

# Der GARTENBAHN *profi*

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[www.gartenbahnprofi.de](http://www.gartenbahnprofi.de)

INTERNATIONALES MAGAZIN FÜR GROSSE MODELLBAHNEN

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Editorial

## Good day... Page 3

The Nürnberg Toy Fair (NTF) ended a few days ago and the buyers from all corners know which products the industry would like to sell in 2004.

Our readers had perhaps a preview of LGB's plans back in January. A programming error by the webmaster - no intent, asserts LGB - was the trigger for the "New in 2004" flyer to be made available for far and wide on the Internet. But what was there to be seen? The small pictures of the 120 new items could hardly give an indication of the quality.

LGB gave us a chance to see the "New items" prior to the NTF and in discussions provided the background information. This enables us to present the important "New items" in high quality pictures and point out the features in more detail than would have been possible during the rush of the NTF. Already present where the pre-production prototypes, which the marketing department had to literally pry from the developers' hands.

Having a pre-NTF viewing was a very good idea on LGB's part, not least as we had to finish this issue prior to the NTF (very late this year) to keep to our production schedule.

Many of the companies which we contacted early provided their items.

Those who didn't miss their chance - but we'll have a NTF addenda in GBp3/04 together with "this and that" from the fair. And quite a bit more as several manufacturers didn't exhibit; the cost to be present at the fair has become exorbitant.

The time has come for the Large Scale manufacturers to decide on a public exhibition at which most of them would participate. At present there are too many small events which attract the established Large Scalars, but fail to bring the hobby a new audience.

That's what LGB is aiming for with the BR101, the younger generations don't see railways as steam engines and quaint local trains, for them it is ICE. It is not by chance that the LCE is the largest seller, apart from the legendary "Stainz". Should the 101 become another big success we will have to recognize the buyer segments which don't equate "railways" with ancient technology.

We had a chance to look at Scheba's Bernina Panorama coaches even prior to their presentation at the NTF. The Swabian manufacturer announced the 3-car set as a New Year's Eve surprise. A good decision being as many customers have lost the trust in what some Limited Series producers announce, not a surprise

with the delays of two and three years or the instances of cancellations.

It can't hurt to have a few hundred Euro (or \$) salted away, to take quick advantage of those opportunities. Quick - that's what we are; the Panorama write up is in this issue. We can't keep the really big surprise a secret: The yellow RhB Tm 2/2 92. This item isn't shown in LGB's catalogue. We let you in on the availability secret in the Nürnberg Toy Fair report.

There is no hurry to order from the American newcomers "House of Balsa" and "Fine Folks", they are in the process of building their product line. For those who can't wait, you'll get some of the best laser cut kits and figures that are currently on the market.

There's some time left before the garden railway season starts. In 2003 did you get frustrated with cars that uncoupled, derailed or on which the couplers jammed? In that case start 2004 with a new coupler system! Alternatives found in this issue. Have fun....

The Editors  
(HJ)

## Now available at...Page 6

What would happen if there was no Toy Fair? The flood of new items would continue, as can be seen on the following pages.

### Rollingstock

#### 1:20.3

**Accucraft** produces two-axle all-metal ore cars (Made in China). The side chutes can be opened with the levers mounted on the ends, a good operating feature. The link and pin coupler can be replaced by other types. [www.accucraft.com](http://www.accucraft.com)

**Bachmann** released the updated Porter. Also available the Heisler (see review in this issue) [www.bachmann-trains.com](http://www.bachmann-trains.com)

**Aristo-Craft** released the brass Speeder. [www.aristocraft.com](http://www.aristocraft.com)

**AMS** Three prototypical models are even with AMS no assurance that the fourth will be perfect. The new Conoco tanker, very high quality notwithstanding, is just like the ones from Bachmann and LGB a freelance product. The tanker is based on the AMS flatcar, which for good reason has incomplete lettering, fitted with a tank which has similarities to a D&RGW tank car, but no prototype. Those were mounted on sturdier and wider frames and had reinforced side sills. The tank doesn't convince because of the flash that is present on the dome and the body. This may be normal for other manufacturers, but we expect better from AMS. Those who don't follow the prototype religiously, will find this an attractive model.

#### 1:22.5

**Heyn** builds a Diema DS60 of the Diepholzer Machineworks on a LGB Otto chassis. The milled styrene parts of the kit are easy to assemble. Even stamped doors, handrails, tank cover and builders plate are included. There is an improved valve gear for the "Kleine Berta". [www.modellbau-heyn.de](http://www.modellbau-heyn.de)

**Strauss-Modellbahn** offers a Heberlein bracket assembly for the open four axle freight cars of the Saxonian Narrow Gauge Railways. Also new are plastic detailing parts like stir-ups and handbrake gearing. [www.strauss-modellbahn.de](http://www.strauss-modellbahn.de)

**Gerd Röder** builds a sturdy, slightly stylized dolly car and a Standard gauge gondola intended as a load. The cars are metal and built for operation in the garden, especially with live steam engines. The dolly (length

330mm) complete with coupling pole €160, the gondola is €215 <http://roeder-modelle.de>

**Cabinetworks Wolfgang Esser** delivers detailed wood/metal kits of American Narrow gauge prototypes, unfortunately in 1:22.5 (instead of 1:20.3). Available are 30 footers as a boxcar, flatcar and gondola. [www.schreinerei-esser.de](http://www.schreinerei-esser.de)

**Scheba** has a large selection of wheels in their product line; various diameters and flange height with axles that are insulated at both wheels and are also available with ball bearings. New are spoked wheels (star pattern) in both varieties, the ball bearing type can be used for current pick-up. The plastic spokes are moulded to the rims of the wheels, no chance of working themselves loose. [www.schurer-online.de](http://www.schurer-online.de)

**EsHa Models** produces sprung American style trucks of the non-welded type in brass - a good alternative to the relatively imprecise white metal designs from various suppliers. [www.asha-modelle.com](http://www.asha-modelle.com)

**Kadee** developed new couplers which can be directly sill mounted, provided the frame of the car is at the right height. The couplers are US\$ 7.95 for a pair, the partnumbers are 779 and 1779. [www.kadee.com](http://www.kadee.com)

#### 1:24

**Hartland** offers the Woody in a pick-up version. [www.h-l-w.com](http://www.h-l-w.com)

#### 1:29

**Aristo-Craft** delivery of the Dash 9s is expected for March (see the Fair report) [www.aristocraft.com](http://www.aristocraft.com)

#### 1:32

**Kiss** produces the BR 93 (2-8-2 tank engine) in all-metal construction. Also new: BR 50 (2-10-0 freight engine) and the DB interregional coach with 8 doors (built in the 30s) in different liveries. [www.kiss-modellbahnen.de](http://www.kiss-modellbahnen.de)

**Märklin's** DB E44 in the Maxi-Line is made of sheet metal. [www.maerklin.de](http://www.maerklin.de)

### Live Steam

**Tootle Engineering** uses the original drawings to produce exotic looking steam engines and a diesel of Australian prototypes. They are available for both 32mm and 45mm

track gauge. The builder cooperates with **Argyle Locomotive Works** which has a good name for quality products. [www.argyleloco.com.au/tootle/Tootle.htm](http://www.argyleloco.com.au/tootle/Tootle.htm)

### Track etc.

**Ozark Miniatures** added three American style switch throws to their line. They are made of brass, come fully assembled at US\$19.95 ea

Also new is a Harp switchstand with three positions. In addition there are metal signs for the mainline i.e. speed restrictions etc. [www.ozarkminiatures.com](http://www.ozarkminiatures.com)

### DCC

**ESU's** R/C control "mobile control" is now in production. It can be used with a number of DCC systems (see report on page 48)

### Sound

**Soundtraxx** developed sound boards for the USA Trains PA. Available are versions with Nathan M3 and Leslie S5 air horns. Approx US\$189 [www.soundtraxx.com](http://www.soundtraxx.com)

**Prehm-Modeltrains** distributes Tran's GE80 sound decoder. Maximum output is 5W. The GE has 14, 28 and 128 speedstep capability. Hall sensors or reed contacts can be used for triggering. The decoder can be programmed "on the main". Dimensions are 23 x 18 x 20mm [www.prehm-modellbahn.de](http://www.prehm-modellbahn.de)

### Technical items

**Prehm Modeltrains** has complete camera sets for any LGB engine. Measuring only a fraction of the usual dimensions the sets sell for E79. The sets include the receiver (up to 4 cameras can be connected), two power supplies, all cables and the mini colour camera with an integrated microphone. Only a television or a monitor with AV will be required in addition. The camera can be powered by a 9V battery or a power supply. A set with four cameras (they can be remotely switched) and a receiver is also available.

**Dietz Modellbahntechnik** has three new types of LEDs without the blue tint. Immediately available are LED type 0602 (3 x 1mm) in the incandescent version, as well as a 3mm LED with wire-leads in both incandescent as well as daylight. [www.D-i-e-t-z.de](http://www.D-i-e-t-z.de)

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both wheels and are also available with ball bearings. New are spoked wheels (star pattern) in both varieties, the ball bearing type can be used for current pick-up. The plastic spokes are moulded to the rims of the wheels, no chance of working themselves loose. [www.schurer-online.de](http://www.schurer-online.de)

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#### Structures and Accessories

**EsHa Models** produces lights on lattice-type poles with rounded or squared outriggers, available in different sizes. [www.eshamodelle.de](http://www.eshamodelle.de)

**Ozark Miniatures** developed a large selection of reasonably priced metal signs for hotels, bars and shops modelled after prototypes of the 1800s. The prices marked on the signs are also from that era: Baths - Clean Water 5¢. Soap 2¢, Shave 5¢

**Modellbau Kotsch** has the prototypical model of Benneckenstein Station on the Harz Railway in a kit with real glass for the windows. The kits consists of approx. 150 pieces to be painted and assembled. The platform length is 1200mm (4ft).

[www.modellbau-kotsch.de](http://www.modellbau-kotsch.de)

**DIME's** product line includes detailing parts for automobiles i.e. licence plates and windshield wipers. [www.dimemodel.com](http://www.dimemodel.com)  
**Cars and Figures**

#### 1:22.5

**Pola** offers four new sets of figures. Four farmhands together with the farmer and his wife. The farmer wearing the wooden clogs is either Dutch or from Friesland, while the postman is typical for the German Post of years gone by. The vier hitchhikers with backpacks are a reminder of the 70s but will fit more modern scenes. [www.pola.de](http://www.pola.de)

#### 1:24

**South Eastern Finecast** produces kits of British sports & race cars and small cars. Amongst them classical items like the Mini Cooper, Morgan Plus \*, Morgan Threewheeler and several MG models. Prices between £ 40 and 80 [www.sefinecast.co.uk](http://www.sefinecast.co.uk)

**E.M.E.K.** has preweathered plastic details. The line includes figures, old tractors and vehicles like the VW Bug ready for holidays. [www.emek-service.de](http://www.emek-service.de)

#### UPDATE

**Addendum to GBp 1/04** Coffee-Pot Rishon has a new email address: [rishonloco@optusnet.com.au](mailto:rishonloco@optusnet.com.au)

(HJ)

## Recommended CV values

In your article on adding a decoder to the Stainz you mentioned the incompleteness of the ESU manual. This must be the exception, as far as I can tell, as the three ESU decoders I installed had all the information. To eliminate the rough running ESU recommends to set the CV52 to a value of 8 and CV53 to a value of 30.

Thomas Scharrer, via email

## Get rid of the coupler mess

Issue 6/03 was very good, even though I have a small complaint regarding the pictures in the Photo Contest: layouts modeled after the MOB or the Rhaetian Railways should have catenary. The lack of same makes them appear naked.

On the review of the LGB Centerflow Hopper: interesting the 1:29 scale. LGB apparently positions itself closer to the USA producers. I stick with 1:29 because of the better selection. Of course I would be happy if the producers could decide on a common coupler - Kadee would be my preference - to bring some order into the mess.

In closing I agree with Hans-Dieter Zeiss' letter. Please keep the mix of European and American themes, there are more American modelers out there than one would assume.

Paul Burkhard, Basel

## The Coffee-Pot isn't a 0-4-0

While reading the article and studying the pictures on page 74 -76 in 6/03 I noticed that the engine was at one point referred to as a 0-4-0.

Checking the pictures of the prototype and model - I do that very thoroughly when I'm interested in a potential modeling project - I noticed that only the second axle is powered. Which means it isn't a 0-4-0 but rather a 2-2-0. However I have to admit that it's hard to determine in the pictures if the other axle is connected with a side rod, due to the outside frame. I would appreciate your clarification as I'm most interested in the engine.

Apart from that I'm very happy with your magazine, it offers interesting prototype information, good reviews and what's very important to me - interesting "How to" tips.

Martin Türke, via email

*Editor's note: We checked with the producer: Both the prototype and the model are 2-2-0s.*

## Applying different yardsticks

In many respects the garden railway hobby is today where HO used to be 30 and more years ago. At that time some maintained that 2.7mm rail profiles (Code108) and 1.5mm (.060") flanges were necessary to prevent derailments. Who cared?

Your magazine aims to improve these aspects in G and 1. But it appears to me you apply uneven standards. A comparison of the Accucraft and LGB models are a clear indication.

The Accucraft Stockcar, a model of museum quality, has been fairly reviewed. Personally I would have found fewer flaws. The brakeshoes being too far from the wheelreads doesn't justify demerits. Rather I would have criticized the heavy truck springs and suggested shortening them by two turns; which probably would have improved the dragon on the axles.

What really upset me was the review of the LGB RhB tankcar. For that detail level a would award 2 instead of 5 points and would like to list them here.

The picture of the wheelbearing housing shows the following errors: the keepers are not against the journals, the bearing cover has four instead of the correct 5 bolts, the reinforcing webs in the journal casting are missing and the side frames are only approximated.

The picture of the end sill shows the following inaccuracies: wrong type of buffer, missing draft gear in the appropriate openings which are also missing the reinforcing plates, wrong mounting of auxilliary tank, no mounting bracket for "end of train" signal, no retainers for the brakehose covers, incorrect welding seams on the auxilliary tank. The picture of the frame shows additional errors.

Given the level of details this would have been my summation: This toy has acceptable proportions, which will permit the modeler to add wheelsets, couplers, brake rigging, air lines and other details. After investing an additional E100 he will then have a nice RhB car.

Gion Caprez, Chur

## Dogged and without compromise

The growing number of letters to your magazine regarding the detailing and scale accuracy have me somewhat astonished. Obviously it is a minority expressing those opinions, who, in all likelihood, are doing little to help promote the hobby of garden railroading. Much of it reminds one of the long-running, illconsidered discussions in HO, instigated by the "rivet counters" and generating more annoyance than an enjoyment.

I admit the scales in garden railroading are a jumble and some of the models have several discrepancies, which annoy me too. The former has much to do with the historical product selection and the various prototype gauges, the latter is presumably a result of lacking research on the manufacturers part.

With the many facets of reasons one should keep two things in mind: in the first instance the "detail to the hilt" group and the "Always to scale" group would have to be more consistent. This would, amongst other things, mean to change all the track for smaller, scale profile track, to forget about any of the present coupler systems and especially change all the wheels on the rolling stock. I know of no garden railway model with scale wheels that is operational.

Furthermore, what in the garden scales to 1:22.5 or 1:32? Most of the wishes for scale models purposely overlook the cost/benefit relation at the manufacturers, mostly because corporate thinking is a foreign discipline. On the other hand - in my opinion more important - is the fact that in the discussion garden railway gets confused with large model train. One talks about "garden railway", but actually means a replica in a large scale. Where a completely different set of criteria exist and can be realized.

Those who have had a garden railway for some time know the sturdiness and easy maintainability of LGB rolling stock, if it rolled down a hill. And what kind of imposition is it on the customer to have good looking, wide turnouts, which don't work all that well and require extra corrective work or cars on which the couplers fall off? Those who are not willing to make some compromises in the garden, should stick to indoor modeling or display cases.

Please, please dear garden railroaders, keep your critical attitude, but try to show a bit more tolerance and be realistic.

Heated discussions only scare off potential garden railroaders. It is up to each railfan to scratchbuild his own finest models. And each one has the choice to start a company which will produce the "models without compromise", the demand is apparently there. In that spirit: to a garden railroading season when trains really roll in the fresh air.

Dr. Hans-Jürgen Vorsteher,  
Voba-Bahn, Wuppertal

Much amiss with garden railways

Mr. Mueller's article on the scale question spoke to my heart. There is no other size with as many discrepancies and lack of standard as the garden railways. In HO and N scale the rolling stock has been measured and compared for a long time, so why not in IIm. LGB started out with a toy that slowly evolved to a model train. Unfortunately LGB didn't recognize or didn't want to recognize the evolution and continued to produce toys. One keeps clinging to the R1 radius - and the required adjustments on all rolling stock. Result: All rolling stock is too short, too narrow

and too high. The moniker "G scale" is used in an attempt to cover the short comings.

I find it very good that this magazine finally picked up the subject and reviews the "New" items by checking the scale accuracy. This will create some pressure on the manufacturers to produce scale items. The designers will finally get the chance to come up with a product other than fantasy with "golden" lamp rings and "golden" handrails.

*Klaus Himmelreich, Sprockhövel*

(HJ)

The Heisler from Bachmann

## Built for curves... Page 12

After the Shay and the Climax, Bachmann follows up with a 1:20.3 scale Heisler to have yet one more geared engine in the stable. While the drive train of the engine, named after the designer Charles Heisler, is not as elaborate as the predecessors', it is none the less a most interesting engine.

Many of the North American sawmills, mines and other industries active at the end of the 19th century were pragmatic, ready to experiment and forever looking for change. Railroads were using hastily laid track to get whatever loads to the mills, using road bed that was perilously uneven, snaking along mountain sides on grades that taxed engines to the limit. Standard steam engines that had rod coupled wheels just wouldn't make the grade.

The solutions were engines like the Dunkirk, Climax, Shay and the shay-related Williamette. They used a system which transmitted the power via gearing and drive shafts to wheels which were held in trucks rather than a fixed frame. The advantages were: incredible pulling power, extreme agility for both tight curves and rapidly changing grades together with a great tolerance for imperfectly laid track.

Charles L. Heisler, son of immigrants from Southern Germany (the original name was Häusler) was a young engineer who saw the advantages of this type of power transmission.

Heisler applied in 1892 for a patent, after he built (in 1891) a steam engine with two trucks with two axles each for his employer, the Dunkirk Engineering

Company of Dunkirk, NY. The engine had already all the hallmarks of the later Heislars: two cylinders arranged in a V, in front of the cab, driving a crankshaft that was mounted beneath the boiler. The crankshaft connected via drive shafts to the trucks in which the outer wheels were powered through crown gears and the second set of wheels connected with siderods. The concept was the basis for the drive-trains on the automobiles of the 20th century, which is still in use today on cars as well as trucks.

The Dunkirk Company didn't exist for long and was reincarnated as the Stearns Manufacturing Company in Erie, PA (1894). They built Heislars until 1904 when they declared bankruptcy. Charles Heisler founded in 1907 the Heisler Locomotive Works in Erie, PA which built several hundred Heislars 'til 1941. They were built to all kinds of different track gauges and included engines which weighed in at 81 tons, had a supplementary tender which was also powered via the driveshaft/crown gear system.

The data on how many Heislars were produced varies, some sources cite 625 while others mention in excess of 800. Of the 34 Heisler that still exist in the USA, 7 are operational and in use at museums and historical railways. None of the fastest and lightest geared engines were exported.

Like the prototype but in reverse

Bachmann's Heisler (in their Spectrum Series) imitates the drive faithfully. However on the model the truck mounted motors power the driveshafts which in turn "propel" the cylinders. Lee

Riley, Bachmann's designer left the crankshaft out of the mechanism, for practical reasons. Should one truck be blocked the other keeps moving and will power the many parts of the transmission beneath the boiler. This avoids the inevitable mechanical tensions which result from the motors being out of synch or running at slightly different speed because of varying loads.

Nicely hidden improvement

The plain looking power pickups are quite innovative. The housing doesn't contain the failure-prone brushes attached to the "easily fried" springs as we know them from other manufacturers, instead there are small cylindrical rollers which press against the wheels.

The pulling power of the engine, which weighs 3.5kg, is at 7.35N not remarkable, but certainly matches the Aristo Mikado. By itself the engine will start up on a 15% grade, but on the same grade, when not powered, it will start sliding downhill. The power is more than sufficient for operation on a garden layout, not to mention indoors.

Convincing details

There is a plethora of detail on this engine; from the brake rigging in the trucks to the airvent, adjustable in several steps, on the roof everything one could possibly think of is modelled. Even the cords to the bell are modelled on both sides of the nicely detailed and lit cab. Doors and sliding windows open, the firebox with the opening door reveals an electronic fire. Countless levers and

handwheels are attached to the boiler and cylinders. The sandboxes on the tender and the boiler are mounted in proper frames from which the rubber hoses lead to the sanders in front of the wheels. Bachmann didn't just add details to the engine, they also included most of what's needed to have a "working" engine; a three man crew, a bag with all kinds of tools, waterkeg, oilers and a yellow box that contains track repair items.

There is a slight sheen to the coal pile (no touch-ups needed). Bachmann also has a oil-fired version with a slender smokestack, as well as a stack with a large spark arrester. There is a version with outside frames, but the inside frames on our sample looked much better.

The paint job is excellent and the lettering conforms to the typical Heisler style. However the builder's plate on the frame is unfortunately missing.

We couldn't determine if the Pardee & Curtin Lumber Co in West Virginia had one of these engines.

The headlights are equipped with yellow LEDs, which are only lit in the direction of travel and have a delay ( the engine moves already) before getting to brightness. It seems unlikely that the lights would be switched on every reversal while doing switching of cars. However the unrealistic directional lighting is a "feature" to which other manufacturers also subscribe.

It appears that at the moment there is no Heisler literature in print. The manufacturer's catalogue from 1941 can only be had as a collector's item at a cost of several hundred dollars. More recent books are out of print. At least we found

RhB Tm2/2 25 from LGB

## Made to measure...Page17

One finds a great variety of Diesel tractors on the Swiss narrow gauge lines. LGB decided to use the RhB Tm2/2 25 for its prototype. The small unit, used for switching and MoW duties, is a pleasant "to scale" surprise. What else it has to offer you find in this review.

LGB didn't just create a "NEW" item, they laid the cornerstone for a series of narrow gauge tractors. On the RhB they're to be found in versions like No.25, or in the MoW version like No.91 as well as Xm2/2 with an elevated, powered platform for catenary maintenance.

No.25 is part of a series of 12 units

some reprints from 1908, old pictures and a list of the different classes on the Internet. The prototype for the Bachmann engine was apparently built in the 20s and listed as a 36-8-33 type i.e. the weight was 36 tons, it had 8 wheels of 33" diameter. The model looks very realistic.

Unfortunately we couldn't compare the major measurements. In some pictures the boiler seems somewhat shorter, possibly the distance between cylinders and front truck was increased on the model to give it more clearance in tight curves.

But even then has the engine the right proportions.

### Coupling isn't child's play

Bachmann's couplers are made of metal, function well and couple easily. He who doesn't use Bachmann cars exclusively, will need to change the couplers, especially since the rub the paint from the metal steps.

The Bachmann couplers are mounted very low and coupling with other makes is a problem. The long levers prevent the easy substitution of a different make. Due to the minimal overhang one could mount the coupler to the frame, provided the minimum radius is more than 1200mm (4ft). Kadee's could be mounted by removing the link and pin imitation, but that isn't a clean solution.

Prototypical coupler pockets are available from Ozark Miniatures (OM-107).

The smoke generator produces a plume of smoke which lasts quite a while and uses relatively little smoke fluid. But there are better units on the market

especially in view of the fact that the smoke changes between solid, impressive puffs and a thin, compact thread.

### It will do DCC

The engine is DCC ready. Bachmann recommends in the detailed wiring schematic to use a Lenz LE4024. To use the digital mode one has to set the switch in the smoke box to "NMRA" (Left position), the on-off switch for the smoke generator is also in the smoke box.

We missed the DVD which usually is included in lieu of the VHS-NTSC tape. But it should be available in the near future and includes the history of the Heisler engines as well as the customary lube and maintenance instructions. The movable parts below the boiler get a light lube prior to start-up. The gearboxes in the trucks are lubed by removing a small plug from the bottom cover. Those who dare remove the bottom cover can get rid of some of the excess white grease. Be careful when reattaching the cover that all cables are in the clear.

**All in all:** Bachmann's latest geared engine is a keeper. The Heisler is a well designed and manufactured model which, while it isn't intended for children to play with, is certainly not as fussy as the excellent detailing would have one believe. Those who like American logging and mining operations will certainly be pleased with the Heisler, provided they have the required clearances on their layout.

FW / (HJ)

which RhB order between 1957 and 1969 to be used for switching duties at various stations. They were originally numbered 56 through 67, sported an oxyd-red livery and went through a major rebuild at the end of the 80s. At which time they were fitted with new 50HP motors, as well as renumbered to 15-26.

The RhB Tm surprises with "very close to scale" dimensions the axle spacing and the length of the frame are exactly 1:22.5; only the length over buffers is 6mm too long. This is a result of the position of RhB's center buffer (in slightly reduced scale) which would otherwise have

interfered with the LGB coupler that is mounted on the frame.

To get the correct axle spacing of 111mm LGB needed to develop a new power block. The standard two axle block staid for once on the shelf but the "extended version" contains the same type of 7-pole Bühler motor to power both axles (see picture on page 17). There is minimal coasting when power is cut and a slight jerk on start up, on the other hand the unit pulls well even in the low speed range (i.e. the lowest speed steps in digital mode) and keeps a steady pace.

A high level of detailing is evident on part of the body. The lettering is crisp, clear and wear resistant, as is usual from LGB. The scheme reflects the version applied in the most recent overhaul in 2001 except for the handrails at the front of the platform which should be yellow rather than black. The same applies for the handrails on the cab, only the door handle is black. The front railing is also incorrectly painted, the basic colour should be orange like the cab body and the handrails at the steps yellow. Most likely for economies sake Lehmann left the separately added hand grabs in black and the hand grabs that are part of the cab body in the same colour as the cab. How they arrived at the notion to paint the side of the cab roof in Rallye stripe black will remain a puzzle. If weathering was called for, the end of the exhaust could have done with some black. But that's where the spraygun didn't reach. The instrument panel on the gray engineer's console is kept white: the speedo meter shows the correct 50kmh. Slightly on the large side are the two reversing levers on either side of the console. The floor of the cab has no details i.e. boards, but the platform is nicely done, both in colour and texture, in non-slip tread plate.

To model the air vent on the lefthand side Lehmann found an easy solution: fine screen wire held in place by a frame. Those who want to weather the tractor can remove the screen by pressing from inside. Slightly more complicated to correct are the upper head lights in the front and the back. The prototype's are black and have the form of a motorcycle light. LGB modeled the type correctly on the front platform, but reverted to the cylindrical type for the others, at least they are much smaller than the usual LGB lights. Which looks OK, except for the silver bezel rings, which are certainly not prototypical.

Nonetheless we pose the question why the motorcycle type wasn't used for all the headlights, repositioning the bulb either behind or below the housing would have

really enhanced the prototypical look. LGB's solution doesn't really disturb the impression, it fits with the rest of the body detailing, amongst which are less coarse brake hoses including the gladhand imitations.

What is missing from the yellow and black striped endsills are the draftgear hooks placed beside the center buffer, to the right in the front and the left in the back. The small, plow like track clearers are mounted to the end sill and have very little clearance to the top of the rail. While testing the engine on abruptly changing grades there was a momentary mechanical stalling as the clearers would contact the rail, however this didn't stall the Tm.

The little engine has good pulling power thanks to the 1380gr of weight and the one traction tire. This is sufficient for short-hop delivery of a few freight cars via the mainline, MoW consists and even to move about five coaches on flat station track. LGB distributes slightly more weight on the axle with the traction tire - however the additional pulling power only comes into play when moving forward.

The extended powerblock is based on proven design principles: LGB chose the 7-pole Bühler motor which transmits the power via drive shafts to the fixed (no equalization) axles. On twisty and warped trackage the Tm has a tendency to rock - however an equalized axle is really mandatory. The mounting of the gearbox seems a bit skimpy. While it fits very snugly into the frame it is only held in place by two minimal protrusions of the couplers (1.5mm on either side). In view of the seven screws that hold the lower cover of the gear box, it remains to be seen how well the design will stand up.

Reversing the direction of travel will automatically change the headlight pattern, the headlights are selectable in digital mode (on/off), unfortunately the tail light remains white. Unlike on HO and many #1 models with the red tail light function, this remains on the wishlist.

## Running on DCC and adding sound

The Tm comes equipped with a LGB decoder (type unknown) which is preset for 14 speed steps. The engine has good slow running properties, accelerates evenly in mid and top range - no trace of jerkiness. The same applies to the braking action, the Tm 2/2 will slow to a minimal speed - but then stops suddenly. There is no coasting capability in the drive train. Adjusting the braking properties won't remedy this - but it isn't really desirable for a switcher which needs to stop very rapidly. We could only improve this behaviour during our test after reducing the top speed (CV5 to value 80). This resulted, in conjunction with the preset braking values, in better stopping - alas: the last small abruptness remained.

Apart from the lights there are no auxiliary functions. Which is too bad since a sound module would be very fitting for this little unit which, on the prototype, often has to accelerate with a wide open throttle. Equally regrettable that LGB doesn't offer a suitable sound module and simply refers to the standard Diesel module. We would like to point to the Dietz VL-TM 22 sound decoder, which is available in a compact version for the SUSI interface and as a MS version for the standard interface. There is even room in the engineer's console for a 35mm speaker. One will need to add slots or holes on the left side of the console to make use of the existing air vent.

Summing up:

The "mostly to scale" unit will be hard to resist by the RhB fans - LGB added it very intentionally to their eXtra line. When compared to other units in the same price bracket (E249) the Tm 2/2 has lost its TOY status and compares favourably, despite small flaws (incorrect lights, missing draft gear, colour of handrails), with scale models - this at a price that is acceptable within the LGB product line.

H-JG / (HJ)

## Sheet Assembly...Page20

Strauss' kit of the Saxony narrow gauge boxcars is not intended for impatient builders. However those who lack patience can get a fully assembled model for a slight additional charge. Those who build their own will benefit.

The prototype for the kit is the narrow gauge (750mm/2.5ft) GGw four-axle boxcar of the Royal Saxony Railways, most likely from the third lot built in 1926. In total more than 600 GGw (in this or a similar form) were built between 1901 and 1934, which saw service on all of Saxony's 750mm lines.

That such a long acquisition period would result in a few variations stands to reason. The older cars had three panel doors which sat on rollers, the newer ones doors with two panels suspended from a rail. Some pictures show air vents in the upper parts of the sides.

The Heberlein brake system was the norm, later series were equipped with vacuum brakes. All of this marks the GGw 97-12-53 as part of a later series (probably 1926).

After known assignments to Grüstädte and Thum the car ended up at Cranzahl. This is where the Pressnitzalbahn Interest Group bought it in 1993, the reconditioning work took place in 1998 at Jöhstadt. Subsequently the car is now used for MoW jobs, photo re-enactments of freights and in Mixed trains.

### The kit

Almost all parts are styrene, only the trucks and a few detail parts are metal. The instructions consist of seven pages with a side and end view. A separate assembly drawing is provided for the doors. The text covers assembly of the body, roof and trucks; there are also suggestions regarding painting (paint is not included). Unfortunately there is no picture of the finished model or the prototype. The reviewer was lucky enough to have a sample car for a guide.

The parts are numbered in the instructions and easy to identify. If some of the detail parts should be missing or if there are questions, the manufacturer provides a Hotline which actually works. The recommended adhesive is "Ruderer L530" or any of the styrene adhesives. We used POLA's adhesive and for a few locations ACC.

The assembly of the car body - five accurately-cut parts - requires a flat surface. The top of the floor has to be level with the lower edge of the door opening. The roof consists of a 1mm sheet of ABS which needs to be trimmed to exact size (length 486mm, width 103mm), any errors on the roof will be quite noticeable. The manufacturer leaves extra material so that the roof can be trimmed after attaching to the supports. We trimmed the roof first (exactly square) and attached it perfectly aligned.

The roof formers are attached to a subplate and attached at approx. 50mm intervals, the finished roof assembly (after painting) can be attached to the car body. Or the assembly can simply be set on the car body, the extra stability for the car body is not required.

The sliding doors can be mounted either fixed or movable, we decided on movable. Which means one has to pay attention to get enough clearance between the door and the reinforcing profiles of the wall. This could require a shim between the wall and the guide rail.

One of the angle profiles can only be attached on final assembly in order to allow for removal of the doors while painting. Care needs to be taken on this step. Additional care is required when placing the U-channels that divide the length of the wall i.e. account for the width of the door in order to arrive at the correct spacing, otherwise the visual effect will be "odd". Getting the visually correct spacing will result in deviations from the measurements in the drawing. Our doors worked out fine in the end.

The trucks consist of white metal side frames which need to be precisely attached to the carrier plate. This requires installing the metal wheelsets while assembling. The bolsters for the trucks - which provide the three point support - need to be glued to the car floor. Registering marks would have been of great assistance. What needed to be done was careful measuring and adjustment to determine the positions, which can vary depending on types of couplers and the required minimum radius. The trucks are mounted using two short screws which fit into 2.5mm holes (they need to be pre-drilled) - a solution which needs to be proven in every day use being as the screws have to

absorb all the push-pull forces in a train.

A LGB coupler (not included) can easily be attached to the trucks and has the correct mounting height. Installing the cone couplers will require some extra work and that type needs to protrude through a slot in the end walls. Using the LGB coupler for "regular operation" would be a good idea, since the cone coupler can still be mounted for looks.

Installing the many detail parts happens after painting. Only the truss rods we installed prior to painting the car floor. The pin to attach the door latch was too short, but can easily be replaced by a small flathead nail. Make sure the pin isn't pushed in too far, the latch needs to clear the reinforcing profiles. If required insert a short (2mm) spacer bushing.

### Painting, lettering.

The shades of the paint are specified in the instructions. The car body should be flat Reddish-Brown (RAL 8012), the rest flat black. Getting the RAL 8012 in a spray can was almost impossible. We finally decided on a primer that was close to that tone and has very good adhesion. Prior to painting all parts need to be washed to get rid of residues. A real challenge was painting the sill. Careful masking was required - after several days of thorough drying! The smooth roof in flat black didn't look right. A better method for a prototypical roof would be the one from GBp1/04 page 21.

A complete set of lettering decals is included. Being as we didn't like the shiny carrier film we omitted this step. The appropriate decals (flat finish) can be had at an extra E 20 from Hainer-Pilz-Modell-Manufactur [www.plus-perfect-line.de](http://www.plus-perfect-line.de) What's missing from the instructions is the location of the lettering on the car.

**Summing up:** Overall one gets a well made and reasonably detailed kit, which is easy to assemble.

Those who have worked with styrene, know how to measure and drill in precise fashion, aren't afraid of spray paint and have a measure of patience will enjoy this kit. But don't plan on finishing it in one Sunday afternoon, working in smaller stages spread over several days shows better results.

The kit is available from Strauss at

E 125, as is a R-T-R version for E 195 (custom order). Add approx. E 30 to the kit price for paint, couplers, sundry supplies and tools i.e. a 1mm drill bit to mount the steps on the end walls.

Hans-Bernd Hülsbömer / (HJ)

Op-Ed feuilletton

## Pictures talk...Page 23

### Or: What can pictures of trains and garden railways reveal?

When I started to take pictures the plan wasn't to photograph people and old junk. What for, there are enough people and old junk in the world. But in the meantime I learned there are good reasons to photograph people and their junk.

The camera will record a picture in fractions of a second, for us to study at our leisure. But why would we want to photograph everything? Will the picture provide the same information?

When I'm out and about I want to record what is happening. To me today's pictures are tomorrow's history. As an Aussie from Downunder I enjoy other people's pictures from around the globe. There is no language barrier, a picture tells everyone a story (By the way: We Australians believe that we're at the top and the Europeans are standing on their heads!)

If I take a picture of an engine that has stood idle for many years - what would you see? Perhaps an old rusted steam engine. A railfan would perhaps recognize the type and ask where it is located. But one can easily see quite a bit more. When I compose a picture I let the light be the brush. I look for the perspective where light will fill the shadows. Mornings and evenings are the best, the light is warmer

Target group information from LGB

## More details...Page 26

LGB fans are surprised: A Series 101 highspeed engine for the narrow gauge track in H scale. After the success of the LCE the search is on for more new buyers using rolling stock items of the modern DB, all this without neglecting the narrow gauge.

Cars dominate the newly created items of the narrow gauge product line. The new models emphasize additional

and has a golden hue. That's what will offset details like rivets, rust and grime. Pictures taken after a rain or heavy dew will have more vibrant colours. I make sure that the surroundings are part of the picture, perhaps prolific weeds or old discarded parts. This will tell the story of the subject; it hasn't been used for a long time and will disintegrate if no one takes care. The viewer will perhaps be touched and recognizes the problem.

**“Our common interest in the GARTENBAHNprofi could be the pictures to discover what each of us tries to realize on the layout and likes to share with others.”**

Should I return twenty years hence, the engine would be gone. Instead of finding a pile of rust I wish that someone would have taken it to be restored. What value will the twenty year old picture have for me? Very simple: It is a record of how a steam engine had been neglected at the end of its days. But just as easily it could be proof of a rescue, initiated by railfans at the end of the steam era. This is the aspect of museums preserving history and preventing Mother Nature, or the cutting torch, to eliminate them once and for all. Now we only have to add pictures of people, to let the collage tell even more.

For instance volunteers at work and perhaps the restored engine pulling a fully loaded passenger train.

details without sacrificing sturdiness.

RhB fans get a rich harvest, LGB is developing the EW 4 cars - but had no design prototype on hand. This will soon give the modeler a modern coach of the standard design, based on which LGB could develop additional cars.

Ready for hands-on inspection were other Fair highlights of RhB lineage: the two-axle baggage car D 4061 from the 30s -

Yet modern engines in the landscape can be rewarding subjects. Their splendid countenance symbolizes the technical progress. They show us what care we took of the environment, how aesthetics influence the colours of the coaches, the seasons and the weather. The speeding train in front of a blurred background is the dynamic of mass in motion. Or the waiting people on a platform: what tales are in facial expressions, what mood is in the air, what are the fashions? Especially since fashions change as quickly as the weather.....

If we photograph for pleasure or to record the elements of our rapidly changing world - our common interest in the GARTENBAHNprofi could be the pictures to discover what each of us tries to realize on the layout and likes to share with others.

When we look at our own pictures we will notice that they are records which remind us of earlier times. Take along your camera, pretend to be a photo journalist for a day! You will be surprised what you discover when you look at your surroundings with wide open eyes. And whatever you capture: you can be sure to have recorded a piece of human history which will never be repeated. Likewise there are many things to discover on your garden railway - and record.

Joe Dempsey / (HJ)

a RhB rebuild - this car will also be available in the Alpine Classic colours.

Three freight cars deserve special mention: The RhB Lb-v container car follows the prototype quite faithfully and has a removable container, both are newly designed products (top picture). L G B paid attention to detail on the Fad 8721 gravel hopper. The car, which in its yellow livery is designated for the MoW roster,

has three movable chute covers which on the prototype serve to regulate the ballast flow. With the gray Fb metal gondola LGB offers another car which belongs to the basic RhB consist roster. Most noticeable - apart from the brake platform - are the well executed, detailed doorlatches.

**SURPRISE:** The yellow MoW Tm 2/2 92 Diesel tractor

The orange coloured Tm 2/2 25 is LGB's basis for the "modular approach" to the tractor series, which builds on that chassis and has variations in the superstructure. The orange version has barely reached the dealers and is promptly followed by the MoW version, which with the extended roof, the closed in front and the roll-up doors is a "one of a kind" on the RhB. This completely new item, with operable roll-up doors, is at the moment a Vedes-Dealer exclusive, it is anticipated that the other dealers will receive the engine no sooner than 6 months hence. This is the first instance where LGB makes a completely new item a dealer cooperative exclusive. Price and size of the production series hadn't been decided prior to going to print.

The engine that yodels

A special treat for friends of mountain tunes will be the "Spaghetti Lok". The Ge 4/4" 642 was the rolling promoter for the centenary of the Albula and Ruinaulta lines. LGB didn't just copy the special livery, they also added the four speakers which were found on the prototype. The yodel sound (note from translator HJ: this is a Juchzer, not a yodel!) can be triggered via a push button, the sound is the original from the RhB archives. You can't get more authentic than that - provided you like it.

Modern outline: the DB-101

Apart from the Stainz, the toy-like LCE is LGB's best seller - to be found on nearly every layout. To hit the jack pot again, is what LGB intends with the 101. The big production series model is intended to have a reasonable price - which LGB envisions in the neighbourhood of E 450. The reason why the engine will be produced in China.

First samples of the high speed engine (from the moulds) could be inspected for details i.e. the trucks and the roof. The pantograph in the picture is a stand-in to be replaced by a much better detailed version - this will be a completely new

design. The headlights are planned to be prototypical, the outer lights will change from white to red, the inner lights are strictly for high-beam.

The model is largely modeled to 1:27 scale - with small deviations to improve the overall looks. With a width of 110mm and a length over buffers of 700mm the engine will have some bulk when compared to narrow gauge practices. The buffer-sills are planned as sub assemblies to fit either the center buffer or the two buffer system. Using the center buffer will be recommended for tighter radii. This isn't completely non-prototypical, the engine runs on the New Jersey commuter line in the USA with a typical American coupler. US fans may anticipate LGB producing the high-speed engine in that livery, but patience is advised for the next year or two. LGB plans to produce the matching German coaches for 2005.

A car for the LGB-Rügen engine will finally be delivered - this year! The illustrated car (pre-production prototype) in cream-green livery and lettering as 970-750 lacks the correct flush-mounted windows which will be on the model. But the nice details of the couplers with the movable draftgear can be seen (picture lower right). Not only the Rügen fans will be happy with the Köf 6003, a small Diesel with side rods. The engine - type HF 130C - is the FRR engine with the largest number of variations built. About 350 units were built - therefore the engine could be found on many narrow gauge railways. The LGB product line will probably allow for the circumstance in the coming years. To complement the delivered Mallet 99 633 LGB offers "Öchsle" coaches in a set of three. The drastically shortened car with open platform is based on the usual two-axle chassis. New is - apart from some body details - the roof, which is somewhat similar to the prototype.

The four-axle Reconstructed car with the platforms comes in new versions. The Harz version features the Hasseröder advertising, the green coach IBS 32 and the Combine ISB 31 display the "100 years of Vulkan-Express" livery. Last year's green Brothtal engine has the matching cars - in shorty form.

There are no new items based on German prototypes in the Premium (Aster/LGB) range, the Harz 99 7222 is still to be delivered. How far the development progressed is shown in the pictures of the pre-production prototype (securely

fastened to the track!). The notes on the gray and white parts indicate the LGB planned the sub-assemblies in such a way that at a later date different versions can be produced i.e. the reconstructed version and the oil fired version. New isn't just the superstructure, the drive has been completely redesigned. Like on the earlier Aster/LGB Harz 99 7243-1 the rear most four axles are driven, these are arranged in two bocks connected with a universal drive shaft (picture below), the front axle is powered through the side rods. Therewith the Harz engine is R1 compatible.

New US items

Modeltrains patterned on US prototypes are getting more popular in Europe. LGB recognizes the trend and attempts, despite the unfavourable exchange rate, to challenge the increasingly formidable USA competition. It is no surprise that 40% of the 2004 new items are patterned on USA prototypes.

The inadvertent, pre-mature release of the "2004 New Items" flyer on the Internet had many observers shake their heads; after Aristo-craft and USA Trains, LGB announced a further version of the GG1. At E 4000 the large PRR electric will be much more expensive than the competition's product, this will be an Aster/LGB model in all-metal construction. The mentioned overall length of just 730mm poses the question: Will the, in the USA very popular, Oldtimer with the 4-6 + 6-4 wheel arrangement be shrunk in length?. The original measures 24231mm and LGB will build it to the mentioned 730mm - that translates to 1:33 scale (at least in the length).

While American cities rediscovered the streetcar - made in Germany - many of the fans on either side of the pond are more interested in the Oldtimers. The four-axle New York City street car, complete with sound, measures 550mm as does the New Orleans version. Both weigh in at 3kg, feature folding doors and steps that work in unison just like on the prototype. The trolley pole is a non-functioning plastic part.

LGB freight cars reached a new level with the release of the hoppers - in Great Northern livery as well as glaring yellow Shell Plastics - in 2003. The historical PRR ore cars have detailing completely unexpected from LGB. The preproduct-

sample of a 50ft boxcar in the Railbox livery, at 540mm overall length this should be a "close to 1:29" model that will also be available in Sante Fe livery. A nice impression left the tankers which were announced last year and should be available in Europe in the near future. They come in "Diamond Shamrock Chemical Company" and "PRR" lettering and paint. By comparison the PRR pulpwood car of years gone by is an undersized toy.

In the Fun category there are three US cars from old moulds which feature whinnying horses, laughing and the Chicken-Dance song. A matter of taste is the Dots-Caboose.

Regner live steam engines

## Bavarian bloodlines...Page 34

Bavarian prototypes are on the move: Regner presented the Chiemsse engine - based on the Stainz; the prototypical cars are available from EsHa. The next project in Aurach is the Bavarian passenger engine Pt 2/3 (BR70). Ready for delivery is the sister engine to the Stainz, No 1 in black (1917 era), the Series U is also ready for delivery.

Regner builds the sister engine to the Stainz as a live steam model in 1:22.5 scale. The red and black engine is gasfired, has Allan gear with flat spool valves, takes 80ml of water and can be recharged on the fly. A specialty are the new blow-off valves on the cylinders. These allow to get rid of the condensation in the cylinders. Instead of moving the engine back and forth by hand prior to running - a procedure which will also displace the water from the cylinders. The engine is ready right after

Nürnberg 2004

## Latest from the Toy Fair...Page 35

Several Limited Production manufacturers were not represented at Nürnberg, but there was still plenty to see. The following summary will be continued in the next issue as "Late Pickings", together with pictures of some of the new items from American producers.

Accucraft

Planned for the third quarter of 2004 - provided there are sufficient pre-orders - is an all-metal version of the Saxon I K in both electric and live steam. This will be a limited edition and reservations with down payment are required. The model will be scaled 1:20.3 for 45mm track. Materials

Logging railroaders find disconnects with logs. The sample logs looked very real. A limited edition (500 pcs) is a Denver, South Park and Pacific set, with a green and red mogul, two coaches and two cabooses.

Cooperation with Walt Disney resulted in repaints of classic LGB items, which - similarly colourful - are rolling through the Disney parks. Those who like to have a theme park, a beach train or an excursion railroad could find these sets and cars attractive.

Absolutely a matter of taste are the Christmas and Coca-Cola items, which go a long way to have the traditional train

blow-off.

The gas tank contents are good for 30 minutes of running. The engine's front axle is sprung (leaf springs) and is R/C ready. The kit sells for E 1290, a R-T-R version is also available.

A big surprise for live steamers is the Chiemsee train powered with a Regner engine. The engine, complete with the shrouding, is available both as a kit and as R-T-R. The running gear is the same as the Stainz. Which means in this case 8mm too short, but hardly noticeable. The little engine is well detailed, prepared for adding servos and lights (a standard Regner feature) and has blow-off valves on the cylinders. The cars to go with the engine are available as kits from EsHa.

Already on the production line, as we noticed during our visit at Aurach, are the running gear and boiler for the Austrian

are brass and stainless steel. The pre-order price is E 1500 for the electric version and E 1800 for the live steam version which is R/C ready. The electric version is optionally available with a smoke generator, headlights, DCC decoder (Lenz, ZIMO-compatible) or digital sound. Accucraft importer MBV-Schug handles the firm pre-orders.

Aristo-Craft

Aristo-Craft has big intentions for this year.. The production of the Dash 9 in the BNSF HeritageII, Santa Fe and NS versions is running, delivery to the dealer should be in March. Additional paint schemes will follow a few weeks later. The

around the tree. Details are listed in the LGB-Journal 2004, the interim catalogue at E 6. That's where one will find pointers to planned new items: a D&RGW K27 (a very popular item with NG modelers), the DB-101 in New Jersey Transit livery and - oh no - the streamliner in DB liveries. All this without comments, but obviously some intent.

H-JG / FW / (HJ)

Type U. The 0-6-2 steamer, which was very popular on the prototype, comes in a modular kit for IIm (1:22.5). Customers can choose which type they would like by selecting the corresponding modules. Regner provides a table which lists the "what for which engine" information.

The Series 70<sup>e</sup> engine of the DB from Regner is for the 1:32 live steam crowd. Regner developed the Bavarian shortline engine with the unusual 2-4-0 wheelarrangement and the stretched appearance - well known because of the HO model from Fleischmann - from the original plans. Reknown as a "long distance runner" on light trains (because of the relatively large fuel and water capacity) the 70 should make a Gauge 1 model for extended operation.

FW / H-JG / (HJ)

Mallet is planned for late 2004. A pre-production prototype picture of the large steamer made a good impression. Planned are additional steam engines, 2-8-0 and 4-8-4, no delivery dates available yet.

The four axle GP-40 will delight many garden railroaders who can't run the Dash-9 or SD-45 because of tight radii. A RDC3 is also on the planning boards.

The real highlight should be the PRR's GG1 electric. The streamlined Oldtimer from the 30's has a cult following in the US. Aristo-Craft CEO Lewis Polk promises to build the best model amongst the three contenders (Aristo-Craft, LGB/Aster, USA Trains), despite the others' higher price bracket. To go with the

engine will be a catenary system.

Colourful, four axle streetcars of the PCC type are also planned. The prototypes were built from 1936 through 1952, derived the name from the Electric Railways Presidents Conference Committee, were found all over North America and had the typical, rounded design of the times.

The RoadRailers are the next new item in the freight car department. A little later the cylindrical hoppers and a modern tank car, as well as a caboose complete with interior.

Passenger trains get a heavy weight baggage car. The streamliners are being refurbished with interiors, passengers, LED lights, rubber diaphragms, A/C units on the roofs and ball bearing wheelsets. The new edition will also be lowered to the proper height and should weight in at less than 2.5kg.

The previously announced railcar will be 1:20.3 scale. The 1:24 scale C-16 (ex Delton) will be lowered and gets a new drive.

The sound modules that were announced in 2003 will be marketed under the Tru-Sounds name. Tru-Smoke are the smoke generators which should deliver denser smoke than earlier versions. 27Mhz onboard receivers are being developed for the Train Engineer.

Both brass and stainless steel track lines get a 90° crossing and a Wye turnout. A new, slow moving turnout motor should generate much interest.

Unlikely to be available in Europe are the structures announced in 2003: switch tower, sanding facility and coaling tower.

#### Dietz Modellbahntechnik

The RhB Diesel in 1:22.5 will be available as either 242 or 243. The Limited Edition quality engine, four axles in two trucks, will negotiate R1 (600mm) and a special feature as the functioning fan. Available are the new LEDs which allow headlight housings to have prototypically little depth. The engine has directional lighting and the tail light can be selected to show one white or one red or two red. In addition the engine can be equipped (factory installed) with a remote uncoupler, DCC decoder and sound.

The D10 of the Zillertal Bahn will have very similar features. The RhB mail car (depressed center flat) is now being delivered including the container and metal wheelsets.

#### Dingler 1:22.5 and 1:32

The Swabian producer is faithful to the Württemberg prototypes. After the Altensteig 99 193 he'll follow up with the Württemberg Ts3 (Series 99.12) in 1:22.5. The prototype also ran from Nagold to Altensteig. Constructed in 1900 by Borsig, Berlin the engine ran first on the Württemberg Railway Company and later got sold to Nagold. For use on the Interurban-type line (right beside the road way) the engine had shrouding around the running gear. The engine was listed as 99 121 with the DRG and saw service until 1930, a sister engine is preserved on display (monument) in Laichingen.

The model is completely hand-made of brass and stainless steel. Powered by a 12V Faulhaber motor. The axles have ball bearings and a free-wheeling gearbox is part of the features. Detail includes fully modeled brake rigging. The 0-6-0 will negotiate R1 (600mm). There are three different versions available: 99 121 in DRG livery, as Ts3 of the Württemberg State Railways and as engine 2S of the Württemberg Railway Company. The price is slightly below E 2000.

Dingler builds the Prussian T 12 (Series 74) in 1:32 scale, available are the following versions: State Railway, DRG and DB. In addition to the features mentioned on the other model, the axles are sprung (phosphor bronze springs) and fully equalized. In addition to the original couplers, the model is also sound equipped. The minimum radius for the 4.5kg model is 1050mm (3ft6").

Also on offer in 1:32 is the set of the Kaiser-Wilhelm train (6 pieces) along with three different freight cars, boxcar, gondola and flat with low sides, which are for track gauge 1e.

#### Kiss

A pre-production prototype of the Harz-Mallet wasn't ready prior to the Fair, Review will follow when deliveries start. The RhB Fad hopper was cancelled due to lacking orders. Much more joy for the RhB fans could come from the planned G3/4 tank engine (numbered 1-5, named Rhätia, Prättigau, Davos, Flüela and Engadin) in all metal construction and scheduled for second quarter 2005 delivery. The pre-order price (end of April 2004) is E 2000. Equipment will include DCC decoder, sound and smoke generator; the engine will be R1 (600mm) compatible.

#### Technik + Design

Technik + Design entices wood kit builders with three kits in 1:22.5 scale. A building site shed with scaffolding, a RhB transformer building and the Opel-Blitz Safari bus are other additions to the line.

#### PIKO

Ten new structures are schedule for release this year. Las Cruces is modeled in the Southwestern US style (CA, NM, AZ etc.etc.). A church and tourist information building (in adobe style) will fit the theme. Peter's motor cycle shop is based on the diner, but could be used in Europe.

The larger selection is in the European program: Mühlendorf ist the name of a compact station building which could fit with 1:32. Intentionally crooked and tilting is the finished model that continues the series which was started in 2003 with the witch's house.

Beate's pottery with a roadside stand will fit the rural scene. The modernized mill with the waterwheel fits the same romantic theme. The St. Ursula chapel's prototype is found in the Fex valley of the Grisons in Switzerland.

Last year's refinery is being added to with a filling station that has to movable loading booms. Ackermann's Buildingmaterials will add operating action while taking up a scant 0.3m<sup>2</sup> of space.

#### POLA

A large Dutch windmill from POLA could end up being the Model of the Year, that's how impressive it is. The windmill's wings measure 675mm in diameter, the structure stands 1000mm tall. It will need some room in the garden. It won't be just the "flatlanders" falling for the E 249 beauty which should be delivered by June.

No less interesting is the tower with gate for the town wall (E 399, 1200mm tall). To go with the tower are low-relief buildings named "Schwabentor". Also new is a brick house with garage that takes little space. In order to keep the miniature people busy POLA produces a lumber yard complete with stacks of pre-cut lumber.

The route to the chapel can be made more prototypical by using the three icons. The figures line is expanded with a set of passers by, two labourers, a father with two children. Five pigs with black heads and rears can be added to the rural milieu come August.

Roof tile sheets for indoors and weather-resistant stone sheets will be as the weather-resistant lighting system. The system includes two 24v bulbs and a power supply. At E 13.95 a good deal for garden railroaders.

## Technical Items

### LGB

MTS adds a brake-module that allows trains to slow and stop in time on a red signal. A new address reader deciphers the engine data regardless of travel direction. The engine number module simplifies automatic operation with a computer.

### Massoth

The OEM of LGB's MTS is planning a new hand control, which is primarily intended for the DiMax 1200 and MTS components. This is still in the study stage

RhB Bernina Panorama coaches from Scheba

## There is light...Page41

Scheba tackled a model with tricky contours and presents the Bernina panorama coaches in a set of three. We got to do a trial run.

Scheba, Balingen refrains from early announcements and prepares new items in a quiet manner. The unveiling takes place when production is underway. At the expo in Friedrichshafen (Nov 2003) there were some pre-production models, at year's end the delivery of the series was under way. Scheba presented the models at the Nürnberg Fair at the booth of A&A.Bretzler - we had a chance to get a close up look prior to the Fair.

Available are cars in a set of three: 1.Class coach A1291, 2.Class coach B2502 and the combined Service/2.Class coach B2501. B2501 has a dividing wall at the blind end just past the first window and the prominent "Bernina-Express" logo.

After both FO (Furka-Oberalp Bahn) and BVZ (Brig-Visp-Zermatt Bahn) acquired panorama coaches in the mid 80s - they circulate on the RhB in the Glacier-Express - RhB took delivery of the Bernina and Heidi-Express panorama cars for the new millenium. The coaches, which have curved windows that reach far into the roof section, have different window spacings: 1.Class coaches have six windows, the 2.Class coaches seven at identical length of buffers.

Scheba had to take account of those

but the basic parameters are: up to 10'000 engine addresses, 2048 address for accessories (electromagnetic type), 64 engine addresses in the call-up stack. All data will be stored in the control unit rather than the handheld. It should also allow simultaneous operation of 10 to 16 engines. Each engine can be addressed with its road number, the catalogue number or a name ("Krokodil"). Planned is that the handcontroller (with full graphic display) can be retro fitted with a R/C link.

### Dietz Modellbahntechnik

The selection of sound modules gets bigger: the value-priced S1 module offer one or two sounds: croosing bells or church bells, announcements, engine whistle, saw mill, streetcar or animal sounds. The "Micro-MS" series replace the

differences just like they had to consider the different interiors: 2+2 seating in the 2.Class and 2+1 seating in 1.Class. Only the distinction between leather and fabric seats is missing; all the seats have a black, fuzzy fiber finish. The small, cream coloured side tables are part of the interior side walls. A ceiling mounted lightbar provides diffuse, yellowish illumination (see picture below). The lights can be switched on and off with a toggle switch mounted in the floor. A nice effect are the dividing walls in the compartment with the opaque dot design.

The windows consist of a continuous, transparent foil which is UV resistant. The pillar sections i.e. the edges of the windows, are printed black and the toilet window in silver. As easy as it sounds this requires great precision in order to get the register points of the foil to coincide with those of the sidewalls, which then results in even amount of black "rubber" trim around the windows. Scheba succeeded, the foil conforms exactly to the convex roof portions. In conjunction with the thin sheetmetal skin of the body this gives a very elegant, almost flat line. The body of the coach is a shell made up of the roof and sidewalls which gets fastened to the chassis. The shell protrudes the end walls by a slight 0.5mm which results in the yellow markers at the corner being slightly misaligned.

The required stability is provide by the

BS series and are more versatile since the dimensions have been reduced - they will fit in HO rolling stock. The high-end is represented with the "X-clusiv-S" series which work in conjunction with a SUSI interface and have been reduced in size to 30mm x 60mm (1.2 by 2.4")

### Semaphore

The garden railways specialist from Weil a/ Rhein aimed at the flickering coach illumination. The product is called "Noflac" (no flickering), measures 35 x 65mm (1.38 x 2.56"); available are version for both analogue and DCC. The wheelsets which provide the power are electrically isolated i.e. the wheelsets will not work for occupancy detection. The light intensity can be regulated with a potentiometer.

FW / (HJ)

floor and the end walls, the lightbar is attached to the end walls. The interior walls and the floor consist of 0.6mm steel sheeting. The end walls are 1mm thick. Amongst other things those have diaphragms which are nicely detailed on the outside but lack definition - folds or flat - on the interior. The endwalls also have all the hand holds found on the prototype and rubber brake hoses with cast metal glad hands. Schurer spent as much time and attention on the detailing of the endwalls as they did on the mechanical properties of the chassis on the "Made in Czech Republic" coaches. The ball bearing equipped wheelsets (fixed axle) are Scheba's own and sit in sufficiently detailed trucks without side play. One of the six trucks on our samples was slightly warped, without any influence on the running characteristics. A cross mounted tensioning piece in the trucks adds stability to the 3.1kg cars even on sudden direction changes (no nodding).

The truck mounted drawbar (accepts standard couplers) can be adjusted for different length: those with larger radii can get closer car spacings. The coaches will negotiate LGB's R1 (600mm) but with an overhang of 83mm on the inside of the curve (480mm kingpin distance) and the drawbar barely reaches the edge of the body. The recommended minimum radius is 1200mm, especially if there are more than three cars in the consist.

Equal care was taken with the painting and finishing of the coaches. The red body has been carefully silkscreen printed in silver (lettering and roof). The printing is very crisp and protected by a layer of flat laquer. Various yellow markings on the trucks and along the body are hand painted; some of the yellow is not opaque enough. The black rubber seals of the doors are printed - this detail could have technically been embossed in the sheet metal, at a considerably higher cost. The same applies for the screening in the

vents on both the body and the roof. This results in slightly lower marks in the review (detail level), but results in a better value ratio. Added detail parts are the utility enclosures - lettered with decals - on the floor and the gutters on the car ends applied where roof and body meet. The only thing that's missing is the carpeted floor. Nothing to get excited about.

**In all:** The coaches are nicely crafted with good running qualities and a, in parts, high detail level which is the advantage of

Limited Production manufacturing. A very good solution was found for the panorama windows, which are almost flush to the outer walls.

The Bernina panorama coaches are at present available for E 1100. The next series will be slightly more expensive being as the sub-contractors raised their prices. This means one gets a coach at approx. E 370; a good value for a car in metal construction with good operating characteristics.

H-JG / (HJ)

Couplers for increased operating reliability (I)

## Different knuckles...Page 44

Those who are bothered by the large toy couplers, have several alternatives. The first installment of a series on couplers looks at the knuckle coupler. They are of interest to more than just the US prototype fan.

Newcomers to large scale trains will time and again encounter problems which they last had to tackle twenty or thirty years ago in N and HO scale. What in those scales became "Standard" long ago has still not been achieved in Large Scale: Standardized wheelsets with a realistic flanges, consistency in scale and most of all a standardized coupler mounting.

Those who, for appearance reasons, would like to bid adieu to the very large LGB couplers or, like most of the US fans, would like to run different makes of rolling stock, have their pick. Because there are six different types of knuckle couplers, each with advantages and drawbacks.

Not least the solution will depend on the length of the rolling stock and the quirks of the track arrangement on which the new couplers are to be used. The search for the perfect coupler, after much consideration and experimenting, could end where it in most cases started: LGB's hook and loop couplers.

Running garden railways and indoor layouts in the large scales poses many of the same space restrictions one knows from 1:160 to 1:43. The almost invariably scarce space will require unwelcome compromises in track geometry and on the rolling stock. However the all-to-readily transferred HO solutions created some problems with which the garden railroader has to contend. HO solutions are of little use since the mass and force in Large Scale is much greater than found in pocket-sized

HO models.

Anyone who has backed a LGB Mogul pushing three or four cars over a turnout knows about the almost inevitable derailling of the tender. The rear truck is easily pushed out of the track - at least if a knuckle coupler is mounted. Cause is the coupler of the first car which will force the drawbar of the tender to the side going through a curve: the hardly weighted truck will absorb those forces by skewing itself in the track and the wheels will climb the rail.

Bodymounting the coupler will allow the pushing of much longer trains without any problems. The forces are absorbed by the tender frame, distributed to the king pins of the truck and the drawbar to the engine. The custom of most model railroad manufacturers to attach the couplers to the truck is, from a physics perspective, nonsense; the forces are applied at the weakest point of the rolling stock. The truck mounting is a result of the radii which are much too small. Negotiating R1 (600mm) requires swivelling wheel-sets even on two axle cars in order to avoid the overhang. Which is the reason the LGB couplers are truck mounted and very wide in order to couple even in curves.

Body mounting the coupler would be possible, but they would have to have an extreme amount of lateral swivel and would on tight curves always point to far to the outside.

Four-axle cars (with trucks) have even more overhang, the car ends hover in tight curves over, or even outside, the outer rail. If one uses R1 (600mm) track because of severe space restrictions - not because one is too lazy to think - one will have to accept the extra wear on both track and wheels, but should also stick with the LGB couplers. It is, like no other, specifically

made for tight radii.

### Reasons to convert

LGB couplers are asymmetrical. They feature a loop on both sides but the hook is factory installed only on the one end. Turning cars through a return loop (or a wye) will result in cars either not coupling or the two hooks couple so solidly that two uncoupling ramps or frustrating hand work is required to uncouple. Sudden changes going into grades i.e. no vertical easements, will result in inadvertent uncoupling of cars, especially long ones. LGB couplers being unprototypical doesn't need to be emphasized.

Luckily all LGB items feature a standard coupler mounting. Those buying Aristo-Craft, Bachmann, Hartland and USA Trains products will usually get the hook and loop couplers as an extra. If the "Americans" are in a minority on the layout and there's no other reasons, one might as well stay with the LGB couplers.

We wouldn't recommend a conversion if most of the rolling stock is from Aristo-Craft. That coupler has a few advantages and can be mounted to rolling stock from different manufacturers. Keep in mind each conversion cost time and money.

Knuckle couplers got adapted as the norm on the prototype fairly early in the USA, Russia and a few other regions. Not only do they make buffers obsolete, they are also safer as the brakeman doesn't need to dive between the cars to connect the couplers and run the chance of getting injured. Just like the prototype the model knuckle couplers work automatically. Uncoupling can happen with a cut lever, like on the prototype, through pushing from below or pulling from

or magnetically. The cars can be lifted straight up out of a consist without opening a coupler.

#### Six alternatives

Six knuckle coupler systems are available: Accucraft, Aristo-Craft, Bachmann Kadee, LGB and USA Trains. Kadee is available in a smaller version for Gauge1 and as a "G" version for those scales that are grouped under that letter. The Delton coupler disappeared together with the company and has lost all significance.

More or less all of the knuckle couplers will couple with each other, because the geometry is the same, the knuckle is always on the righthand side when viewed from the top looking from the car. The very large LGB version couples with most everything, the same with Kadee - even both sizes with each other - which couple nicely with Aristo-Craft and all others. However this "happy mix" is neither very reliable in operation nor will they work without some manual help. To decide on a coupler system for all rolling stock or at least certain trains is unavoidable. The choice shouldn't be very hard.

#### Accucraft

The most recent knuckle coupler design is Accucraft's. This is a replica of the D&RGW coupler in 1:20.3 scale. It is possible that it is to scale, despite looking too large. Four screws will attach the coupler to the end sill or the pilot, due to the limited lateral motion this coupler will require large radii. 1200mm (4ft) are the recommended minimum and not sufficient for S-curves without reasonable tangent track. Better are 1500mm (5ft).

The pros are the sturdiness of the "mostly made of plastic" coupler and the true to prototype operation. Using the cut lever to move the blackened brass coupler pin upwards will "pop" the knuckle and disconnect from the mating coupler. An opportunity for remotely triggered operation. Prototype, scale and operation restrict the use to 1:20.3 scale or larger narrow gauge equipment. Large radii and mounting on the sill are a must.

(Translator's (HJ) note: the D&RGW used full size standard gauge couplers on their narrow gauge equipment. This due to the inter-operation with standard gauge equipment i.e. swapping out trucks and

other expedient means.)

#### Aristo-Craft

This manufacturer delivers the rolling stock with a coupler of their own design modeled on the AAR coupler. On many of the larger engines the couplers are body/frame mounted, otherwise they are truck mounted. The coupler is somewhat over size for 1:29, but sturdy and will survive accidents without damage. The lateral motion is approx. 80°, which has several advantages: the coupler can be tucked out of the way for packaging, has enough motion to compensate for large locomotive overhang and will deflect on hard impacts - rather than break.

The Aristo-Craft coupler will work with LGB and Kadee, provided one couples manually. Uncoupling is actuated by pushing from below, this allows for LGB uncouplers to be used as well as electromagnetic and mechanical uncoupler designs. The coupler can be installed as a replacement of the LGB H&L as long as there is no center buffer interfering and the LGB drawbar is shortened. This will line up the hole pattern for the mounting screw.

The sturdy Aristo-Craft coupler is of good use when most of the rolling stock is from that manufacturer. In that case only third party items need to be converted which in most cases is a straight forward job. Unfortunately there are still no body mount retro fit solutions. The main application range will be Large Scale layouts where good operation is valued and tight radii are present. Very tight radii may require some manual assistance when coupling. Visually a much better choice than the LGB H&L.

#### Bachmann

Bachmann is marching to their own drummer, the couplers sit very close to the rail head. They are easy to couple, uncoupling happens with either pushing from below or pulling from above. The mounting plane is close to LGB's, exchanging with that coupler is mostly no problem. The Bachmann coupler is not intended as a conversion part for third party rolling stock. The coupler is bulky and has a stiff centering spring which can lead to problems in tight curves. Whoever uses strictly Bachmann rolling stock could stay with that system, provided it functions satisfactorily on the layout.

#### Kadee

There is good reason that Kadee is the favourite coupler of most Large Scales around the globe, a very special attribute: it is the only coupler which allows delayed uncoupling. Kadee offers a very special conversion service via the Internet: No sooner is a new engine model on the market and Kadee will explain in detail (written and pictures) how the conversion can be done. All this because the standardized mounting for "G" scale couplers hasn't been invented yet; the Large Scale manufacturers apparently need to collect, with a twenty year time lag, all the experience again (which the smaller scales already accumulated and evaluated) prior to arriving at a standard.

That should suit Kadee just fine; apart from the different body styles and knuckle versions at different height, they also offer versions that can be sill mounted. We will cover different solutions in the next installment and explain how to install Kadee couplers.

Being as the coupler is available for Gauge 1 size, it is particularly suitable for 1:29 or real 1:32 models. The smaller version is not as forgiving of sloppily laid track or long heavy trains in the garden and is therefore not as often used as the "G" version which can be used for the happy mix and match of standard gauge and narrow gauge equipment. The Kadee couplers need to be assembled and if properly assembled work perfectly.

A curved steel wire (trip pin), simulating a brake hose, protrudes downwards from the coupler and is used to actuate the uncoupling function either on a permanent magnet or on an electro magnet mounted between the rails. After the knuckles moved to the opened position the cars can be gently pushed together and moved to their final destination. This delayed uncoupling works if the track is either level or on a slight incline. This function isn't as important in the operation of a garden railway as it requires long stretches of level track and engines that perform flawlessly in switching mode. Indoor layouts are probably more suitable for magnetic uncoupling. In the garden one simply lifts the car. (Translator's note: Kadees can easily be uncoupled in any scale by using a square, pointed stick that is inserted between the two knuckles and a twisting

motion opens both).

The trip pins rust easily, but that isn't a reason not to use Kadees in the garden. Just don't leave the Kadee equipped rolling stock outside for days on end.

## LGB

The LGB knuckle coupler is the chameleon in the bunch, because it adapts pretty reliably to other couplers. Unfortunately it is bulky and can - despite the easy interchangeability - conflict with brakehoses and other details on the frame of LGB cars. The coupler is aligned with a centering spring and has some room to swivel in tight curves. It is basically intended for LGB models based on North American prototypes. The smooth operating coupler opens if pushed from below or by lifting the uncoupler pin.

The very sturdy LGB knuckle coupler isn't as versatile as the Kadee, but less prone to dust contamination.

## USA Trains

Amongst the knuckle couplers this is the least convincing. It isn't quite as bulky as the Bachmann version, but has an equally unsuitable centering spring, is made of a less sturdy plastic and doesn't move freely. Opening is by pushing from below or pulling from above. There is no reason not to run consists of USA Trains equipment with the original couplers, as long as they don't need to be uncoupled on a regular basis. To be sure, reliable coupling with other makes of knuckle couplers isn't possible.

Not recommended as a "standard" coupler. The manufacturer includes LGB H&L couplers with his rolling stock.

To try and decide

We made plenty of tests with knuckle couplers and decided on the Kadee "G" version because it is universally adaptable

and looks reasonably good.

Prior to converting one's rolling stock one should extensively test the couplers which made it to the pre-final on the layout. Because radii, track conditions and interference on trucks or chassis will have a large influence on the reliability. If one likes switching and possibly wants to uncouple by remote control with either DCC or electromagnetic ramps are other important factors.

To try is to gain experience! Those who are afraid to work on their own solutions and gain their own experience possibly better avoid conversions.

All others will see that trains with knuckle couplers look better and operate more reliably.

That should be worth a few bucks.

FW / (HJ)

Make of coupler	Attributes	Pros	Cons
<b>Accucraft</b>	Coupler opens if pin is pushed from below or pulled from above, sill mounting only, scale 1:20.3	Prototypical D&RGW coupler, very sturdy, uses cut levers for uncoupling or can be used with uncoupling ramps.	Can only be sill mounted, minimum radius 1200mm. One type only, scale 1:20.3 or larger, minimal swivelling.
<b>Aristo-Craft</b>	Sturdy plastic coupler, opens by pushing from below	Stable connection with lots of swivelling for tight radii, can be used with other makes.	Slightly too large for 1:29, requires a standardized, LGB type drawbar.
<b>Bachmann</b>	Massive coupler mounted close to railhead. Can be opened from above or below.	Can be prototypical be uncoupled with cut lever. Or with an uncoupling ramp.	Much too large, brittle centering spring is too stiff, low mounting position causes problems on rough trackage. Not compatible with other makes.
<b>Kadee #1</b>	Coupler designed for 1:32 and 1:29 scale. Can be substituted for cone couplers in larger scales.	Magnetic uncoupling. Delayed uncoupling. Solutions for any of the makes.	Can't be uncoupled with conventional ramps. Wire prone to rust, not recommended for rolling stock that is always left outside.
<b>Kadee G</b>	Coupler for any of the "G" scales. Works with Aristo-Craft and LGB knuckle couplers.	Magnetic uncoupling. Delayed uncoupling. Solutions for any of the makes.	Can't be uncoupled with conventional ramps. Wire prone to rust, not recommended for rolling stock that is always left outside.
<b>LGB</b>	Very sturdy replacement coupler for LGB American style rolling stock, allows small amount of swivelling.	Uncouples with conventional ramps, in addition pin can be lifted from above. Very sturdy and weather proof. Couples with other makes.	Much too large, only one type available.
<b>USA Trains</b>	Nicely dimensioned coupler for 1:29 models.	Scale size coupler, opens when actuated from below or above.	Sluggish action, low grade material, centering spring too brittle.

## One for many...Page 48

The ESU radio control unit is suitable for several digital systems equipped with X-bus or I2-C-Bus. A graphical display and a textural menu system makes the usage understandable. This is a first review.

To make it clear, the Mobile Control from ESU is not a standalone digital system. It is, however, a wireless remote control that will work with many digital systems, as long as they are equipped with XPressNet (X-bus like Lenz Digital Plus, Roco Lokmaus 2) or with the I2-C connection used by Märklin, Uhlenbrock, or the Fleischmann Twin Center. The ESU unit can also communicate with Motorola and DCC.

Anyone who owns one of the compatible digital systems can expand them with the ESU remote control and therefore be able to operate under optimal conditions up to 330 feet away from the base station. In our tests we operated in a range of 60 – 100 feet and did not experience any problems: Commands were immediately recognized and executed. Aiding to the process is the very handy keyboard with very recognizable key pressure points. The keys can be used like a telephone keyboard – enter either numerical or alphabetical values. You do not need to get used to new procedures. But with two solid walls in between the base station and the remote unit the operations limit was with 60 feet already reached. An antenna symbol in the 96x56 pixel graphic display indicates if you have a valid connection to the base station.

The connection to the digital system is done via its own base station, which also includes a rest for the remote control. A cable similar to a wired control unit is used for the connection. The RC connection (433 MHz, ISM) is only between the remote control and its own base station. Up to 4 remote controllers can be connected. Within the reach of one basis

station you can connect up to 3 more base stations which can expand the whole system to 16 remote controls. These are enough resources for even the biggest garden railroad facilities or club usages.

Remote control units that are registered with the ESU base station can communicate among themselves, which is similar to today's cordless phones. This enables e.g. to hand over all stored addresses from one remote control to another, avoiding to reenter all the information again.

The remote control searches for a net connection immediately after power on and displays all rolling stock including their addresses which are on the track. If more than one base station is active you can select one station from a list of numbered base stations.

The Mobile Control offers storage for 200 active addresses which are split between locomotives and switches. You select between the two via clearly marked corresponding keys on the keyboard located just below the selection wheel. This wheel works in normal mode as a speed control. Pressing the wheel will change the direction of the locomotive which will be displayed with a little arrow in the display. This wheel has a secondary function when in menu modus, scrolling through the menu options and pressing the wheel for selecting the choice.

ESU succeeded to create a remote control for model railroads that fits ergonomically well into your palm and offers finally the functionality of modern mobile phones or TV-remote controls. Nobody has to remember the meaning of keys which sometimes are even occupied with several functions. More detail will be unveiled in the upcoming praxis text.

We realized in our first test that the Mobile Control could be operated intuitively thanks to its clear text display.

You don't have to remember key sequences. The user adjusts and controls with ease a key to represent either a momentary or permanent function. (see small picture on the right). Activated functions are indicated in a little point matrix of the main screen (see little picture above left). The currently active F1 function is thicker than all the other inactive functions.

If another remote control takes over one of the locomotive then the chosen technical symbol (here a little loco) starts blinking in the display. You can see the current state of the locomotive – in the picture it is a Te 2/2 with loco address 0003, forward direction, speed step 4 of 28. You can select quickly one locomotive from the last 10 in the stack, with the real text display being very helpful (here Te 2/2). It is so much more convenient to read "Ge 4/4" and "br crok" instead of "0007" and "0024", especially if several model railroaders are involved.

We would have wished that the base station would have immediately functioned as a charger – instead you either have to buy batteries or have to take the rechargeable battery out. The base station itself receives its power from the digital system.

A key lock feature would also have been practical. It would have protected against accidental key activation, e.g. if you are walking around with the remote control in your pocket. However, these tiny points of critique cannot hide the fact that this unit delivers an ease of use for the garden railroader, besides a great piece of freedom. We will do a comparison test in the day-to-day usage and analyze the practicality of it all.

The base station and the wireless remote control are sold for E250 and the remote control alone for E200.

H-JG / (AT)

## Update...Page 49

As mentioned in GBp 1/04 the digital R/C control from "Train Control" was scheduled for delivery in December 2003. According to the manufacturer, CP Electronics, delays in the availability of

one part have caused this to be postponed. A new delivery date wasn't available when the magazine went to press.  
[www.train-control.de](http://www.train-control.de)

(HJ)

## More News from the Nürnberg Fair...Page 49

ESU: New version of Loksound XL decoder

The new XL decoder has Back-EMF, which is completely silent at the new 33KHz frequency. There are 12 F function outputs, which can be selected for different headlight functions. Mapping permits free assignment of functions as well as combining sound with other functions. The four channels allow simultaneous actuation of four sounds. The larger

memory stores up to 65 seconds of sound. The sound changes with the relative load: Diesel sound will change when the throttle is taken back bei several notches. The duration of the whistle is adjustable, the squealing brakes are synchronized with the wheel rotation.

ZIMO: MX 69 decoder and new MX 21 handheld

ZIMO will replace the MX 66 with the MX 69, starting second quarter.

Equipped with a SUSI interface and Motorola capability the decoder has now 5A capacity. The MX 3, with the flip display, should be available by year's end. This Spring the MX 21 (including the R/C version MX 21F) will replace the MX 2. The layout of the buttons is being retained, but a graphic display and more user-friendly routines are amongst the improvements.

(HJ)

LGB's R5 turnouts

## Slender looks...Page 50

Close to two years after announcing them as a "New for the NTF" item, the new R5(15° frogs) turnouts from LGB are ready for installation. Are they as sturdy as the other turnouts from LGB?

Following the 12° and 15° turnouts from GMTS, reviewed in issue 1/04, one more "slim look" turnout has landed on our desk. This one is from LGB and is - in contrast to the GMTS product - not a pre-gauged and assembled kit, but a R-T-R item. First impression: a slender turnout that will look good on garden railways that represent mainline railroading in narrow gauge i.e. the Rhaetian Railways or of course North American standard gauge.

Points that fit

Lets start at the point rails, which are fashioned in usual LGB manner. The web and foot of the stock rail has been machined to allow the narrow end of the point rail to settle right into the space. Why Lehmann would taper the point rail for a length of 109mm, is anyone's guess. With the turnout in the straight position this gives a perfectly parallel point rail to the stock rail, which looks good. But the resulting gap of 6mm is certainly not required to clear the flanges on the wheelsets. Tapering the diverging route point rail in this manner results in spring action when horizontal forces come into play, this is exaggerated by the tight gauge of only 44mm at that point. This puts additional stress on the simple design of the point hinge: Only a small screw fastened into the foot and web of the point rail (180mm long) holds it to a narrow copper strip. A broader base for the foot of the rail, instead of the small washer, would

have been very nice - it wouldn't have spoiled the appearance.

Slender frog

The frog is basically a flat-black plastic part with inserted nickel-silver strips on which the flanges run. The flange ways of 5.5mm are very wide. LGB wheelsets traverse the slightly curved frog without problem, the tread of wheelsets with smaller flanges will descend into the gap. Using metal wheelsets with smaller flanges is practically guaranteed to wear the frog. The indication in the LGB instructions that the turnouts are designed for and proper operation is only guaranteed for LGB rolling stock, is not unfounded. Furthermore smaller flanged wheelsets will have pick-up problems in the frog area being as they won't reach the contact strips.

The contact strips have the polarity of the adjacent rail, this makes a polarized frog superfluous. Being as the strips only contact the point of the flanges, this will require cleanliness to assure continuous power to the engines. Measuring 80mm in length the frog is short enough to provide good operation even if the strips are not perfectly clean. Debatable is if the plastic frog would have looked better in brown, like the ties - and therefore less noticeable. The small, brown guard rails - fixed to the tie strip - certainly are.

Split tie strip

The long turnout consists of two equal length tie strips. The rail profiles are a tight fit, which increases the overall stability, but we noticed that the inner rail of the diverging route deflected upwards

by 3mm i.e. the sample piece was under mechanical tension. None the less this didn't seem to affect the functioning of the turnout.

Apart from that the mechanical quality of the turnout is good. The turnout motor positions the points accurately and neatly installed contact strips and wires provide the connections between the pieces of rail. The big advantage of this turnout is that the frog needs not to be polarized i.e. it is strictly a mechanical track component and can also be used as a spring switch.

The turnout comes with a piece of 10150 track, the ties of which are pre-notched at the bottom. The track is intended as an extension of either the straight or diverging route, then the ties need to be shortened as required to avoid the overlap.

The instructions mention many of the available turnout accessories, but don't provide tips on installation or suggestions for track configurations. That the turnout, for safety reasons, is only to be operated with a LGB power pack we consider more of a marketing ploy than an actual safety precaution - provided one uses power packs that are intended for low voltage applications and are CE/ULC/CSA approved.

All in all: The slender turnout is visually pleasing and a test on an indoor layout found no weak points - even third party engines negotiated it without derailments.

Nonetheless: on garden railways one needs to pay attention to the contact strips and the chairs on which the points glide.

And occasional checking of the point hinge screw, which holds the relatively long point rails, is recommended. Should it be loose, it should be tighten

without delay. To do that one needs to remove the turnout; a much easier job if one is using rail clamps.

H-JG / (HJ)

In memoriam Knut Martin

## Boats and Trains...Page 52

*"He who wants to set his own course on the river of life, must build a boat of obstinacy and imagination."*

This sentence from Jochen Mariss was in the obituary notice of our contributor Knut Martin, whose heart stopped very suddenly in November 2003.

The Doctor's son wanted to build boats and started that pursuit while studying medicine at Freiburg. This was his passion; the first gift of affection to his future wife Johanna was a boat ceiling-pendant. He discontinued his studies to follow his calling as a builder of boats - both as a profession and in his sparetime - in Radolfzell on Lake Constance. But he never had his own mooring. "That wasn't important enough to him" mentions his wife Johanna, his companion for 36 years. Building was the life and passion for the 53 year old, getting there the destination, patient research and artisan know-how the basis for perfection.

The love of boats cooled some time ago, but still he kept working at a boat yard. Five years ago Knut discovered American logging railroads. There is still a U-shaped layout, which he never mentioned, in the attic. He had already conceived a garden railway, but not started yet. Two years ago the rather shy modelbuilder got in contact with the "US G Scale Friends in Switzerland", an informal grouping of individualists. All of them excellent modelers from the German

US-scale figures from Fine Folks

## Real guys...Page 54

Small manufacturers fill niches when add-on manufacturers don't serve markets. Mike's Backshop produces first class figures that fit very well the American narrow gauge theme.

The track width of 45mm is nearly the only thing that large scale modelers have in common. At least 6 different scales are running on those tracks. Those who are looking for figures will often be satisfied with Preiser. But modelers using the 1:29 SCALE as well as those using the scale

speaking countries, who don't seek the limelight and have no need to prove themselves. Knut built, shortly before his passing, three modules for an exhibition they participated in at Bad Ragaz. On the modules were the two models which won first prize in the Finescale Railroader contest. [www.finescalerr.com](http://www.finescalerr.com)

One was the square water tank which was in GBp 1/04. And "his" Bachmann from GBp 6/03 was also exhibited, along with the prize winning wood loading facility complete with artfully twisting track. Of course the undulations had perfect running qualities, nothing derailed. Knut was a dreamer who realized his dreams in perfect execution. Perhaps that's what makes an excellent modeler.

"He was worldwide one of the best modelers" Russ Reinberg, publisher of Finescale Railroader, wrote. There are perhaps a dozen, no more than two dozen in Russ' opinion.

Heinz Däppen, one of the G Scale friends, summed up Knut's talents at the funeral in this way: "Knut's work brought history to life. No, not the history of superlatives. He recreated a piece of American everyday life along a railway from a hundred years ago. Knut had the precious sensitiveness to lay bare the essential and the perfect knack to convert that to a credible model, which when looked at with squinted eyes transported one back to a time of long ago."

1:20.3 are left in the dark. Even figures offered by other manufacturers are more often than not either too small or too large.

Finally the friends of American narrow gauge, such as Bachmann, Accucraft, Berlyn, Aristocraft and limited productions, have reason for joy. Fine Folks have arrived!

There is a good reason for the strange scale of 1:20.3: Most narrow gauge railroads in the US were built on 3 foot track, which is 914.4mm. If you divide this

Knut gladly shared his know how, was mediator amongst his fellow railroaders who have very diverging opinions and remained quietly steadfast with us editors on the carefully chosen words of his submissions. He was friendly, reserved, selfdeprecating and had a fine humour. "Our daughter inherited his sometimes pointed, black humour" says Johanna Martin. "Knut was someone very special, an artisan, an artist and sometimes a philosopher" she mentioned in one of her letters after his death.

Knut enriched GARTENBAHNprofi with three contributions, after we discovered him and his talents in Finescale Railroader. Up to that point he had only published in the US magazine. A fourth article was in the works and the pictures, sent to us by email in the middle of diorama-building stress, are shown here. A dream that was realized and of which we would have liked to see more. "He got so much enjoyment from building and writing for you." mentions Mrs. Martin.

"Knut has entered his last train to heaven" read the obituary notice. We will remember Knut and admire his art when we leaf through this magazine or get to see his creations.

They will remain for posterity.

FW / (HJ)

through the model track width of 45mm you will have the scale of 1:20.3. Consequently the rolling stock is visibly larger in this scale than 1:22.5 or anything else that was labeled "G".

Self-made mini-people

Michael Lonnecker and Doug Winberg have been working with models in 1:20.3 scale for a long time but didn't find any figures in high quality. They decided to use their knowledge and experience as model makers and develop

the figures themselves.

The 9 cm ( 3 ½") tall miniature figures are first formed with a special wax. Those who investigate the little master forms under the magnifying glass can still see the fine traces of the forming tools. Two half forms are made from the wax masters, which are used for hand casting. The material is urethane, a plastic which cannot be glued with plastic glue.

However, a broken rim of a cap was easily attached again with super glue.

The first 6 Fine Folks are figures out of the 1880 to 1920 time period. Bill, Gus, and George are the names of the engineer, fireman, and conductor who are all in standing position. Engineer Chet, fireman Clem and Miss Jenny, the only passenger, are sitting.

In big contrast to many other figures the lady fits without leg amputation in to the D&RGW passenger car, which is offered by Hartford as an expensive kits. If AMS is going to realize the plans for passenger cars out of plastic you will not be able to forgo these fine people. Three more are in the making.

The un-painted figures cost \$ 9, and what you receive for your money is definitely among the best. The raw figures show web traces and small grates. If you don't like those, you can use an Exacto knife or small file to remove the small grates. Fine 600 grit sandpaper smoothes rough looking contours.

## Suspenders, pockets and seams

The clean up work is worth while, because the details easily rival the high Preiser standard. Pants and shirts show borders and seams. The sewn on pockets contain rags and cloths. The hair is very detailed with strands and locks, the men shine with correct beards and suspenders. The faces display character with their eyebrow and indented eyeball detailing and therefore separate themselves from the doll like faces of Bachman and Bully. You definitely cannot call Fine Folks dolls.

Painting the figures is a bit time consuming but with the right colors very pleasurable.

We sprayed the figures after degreasing with a plastic primer. We painted then faces, hands, and gloves with a fine brush. We found the fast drying Tamiya colors to be ideal, although they could be even more flat, because cloth seldom has a shine. Those who have an artist store (oil paint) close by should look for delustering agent (I have used Testors airbrush thinner with some acrylics which gave the color quite a dull appearance the translator). Preiser uses the same method to achieve a flat appearance. We also copied Preiser's trick to use a darker color for the cloth crinkles. This is achieved if black or grey is mixed with the original color and the resulting mixture is applied with a dry brush or even wet and then the excess quickly wiped off. But the

Fine Folks look even very realistic without those methods, which can only be learned by experimenting.

## Blush the face

It is very important that the mostly pale faces don't remain in their unnatural fleshcolors.

Add some rose und red onto the cheeks and ears. You can do this with an almost dry brush, because it should only be a hint. Use a pencil, color pen, or very fine brush to expose eyebrows and with some talent even the eye lashes. Use a black permanent marker to color in the embedded pupils. Details such as differently colored shoe soles, hint of shoe laces, a hat band, brass colored suspender clips, and a colorful cleaning cloth enhance the natural appearance of the figures.

Model maker Mike Pfulb who sells the figures in his Internet Backshop und through some American dealers received already many suggestions for additional figures. It is not so easy to select the best ideas. "I love to have a standing Poncho Via und a sitting English bulldog", says Mike.

FW / (AT)

Books, mags and other interesting things

## To read or watch...Page 56

**Ludger Kenning, Michael Kopfmann: Schmalspurbahn Zell-Todtnau. Branchline documentation #74, Verlag Kenning, 96 pages, E24.80 ISBN 3-933613-49-3**

Those who know LGB Mallet #104, gets to know more about the previous homeground of the imposing Meter gauge engine. 37 years after the abandonment of the line this book documents the history of the line and the rolling stock, not all of which saw their demise - railcar T15 still runs as 187 012 on the HSB. Some of the caoches are still in use i.e. on the museum railway Bruchhausen-Vilsen. The book has apart from local history much

information on consists and track plans. Unfortunately the printing quality and layout fail to do the effort of the authors full justice. Several pictures are of modest quality, the pages are crowded with text, drawings and pictures. Nonetheless, something to consider by the picture-oriented reader who likes German narrow gauge.

**Wolfdieter Hufnagl: Die Niederösterreichischen Landesbahnen, Transpress, Stuttgart 2003, E 24.90, ISBN 3-613-71214-8.**

Two of the narrow gauge lines of Lower Austria have above all attained

recognition: The Mariazeller line and the Waldviertel line. The author delivers a documentation worthy of its name. Details of rail joints and uniforms, hardly a subject that doesn't find mention. To be sure the extreme close-up on history focuses on the era prior to WW1 or reaches with quotes back to 1857 - as in the case of the uniforms. Railway historians will appreciate that, but those who would like to refresh their holiday memories will miss out. At least there are interesting railway structures and drawings of rolling stock to inspire the scratch builder. Each station along the lines is represented with a track plan. The voluminous appendix of tables is a treasure of documentation regarding the

schedules, train routings and consists from the 1960s and 70s. This is a book for railway fans who thrive on prototype information.

### **www: Internet discovery**

[www.lokomotive.de/bildergalerie](http://www.lokomotive.de/bildergalerie)

Those who build their own website and would like a bit more action, will find a selection of animated GIFs of different engines - the subsection "Schmalspur-

fahrzeuge" features items from Saxony and even an engine of the Rhaetian Railways.

The GIFs are basically intended as extras for M&M's screen saver.

H-JG / (HJ)

Accessories from House of Balsa

## **Facades and Crates...Page 57**

New wooden kits for large scale modelers are coming from California which literally enhance the scenery. They excel because of their originality and their precision.

New wooden kits for large scale modelers are coming from California which literally enhance the scenery. They excel because of their originality and their precision.

Experience pays off for customers. This is demonstrated with the new kits from the House of Balsa in Adelanto, CA, which are laser cut out of balsa and plywood.

The newcomer to the large scale railroad modeling scene has been offering air-plane models for years and definitely knows how to write good instructions. "No one helps you to put it together like us!" announces the manufacturer without modesty in the 8 page instructions that belong to the facade of the county station Silverton. If we disregard the town name that does not match the station we have to admit that the self proclamation is correct: Seldom building a kit has been as easy. And even better as our already shining prototype Fall River, which is unfortunately out of production, many wooden parts are now labeled. And this is done in a way that the text is later hidden. Those labels help to place the parts correctly during construction. You best use a quick drying wood glue for assembly (e.g. Titebond wood molding glue Pacer-Zap-A-Gap and ZIP KICKER accelerator - the translator AT).

More than 50 color photos guide the user step-by-step to the finish, text is limited to short captions, which itemize the part numbers, explain how to assemble them and sometimes how to color them. Because the construction is so logical and can be understood at any time, the station facade can be built in only two long evenings. It is beneficial to have enough

time for the off-white and red-brown colors to dry (I mixed leftovers from Roco freight brown and DB diesel engine red --- -- Note of the translator: You will have to search for your color choices here in the US, but I am certain that you have the right stuff handy). You can either spray paint the walls or use a big brush, which avoids a too homogenous look of the color. The very spongy wood absorbs the color quickly. I have painted the white boards around the doors and windows while they were still part of the Balsa boards. After they dried I cut them out with a sharp knife. You need to cut two to four bridges and sand them a bit. Afterwards I painted the edges, some of them I painted after I glued them to the walls where their contours are finely marked for positioning.

### **Five shingles in one piece**

You quickly cover the shingle roof, because there are always four or five shingles connected with a bridge similar to a comb. You glue the next layer of shingles right onto these bridges. In difference to the instructions I colored the shingles with grey and brown chalk strokes and blurred it with my fingers. This method results to approximately the suggested color. If you use a wire brush and grey stain you will receive an even more weathered look.

Everything fits perfect. But you need to use extra care when mitering the last shingle layer of the bay roof. I admit that I botched a little bit that part of the roof as well as the finishing board under the roof that rest on simulated beams.

I enjoy mostly the fine window crossbars, the double layered doors, and the printed timetable on the finished model, which is only 2" (50 mm) deep and 21 1/4" (490 mm) wide. The station is approximately within 1:22 to 1:24 scale and is a perfect background model at the edge of your layout. Of course you could

also hang it as a picture decoration onto the wall. The too low roof could actually be made higher, because there is enough material in the box. You should not underestimate the work because the kit consists of roughly 200 pieces and it takes time to put it together. Nonetheless the whole process is very enjoyable since all parts fit so well and the construction is well thought out.

The House of Balsa also offers a beautiful "Dallas Hotel" with a nicely decorated wooden facade. Those who have limited space can establish a Western atmosphere with these kits on an indoor layout. Of course these models are not weather proof. Garden rail-roaders will only be able to use them as a temporary photo background, or to build a space saving diorama for the days spend inside.

Summary: You only need glue, color, a sharp knife and a file to build proto-typical buildings from these highly precise kits. The first-class instruction manual is richly illustrated and can even be understood without good English knowledge. This is an ideal introduction for US fans who are searching for the special something on their indoor layout.

FW / (AT)

Less is more - this is certainly applicable to Large Scale indoors. The Dutch Modelspoorteam's "Trinité" is proof.

Do you recall the "Tail light" from issue 4/03? Where fireman Robert's curiosity got the better of him to have a peek through the gap in the door on the wrong site of the toilet, located between the church and the station. Long ago he rejoined engineer Jean in the cab of the engine, thus we can watch the Corpet-Louvet engine going about the switching duties. For once not in the garden; this station diorama is strictly for indoors and covers less than 4m<sup>2</sup>.

Following "Pointless" in GBp 4/2003, which was based on an oval, we present "Trinité" a small rural terminal where all the action happens in front of a backdrop.

Modelspoorteam, Zaltbommel found the sleepy prototype in the Bretagne: the former Etel to Trinité sur Mer line. They modeled the terminal as a two-part diorama fashioned in the manner of a lightbox. The painted backdrop frames the station and lends the diorama the required depth, mostly because relatively light colours have been used.

Those who model Large Scale either need lots of room or uses very tight radii - or practices moderation by limiting the theme to the essentials. At least the diorama should project the peace and quiet of the Bretagne: there is no crowding and the quiet only gets interrupted by the occasional train and the chiming of the church bells.

A small diorama like this gives plenty of opportunity provided the modeler emphasizes the details. This not only includes the passengers in the coaches or the glimpse through the open freight shed door revealing stacked bags, there are also the open doors on buildings which give away this and that. The viewer gazes into the sparsely furnished office of the stationmaster, the bottom half of the walls

is wainscoted and a working light hangs from the ceiling - straight, not like mounted on a crooked rope. The trick: the two wires to the LED have been tightly twisted together, that provides stability. Dipping even fine wires in clear lacquer will keep them pole-straight.

The railways rolling stock is limited, but carefully selected. A Corpet-Louvet engine and coaches from the LGB line have been repainted to reinforce the prototype impression, plastic sheen would destroy the ambience of the fine structures and the scenery. Looking for toy couplers on the rolling stock will be futile. All of it has been fitted with prototypical couplers that work very well on a flat indoor layout. Other than the couplers there was nothing that could be bought off the shelf to fit the prototype. A Dijon-Bouton railcar is scratchbuilt as are all the structures in the French style. The body of the railcar consists of Evergreen styrene, a Mashima motor powers the unique vehicle through a Branchlines gearbox obtained from GM&S ([www.gmens.nl](http://www.gmens.nl)), at the end of the journey the railcar is turned on the small turntable.

### Handlaid track

Being as the layout ends up close to eyelevel choosing small rail was unavoidable. "We chose Code215 rail" explains Hans Louvet, one of the Modelspoor members. This profile is only slightly higher than those used for the track offered by Hübner, Thiel or Märklin for Gauge 1 (Code200). Peco, the English manufacturer, has also track in Code200 and 250, both in aluminium and nickelsilver. Modelspoor didn't select the ready-made products and decided to handlay both tracks and turnouts. The ties are from Ozark Miniatures (USA), the spikes from MicroEngineering. The suitable handthrows are from Gecomodel (France), the turnout motors are from Tillig (Germany). To weather the rails the

modelers applied a primer and added some oxidation compound. The same method was used for the "sheetmetal" portions of the water tower - with very good results. The sprouting weeds between the tracks provide visual interludes and match the overall look of the scene. Louvet used Hekis "Wildgras" interspersed with dried flowers from the florist's.

The trees are also scratchbuilt, caspia was applied to wood dowels and then sprinkled with either Heki grass flocking or Woodland Scenic turf material to get the desired effect.

In true modeler's fashion Louvet created his own road surface. He used putty into which he embossed the asphalt or stone structure. The dirt road, with the cycling mailman, was created by applying sand to white glue which had a small amount of detergent added.

The stucco on the walls was made with the same method. The structures consist of cardboard which is at least 1mm thick. The windows, doors and roof joists are made from wood. Evergreen styrene or cardboard is used for the roofs.

A very nice touch are the corner stones on the buildings. These are also made from cardboard or bristol board which is painted either yellowish or reddish using water colours. Once dry the material is cut into strips using a metal ruler as a guide. A typical row of bricks scales to 3.5mm. The same way stone work gets added to structures like the engine shed, of course only after the stucco has been applied to the walls using the sand/white glue method. This is a method Hans Louvet likes to demonstrate at exhibitions when the Modelspoorteam participates with "Trinité sur Mer".

H-JG/ (HJ)

## "The Tail Light" ...Page 66

Longingly we looked at this picture, we were used to plenty of snow in our hometowns in the Black Forest and the Swabian Alb. Along the Lower Rhine one day of snow a year is sheer luck, forget about running in the snow.

If you have some, enjoy it! Just like Karl Krantz who sent us the picture.

99 6001 has just returned from clearing the line with a plow built on the chassis of a LGB side-dump car. And when the last snow is gone our reader will pick up a spade and work on his layout.

The plan is a mountain railway with the corresponding Alpine scenery. We are anticipating seeing the 99 6001 at the head of a construction consist.

(HJ)

**Addendum:** Chris Walas' Captain Nemo's saltwater and seafood rescue railway

## U-Bahn...Page 24

For the original English text please check here <http://4largescale.com/chris/c10.htm>

(HJ)