this case the end of a drill) and afterwards the ears are pinched off by using a side cutter
31	The ears are simply thread into the security chains...
32	...and mounted to the stakes, similar to the original
33	In order to mounting the wheel tread accurately in the middle of the centre pivot plate it initially is glued to the wheels by using a wee bit of superglue and only after that it is mounted onto the trunk floor.
34	The loading platform of the articulated wagon after modification
35	The H10 on its way to its initial loading...

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Gauge 1

Category:

Modelling

Bar:

Modification of the Märklin Gmms 44 in gauge 1

Header:

A Pepped Up Brown Drum

Intro:

It rather is an unsophisticated part of the gauge 1 rolling stock: the Märklin Gmms 44 - reason enough for Franz Thiele to pep up the widespread wagon model – absolutely worthwhile, even though some compromises were necessary

Author, Pictures:

Franz Thiele

Probably hardly one gauge enthusiast can be found who does not own at least one Märklin Gmms 44. The low price may be the main reason why this vehicle has conquered the market.

Compared to other standard freight wagons this model leaves a lot to be desired in terms of detailing. At least while shunting operations at the loading platform the differences to KM1, Kiss or Hübner models are becoming obvious. Therefore an improvement of detailing is inevitable so that the wagon is not regarded as the “ugly duckling” of the fleet.

In the following some improvements are suggested. It should be mentioned at the beginning, that a substantial deficiency of the Märklin Gmms 44 is its short size. The variation compared with the original dimensions is at least 50 cm, which means 15,6 mm in a scale of 1:32. But this deviation was accepted in view of the otherwise unquestionably voluminous remodelling. Purists may wrinkle their noses because of this carelessness, but the reduced size of the wagon will barely interfere with the overall picture of the train set.

Subtitle:

Dismantling

Initially the wagon has to be demounted. In particular this is regarding the separation of chassis and railcar body, the removal of standard couplings and the unhinging of all axles and axle bearings. Loosening the roof from the railcar body would be ideal for remodelling purposes. While levering off admittedly a partial damage of the components may occur, for the company Märklin relied on gluing instead of a non-permanent connection (e.g. by using notches). The four Gmms 44s which I purchased bit by bit were showing varying bonding joints of the roofs. On one of the wagons the roof went loose right after checking the bonding joints. The roof of the second wagon was easily separated via a little levering and without any ruptures, unfortunately on the third wagon some ruptures occurred on the railcar body. But I was able to cover them by careful adhesion and with the help of weathering patina. The last wagon absolutely did not want to give away its roof. But basically the modification can be

made while the roof is attached to the railcar body, however, for airbrushing purposes it has to be masked accurately.

For further restoration work it is advisable to begin with all metal-cutting operations such as sawing, drilling, scraping and filing. And only afterwards the attaching of details has to be started. If not already affixed supplementary devices may deform or break and have to be exchanged.

Subtitle:

Alternations to the railcar body

1. The sliding doors

One deficiency, which is a fundamental for my mind, is the sliding doors. Their entirely atypical construction is affecting the overall impression of the wagon. These doors were the initial point to start with my refinement work. Before the modification of the Gmms 44 began I met a supplier of forming silicone and white cast metal at a model railway exhibition. I always wanted to give these techniques a try and so I left the fair with a starter kit and the idea in my mind to equip my wagons with new doors made from white cast metal. One of the original doors was modified to a master form with the help of thin plastic strips, a U-profile and a piece of 0,6 mm wire. Great care has to be bestowed on building the master form, for every single inaccuracy will be transferred to the mould. In this case either the silicone moulds or the cast work-pieces have to be reworked in a time-consuming way.

My second master form and the third silicone mould were leading to a satisfactory sliding door, made from cast metal. Practice makes perfect, also in this case, but learning the hard way was worth it – all white metal doors are looking great and they can be manufactured rapidly in every desired quantity.

In accordance with the original every door is equipped with two handholds from 0,8 mm wire. After painting in matching RAL brown No. 8012 the railcar body with its new doors is hardly recognizable! Now it looks like a typical Epoch III covered wagon. Just one minor flaw: actually the Gmms 44 is equipped with sliding doors, 2 metres wide; the Märklin model is coming up with a 1,80 metre doorway, relating to the original. This doorway was only to be discovered on the Gmhs 53 and the Gms 54 / Gls-w 208.

2. The guardrail

The lower guardrail of the sliding door is very thick and wide and with regard to its form it is equipped with unattractive recesses. In case the roof cannot be levered of the railcar body the door guide is in need for action at any rate, otherwise new doors simply cannot be build in. The rail has to be removed except for the outer and medium bond bridges leading to the railcar body. The bar, which is present underneath the railcar body, has to be removed next to the doorway. With the help of a baby-sized drilling machine and a cutting wheel this can be accomplished easily. Even more convenient this can be done by using a pedal switch. With it the drilling machines can be operated easier and it facilitates the changing of working tools. In the doorway the bond bridge will be preserved and it will provide a basis for sticking the modified ascension stair. A brass L-profile ((2 x 2 mm) is taking over the function of a guardrail. The left and right leftovers of the original guardrail at the railcar body have to be shortened and recessed to such an extent that they can hold the L-profile. On both ends it has to be attached to the railcar body by using a 0,8 mm copper rivet, after it has been blackened before in a dip of brass brown colour. The rivet does tightly fit into the 0,8 mm borehole on

the railcar body, so that the guardrail is remaining firmly and securely on the designated spot after pushing down the rivet and without any additional gluing.

In the middle the guardrail is not fixed on the remaining retaining dowel in the middle. Important: don't forget to insert the sliding door before attaching the guardrail!

Now a unit for the ascension stair has to be carved from the previously separated guardrail and it has to be trued accurately into the doorway area underneath the brass L-profile. The ascension stair is much too clumsy and it appears sparsely detailed. I filed it thinner and equipped the treads with chequer plate replications. This is another advantage regarding the optical impression. Plastic package tape, from which the treads had been trimmed, is serving for the chequer plate replication. Of course you can revert to corresponding brass chequer plate from appropriate providers as well. The gluing of the ascension stair onto the bar underneath the railcar body is made with the help of a two-component adhesive. I prefer this sort of adhesive, for firmness and the ability of reworking are compensating the disadvantage of the long curing time abundantly.

3. Exchange of the handholds

Unfortunately the shunter's handholds on the edges of the railcar body are replicated much too bulky. The cast handholds on the front walls, which are not carried out in a freestanding way, are also not at all satisfying the critical model builder's eye. The handholds alongside of the doorways are not that bulky, indeed but they also are not freestanding and furthermore they are too short. All handles therefore are a clear case for using the crafting knife. In order to remove the last tenth part of a millimetre I am using a teeny scraper. In doing so the risk of cutting too deep can be foreseen.

For manufacturing the handholds a 0,8 mm copper wire serves best. In comparison with brass or steel wire this is very soft and because of this attribute cold forming of the material is possible. Clamped in the bench vice (with sharp-edged jaws) the ends of the already bent handholds can be flattened and afterwards a 0,6 mm hole can be driven in. For this a hole has to be pierced into the material by rotating a sharp scriber. From the opposite side this hole can be enlarged even more. By using a reamer the hole finally has to be calibrated to the desired dimension. After round filing of the wire endings and black finishing the handholds are looking exactly like the original ones. The mounting onto the railcar body is made by using 0,6 mm copper rivets. The accurate position follows from the location of the two sliding door handholds. If a sharp and precise 0,6 mm drill bit is used the rivets fit tightly into the borehole and no additional gluing will be necessary for fixing them. Admittedly you should possess a weakness for fumbling work and some fine motor skills in order to deal with these modification measures.

4. The front walls

The front walls are "decorated" with a bulky handhold, a replication of a plug-in coupling for the electrical train heating and two indicated treads. The treads were removed completely and replaced by finely detailed cast metal parts. The heating coupling itself remained on the railcar body, only the cast cable was scraped off and replaced by a short piece of a black cable, dimension circa 1 mm. According to the original the Gmms 44 was not equipped with a heating pipeline (otherwise it would be a Gmmes 44). Therefore I will remove the replication of the electrical heating pipeline completely on prospective modifications. The handhold has to be removed except for the securing straps. Two boreholes right under the straps will hold the new handhold made from blackened 0,8 mm wire.

5. The railcar floor

The planked floor with its consistent shade of brown appears somewhat boring and plastic-like. A glazing treatment with light grey and then black colour is producing relief. I replicated the floor by using a piece of veneer, which was cut appropriately and furnished with grooves by using a blunt point of a knife. Before gluing in place the veneer was stained by using black powder colour and thin, mid brown colour. Optionally a very beautiful mended floor can be replicated by gluing some brighter and less stained planks in place.

6. The aluminium roof

The Märklin model is equipped with a replicated roof made from aluminium sheet. The Gmms 44 possesses a PVC roof, though. The crimps in the roof area and the replicated raised edges of the front walls were removed in order to replicate the roof. The back end of a crafting knife is serving as a scraper. With this support the plastic material can be removed in a controlled way, much better than by using a sharp blade. Unpleasant grooves, resulting from a too deeply intruding crafting knife will be avoided. A final mat painting in a mid grey colour with olive-coloured priming is giving a completely different appeal to the roof.

7. Details in terms of colour

The brake signs at the edges are only imprinted on the longitudinal sides of the wagon and on the front walls they are missing completely. With the help of a sharp crafting knife the edges can be transferred to the front walls. The incurred cut is an excellent boundary for the following painting with white colour.

Those areas, where the details of the railcar body had been removed, are receiving a finishing in terms of colour by using a red-brown paint (RAL 8012) before the handholds and cables are attached. The fastening rivets of the handholds are receiving a drop of colour, in the same way as the handholds on the front walls in the area between wire and chassis borehole. Since I sophisticated several wagons I changed the wagon numbers in each case to avoid any “duplicates” on the loading platform.

Subtitle:

Modifications on the chassis frame

1. Shunter's treads

The original treads were removed and replaced by cast brass ones (accessories shop) or manufactured from white metal sheet. They were fixed to the chassis by using two-component adhesive. Finally, the treads are receiving a mat black painting.

2. Shunter's handholds

The handholds underneath the buffers can be upgraded quite easily by using 0,8 mm wire. Properly formed (U-form with a 15 mm clearance) and black-finished they are pressed in appropriately drilled holes in the buffer beam and bend afterwards – that was it. I am drilling such small holes into plastic material manually by using a pin vice. The rotation speed of baby-sized drilling machines cannot be slowed down that much to avoid softening and even melting of the plastic material. The dimensional accuracy of the borehole would be lost - and if you are unlucky the drill-bit will be damaged too. For it would stick in the again

hardened plastic material in a bombproof way. Any attempt of protracting it may end in a dismantled drill-bit, which is remaining in the borehole. The clamps can be inserted into the true-to-size hand-drilled holes by using a fine, long-nosed pliers. They are clamping even without adding any glue.

3. Opening between axle veering replication, feathers and frame

Not until the subsequently attached openings are mounted this annoying shortcoming is obvious – the possibility of looking through feathers and frame is opening up completely new vistas!

With the help of a small drilling machine and a 1,2 mm drill the corners of the bridges were drilled out and afterwards milled out, also with a spiral drill (cautiously and with a low rotation speed). A steady hand and bright light are indispensable for this work. Well suited is for example a loupe lamp. The light from the ring-shaped fluorescent lamp is very evenly and the articulated lamp can be positioned dazzle-free and in a suitable way for all works steps.

Before countersinking the moulded brake shoes are separated from the railcar floor and the spring sets so close, that also in this area it is possible to mill out an opening. I didn't work out the details of the opening between axle bearing carrier and feathers. On the one hand this opening would have been too small and on the other hand the axle-box bearing is arranged directly behind it. According to this the opening would only open up the view onto the axle-box bearing, and not onto the wheel.

4. Control levers of the braking system

Another negative "Highlight" of the undercarriage is the solely indicated control levers of the brake system. Self-crafted ones, made from white metal cast were replacing them. Unfortunately the excellent braking parts set from the company Hübner was not available. The missing third switch-reversing lever of the brake system was correspondingly supplemented within the modification.

5. The brake linkage

On the Märklin Gmms 44 the brake shoes are replicated – nothing else. Since the brake shoes and the levers are very clumsy they are falling victim to the saw. In order to milling out the opening between frame and spring set, the "lump" on the railcar undercarriage has to be cut off at the height of the frame bottom. Afterwards 2,2 mm boreholes have to be drilled into the undercarriage in the corresponding areas, which will hold the more delicate brake levers with their brake shoes.

The manual drilling with the help of a pin vice sometimes is quite laborious. Alternatively, the very compact cordless screwdriver Bosch IXO and a small boring socket can be used. With it boreholes in plastic material can be made outstandingly and in an economic way (admittedly, the rotation leaves a bit to be desired). The set of brake parts, which previously was available from the company Hübner was containing the necessary brake shoes, brake triangles and the steering lever, which is arranged over the axles. Since I only had a few parts on hand, which were taken out of a formerly purchased set, I moulded a sufficient quantity of required parts in silicone and cast them afterwards by using white metal. The jaw traps were bend by using 2 mm metal strips. A jaw trap out of the Hübner set served as a bending calibre. After black finishing they are looped around the brake triangles, bend together and then glued onto the undercarriage. An appropriate piece of wire (0,8 mm) has also to be inserted in the steering lever in order to demonstrate the linkage towards the centre of the wagon.

The brake system on the undercarriage remained originally for it only is visible if the wagon is lifted – or in case any accidents with upset freight wagons are simulated. I prefer shunting operations and the reproduction of loading scenes. In doing so the modestly replicated brake system is imperceptible and insofar it is tolerable.

Subtitle:

Terminal patination

The replacement measures are necessitating some colour adjusting repair work on the wagon. The new doors received a new airbrush painting. Here one problem is the different gloss level of the paint. In order to retouching the differences the wagon finally receives a weathering finishing with some black and light brown tinting paint (DIY), which are airbrushed, very much diluted and mixed with the mandatory drop of rinsing agent. In this process the complete wagon is receiving a whiff of black patina and additional traces on the profiles and edges of the railcar body. Then, primarily the undercarriage has to be painted with light brown colour. Depending on the desired degree of weathering a paintbrush and some highly diluted paint can be used to accentuate all edges and outlines additionally. This procedure is producing excellent results. Besides some practice also the comparison with the original is helpful – as always. Weathered freight wagons, marked by their heavy operation conditions (I took pictures at the station and used illustrations out of the wide range of literature) are the best source. Volume 1 „Gedekte Güterwagen“ of the „Güterwagen“ series by Stefan Carstens (MIBA-Verlag) was very helpful at the research on the topic of freight wagons.

Upon completion of all work steps the wagon is impressing much more than the original Märklin model. The "clumsy" serial model has given way and the wagon is cutting quite a figure, also by the side of a Hübner wagon.

Picture headers:

No.	Text
1	The original Märklin Gmms 44 after elemental breakdown
2 + 3	Partial view of the wagon with sliding doors before modification (left) and afterwards (right)
4	The doors, cast from white metal and already painted and equipped with handholds
5	Removing the door guide on the Märklin model
6	The wagon with milled off door guide
7	The new safeguard, made from a brass L-profile, was attached
8	Plastic package tape is serving for replicating the treads
9	The handholds made from copper wire and the used tools
10	With the help of a reamer the holes on the handholds are reworked
11	Front view of the Gmms 44 before modification (right) and afterwards (left)
12	Treatment of the veneer for the floor
13 + 14	View inside the wagon after modification (left), next to it: the original model

Picture headers cont.:

No.	Text
15	The roof has to be scraped off carefully by using a crafting knife
16	Brake edges after modification, prototypically on the front and the longitudinal side of the wagon
17 + 18	Partial view of the chassis with axle bearings before modification (left) and afterwards (right)
19	The tin cast parts for the modification of the brake linkage
20	The jaw taps made from copper plate strips
21	Lateral view of the undercarriage after modification
22	The completely painted Gmms44 with traces of weathering after the modification
23	The loadings scene with a pair of Gmms 44: the modification is impressive

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Category:

Layouts

Bar:

Exhibition layout in gauge 2

Header:

A Great Voyage on wide gauges

Intro:

They are rare but existing: stationary exhibition layouts in gauge 2 – the small town of Amerang is accommodating a layout of that ilk

Author: Wolfgang Häußler

Pictures: Manfred Weihrauch

„What humongous dimensions!“ – or something like that the visitors may say at first sight of this model railway layout in Amerang. But where the hell is Amerang? Anyone who has spent his summer holidays in Italy or Austria probably has been pretty close to this place. And even closer were the Bavarian tourists. If you are among the users of this very popular Holiday Autobahn A8 between Munich and Salzburg this radio announcement surely is familiar to you: „...10 kilometres of traffic jam at the Irschenberg...“. In case you already are close to the Chiemsee this sig alert surely will not impress you at all for you already have passed the bottleneck. Woe betide anyone who is on his return journey towards the North. On the spot the Autobahn will be left at Bernau/Chiemsee. The children in the back seats are looking forward to the swimming pleasure in one of the most beautiful German lakes. But the driver has something completely different in mind: as a large gauge modeller he recalls reports in relevant model railway forums and with this in mind he follows the road to Prien/Chiemsee and further to Amerang. In unison bathing will be postponed to a later date and the holiday bliss ought to hit its peak here: at the EFA-Automuseum and its largest gauge 2 layout throughout the world.

Subtitle:

Overwhelming dimensions

Adults and children equally are surprised when entering the large 500m² model railway exhibition hall on Wasserburger Straße. At a length of 26 metres and a width of up to 11 metres the trains are operating on this layout, which once was created by Christian Höhne in the 90s. Some model railway enthusiasts may look quite discontented in consideration of the recently set-up „H0 layout giants“ for in Amerang “action scenes” are absent – at least at the first glance. But anyone who is following the tremendously long trains on their way along the layout will soon discover their special attraction: the huge vehicles and building in a scale of 1:22,5 are making a gauge 2 model railway so attractive. A 20-axle passenger train, hauled by a series 50 loco is as thrilling as a V100 with train, which is completely built from boiler wagons. Or the Köf, which is hauling a load of coal in its O-wagon: a burdensome undertaking for ten two-axis vehicles. All this surely does only give a lifelike impression on huge layouts like this. Also the otherwise monstrously appearing blocks of buildings are fitting in this large gauge arrangement. The station with its platform length of 3,70 metres is just one example for the necessary space requirements.

But it is not the size alone that accounts for the special atmosphere of this layout. The sound out of the operating locos is as convincing as the “Click” sound of the rail joints. And what about the detailing? If you are following the scenarios and the artfully placed figures and vehicles next to the railway facilities – it all is carried out in the typical style of the 50s. The brake-down service at the workshop, the various loading scenes in the station and harbour area, the waiting travellers and last but not least the fire brigade (fire-practice or case of emergency?) are contributing to this besides others.

Subtitle:**The great voyage**

So come on, let's go for the great voyage on a wide gauge! While series 50 is on its way on the main route with a train-set of several 4-axle passenger trains the mass passenger transport is mainly operated by a „91“ with blunderbusses. On a narrow gauge route (2m), which is connected to the main route, a Harzbahn „99“ is performing. Shunting operations can be done with the help of various Köf models, two V36 (with and without extended view roof), one V100 and a private diesel loco. They are also involved in passenger and goods transport between the small town and the branch line station.

The route is initially leading along a distinctively rural part of the layout. Here forestry is mainly shaping the landscape. The route is passing a sawmill. Then the setting is changing and leads to the small town near-by. Similar to all other route sections here also semaphore type signals are directing the traffic. The long routes are enabling a prototypical signalling with warning signal and main signal – which not always is common practice on layouts of this size. Also the indicated signal pulls were not disregarded. Track observers and signallers are contributing to a secure regulation of the operations on all block sections.

The already mentioned central station is overwhelming by its scale. The impressive reception building is almost 4 metres long. For lack of space the buildings were mainly carried out as semi relief constructions. The effect of these self-constructed buildings made from polystyrene, plywood and materials out of architectural modelling supplies is absolutely magnificent. The depth effect is even more intensified by the partly stylised and therefore not less striking background scenery.

The station facility is equipped with five through tracks and a storage yard. Various passengers are waiting on both roofed platforms for the approaching trains. The goods facility is showing different loading scenarios, opened doors at the G-wagons are opening up the view onto the payload. A Klima snowplough is waiting for the next winter to come. Here also a maintenance crew and a track construction wagon are stopping over. The weathering traces on the wagons are suggesting a rough everyday service.

In the foreground a narrow gauge line, according to the 1000mm-model is attending the main line. Goods trains are regauged onto wagon carrier trucks.

Today the Köf 236 233 and the V 36 231 are responsible for shunting operations in the station area.

The right station exit is crossing underneath a bridgework railway control centre. Then the Rw is following. Before temporary storages the locos inside the fifteen stand engine shed the slag is removed and they are provided with new supplies via water cranes, a sand tower and a coal-feeding bunker. A large gantry crane is used to feed the bunker. On the turning platform with a platform length of 110 cm (!) the locos are turned in direction of traffic again, the chimney leading forwards.

Subtitle:**Ashore and by sea**

Later the route is leading through a harbour facility. There a coastal tanker and a cargo ship are lying at anchor. Once again, the dimensions are overwhelming. The loading cranes are performing the unloading procedures and consigning the goods into the large harbour shed. From there they are laded onto the trains and forwarded overland or backwards. A Köf 212 is responsible for the necessary shunting operations. Besides side grains from the sawmill also gravel from the stone quarry nearby is being delivered via bulk goods wagons.

The large loco maintenance workshop is located next to the harbour. The elongated building, which is almost 4 metres long is equipped with a typical saw-tooth roof and looks like a factory building.

The route is now leaving the harbour facility and the part of the layout, which is dominated by a rather industrial surrounding and it is leading along a spacious territory. After one railroad crossing the route is leading in a left arc with a pleasantly large radius and is passing a sheep grazing area. The further course is crossing a steel bridge, which is passing a river. After a short journey the trains are reaching the stone quarry and the large gravel plant. The mined rock material is forwarded to the gravel facility for processing purposes with the help of a lorry train.

In the distance the small country station appears. At this place the journey is over for all passengers who have made a trip to the local recreation area today. By taking a closer look the attraction of this place becomes clearly visible – but dear readers – you better figure this out by yourself ...

Box:

Contact information concerning the exhibition layout in gauge 2:

EFA- Museum für Deutsche Automobilgeschichte

Wasserburger Straße 38

83123 Amerang / Chiemgau

Tel.: +49 (0) 8075-8141

Fax: +49 (0) 8075-1549

Internet: www.efa-automuseum.de

E-Mail: info@efa-automuseum.de

Opening Hours:

1st April – 9th November:

Daily (also on bank holidays), except on Mondays, 10am – 6pm

The museum is closed from 10th November – 31st March

Picture headers:

No.	Text
1	The block signal is clearing the line for the approaching passenger train
2	The BR 50 is passing the railroad crossing with its passenger train...
3	...for the continuation of its journey to the small town station
4	Two trains are meeting at the steel bridge: the BR91 with blunderbusses “welcomes” the „50“
5	Lots of traffic at the harbour facility of the gauge 2 layout
6	The oil refinery in the harbour area
7	Really mighty are the ships in the inner harbour, executed in a scale of 1:22,5
8	Unloading procedures at the harbour; the large harbour shed in the background and in front a Köf is waiting to forwarding a load of gravel and wood
9	A huge gantry crane at the Rw is responsible for the coal assembly of the overhead bin
10	Turning platform operation of a different kind: a Köf with a load of small gear diesel engines
11	Supply is coming: a Köf with O wagon and a load of coal
12	A lot is going on at the small town station: the voyagers are waiting for the trains to arrive
13	The blunderbuss train at its departure from the small town station; the mighty reception building in the background
14	A Köf is shunting in the local goods facility
15	Bulk goods are ready for shipment at the goods shed
16	A boiler flue is passing the stone quarry and the gravel plant while the bulk cargo wagons are awaiting the loading procedure
17	On this large layout in Amerang all trains are operating on a wide arc; the stylised background is providing for a great depth effect without distracting from the scenarios on this layout

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Gauge 1

Category:

Modelling

Bar:

Modification of the Kiss BR 50 001 in gauge 1

Header:

The 50 in a noble appearance

Intro:

Klaus Brömstrup did literally go granular on the Kiss model series 50 – and he has some suggestions to offer

Author: Klaus Brömstrup

Pictures: Klaus Brömstrup, Ditmar Stelter

The original BR 50 was very popular with locomotive drivers and also railway modellers do appreciate this loco, which is displayed by a great number of models that are operating on many layouts and in all possible scales. The company Kiss brought out this loco exactly at the same time when I changed to gauge 1. Unfortunately the model is long sold out, but over the course of the year the company KM1 will keep supplies coming with their new models of the BR50.

Already as a H0 fan my favourite loco was the BR 50 001 cab tender version without streamlining. When the loco was delivered in March 2004 I still was in the planning stage for the later Brömmelburg modules (which today is an exhibition layout of KM1). Therefore the loco had to persevere as an eye-catcher on the secretary for the moment.

Subtitle:

Considerations on the original

During this time I read the books about the BR50, which were released by the EK publishing house. They are very informative and do impart a lot of background knowledge.

The standard type locos and freight locos, series 50 with a 1'E wheel arrangement, which were produced as from 1939, achieved a quantity of 3164 locos. The locos known as type G 56.15 are ranking among the most successful designs of the German State Railway. Their maximum forward and backward speed was 80 km/h. The German Federal Railways alone took possession of 2159 fully operational locomotives. A big advantage was their low axle load of 15,2 t, which enables the locos to operate on branch lines with a lighter track system. Together with the BR 44 they were forming the backbone of freight transportation. In order to protect the locomotive staff during reversing the front side of the tender (2'2'T 26) was provided with a protective shield. The German Federal Railways replaced the existing Wagner smoke deflectors by Witte smoke deflectors on a great many locos.

As part of saving measures 735 tenders were equipped with a train driver cabin at the beginning of the 60s. This measure did decrease the coal supply from 8,0 t to 6,4 t. Simultaneously the water tank was extended to the buffer beam, so that the water capacity

remained the same. The cause of introducing cabins was an economisation of PWGs (train accompanying wagons). The interior furnishing of the cabin was mainly consisting of a writing desk, slip boxes, folding seats, heating convectors, folding sinks and clothing hooks. The German Federal Railways sorted out the last locomotives in the Rw Duisburg-Wedau in the year 1977.

Box:

Literature on the original:

Jürgen U. Ebel, Hansjürgen Wenzel: Die Baureihe 50, Bd. 1 und 2, EK Verlag.
ISBN 3-88255-545-9

Subtitle:

Modification measures in detail

After countless hours of reading the literature it did not take long until I noticed some elements, which were missing on my model loco.

1. The illumination

At first glance the blue tinted and much too screaming LED front and back lighting was catching my eye. For some unaccountable reasons yellow LED's were used as engine illumination. Without a doubt LED's are considerably more rugged and almost indestructibly during rough layout operation. Unfortunately a lot of atmosphere of the typical dim and soft lantern light is getting lost. Also light dimming via CV-changing does not achieve the desired effect. I made some inquiries and decided in favour of Ernst-Peter Weischenbergs solution: uncompromisingly all LED's on the model have been removed.

I forcefully want to point out, that these modification measures are demanding enormous interventions and changes of the electrical system and wiring and they shouldn't be done without technical knowledge. Anyone who does not feel certain concerning his own technical skills should rather charge the service-points of the manufacturers or an authorized service-centre of a model railway store with these works.

3-Volt miniature bulbs with customized fine and 300 mm long switching wires are used for loco lanterns and engine lighting. They can easily be placed inside the delicate loco lanterns. In case of the engine lighting the vitreous body has to be refitted after removing the LED's. Components for brass engine lights including lamp glasses can be purchased at an accessories store. Out of the complete package only the glass is used, which is precisely fitting to the existing light housings.

For energizing the bulbs three Conrad SMD power packs were used. This component ensures a stabilized and controllable power supply, which allows for adapting the brightness to ones own taste. At the same time any flickering, caused by voltage fluctuation on the track, will be avoided.

2. The sound

The existing speakers in the BR50 have been exchanged against some high-quality components from the company Visaton. Before installation the steam generator has to be removed in order to place the speaker type FRSW5 into the smoke-box door with its membrane positioned directly above the sound outlets. Anyone who doesn't want to do without the steam generator may attach it behind the steam developer inside the boiler, but only with the one disadvantage that the sound is "leaving" the engine.

Inside the tender the existing speaker is replaced by the FRS8 one from the company Vistaton. Especially on trailing tender locos it is absolutely unrealistic and also unattractive if the sound is coming out of the tender on full blast. A potentiometer, which is reducing the volume inside the tender, will put things right.

As soon as the sound level via the CV is turned to maximum, it now is possible to adjust the front / back sound rate according to ones own sensation. When the right setting is detected the overall loudness can be reduced to ones own hearing sensation via the CV.

The sound on my decoder, which is causing an unbelieving amazement on every presentation, is originating from Ernst-Peter Weischenberg and it is convincing, in all respects. Without great effort it is possible to exchange the existing ESU XL V.2.0 decoder against a XL V3.5 16 MB one, because the decoder is placed on a motherboard and affixed in a pluggable way.

2. Improvements on undercarriage and boiler

After initial hesitations I decided to turning off the wheel flanges on the pusher axle wheels. With this measure I somewhat over-shot the target. The caster bogie guidance and the contact pressure of the bogie onto the track were not sufficient with the given structurally weak execution. So a save operation with a modified flange height was not possible. Using spring steels did enable to repair this deficiency.

I felt very uncomfortable with the missing sand pipes. They were formed from 1 mm brass wire and glued into a drilled hole inside the sole bar from the bottom. The nozzles were made from brass tubing, which can be exactly edged on the brass wire, and attached by using superglue. In order to avoid short circuits it is necessary to pay attention to an adequate distance to the wheel tyres.

On the heater's side the missing lube pump drive was to be noticed on closer inspection. This can be manufactured with little effort by using brass profile reminders out of the spare part box.

In order to assemble the eccentric crane to the last coupling axle a 0,9 mm borehole was drilled into the hexagon nut, which is sticking the coupling rod to the crankpin. Then a screw thread has to be tapped into the borehole. By using a fine 1,0 mm hexagon bolt the eccentric crane now can be mounted in a flexible way. It is advisable to place a brass washer in front and under the eccentric crane. It goes without saying that such works cannot be carried out without adequate precision mechanical equipment!

The missing lubrication lines on the pumps and the also missing lines leading to the piston protective pipe have been manufactured by using 0,5 mm copper wire and 0,8 / 1,0 mm hexagon nuts, in order to imitate the stuffing boxes. The insulation of some steam-carrying pipes has been replicated by using leucoplast, which was slit to 3 mm strips and then wrapped around the pipes.

The same procedure followed on the driver's side.

Another improvement was the missing speedometer drive, which was replicated on the 5th coupling axle. In order to achieve a satisfying result, here it is indispensable, that the borehole in the eccentric crane, which is housing the coil drive leading to the speedometer, is absolutely corresponding with the centre of the centre point of the axle. The replicating of the speedometer shaft is to be done by using a guitar string in an adequate size, which has to be led and attached underneath the driver's cab by using a fastener.

3. Driver's cab and tender

Inside the driver's cab further extensive supplementary work were on the wish list. On the heater's side the missing ejector pump, a manometer, a lubrication line on the Bosch pump, a three-way valve with a steam tube, an ash pan and a ventilation release lever as well as switching box and a fuse block were retrofitted. On the driver's side primarily the non-harmonious braking valves had been replaced and speedometer, manometer, missing transmitter wires and rods to the ash pan and the ventilation flaps had been retrofitted. Beyond this the driver's cab was equipped with staff. In order to protect them from the weather a protective curtain was needed.

The loco and tender connection, which the manufacturer rudimentary had equipped with a short coupling motion link, has been reduced significantly after repositioning of the two components. The loco is running on Hübner tracks without getting stuck and without any derailling and now the appearance of the loco is a lot more harmonious. The missing supply lines between loco and tender have been replicated from coil springs and insulating tube. I felt very uncomfortable with the missing counter flashing, which is leading from the cab to the tender. It was manufactured by using a Saemann etch plate.

Unfortunately my cab tender also is one of these locos, where the hinge joints on the release levers for positioning the flap valve were missing. The manufacturer did offer the remediation of this defect, though. But since this model won't get in a better shape during transportation, I retrofitted the missing hinges in the course of re-fitting the water tank covers by myself. Furthermore, the missing windscreen wipers were attached to the cabin windows.

The cab tender was equipped with an interior furnishing. The folding sink was manufactured from brass leftovers. The staff is originating from the Hübner accompanying coach.

Subtitle:

Conclusion

Due to the aforementioned retrofitting the model is giving a considerably more accomplished and harmonious impression. In the end I added a discreet patina to my BR 50, which was performed by the old master Axel Henkenjohann. Without exaggeration I really can say that this model is my most favourite one.

We do hope that we were able to give you some ideas concerning the sophisticating of your own BR 50. As a matter of course not all measures have to be adopted. Which modifications should be adopted is your own decision. Please note the well-meant suggestions and rather have works, which you are not able to do by yourself, done by a service centre. In doing so the success will be assured and you will take much pleasure in your very special model.

Picture headers:

No.	Text
1	View to the front of the modified 50 001 with the bulb lamps
2	View to the backside of the tender after modification of the engine
3	Behind the open smoke box the new speaker is hiding
4	After trimming the wheel flanges spring steels are providing for a secure guidance and support of the pusher axle
5	The sand pipes, retrofitted from brass wire and brass tube
6	The lube pump actuator on the heater's side
7	Detail of the modification: the retrofitted lubrication line on the pistons...
8	...and on the feeding pump
9	The speedometer, manufactured from a guitar string
10	The steam pipes were "insulated" by using adhesive tape strips
11	After attaching the various details and colouring: the driver's cab
12	The new short coupling motion link on loco...
13	...and tender
14	View from above into the modified cabin, with escort personnel and authentic literature!
15	Thanks to the hinges: now the water tank covers can be opened. Also retrofitted: the positioning limiters
16	View at an angle from behind onto the heater's side of the modifies 50
17	View at an angle in front onto the modified and weathered model: it was worth the trouble!

Source of supplies:

Description	Manufacturer	Info
Brass profiles (metal working factory Hirsch), ABS boards (evergreen), brass wires (Weinert), priming, colours (Weinert), etch plates (Saemann), wooden planks (North Eastern), window foils (VIVAK), speakers (VISATON)	JB Modellbahn Osnabrück	www.jbmodellbahnservice.de
Model screws, nuts	GHW-Modellbauversand	www.modellbauschraube.de
Model rivets	Hassler-Profil	www.hassler-profile.li
Voltage regulator / complete SMD circuit board	Conrad Elektronik (Order No. 140821)	www.conrad.com
Sound	Ernst-Peter Weischenberg	epweischenberg@helimail.de
Patina	Axel Henkenjohann	

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Category:

Info-Express

Bar:

The 7th Internationale Modellbahnausstellung in Blankenberge (Belgium)

Title:

„Spoorwegen voor Toeristen“ – A travelogue and exhibition report of a special kind

By taking a closer look at the preview of events it becomes obvious that an internationally known seaside resort like Blankenberge owes a lot to tourism and it also has a lot to offer.

Again, this year an international model railway exhibition took place at the gambling casino over Easter – exactly at the time when Blankenberge is mutating into an impressive tourist centre. On the „Zeerdijk“ thousands of visitors were enjoying the beautiful weather and the fresh sea air while ambling along the highly visible glass front of the casino building. So why not courageously entering the building and experiencing gaming of quite a different kind: with model railways.

On two floors a total of seventeen layouts were to be admired. A pleasing highlight was the fact that the selection of exhibited layouts was made by well-versed and active railway modellers, the two sympathetic Messrs. Filip Gadayne and Stephane Gelaude.

In Gauge 0 Johann van Balberghe and his Belgium Modelspoor Atelier Oostkamp showed an exemplarily designed landscape with a lot of small-sized scenarios. On this layout a lovingly self-constructed T3 is operating.

Paul Schraepen and the layout of Franz Stellmaszyk “slate, gravel and records” were representing gauge 1 and II_m.

A private exhibitor showed some special „Belle Epoque“ rarities: the „Lits wagon“ including pictures, posters, suitcases and as a special highlight a „Lits“ brass plate. The original „Belle Epoque“ buildings can still be detected in some streets of Blankenberge. The very beautiful small houses with their artful facades made from small clinker bricks and glazed tiles, the typical bell-shaped gabled roofs and dormer windows are virtually inviting a gauge 0, 1 or 2 model builder to copying them – my advice: take pictures and implement them to a model! In just this way a beautiful „Belle Epoque“ scenario could emerge, which is taking place at a branch line station with projecting roof and cast-iron beams. In front of it a ready to leave passenger train with “Lits” wagons and a lot of travellers are waiting in front of the open carriage doors in order to see and being seen.

Another special experience should not remain unmentioned: the small chocolate stores, which are attracting the visitor with turrets of „Babelutte“ (chocolate bowls) in the shop windows. Absolutely irresistible, and all the available flavours will be payload of a special kind! My suggestion: savouring a bowl together with Spanish brandy at home – would be a very special experience!

Much as we love our model railway, especially during exhibitions we should also have a look at all the other good things in life – suggestions, which can be implemented to a model in an

excellent way. Special thanks for the warm hospitality and the total commitment goes to the organizer, the municipality and Nancy Maes from the tourist office. Without their help an exhibition like this would not be possible.

Franz Stellmaszyk

Box:

Exhibition dates with attendance of Franz Stellmaszyk and his layout „slate, gravel and records “:

- 10th and 11th October 2009 – Eurospoor, Genk (Belgium)
- 23rd – 26th October 2009 Neue Messe, Vienna
- 7th and 8th November 2009 Polch (MEC-Club)
- 20th – 22nd November 2009 Birmingham (Warly-Club)

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Category:

Info-Express

Bar:

IG Spur1 Module Rhein-Neckar in their new (old-established) rooms

Title:

News from Käfertal

Almost exactly one year ago the layout of the IG Spur1 Module Rhein-Neckar (IGMA) in Mannheim-Käfertal had to be disassembled and now again trains are running inside the large hall with a size of 360sq.m. After the renovation of the former SEL building the old-established rooms were made available again.

The aim of the IGMA is to boost the spreading of gauge 1 and to demonstrate the operation on their layout, which is consisting of 89 modules, on public driving days. The layout is an 80m long ring-shaped route, which is equipped with a control block. Via a Y track the terminal station with its huge storage yard and the local Rw can be approached. Here, shunting operation can be done or the workflow at an Rw can be reproduced ad libitum. Another Rw with a 4-stand engine shed is located on the eastern exit of the main station. This station, equipped with 5 tracks is the core of the layout and controlled via an Intellibox, old 80f throttles and the established „Funky“ remote control. At both stations display interlocking machines are installed via PC, which are connected to the assign indicators of the self-constructed block unit via Loconet.

The minimum radius of 3 metres, which exists throughout along the main route enables for a generous insertion of vehicles – among them are also high-quality small batch types.

All modules are owned by individual members who are – by the way – coming together frequently at a regulars` table every first Tuesday each month. The next public driving day is planned for late autumn although a date has not been specified yet. It will be posted on the IGMA website in time. On the website also further information concerning modular layout building as well as construction and craft ideas are available. Pictures of the Modular Meeting in Borken and Heilbronn, where the IGMA members also were contributing to, are rounding of their Internet presence – a really dedicated team!

Michael Biaesch

Box

Further information concerning the IG 1 Module Rhein-Neckar on the Internet: www.ig1.de

Picture headers

No.	Text
1	Assembly of the huge IGMA modular layout

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Info-Express

Bar:

Events - Schedule

Subtitle:

KS-Modellbahntage in Stromberg

For the 12th time the KS-Modellbahntage will take place at the 19th and 20th September. In addition to various exhibition layouts primarily practical demonstrations and exercises are offered, such as grassing by using electrostatic flocking and the devices of NOCH and HEKI (KS), weathering of buildings and wood (Marcel Ackle), flame brass soldering (A.Hinterman), landscaping design and vehicle construction (H.Mücher) and several handicrafts (Pit Karges).

Place of event:

Mehrzweckhalle Stromberg, Hunsrück

Opening hours:

19th September 10am – 6pm; 20th September 10am – 4pm

Info: www.ks-moedelleisenbahnen.de

Subtitle:

Euromodelbouw 2009

Already for the 12th time the Euromodelbouw will take place in Genk (Belgium) at the 10th and 11th October. Every two years model railway enthusiasts from all over the world are coming together here. This year about 600 exhibitors from 6 countries had announced their participation and more than 40 model railway layouts will be shown. The Hoeseltse Terinclub will organize the event and they will be represented there with a large gauge 1 modular layout. In addition, various gauge 0 layouts will be introduced and also Live Steam demonstrations in gauge 1 and 2 will be shown.

Place of event:

Limburghallen Genk, Belgien

Opening hours:

10th and 11th October 9.30am – 6pm

Info: www.euromodelbouw.be

Subtitle:

Spur-1-Freunde Berlin-Brandenburg

At 31st October and 1st November 2009 the Spur1-Freunde Berlin-Brandenburg e.V. are inviting to the traditional Hennigsdorf Modellbahn weekend. On the occasion of the 11th event the club members once again have undertaken various updates on their large gauge 1 layout. Several exhibitors and distributors will be on the spot. In addition to informative discussion opportunities also refreshments will be served.

Place of event:

16761 Hennigsdorf, Veltener Str. 12, 2nd floor (elevator)

Opening hours:

31st October and 1st November 10am – 5pm

Info: www.spur-1-freunde.de

Subtitle:

Wormser Großspurtreff

Just as in the previous year the “Santa Claus meeting” will take place in the historical turbine hall of the power plant in Worms/Rhine. Numerous modular layouts in gauge 0, 1 and II_m are announced. Various manufacturers and distributors of large gauge models and accessories will also attend this event.

Place of event:

Worms/Rhine, Klosterstraße 23

Opening hours:

6th December 10am – 4pm

Info: www.modellbahnboersen.de

Subtitle:

Expo-Trains 2009, Walferdange (Luxembourg)

At 7th and 8th November the EXPO-TRAINS LUXEMBOURG will take place in Walferdange. Besides Bernard Junk and his St. Michel squadron Francois Fontana will exhibit his „Amérique du Nord“ layout. One gauge 0n30 layout will complete the presentation. Several gauge 0 manufactures already have confirmed their participation. Again, this year the trip to Walferdange surely will be worth it.

Place of event:

Centre Culturel Prince Henri

3, route de Diekirch

L – 7220 Walferdange

Opening hours:

7th and 8th November 10am – 6pm

Info: www.amfl.net

Other major events

30th October – 1st November:

Faszination Modellbau Friedrichshafen

Info: www.modellbau-bodensee-messe.de

5th – 8th November:

Internationale Modellbahn-Ausstellung in Munich, MOC Freimann, Lilienthalallee

20th – 22nd November

Faszination Modellbau Bremen

Info: www.modellbau-bremen.de

Further dates

26th and 27th September:

Spur0-Treffen of ARGE Weser-Ems in Sande. Info: www.spur-1ns.de

5th October:

In-house exhibition at KM1 in Lauingen! Start at 10am. Info: www.km-1.de

6th – 8th November:

47495 Rheinberg, „Messe Modellbau West“, Messe Niederrhein, Hallen 1-5, An der Rheinberger Heide 5, 10am – 6pm. Info: www.bv-messen.de

28th - 29th November 2009 and 9th – 10th January 2010:

Public driving day at the Spur-1-Freunde Sübaden, Schopfheimer Str. 25, 79541 Lörrach-Brombach (at the area of the former mail-order establishment Schöpflin), 10am – 6pm. Info: www.mfb-basel.ch.

16th and 17th January 2010:

17th Spur1-Treff in Zell, guesthouse „Zur Krone“, 64732 Bad König-Zell.
Info: Inge and Helmut Grall, Weiten-Gesäßer-Str. 7a, 64732 Bad König-Zell, Tel. 06063/3597

No responsibility is taken for the correctness of this information. Please contact the organizers, if necessary.

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A space-saving gauge 1 layout implemented in a fantastic way

[Lots of loading fun:](#)

An industrial harbour in gauge 0

[Vehicles:](#)

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Self-made 50 in gauge 1

[Modelling:](#)

[No risk at all:](#)

Self-construction of a track scales

[A fiery detail:](#)

The Magirus turntable ladder

[Let the water flow:](#)

Water cranes of a different kind

[Technology:](#)

[Well served:](#)

The new ESU central unit

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[Now available in gauge 0:](#)

Series 78 by Kiss

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

For currency reasons some articles may be postponed

[Imprint:](#)

[List of authors:](#)

Klaus-Gerd Schoeler, Josef Strobl, Klaus Brömstrup, Hans Wunder, Jaques Timmermans, Franz Stellmaszyk, Franz Thiele, Uwe Meiß, Yvonne Günther, Dietlind und Manfred Weihrauch

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