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THE MAGAZINE FOR LGB ENTHUSIASTS

ISSUE 4/2015



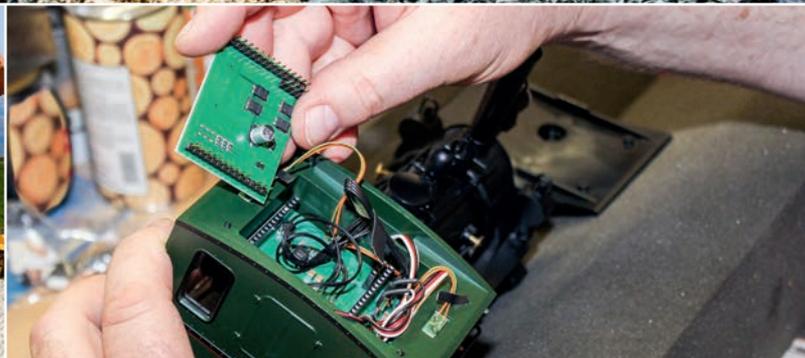
Simply regal

The Zittau Saxon Train as an anniversary model



INDOOR LAYOUT FOR REAL FANS

Werner Säufferer pays attention to detail



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DEAR READERS,



Your contacts at LGB:
Silvia Römpp (LGB Club)
and Andreas Schumann
(Product Manager LGB).

The 32nd International Model Railroad Exhibition and the 10th Märklin Open Days have come and gone. It was a fantastic weekend for all model railroad fans. Regular shuttle buses ferried more than 60,000 visitors between the five stations of this large three-day event, which is held every two years in Göppingen, Germany. And this year was the first time that LGB fans had their very own station to look forward to. Stop 2 on the shuttle bus route was the EWS Arena, where over 1,195 square yards of floor space was completely dedicated to G-scale model railroading. Renowned accessory manufacturers, including LGB of course, with the latest developments and new products, as well as numerous clubs and associations with their magical layouts kept the crowds well and truly entertained. The layouts and the commitment and tireless efforts of the enthusiasts in the Arena ensured a good time was had by young and old alike. It came as no surprise that the majority of visitors to the EWS Arena, including lots of children and young people at the LGB booth, wanted to try out the extensive digital control opportunities provided by the Central Station 2. Great days! We are already looking forward to the next event!

In this issue of LGB Depesche: Most G-gauge fans are now busy putting their trains in “mothballs” for the winter – but for some LGB enthusiasts the fun and games are just beginning. Indoor layouts, like Werner Säufferer’s highly detailed and beautifully designed layout, come into their own. A majestic Saxon atmosphere emanates from the IVk 145 not just on the Zittau Narrow-Gauge Railroad, but also on your garden layout together with the brand new model of an authentic baggage car. Speaking of winter: How about designing figures? Karsten Speyer and Sven Hoffmann show you how to add a bit more life to your G-gauge world.

SILVIA RÖMPP

ANDREAS SCHUMANN

Limited to 399 models:
The LGB IVk 145 of the
SOEG in the outfit of
the Royal Saxon State
Railroad is a strictly
limited edition.





MODELS AND LAYOUTS

6 There are locos which, because of their shape and size, draw admiring glances again and again. The IVk is one of them.

TOP MODEL **6**
Its prototype with the outfit of the Royal Saxon State Railroad is at home on the Zittau Narrow-Gauge Railroad. LGB has released the IVk 145 with the corresponding authentic baggage car.

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During the cold months of the year indoor layouts have massive advantages. Werner Säufferer's LGB layout is a role model for all die-hard designers and detail specialists.

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The panorama cars of the GoldenPass Express of the Montreux-Oberland Bernois Railroad are a real tourist attraction. LGB has planned two car sets for 2016. Don't delay, order today!

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The Central Station 2 automatically recognizes locos with an mfx decoder. A few quick steps are required for all other locos. Holger Metschan now knows how it's done.

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36 There are five ways to adapt old and brand new locos to the Central Station 2. Holger Metschan has tried them all.



24 Order the LGB panorama cars of the GoldenPass Line of MOB from your local retailer today. They will be available in 2016.



42 Whether you are looking for narrow-gauge or standard-gauge, German, Swiss or US trains, there are loads of new things to discover at your local retailer.

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PHOTOS: THOMAS JUNGBLUTH, KÖTZLE, LGB

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Saxony's glory

The vehicles of the historic Saxon Train of the Zittau Narrow Gauge Railroad



The Zittau Narrow Gauge Railroad – which lies in the extreme east of Germany – has become well-known throughout Germany, not least for the ‘Historik Mobil’ show, which is held each year at the beginning of August and attracts visitors from far and wide. The members of this small railroad are proud to operate trains from the golden age of steam, and the pre-first world war Saxon Train, in particular, is a real gem.

The class IVk loco is a prime example of an engine from this period; 96 of these locos were built between 1892 and 1921 – more than any other narrow gauge steam engine. It is a so-called Meyer loco, which in contrast to the Mallet loco has the cylinders located next to each other between the bogies at the center of the locomotive. Measuring almost 30 feet, weighing roughly 28 tons – depending on the version – and with

a top speed of 18 miles an hour they responded well to the challenges of the Saxon 750 mm Narrow Gauge Railroad. At the end of the first world war, ownership of 91 of these locos, classes 99 511 to 99 608, passed to the German State Railroad Company (DRG), although not all the numbers were allocated. A large number of the machines were destroyed during the second world war or were employed in other countries, particu-



larly in eastern Europe. For example, in 1945 only 57 locos were incorporated into the ranks of the German State Railroad (DR), which operated them in many of the 750 mm (2 ft 5-1/2") networks. Some of them were adapted to the standards of these networks. Nine locos were, for instance, retrofitted with an air brake to ensure their use on the Rügen Narrow Gauge Railroads and the Prignitz Circular Narrow Gauge Rail-

road. The locos running in Saxony, on the other hand, retained their Heberlein cable brake.

At the end of the 1950s, the DR planned to replace these somewhat outdated and, in some cases, run-down locos with new diesel locomotives. At that time, it was assumed that over 100 narrow gauge diesel locomotives were required for 750 mm (2 ft 5-1/2") networks, a fact which would have made

the whole thing economically viable. In December 1960 and May 1961, LKM Babelsberg supplied two class V 36.48 prototype locos, which were subsequently tested on various narrow gauge routes throughout Saxony. In terms of traction and pulling power, both locos excelled, but in many other areas they proved unusable, and, as a result, did not make it into mass production.

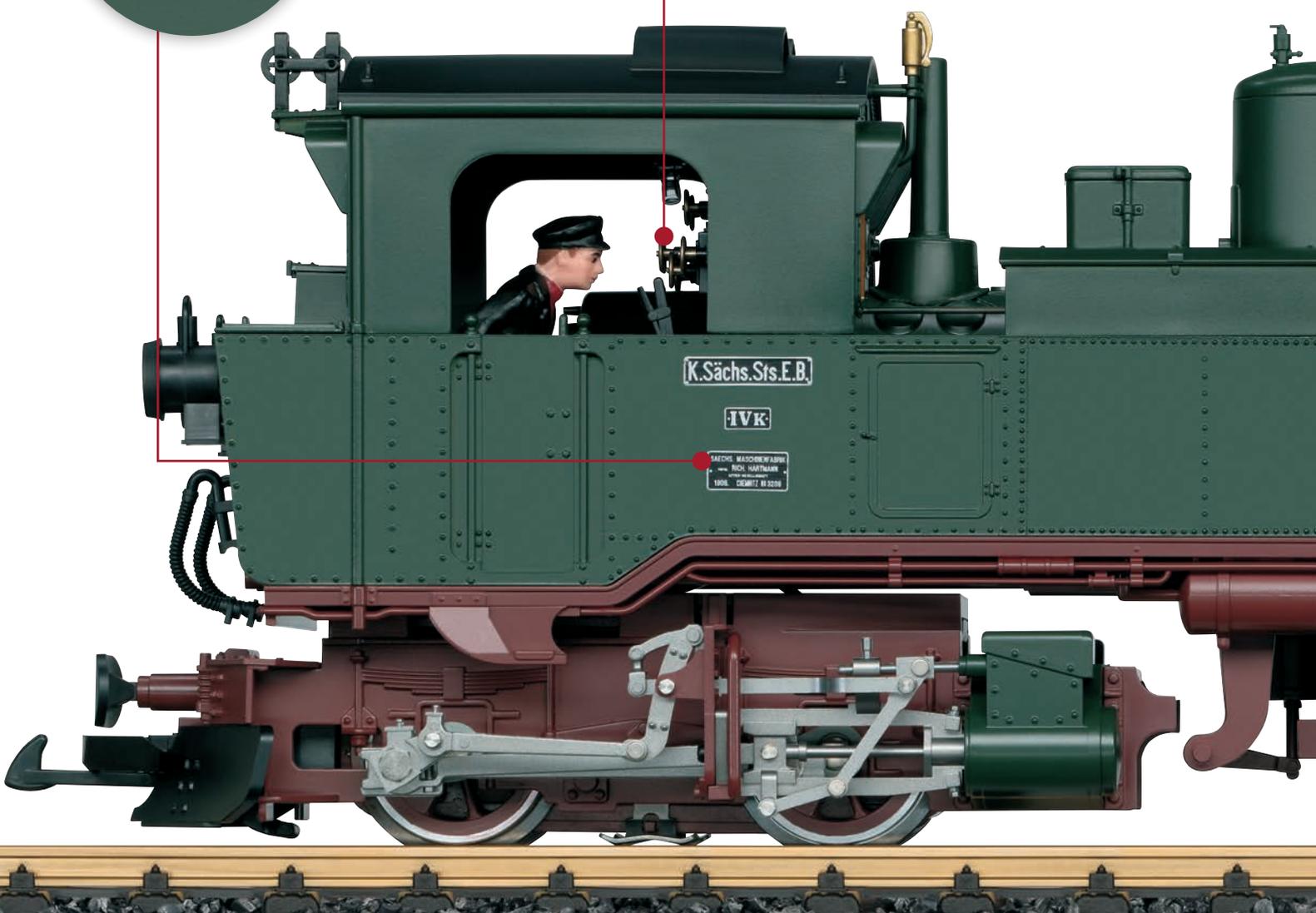
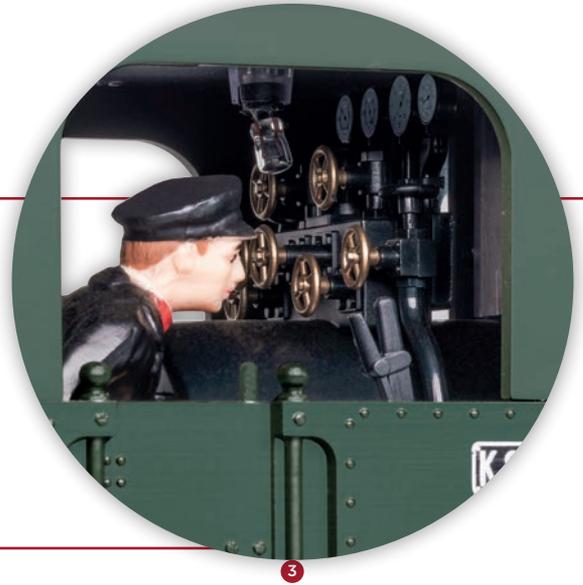
This was the saving grace of many ▶

of the old IVk locos. Starting in 1962, 29 of these locomotives were fully overhauled (or reconstructed as the DR called it). The locos were initially only fitted with a new boiler, before subsequently receiving a new welded frame, meaning they could almost have passed 'as new'. Typical features of the reconstructed locomotives were the smooth welded water tanks and the flat dome cover. Once reconstructed, these locos were the main workhorses of the fleet on the narrow gauge routes of Saxony. The locomotives that had not been reconstructed were gradually taken out of service up to the mid-1970s. The closure of many routes in the 1970s led to the withdrawal from service of the "Reco" locos. However, this practice was stopped in 1989 as a result of German reunification and continued use of certain lines.

Although Deutsche Bahn AG wanted to offload the alleged uneconomical narrow gauge railroads as quickly as possible, a number of museum railroad associations, interest groups, and local enthusiasts ensured their continued operation. The IVk loco was the mainstay of almost all narrow gauge (750 mm) services in Saxony, but always as a reconstructed locomotive.

This led to a small band of enthusiasts in Zittau, spurred on by the wish to bring an original version back to life, to search for a suitable locomotive: They eventually found the 99 555, which was manufactured by Sächsische Maschinen-

THE IVK 145 STEAM LOCO OF THE SAXONY-UPPER LUSATIA RAILROAD CORP. (SOEG)



fabrik, previously Richard Hartmann AG, in Chemnitz in 1908. It entered service as engine no. 145 of the Royal Saxon State Railroad and was used by the DR until 1973 (reconstructed in 1962). After being taken out of service, it was not scrapped but preserved as a monument in Söllnitz before arriving in Bertsdorf in 2002. It was now time for the gradual restoration to commence. After partial disassembly and the refurbishment, repair and overhaul of various components, a flat-bed truck transported the dismantled loco to the MaLoWa workshop in Benndorf in 2008. It returned to the Zittau Narrow Gauge Railroad in July 2009 – restored to its original state and with the original color scheme of the Royal Saxon State Railroad and displaying the number 145. This locomotive has become hugely popular with visitors on the line from Zittau to Jonsdorf or Oybin.

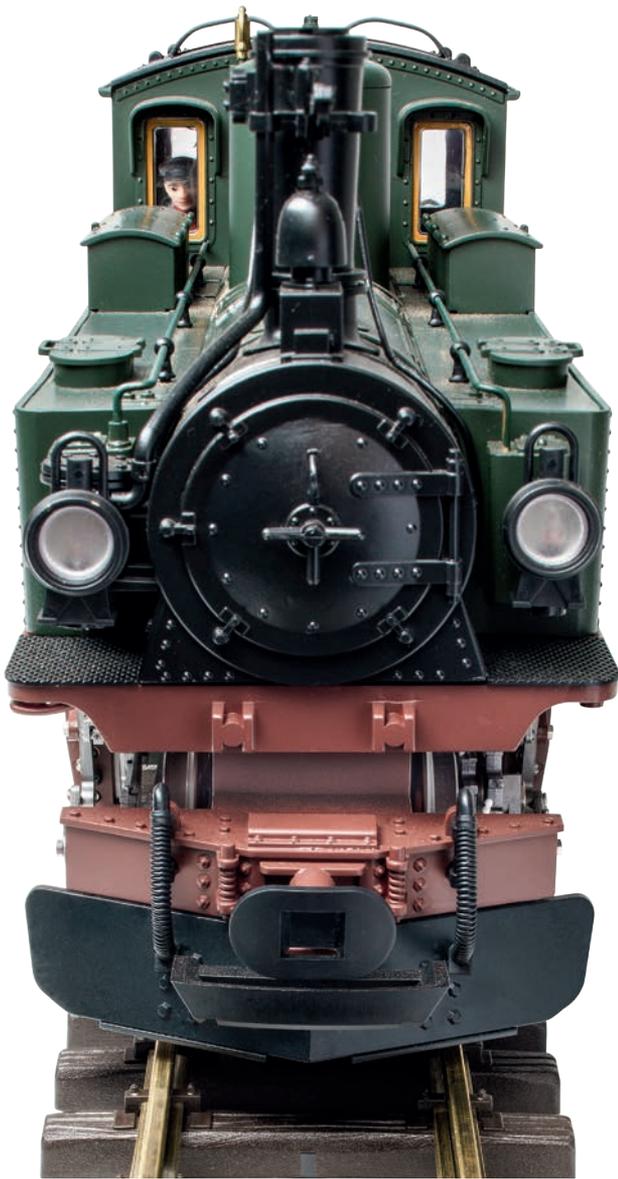
But what good is a loco without the matching train? In this respect, the Zittau Narrow Gauge Railroad also has plenty to offer visitors: A pre-first world war train has been in operation there for a number of years, consisting of wooden-bodied, four-axle passenger cars. ▶

HIGHLIGHTS

The IVk 145 steam loco of the SOEG, 26842

- 1 All wheel sets driven by two Bühler motors
- 2 mfx/DCC decoder, sound and light effects, such as cab lighting and smoke generator
- 3 Prototypical design, e.g. in the cab
- 4 Authentic paint scheme and lettering
- 5 Packed in an exclusive wooden presentation case





It also operates with the original color scheme of the Royal Saxon State Railroad. This train includes a matching baggage car built in Werdaun in 1922. The history of this car is similar to loco no. 145, as it was partially modernized in 1959 and provided with external metal cladding. At the start of the new millennium it regained its original wooden structure and is the ideal match for the passenger cars, especially after being repainted in its original color of brown with the Saxon Railroad lettering in 2009. Fans got a chance to see the car in its original state for the first time at the 'Historik Mobil' show in August 2009. Since then the Saxon Train has been running as a complete unit and is a real highlight of the Zittau Narrow Gauge Railroad, providing a fascinating insight into the world of the railroad over 100 years ago ...

HIGHLIGHTS

Baggage car 1381K SOEG, 30320

- 1 New design with wood-paneled sides
- 2 Prototypically painted and lettered
- 3 Sliding doors, strutted frame
- 4 Length over buffers 19"



BAGGAGE CAR 1381K SOEG

The model of the Saxon baggage car 1381K of the SOEG (museum vehicle of era VI), which is still in service on the Zittau Narrow Gauge Railroad.

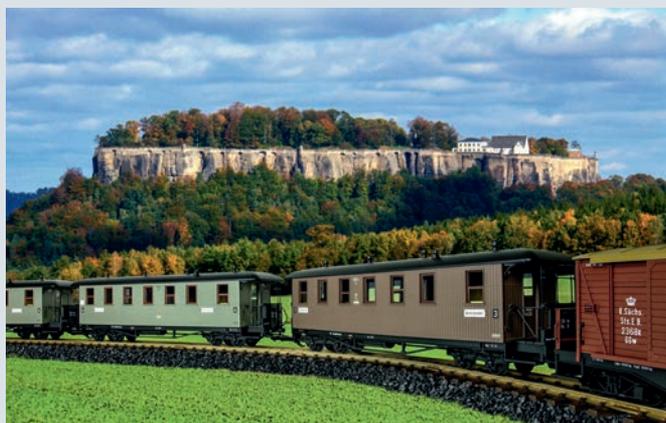


SAXON TRAIN MODEL

2004-2015

Models of the Saxon Narrow Gauge Railroad have a long tradition at LGB: A reconstructed version of the IVk has been available for a number of years and 2011 saw the presentation of a recently restored class Ik locomotive with the registration number 54. Needless to say that the range also includes matching railroad cars. For instance, various versions of the four-axle passenger car, available with either wood paneled sides, riveted sheet metal sides or as a reconstructed car with new windows. A matching train set (item no. 39359) for the new Ik was launched and consisted of three passenger cars and one four-axle freight car, as a baggage car was not available at that time (this set is unfortunately now out of stock).

LGB did not miss the opportunity to release an exclusive model in 2015 to mark the 125th anniversary of the Zittau Narrow Gauge Railroad: And the surprise was perfect when the LGB model with the matching baggage car 1381 K in the original brown livery and lettering of the Saxon Railroad was presented live on stage as the 145 chuffed past during the steam engine parade. Over the next two days many vis-



Long tradition: Four-axle passenger cars for the Saxon Train have been a long standing feature of the LGB range. If you do not own the magnificent set consisting of passenger and freight cars (item no. 39359), you can now look forward to the DR passenger car set (item no. 31352), which is also a perfect match for era III-VI Saxon locomotives.



itors took the opportunity to admire at close hand the two models and numerous other new products from LGB and Märklin.

But the familiar reconstructed version of the IVk was not only available in green with the registration number 145: All the typical features of the various versions have been reproduced. From the riveted water tanks and altered cab roof to the different cable pathway for the piping on the running boards. The dual headlights have also been reproduced to the finest degree. The loco has two Bühler motors with a ball bearing design which drive all four wheel sets. It is additionally equipped with an mfx / DCC decoder which together with the digital control system provides a plethora of realistic sound effects. To reinforce its exclusive character, the locomotive comes in an exquisite wooden case and is limited to just 399 models worldwide; each loco is provided with a certificate and a corresponding serial number. It is usually quite difficult to reproduce models of old trains when the original drawings no longer exist. But in the case of the 145 it was advantageous that the loco is actually still in service. It was therefore easy to glean information from the many photos that are available, especially as the loco was used on a number of narrow gauge lines in Saxony during the summer of 2014. Molding turned out to be slightly more complicated: although not all the components needed to be newly produced, no or only insufficient data were available for older LGB molds. Today, die shops only produce molds or mold inserts when 3D data are provided. But even this hurdle was overcome with relative ease. The main task was to measure the components of the reconstructed loco. The planned presentation at the 'Historik Mobil' show in Bertsdorf in August 2015 proved to be a major challenge for the LGB engineers. It was obviously a matter of pride and principle to showcase a prototype model at this event, but there were no molded prototype components available. To solve this problem, the engineers created an original locomotive from a reconstructed one using stereolithography (this process utilizes a vat of liquid plastic material and a laser to create components) and 3D printing technology. The result was a real show-stopper and was rewarded by the interest shown by most of the visitors. This loco (item no. 26842) will be available from summer 2016, which is not so far off that you cannot start to look forward to it now.

The additionally showcased baggage car 1381 K of the SOEG adds the final touch to the Saxon Train. This car is a brand new design. It includes all the details of the wood-paneled prototype. Needless to say, the car comes with metal wheel sets and large doors that can be opened and closed. Enthusiasts can, if desired, also install the supplied parts for the Heberlein brake on the roof. The model (item no. 30320) will be available from spring and is bound to become a firm favorite with backyard railroaders.

These two models allow enthusiasts to recreate a train from a remarkable small railroad in the extreme east of Germany, a railroad whose members know how to organize fantastic events - like the annual 'Historik Mobil' show. A railroad which would no longer exist if the Berlin Wall had not come down. A railroad which has become a major attraction with international appeal. A railroad where once you have been you will want to return again and again. A railroad whose trains deserve to be shared with the world as garden railroad models ...

The party for fans of all gauges

The 32nd IMA and the 10th Märklin Open Days 2015



Mighty steam locos, huffing and puffing, powerful shunting locos, and modern electric locos – the locomotive show at Göppingen station was a true highlight of the 32nd International Model Railroad Exhibition and the 10th Märklin Open Days. Over 20 locos and trains from various eras paid a visit. The 01 519 was also one of the guests after its reactivation – Märklin had made a donation towards its complex restoration. The other four stations were packed with everything a model railroader could want. The show attracted thousands of visitors and the 27 shuttle buses ensured they were transported rapidly and efficiently from one station to the next. Brand new: A separate exhibition hall spread over 10,764 square feet was set up for G-gauge fans (see the club news on page 31). Märklin managing director Florian Sieber made an exciting announcement during the Märklin Open Days: The current Märklin Museum is moving to the hallowed company headquarters in Stuttgarter Strasse. The new look museum is intended to reflect the traditional brand's experience and heritage. Sieber, highly impressed by the IMA: "We enjoyed three fantastic days with visitors from around the world".

A railroad delight (photo right): The ET85, built in 1927 - Germany's first and only remaining electric powered rail car of its kind.



Young visitors demonstrated their skills assembling locos (far left). And the latest models were in operation on numerous layouts set up in a tent at Staufferpark.

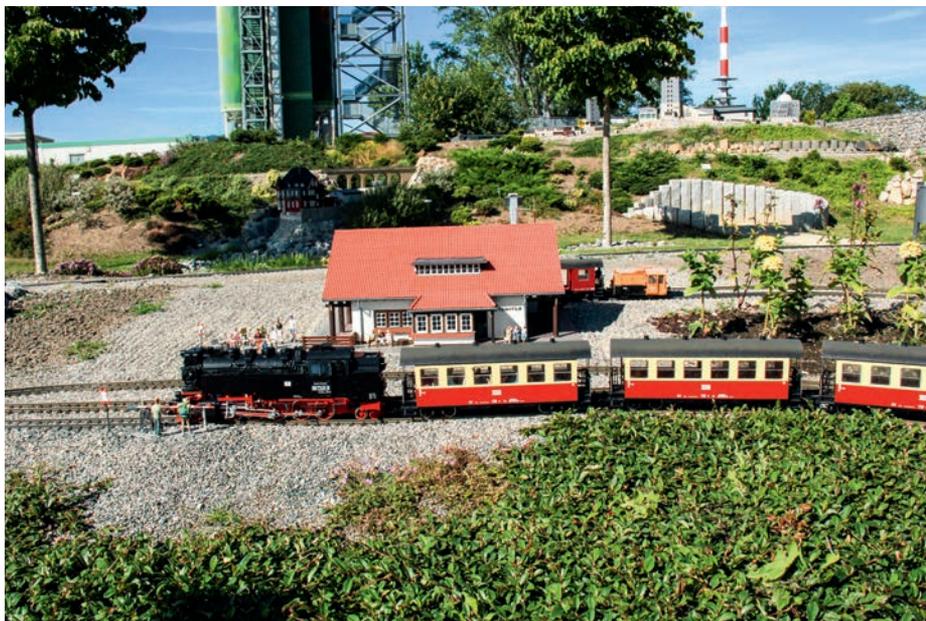


Firing up a T3 at the premises of Leonhard Weiss. Märklin managing director Florian Sieber and Simba Dickie CEO Michael Sieber on a 01 at the station (right).



LGB now also on show at the Miniature Park in Wernigerode

985 feet of G-gauge line



One of Germany's best miniature parks has been incorporated into the glorious expanses of the Wernigerode Public Park. Visitors are treated to 62 sites of historic interest from around the Harz Region at a scale of 1:25, embedded in a miniature landscape dotted with small woods, streams, and rock formations. Miniature versions of the real-life Gernrode, Drei Annen Hohne, and Wernigerode-Westerntor stations have also been constructed. They are served by true-to-scale LGB models of Harz Narrow Gauge Railroad trains.

(www.miniaturenpark-wernigerode.de)

LGB at the Miniature Park in Wernigerode: The new steam loco 997245-6 stops at Westerntor station.

Running days of the Schönheide Museum Railroad

Nikolausdampf

Schönheide – Neuheide – Stützengrün: Saxon IVk trains run around the foot of the Kuhberg hill in the picturesque region of the Ore Mountains. The members of Museumsbahn Schönheide e.V. are to thank for ensuring the 2 ft 5" wide narrow-gauge line still runs for almost three miles at this point, much to the delight of all narrow-gauge fans. The association members also add a bit of spark to the Ore Mountains by organizing regular running days for the general public. And if you are looking for some winter fun, do not miss the chance to visit the "Adventsfahrten" on 3 and 4 December, or the "Nikolausdampf" on 10 and 11 December. The enthusiasts from Schönheide have already planned plenty of events for 2016 (see right). www.museumsbahn-schoenheide.de



Museumsbahn Schönheide e.V.
Öffentliche Fahrtage 2016

135 Jahre WCD - die 1. sächs. Schmalspurbahn
25 Jahre Verein

07. Februar*	(Start in die Winterferien)
14. Februar*	(Winterdampf)
25. bis 28. März	(Ostern auf unseren Bahn!)
16. & 17. April	(Teddybärfahrten)
14. bis 16. Mai	(Pflanzfahrten)
18. & 19. Juni	(Bahnhofsfest)
16. & 17. Juli	(Sommerdampf und Sommernachtsfahrt)
06. August	(Einschulung mit Pfiff "Mit der Birnen zur Schul")
03. & 04. September	(Bürstenfest)
08. & 09. Oktober	(Herbstdampf)
03. & 04. Dezember	(Adventsfahrten)
10. & 11. Dezember	(Nikolausdampf)

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LGB fans can now purchase a red-beige passenger car (item no. 36352), which can be seen running on the popular Schönheide Museum Railroad, to match the already available loco (item no. 26841).



Werner's indoor railroad



Werner Säufferer spent nine years constructing his 98 square feet indoor railroad, which is set up on bench work and spread over two rooms. An opening in the wall with a connecting tunnel enables trains to run between the two rooms and a hidden layout, including a staging yard, provide Werner with additional storage space beneath the bench work.

The layout, installed on almost 4 feet high robust legs, is a real feast for the eyes and offers fun-packed operation.

Both of these things were important for Werner when he started constructing the G-scale layout back in 2006.

"Everything should look as realistic as possible", he explains, adding: "But it doesn't necessarily have to be perfect". Nonetheless, the layout is pretty much perfect – right down to the smallest scenes, which a quick look at Güglingen station confirms. The Black Forest passenger station with an elaborate facade, the lit waiting room, and adjacent freight facility is the layout's main station and located in the smaller

of the two rooms. The over 3 feet long railroad building is a highly detailed model that exudes the charm of the early 20th century. Passengers and personnel, train signs, baggage cars, lamps, benches, and signposts all fit into this time frame. The station is also the point of intersection for numerous shunting trips that Werner is only too happy to carry out. Every day, almost without fail, he spends at least half an hour in his G-scale world gazing at the stunning displays and coming up with new ideas. He loves loading the freight cars

Rain, hailstones, thunder, and lightning are not a cause for concern for Werner Säufferer. This railroad is a hive of activity all-year round. The experienced LGB enthusiast has installed his garden railroad in two rooms and created a fantastic layout down to the very last detail.



*“There’s a real buzz
in the air at
Kleinbach station”*

with lumber, pipes, rocks, and iron bars before transporting them to the various tipples along his layout with the aid of a steam loco. The starting point for most journeys is the Möckmühl engine shed. This is where the steam locos are fueled using a water crane and coaling plant. A loading crane on the parallel sidings is responsible for transferring goods from trucks to freight cars. Once the loaded cars have been coupled to the loco, it commences its journey to the freight shed at the other end of the layout. The horse-shoe shaped complex offers suffi-

cient space in the center of the room for the operator and the control panels and switches.

An interesting shunting yard

On its way to the old freight shed the train runs past Güglingen station and the

nearby vineyard before crossing several turnouts at the gas station, the repair shop, and the lake. A bumper marks the end of this track. This is not an exception, as four other bumpers around the layout indicate. Werner constructed the layout section in this room as a large shunting yard. Round trips are not possible. But he has created a spectacular low mountain range section in his second, slightly larger garden railroad room. A further end point in the first room is the mustard and sauerkraut factory. The roughly 4 feet long period building rests on the ►



Güglingen station with engine shed: The station, which captures the traditional look of the early 20th century, is the starting point for many shunting trips around the layout in the smaller room.



Manual switching: The turnouts at Güglingen station can be operated manually. This adds to the fun of shunting for Werner.

side wall of the room. A large loading ramp enables the delivery of barrels and crates and the loading of goods. If you take a closer look through the 16 lit windows of the two-story building, you will discover that numerous authentic work-scenes have been created in the old factory. The tippel at the coal merchant's office is another starting and finishing point for shunting trips. Werner has to carry out a few clever shunting moves and switch several turnouts to reach it. The layout is based on analog technology and the turnouts are also analog-controlled. Several control panels are used to operate the fifteen turnouts located around the 98 feet of track. This includes

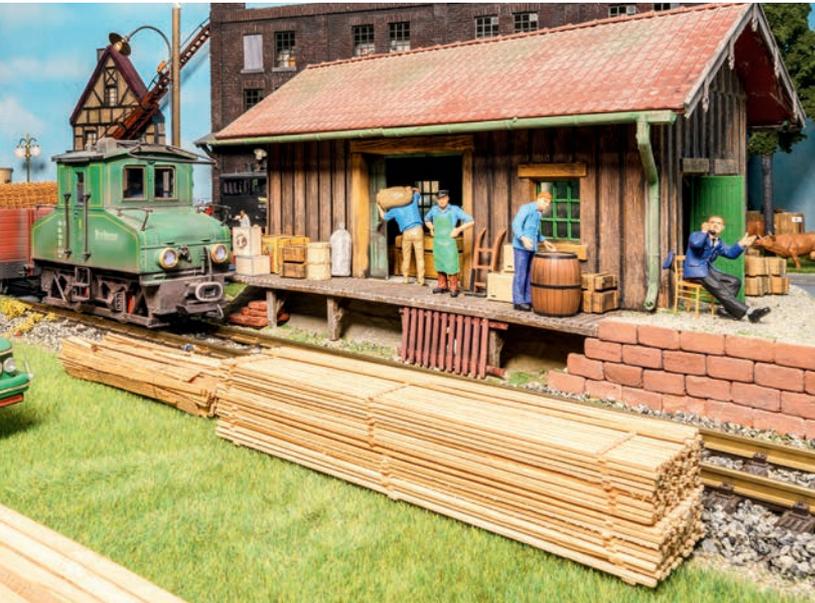
three manual turnouts. "It all adds to the fun of shunting", explains Werner. Controllers and control panels and control boxes are situated on two slender shelves beneath the bench work. The two circuits are each powered by a transformer. A further transformer is used to supply various attractive features alongside the tracks. For example, the illuminated grill at the flooded gravel-pit, the lights of the repair shop, the ovens in the bakery, and the smoke generators in some of the chimneys. However, the trains on the hidden track beneath the bench work are not controlled from this control position. This is carried out from the control position in the neighboring

room. By the way, very little is seen of the trains arriving from the other room on the hidden tracks. After emerging from the tunnel, they leave the mainline and join the hidden section. Once a U-turn has been negotiated, they head off in the direction of the neighboring room, which they reach through the underground section of the tunnel.

While the first room contains buildings and figures from the world of work, the second room is given a vacation feeling thanks to a mixture of countryside and mountainous scenery. Werner has landscaped the routes leading to and from the two bridges as hills and decorated them with rocks, trees, bushes, and grass.

The second room has a feeling of vacation

The old lumber mill, the water mill, the castle ruins, the transformer building, Susch station, and the small town of Kleinbach with its half-timbered houses give the layout a real feel of Switzerland and the Black Forest. The layout covers about 55 square feet and offers sufficient space for larger buildings, such as the Pola lumber mill or the ensemble of buildings with the three tall half-timbered houses. The architecture models and the Pola station form the delightful town center of Kleinbach. The small town station with its two mainlines and siding is definitely the heart of the layout in the larger room. The double-track truss bridge, located directly behind the station and which crosses over the station's tracks, adds to this impression. The wonderfully designed station clearly



Unloading/loading area for goods: The freight shed is the destination of many shunting trips. It is also the main unloading/loading area for lumber, iron bars, and other goods.



Control center: Werner Säufferer relies completely on analog technology to run, switch, and control his layout. Each room of his layout has its very own control center.



Full steam ahead: A distant signal and a home signal ensure the Stainz loco and the steam roller reach their destination as quickly as possible.



End of the line: The smaller room of Werner's layout is an attractive shunting yard. Bumpers mark the end of the tracks.

demonstrates the particular difficulties which confront an LGB enthusiast when installing a layout indoors. The tracks at the station do allow a compact loco with three pairs of coupled wheels, such as the Harz train locomotive 99 6001, to stop there when pulling up to three two-axle passenger cars. But if the brown "Krokodil" of the Rhaetian Railroad (Ge 6/6) and its four-axle cars loaded with lumber turns up, things become a bit cramped at the station. A stop at the nearby Susch tourist station is even problematic for the slender Ballerina and its passenger cars. A number of closely positioned turnouts make it difficult for trains to pass freely. These restrictions are, however, not

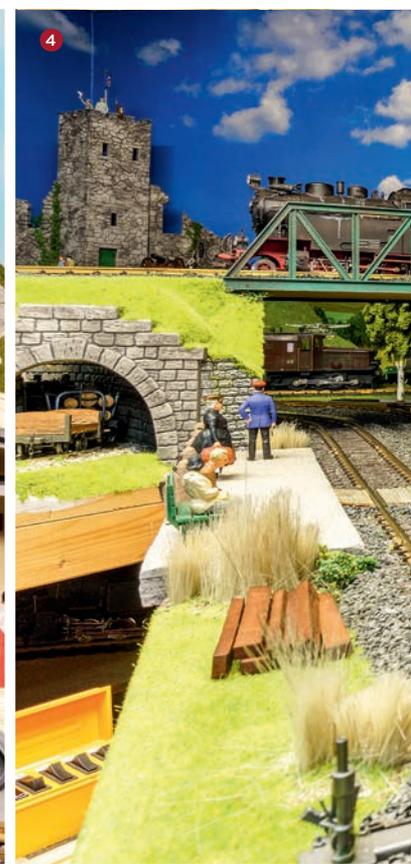
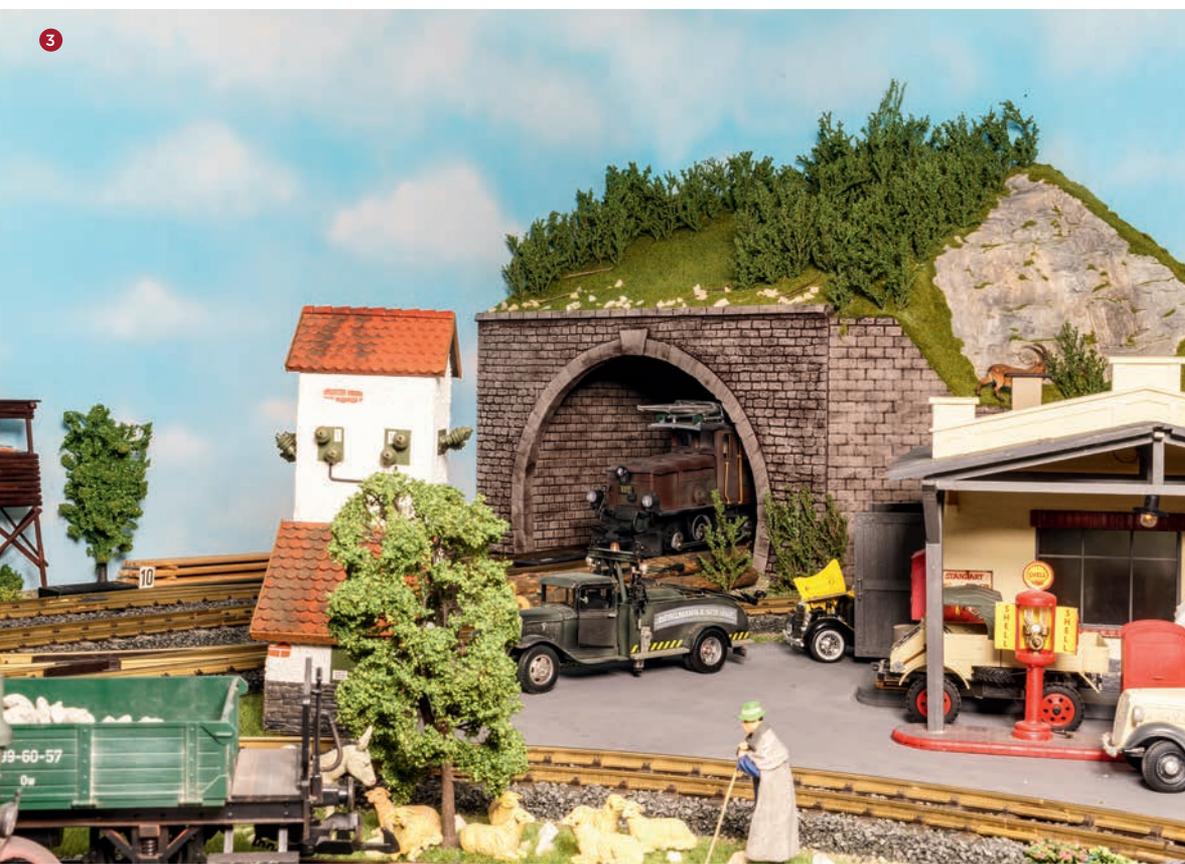
"A wonderfully designed showpiece"

a problem for Werner. He enjoys using a range of compact steam locos, for example a Stainz loco, the steam tramway loco 99 821, the French tender loco Corpet-Louvet 36 (item no. 20790), the Harz train Ballerina 99 6001, or the compact electric loco AEG 1 Breitenau. These locos only have a few two-axle cars in tow. The larger room contains roughly 148 feet of

track. Part of it has been installed underneath the low mountain range. This also helps to hide a four-track staging yard that offers enough space for long trains. The entire layout in this room is divided into three power circuits. Three locos can be operated comfortably using the installed analog technology. The turnouts in this room are also analog controlled, twelve turnouts are switched via the control panels. Three manual turnouts are additionally installed at Kleinbach station.

Two circular tracks are available

There are two circular tracks available on this layout, which conjures up a ▶



LAYOUT IMPRESSIONS

Werner Säufferer's layout draws your attention to the highly detailed scenes. All the vehicles and buildings have been painstakingly created. Reason enough for the editorial team to dedicate a second article on layout displays to this indoor work of art. Here are a few teasers.

1 The freestanding Möckmühl engine shed is the starting point for numerous shunting trips in the smaller room of Werner's layout. Lots of figures are on hand to refuel the steam and diesel locos in front of the shed. The loading crane and railroad personnel on the parallel track are responsible for transferring goods from road to rail. Several manual turnouts in this section help to simulate real shunting.

2 Illuminated period buildings on the wall add a nice atmosphere to the layout without taking up too much space. This additionally ensures enough room for the branched track layout. The three story factory building is a highlight of the layout. It is one of its kind and was built by hand from over 6,000 corkboards. Working scenes can be viewed through the lit windows.

3 A double tunnel connects the layouts in both rooms. This tunnel consists of a visible section above the bench work and a further tunnel beneath it. The hidden tunnel is used by trains traveling to and from the hidden section in the first room and the staging yard in the second room.

4 There is never a dull moment at Kleinbach station. The small town station with its two mainlines and siding is definitely the heart of traffic on the small two-track display around Kleinbach. The station building, like most of the buildings along the layout, has been weathered and aged to make it look authentic. The platforms provide sufficient space for compact locos with three pairs of coupled wheels or three two-axle cars.

5 A four-track staging yard is installed underneath the low mountain landscape. It offers enough room for long trains. Access to the staging yard is via the other room. The turnouts in the staging yard are analog controlled. Even in this track section Werner does not see the need for a track control box.

6 Large tour: The 3 feet long, arched lifting bridge at the door of the second room is the all-important connecting element for the long tour in the second room. Two hinges attach the plastic bridge to the layout. The tracks on the hinge side have been chamfered to ensure they interconnect when the bridge is lowered. When raised, the arched bridge ensures access to the room. A sturdy catch on the door frame stops the bridge from falling down.





Werner is fascinated by details: The men at the lumber mill are busy at work: one of them is repairing the dam at the water wheel while a cat balances on the balcony railing.



Vacation feeling: The layout in the second room has been created as a hilly display in the middle of an idyllic landscape.



Small tour: The Ge 6/6 of the Rhaetian Railroad also runs on the small tour around Kleinbach and the mill.



Manual turnouts: Werner has installed manual turnouts at the station to increase shunting fun. All other turnouts are analog controlled via the LGB control boxes.



Short stop: Susch station is actually a request station. The station does not provide enough space for long trains.

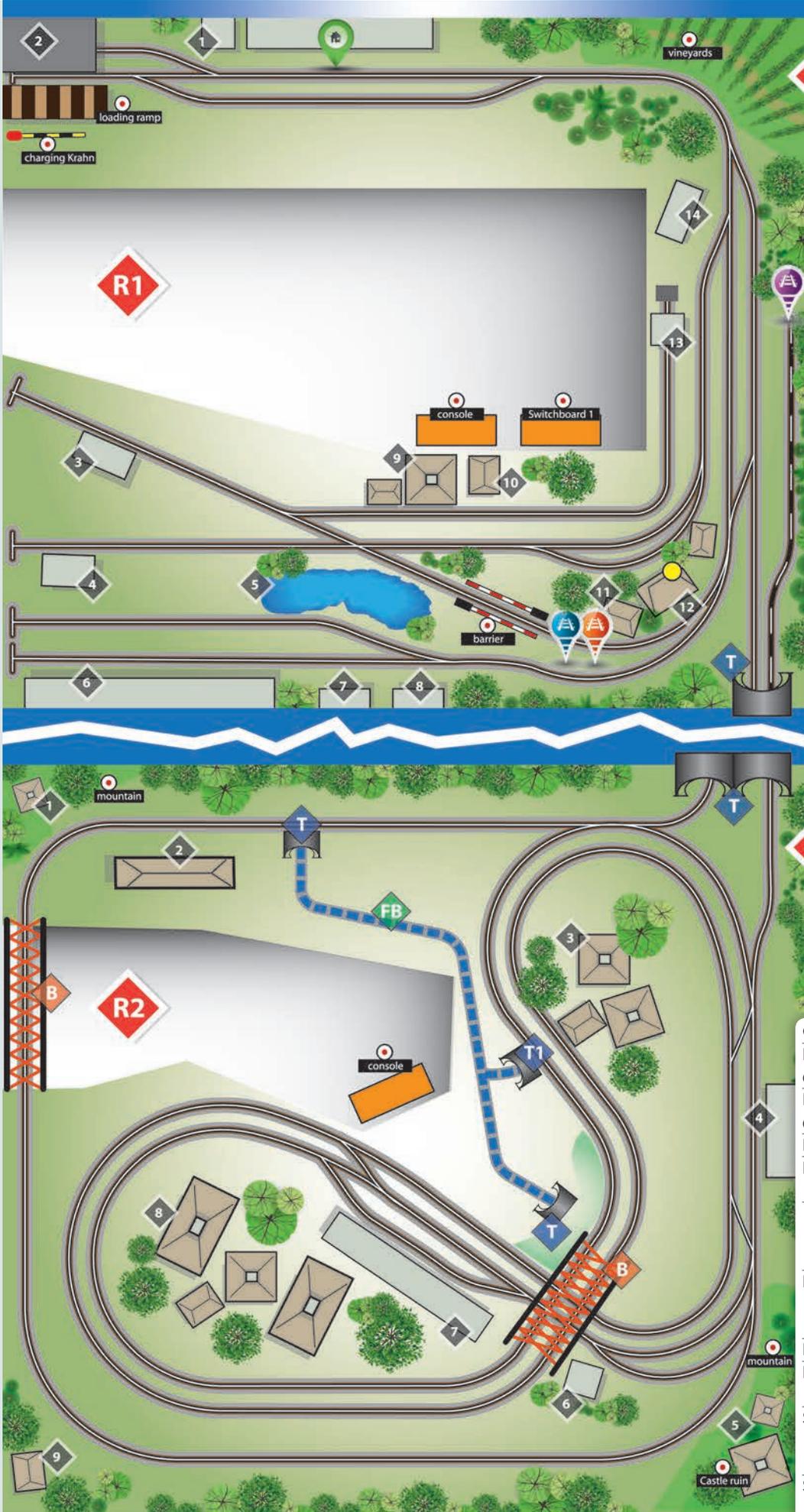
vacation atmosphere: an outer longer route with an oval shape and a shorter tour that forms a figure eight, which winds around Kleinbach and the old mill. The long tour starts at Susch station and runs parallel to the side walls of the room. It initially leads up to the lumber mill. Then passes over the arched lifting bridge at the entrance door to the old smithy before traveling down to the castle ruins and back to Susch station.

The use of a lifting bridge at the entrance door enabled Werner to create a long circular track in the room. It spans the free space in the layout and, when raised, ensures access to the room in the relatively slender door area. When lowered, the bridge connects the oval sections and allows trains to travel around the large circular track. Due to a slight upgrade and the R3 curves the route offers the best conditions for use of large locos and a number of long passenger and freight cars.

The route around Kleinbach is short and winding

The second route is shorter and has more curves. Starting at Kleinbach station, trains travel past Susch station, around the old grain mill and continue up to the railroad bridge near Kleinbach. The double-track bridge crosses over the tracks at the station. The second route subsequently runs downhill around the small town, eventually returning to the station. The entire route has been built with two tracks. Furthermore, real gravel has been used to form the bed of the railroad track along the entire layout. Werner initially crushed the gravel before fixing it into place using transparent paint. It looks amazingly real, just like everything else on Werner Säufferer's indoor layout.

TRACK PLAN | Layout description



- R1**
 - 1 WC
 - 2 Engine shed
 - 3 Freight shed
 - 4 Small railroad building
 - 5 Flooded gravel-pit
 - 6 Mustard and sauerkraut factory
 - 7 Period building
 - 8 Period building
 - 9 Farm
 - 10 Bakery
 - 11 Repair shop
 - 12 Gas station
 - 13 Loading ramp coal merchant's office
 - 14 Coal merchant's office
 - T Tunnel to room 2 (R2)
 - G Güglingen station
 - Entrance to the hidden tracks beneath the benchwork
 - Warning signal
 - Main signal
-
- 1 Transformer building
 - 2 Lumber mill
 - 3 Mill
 - T1 Tunnel for narrow-gauge track
 - 4 Susch station
 - 5 Chapel
 - 6 Railroad building
 - 7 Kleinbach station
 - 8 Half-timbered houses / Kleinbach
 - 9 Smithy
 - T Tunnel
 - FB Narrow-gauge track
 - B Bridge

Construction period:	2006 to 2015
Length of track (without staging yard):	295 feet
Layout area (without staging yard):	98 square feet
Running operations:	Analog
Power circuits:	2 in room 1, 3 in room 2
Turnout operation:	Analog via control boxes, some manual turnouts
Number of turnouts:	30 turnouts, of which 6 are manual turnouts
Bridges:	2
Longest bridge:	Arched lifting bridge 3 feet
Stations:	Güglingen (room 1), Kleinbach and Susch (room 2)
Special features:	Installation in two rooms

PHOTOS: KÖTZLE; TEXT: ARNULF SCHÄFER



Diesel, steam, and sugar cane

Some of them have been given names, like Emma, Bertha, Monika or Yvonne, painted light and dark green, and fitted with brass-colored trimmings. While others remain nameless, apart from a works plate with a serial number, and have a plain black finish.

The older ones demand coal, the younger ones are hungry for diesel. The majority of them have two axles, but there are even versions with three and four axles. Despite their differences, the small locomotives have one thing in common: they belong to the category of narrow-gauge 'field railroads'. The heyday of these narrow-gauge railroads, which used tracks whose rails were between 15.7 and 39.4 inches apart, was the

first half of the 20th century. After the Second World War, their roles – primarily transporting materials – were taken on by trucks and electric conveyor belts. The economic importance and thus the number of narrow-gauge trains dropped drastically. In the meantime, though, many museums and narrow-gauge enthusiasts are dedicated to the preservation of existing vehicles and the restoration of disused tracks.

LBG is also fully committed to boosting its presence in the narrow-gauge scene and will, in the coming months, be launching new models of three important prototypes: the Deutz OMZ 117F, an Orenstein & Koppel loco, and the famous Olomana steam locomotive. The Deutz machine is an era IV diesel engine, while the Orenstein & Koppel is an era III steam loco. A very special loco is the Olomana, which spent many years working on a

Hawaiian sugar plantation: built in 1883, it originally ran on coal, but was converted to oil in 1928. Occasionally, dried cane refuse was used as fuel for the loco that weighed a mere 8 tonnes. In principle, it worked quite well; the alternative fuel provided sufficient heat. But this practice coated the insides of the boiler with deposits that were hard to remove and prevented continuous operation.

As the name suggests, narrow-gauge 'field' trains ran on temporary tracks through fields. Their origins date back to a field south of Paris in the 19th century. The Decauville family owned a large sugar beet company just outside the French capital. It was a particular battle to bring in the harvest after heavy rainfall when the horse-drawn carts got bogged down in the muddy dirt tracks. In the fall of 1875, Paul Decauville had the ingenious idea of attaching parallel iron bars to flat iron to create track elements which could be transported and bound together in a simple way. These improvised tracks were used to haul the trolleys loaded with sugar beet that would otherwise have become stuck in the soggy ground.

The harvest was saved and the foundation laid for a light railroad empire. Just two years later the clever farmer turned his back on agriculture, focusing his attention on the industrial production of his portable railroad and developing suitable locomotives and cars. In 1880, he announced that 3,000 orders had already been received. The idea spread rapidly, not only in the agricultural sector, but also for industrial, tourist, and military purposes. At the World Exhibition in Paris in 1889 a Decauville steam train transported roughly six million visitors to the newly constructed Eiffel Tower. The company was also on everyone's lips at the World Exhibition in 1900 after showcasing an electrically powered narrow-gauge train. During the First World War, the French, British, and German military constructed numerous 'trench railroads', with 2ft in width between the rails, on both sides of the Western Front. By the end of the war roughly 4,700 miles of track had been laid to transport ammunition, weapons, and supplies.

Decauville's idea of an easy-to-install railroad became very popular for agriculture, forestry, and industrial processes. In principle, the 'iron workhorses' were used as a means of transportation wherever horse-drawn wagons were no longer able to carry out the tasks, but a permanently installed narrow-gauge ►



A beautifully preserved Deutz OMZ 117 with two cylinders and a rail gauge of 2feet.

PHOTOS: EVAK FELDBAHN- UND INDUSTRIEMUSEUM WIESLOCH E.V., MICHAEL LINNENBACH
TEXT: ROLAND BISCHOFF



An Orenstein & Koppel Mallet of the Frankfurt narrow-gauge railroad museum. A similar O&K labored in the Gending sugar factory near Probolinggo/Java.

THE NEW NARROW-GAUGE TRIO FROM LGB

The re-release of three LGB narrow-gauge locomotives allows garden railroad enthusiasts to add a charming touch to their layouts and enhance them with the small tank engines. Compared to previous versions, all three models have been both optically and technically overhauled.



THE DIESEL VEHICLE

The KJF narrow-gauge diesel locomotive as it looked in era IV. The prototype is the Deutz OMZ 117F. The loco was originally equipped with a water-cooled two stroke diesel engine, which was eventually replaced in some models with an air-cooled four stroke diesel engine. The LGB model is richly and finely detailed as well as extensively lettered. The motor and gear drive have been technically overhauled. Both wheelsets of the black and red locomotive are powered. In addition, the locomotive has a figure of an appropriately dressed engineer and a prototypically detailed cab.

Length over buffers: 7.5" | Item no. 25910

THE STEAM ENGINE

The steam locomotive KJF no. 1 is a tribute to the small railroads of era III. Its prototype was designed and built in large quantities by Orenstein & Koppel. These and similar small steam locomotives hauled railcars on numerous narrow-gauge, industrial, and forest railroads.

The new model is richly and finely detailed as well as extensively lettered. The motor and gear drive of the black and green loco have been technically overhauled. The side rods and valve gear are fully working details of the model that boasts two powered axles. Furthermore, the model comes with a figure of an engineer in the prototypical cab, adding a realistic touch.

Length over buffers: 8.3"
Item no. 24140



THE EXOTIC TRAIN

The cute narrow-gauge loco Olomana is very popular in the US. Built by the Baldwin Locomotive Works of Philadelphia in 1883, it spent its working life on Hawaiian sugar cane plantations. It retired in 1944 and is now at home in a museum after being lovingly restored. LGB fans are to thank for the re-release of the Olomana. It is an absolutely authentic model and comes with working headlights - from the intricate paintwork and engineer's cab to the typical space between the boiler and the frame. The powerful motor and two powered axles with traction tires ensure reliable operation.

Length over buffers: 11"
Item no. 23130

or even standard-gauge railroad would have been too expensive. In the forestry sector, for instance, the ‘forest railroads’ were used to transport lumber to local sawmills. The tracks could be easily laid to sites where a number of trees had just been felled. By the mid-twentieth century trucks had replaced most of the forest railroads in western Europe and the old routes were used to create new forestry tracks. Forest railroads survived longer in eastern Europe though. Working forest railroads can still be found in Russia and Hungary, while the many Romanian forest railroads were abandoned in the 1990s.

Significant economic importance

The small narrow-gauge trains had significant economic importance for industrial sectors that owned their own sources of raw material and had to transport large quantities of material for internal further processing. So it is obvious that brickworks, stone quarries, gravel pits, peat excavation works, and coal mines were soon making use of these narrow-gauge workhorses. And it was not uncommon to find them hauling materials around large construction sites and factories. As so-called ‘towing trains’ the light railroad locos were also used to pull barges along canals or through locks, a task that had once been the domain of draft animals.

Regardless of the sector the small trains worked in, their fate was sealed by the mid-1950s at the latest. The increasingly widespread use of motor trucks and intensive highway construction led to the demise of the light railroads with their labor-intensive installation and operation. Today, they are almost exclusively used where soft ground or a lack of space prevents the use of trucks. Aside from a few large nurseries or brickworks, the narrow-gauge trains are basically only employed in peat bogs as ‘turf trains’ or in mines as ‘ore trains’. In Germany, some light railroads are currently used in industrial peat extraction, especially in Lower Saxony and Schleswig-Holstein. There are still peat works with 25 mile long narrow-gauge lines which have up to 25 locos and 325 rail cars in use. Some of them also offer rides.

Today, there are many ways for narrow-gauge fans to take a trip on one of the small locos. Around Germany many historic lines are being preserved by enthusiasts and museums. Follow the link “https://de.wikipedia.org/wiki/Liste_von_Feldbahnmuseen_und_Feldbahnen_



The Olomana of the Baldwin Locomotive Works, Philadelphia, is the baby sister of magnificent steam locos, such as the 2-6-0 Mogul or the 2-8-0 Consolidation. It was built in 1883 and arrived at its new employer, the Waimanalo Sugar Company, after a two-month passage by sailing ship around Cape Horn.

mit_Fahrbetrieb” to find a list of 87 narrow-gauge museums and working light railroads in Germany. The list does not claim to be complete. It also specifies 29 light railroads in the Netherlands, Switzerland, Austria, Russia, and the Czech Republic. A very special narrow-gauge gem can be found in the “Railroad Museum of Pennsylvania” in Strasburg, PA. The museum in the quaint small town is the proud owner of the Olomana. The famous narrow-gauge tank engine (3 feet) was built by the Baldwin Locomotive Works of Philadelphia in 1883 before being transported to Hawaii on a two-month passage by sailing ship around Cape Horn. The Olomana spent 62 seasons working on the plantations of the Waimanalo Sugar Company, pulling cars of sugar cane from the fields to the processing plant. At the beginning of the 1950s it was purchased by Gerald Best of California, who restored the engine together with Ward Kimball, changing the engine’s fuel from oil to wood. Kimball



had a private backyard narrow-gauge railroad, which was often visited by his boss Walt Disney. The celebrated animator and filmmaker was so impressed with the Olomana that he once remarked about the engine being “entirely suitable for Mickey Mouse”. And he was right: Disney film lovers may recall the film “Dumbo” in which the little steam loco “Casey Jr.” bears a striking resemblance to Olomana. And at Disneyland and Disneyland Paris narrow-gauge fans have the chance to travel on a comic-style Olomana: the cute loco is designed as a circus train roller coaster for small children.



Super perspectives

To mark the 40th anniversary of the legendary GoldenPass Panoramic train, LGB has planned two elaborate car sets for 2016. We strongly suggest pre-booking so you do not miss out on these spectacular models.



The world's first panoramic train: The panorama car of the Montreux-Oberland Bernois Railroad first entered service in 1976, offering passengers stupendous views of the magnificent alpine landscape. And the GoldenPass line is still one of the most popular train routes in the world.

At LGB, there is a long tradition of creating models of panorama cars from the various Swiss narrow gauge railroads. Be it the Glacier Express, the Matterhorn-Gotthard Railroad or the Arosa Express, fans and collectors have always been able to find the latest rolling stock of internationally famous trains in the wide range of garden railroading models. LGB's latest "Swiss" project is called the GoldenPass Panoramic of the Montreux-Oberland Bernois Railroad (MOB). A huge amount of detail has been paid to the two car sets, and to the authentic paint scheme and lettering of the striking white-gold luxury trains. The models come with complete interior details and lighting, and with large doors that can be opened and closed. The two car sets, consisting of the "first class car" As 114, the "second class car" Bs 251, and the "second class cars" Bs 223 and Bs 252, allow you to create a prototypical panoramic train. Suitable engines are the electric loco Ge 4/4 MOB (item no. 27425)

Contact your local dealer to register your interest in purchasing a panorama car.

and the no longer manufactured Ge 4/4 MOB (item no. 20420).

However, since production costs, in terms of tools and livery needed, are so high it is important to know in advance if there is likely to be sufficient interest from Swiss narrow gauge fans in purchasing this collector's item. To guarantee the project goes ahead, you should order as soon as possible. So if you wish to see this train, not only in Switzerland, but also in your own backyard, contact your local dealer today. And there is a good chance your wish may be granted.

The beautiful and traditional route with its passes and breathtaking views of alpine peaks is a major tourist attraction, as are the splendid trains of the "GoldenPass Line". It is therefore a must for all model railroad enthusiasts who wish to bring a little bit of this alpine wonderland to their layouts.

The world's first panoramic train

The roughly 46-mile-long meter-gauge track from Montreux, on the banks of Lake Geneva, to Lenk is mainly operated by the MOB, which was founded in 1890 for implementation of the railroad in the valley of Simmen. The GoldenPass Line stretches up to the 39 mile mark and boasts both the historic GoldenPass Classic and the GoldenPass Panoramic train.

Passengers experience unforgettable views and Switzerland's finest scenery as they relax aboard the panoramic train with its extra-large windows. This is ►



From Montreux to Zweisimmen: The GoldenPass Line stretches for about 39 miles through the awe-inspiring alpine foothills of the cantons of Waadt, Freiburg, and Bern, climbing as high as 2,825 feet.



Alpine tour from the comfort of an arm chair: On its way to Zweisimmen the GoldenPass Panoramic calls at 36 stations and stops. The picturesque town of Château d'Oex is located halfway along the spectacular route at roughly 3,166 feet above sea level.



The anniversary train: It was the first MOB panorama car (here with its original livery). Apart from its subsequent white-gold paint scheme, the As 110, built in 1976, has remained the only panorama car with its original structure (photo taken at Zweisimmen station).

the exact reason why the MOB introduced the “panorama car” in 1976. The cars of the world’s first panoramic train are famed for their full length windows that reach all the way to the roof, guaranteeing panoramic views of the Swiss Alps.

40 years of the panorama cars

The prototype and “first class car” As 110 was constructed on the undercarriage of an old wood-paneled train by the former commercial vehicle manufacturer Ramseier+Jenzer in Biel. The company supplied three further vehicles in 1979; two second class trains (previously Bs 220 and 221) and another first class train (As 111). The 45 degree angle of the roof with the additional windows provided all the trains with their discernible angular shape, which remains a specific feature to this day.

The panoramic quartet represented the maximum load that could be placed on any of the MOB locos available and operated as the “Panoramic Express”. A complete second car set (As 112, As 113, Bs 222, Bs 223) was acquired in 1982. Introduction of Class GDe 4/4 6000 locos in 1983 increased the level of capacity to five carriages per train (As 114, Bs 225). Following a tender process, the 18 panorama cars ordered from the Italian manufacturer Breda in 1993 for the MOB, the BVZ (Brig-Visp-Zermatt Railroad), and the FO (Furka-Oberalp Railroad) corresponded in many respects to the R+J vehicles. One new feature, in particular, was the swing-sliding doors that were flush with the exterior surface of the vehicle body.

Only four cars of this contract were obtained by the MOB. Aside from the exceptional cab car of the “Crystal Panoramic Express” Arst 151 and 152, it included the first class cars As 153 and 154, which were reclassified as second class trains in 2000 (now Bs 251 and 252). The same year saw the appearance of the “Golden Pass Panoramic”, which, in 2002, revamped its livery to white-gold and received its now famous logo. The carriages of the old R+J vehicles, also As 114 and Bs 223, were extended by roughly five feet to meet the Breda dimensions, retrofitted with wider bonded windows instead of rubber-wedged windows to match the newer versions, and refurbished with just one entrance door on each side. These entrance doors were, however, now ultra-modern electric swing-slid-



In regular passenger service since 1983: The first class panorama car As 114 was fitted with new seats in 2003, extended by roughly five feet, and resprayed white-gold.

HIGHLIGHTS

Panorama car sets of the Montreux-Oberland Bernois Railroad, item no. 39666 (cars As 114 and Bs 251) and 39667 (Bs 223 and 252)

- | | |
|--|---|
| 1 Complete interior details | 4 Opening doors |
| 2 Interior lighting | 5 The length over the buffers for each car is 26-3/4" |
| 3 Authentic paint scheme and lettering of era VI | 6 Unique series, anniversary model |



Supplied in 1982 with a bar: Just like the As 114, the Bs 223 was brought up to the panoramic standard in 2003 and retrofitted with swing-sliding doors.



No retrofit necessary: The As 153 and 154 were reclassified as second class trains Bs 251 and 252 in 2000. They were resprayed white-gold in 2003.

THE ENGINES

MOB locos from LGB

The Ge 4/4 MOB, (item no. 27425) with its elaborate livery and the car sets create an authentic panoramic train of the Montreux-Oberland Bernois Railroad.



The Ge 4/4 MOB (item no. 20420; in production until 1998) matches the panorama cars.

GOOD EXAMPLES

Panorama cars from LGB

The panorama cars of the Glacier Express (current item no. 33666 and 33667) have been firm LGB favorites for a long time.



ing ones. As part of the refurbishment process, it was decided to do away with the standing bar of the Bs 223, which had been installed in 1987. The LGB car sets planned for 2016 will correspond to this era VI design.

A fantastic new project is already in the pipeline at the MOB for 2018. It is called the TransGoldenPass. A revolutionary bogie system will enable the train in Zweisimmen to adapt to the various gauge widths. Testing was carried out successfully back in 2010. This will allow passengers to enjoy the amazing route from Montreux to Interlaken in the GoldenPass. Three hours of alpine magic! With a dining car and the highest level of comfort. The future is bright for the GoldenPass Panoramic.



Stefan Kühnlein, from Hummeltal in Bavaria, has the biggest of all gauge conversions behind him. He started with a Z-gauge layout, and then came the conversion to LGB.

No need for fake snow here, as Stefan Kühnlein's layout in Hummeltal is blanketed in the real stuff.



STEFAN KÜHNLEIN

Wintertime – the pleasure and pain of a garden railroader

5 0-150, 350-600, 700-900, or 917 kg/m³. These are the figures for snow types and snow densities in Germany. 50-150 kg/m³ equals new snow and 917 kg/m³ non-porous ice. And with that level of ice you can forget using your backyard layout! The outbreak of winter at the end of October or the beginning of November can be quite sudden in southern Germany, catching many garden railroaders off guard with heavy frost and light snow showers. But a garden railroad is weather proof. A little bit of snow won't cause any problems, will it? The main problem is actually the damage caused by frost! It harms all materials. Plastics become brittle and break easily, electronic equipment should not be exposed to low temperatures for prolonged periods and copper cables may "crack" if not buried – frost proof – more than 2.5 feet below ground. So the question is: should I leave my garden layout outside or store it indoors during the winter? It makes little sense to remove cables and tracks on large layouts, as it would take too long in most cases. Buildings and figures can be "put in mothballs" for awhile. Locomotives and carriages should definitely be brought in from the cold.

Preparations: Locomotives and cars must be cleaned and stored in a "frost proof" environment by the very latest at the beginning of November. Garden railroaders who live in more western or northern areas of Germany may be able to leave their equipment outside for longer.

Transitional period: If you wish to enjoy your garden railroad for as long as possible during the traditionally frosty period from fall to the start of winter, remember that condensate forms inside locomotive housings. This is not a huge issue when

there is a slight frost in the air, but becomes problematic when the sun starts to shine on the housing or boiler. A single drop is sufficient to seriously damage the decoder. There is obviously less risk without electronic equipment, e.g. when using older Stainz locomotives and when operating in analog mode. The V200 is a new fall release and equipped with a protective cover over the decoder. Brilliant!

Winter fun is: when new, powdery snow (100-200 kg/m³) covers the magical model railroad layout, the snow crystals glisten in the sun, and a Rhaetian Railroad (RhB) train runs round the layout clearing a dusting of snow from the tracks with its plow. That's the fun of backyard railroading in the winter after a moderate fall of snow. Steam locomotive enthusiasts additionally enjoy watching the plumes of smoke and steam puffing into the sky. The snow on the ground, the lights inside the buildings, and a train whizzing around the track give the whole garden layout a very special feel. Garden railroaders are drawn into the scene and get a feeling of actually being in the Harz mountains, the Zillertal Valley, or on the Rhaetian Railroad (RhB) in the Canton of Grisons. If the snow has begun to "build", an LGB "Klima" design snowplow or perhaps a steam snow blower is used to clear the tracks. It creates a romantic feel to the image when, just like in the detective novel "Murder on the Orient Express", the train becomes stuck in the snow and has to be dug out. If you are planning to use your railroad in the deep winter season (RhB or Brocken Mountain Railroad), it would be wise to use a turnout heater!

However, the astronomical calendar says this year's winter does not officially start until 21 December, 2015!

A party for garden railroaders

This year, for the first time, LGB had its very own hall at IMA and the Märklin Open Days: the EWS Arena was turned into a paradise for garden railroad fans.



Simply beautiful: German model railroaders from Neupetershain near Cottbus presented an almost 56 feet long forestry railroad layout.

Insights: The professionals from LGB and Märklin gave visitors a behind-the-scenes look at model development.



Club gift for IMA visitors: A windscreen sponge ensures excellent visibility.

The world of G-gauge is a fascinating, diverse, and fun place. So it was long overdue that garden railroading had its own space at the International Model Railroad Exhibition and the Märklin Open Days, a place for all LGB fans to celebrate their great hobby. A big thank-you must be said to all the garden railroad associations that took part. They put so much time and effort in transporting their absolutely amazing layouts to Göppingen and operating these gigantic model railroad showpieces over three marvelous days. Together with the LGB team they attracted huge numbers of visitors, which all exhibitors agreed were up considerably compared to the last event two years ago. LGB/Märklin staff from Göppingen and Győr (Hungary) gave visitors insights into the computer-based development of locos and cars, presented this year's new releases, and allowed fans to see, use, and test out a digital layout control via Central Station 2. Renowned retailers and manufacturers were on hand in the Arena with a good selection of the most sought-after spare parts and accessories. And if the hustle and bustle of the exhibition all became a bit too much, fans could enjoy meditative relaxation at the outdoor layout. There was even a special exhibition gift for LGB Club members.



Typical garden railroad: The layout in front of the EWS Arena, operated by Gartenbahnfreunde Brigachtal, had an air of relaxation about it.



Exclusive: the 2

Exclusive super freight model for Club members only: A special edition tank car of the Rhaetian Railroad displaying the advert lettering of the Association of Fuel Suppliers in Grisons.

LGB CLUB MODEL 2016

47833 RHB TANK CAR

- 1 Special edition Za tank car of era VI
- 2 Advert lettering of the Association of Fuel Suppliers in Grisons
- 3 The tank car can be filled and emptied
- 4 New prototypical platform
- 5 Metal wheelsets



016 Club model

A heart for oil heating: Needless to say, the Association of Fuel Suppliers in Grisons has long been an advocate of alternative heating solutions, such as wood pellets. But this Rhaetian Railroad tank car stating "Heizen mit Öl - entschieden richtig" (Oil heating - the correct decision) demonstrates its purpose in life quite clearly. The model is of a prototypically painted and lettered Era VI Za tank car of the Association of Fuel Suppliers in Grisons. The tank car can be filled and emptied and has an authentic platform without railings. Length over buffers: 18.9 inches. The tank car will be produced in 2016 in a once-only series exclusively for the members of the LGB Club.

Notes on ordering

Every Club member can order one example of the exclusive Club model either with the accompanying order form or with their Club card through their MHI retailer. Please note that the order forms are not transferable.

Important

Whether you order using the form or with your Club card, closing date for ordering the Club car is **30 April, 2016**. Deliveries are scheduled to start in **the third quarter of 2016**. It is planned to dispatch personalized Certificates of Authenticity directly to all purchasers at the end of 2016. **Item no. 47833**



Club trips 2016

Note the date in your diary now: The Club trips 2016 will give Club members a chance to visit Switzerland and Austria. The Swiss spring trip will take in the gems of the Montreux-Oberland Bernois Railroad and the Golden Pass Line. So it may not come as a big surprise that LGB is releasing two model sets of the panorama cars of the GoldenPass Express next year. In October, Club members can take a trip on special and historic trains around Vienna and Lower Austria. The Forest Quarter, the alpine town of Semmering, and a day trip to the Märklin/LGB plant in Győr (Hungary) are on the agenda. We'll keep you up to date.



The Montreux-Oberland Bernois Railroad and the Golden Pass Line

Part 2 of the new annual chronicles on DVD for Club members



A year with LGB: The DVD of the year 2015 part 2 contains a wealth of footage for garden railroad fans. Dieter Gayh from Hamburg explains how he got the idea for his waterfall layout. In part 2, Mike Lorbeer, railroad modeler from Berlin, finally adds a roof and doors to the restroom facilities, and we visit a super backyard railroad in the USA with a koi carp pond. Rhaetian Railroad specialist Paider Härtli discusses how the new Pullmann cars are now used, Märklin managing director Wolfram Bächle explains how a steam loco made its way onto his garage roof, and we pay a visit to a garden railroad paradise in Sulz with 1,968 feet of track spread over 4,843 square feet.

Amazing G-gauge stories, building tips, and layouts, layouts: DVD Annual Chronicles 2015 part 2

Photo contest



Club members documented the trip to the railroad paradise Switzerland beautifully in photographs. That made it all the more difficult for the jury of professional photographers and editorial staff to select a winner of the photographic competition. The winner was an idyllic image by Michael Heid from Ludwigshafen: It shows the special steam train running past on the Furka mountain line. Michael's prize is the freight train-steam tender locomotive class 094 (item no. 37162) from Märklin. And for all Club travelers, there was a gift from the Club: the book "Gotthard – Königin der Alpenbahnen" by Märklin TV editor Klaus Eckert.

The winning photo by Michael Heid: Run past

Kaeserberg



Switzerland of the 1990s with 6,709 feet of track and 120 trains

The Chemins de fer du Kaeserberg are Switzerland's largest private model railroad museum open to the public. The exquisitely detailed layout stretches across 6,566 square feet on three levels – all built to a scale of 1:87. Marc Antiglio, the designer and founder of the Kaeserberg railroad, is living out a childhood dream with his museum. Members of the LGB Club receive a discount of 3 CHF on entrance fees on presentation of their Club card. The adult entrance fee is then 15 CHF, and young people from 7 to 16 years pay 7 CHF. Fondation des Chemins de fer du Kaeserberg, 9 Impasse des Ecureuils, 1763 Granges-Paccot Fribourg, Switzerland; www.kaeserberg.ch. How to get there: Highway A12, Exit 8, Fribourg Nord, in the direction of Fribourg. The museum is signposted.

MASTHEAD



Depesche

www.lgb.de

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The Club edition includes the DVD Annual Chronicles 2015 part 2, the order form for the Club model 2016, and a brochure of new LGB models for the fall.



Analog to digital

Reader Holger Metschan is upgrading his layout to digital operation with the Central Station 2. In part 3 we accompany him on the way to convenient layout control and see him retrofitting his locos.

Overview of the parts

Part 1: LGB-Depesche 2/2015, Pg. 36 Conversion plans and overview

Part 2: LGB-Depesche 3/2015, Converting the analog control panel to the Central Station and booster, setting up a router and the tablet control.

Part 3: LGB-Depesche 4/2015

Using mfx and MZS-2 locos, converting existing locos to digital mode.

Part 4: LGB-Depesche 1/2016

Installing and programming decoders for turnouts, signals, and for controlling lighting features.

Part 5: LGB-Depesche 2/2016

Setting up track systems and programming, overview of further options.

Since the last issue, Holger has been operating his LGB layout digitally. Initial tests with digitally equipped locos will now be followed by the gradual conversion of the entire fleet. This part aims to show whether and how this is possible.

Five categories

Holger Metschan has many locos and trains, and very rarely can they all be accommodated on the layout at once. Thanks to digital control, he does not have to immediately shunt his unneeded vehicles to a siding or to a section of track which he then has to electrically isolate from the controller. If the trains support this mode of operation, Holger

simply issues a stop command and starts using a different train.

There are five ways to upgrade an LGB vehicle (loco, rail car train, etc.) for digital control at Central Station 2 (CS2):

❶ The loco is already equipped with an mfx decoder. This is the easiest scenario, as the vehicle is automatically recognized by the CS2 after being placed on the layout. A suitable icon image may have to be found on the control panel.

❷ The loco is equipped with an MZS or DCC decoder. In this case, the decoder does not have to be replaced, since these circuit boards can also be controlled by the CS2. This only demands a little bit of programming, as the loco must be set up in the system and parameters, such as mini image, register etc., might have to be adapted.

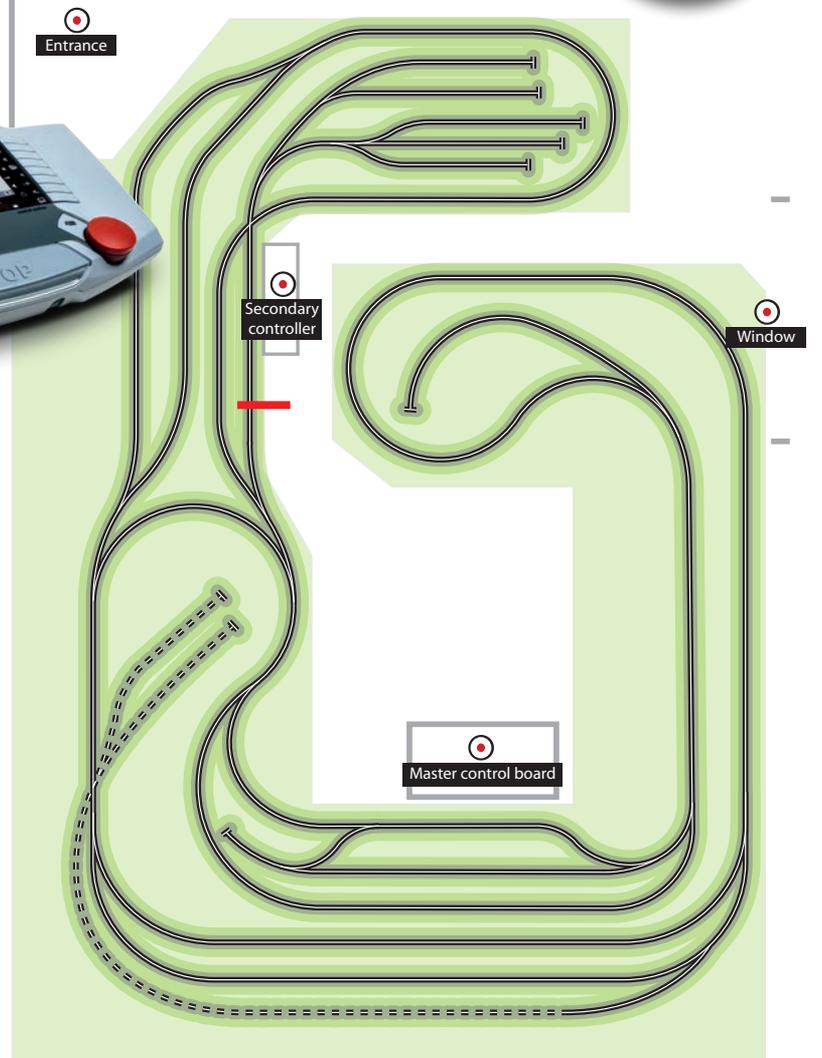
❸ The loco is already digitally equipped; it has a suitable 28-pole interface for the loco decoder LGB 55028 (about €100). In this case, the dummy circuit board is replaced with the decoder. On the next page we will show you how it is done, step-by-step.

❹ The loco has a 10-pole digital interface, as was used for the MZS decoder. The state-of-the-art mfx circuit board can be connected, but the conversion demands an additional interface adapter with a connection cable (LGB 55529). We will use the V200 as an example.

❺ If the decoder needs to be installed manually because a suitable interface is not available or it cannot be modi-

TRACK PLAN | Fun-packed digital operation in a small space

Track length:	approx. 35 m (115 feet)
Turnouts:	16 plus one three-way turnout
Signals:	8
Running operations:	previously analog, now digital
Turnouts/ Signal switching:	still analog, will be digital after part 4



Holger tests locos with a DCC decoder and the newly installed LGB retrofit decoder at his roller test stand, which is connected to the CS2 connection for the roller test stand.

fied using either of the two aforementioned methods, Holger recommends having it done by an expert. Modifying vehicles of this kind will, therefore, not be elaborated further at this point. Due to a lack of space, it might also be quite difficult to fit a decoder to certain “small gems”, such as the truck standing behind the Allegra on the photograph at the top of this article.

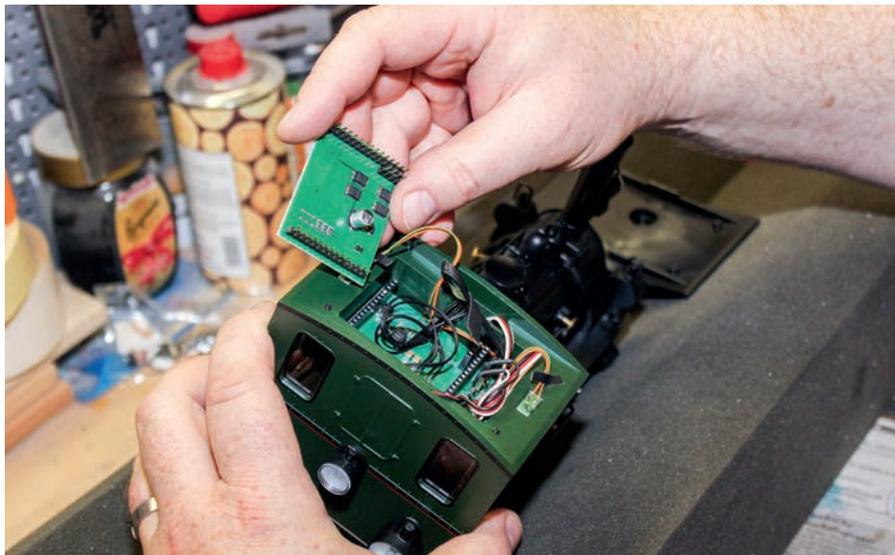
Put it on the layout and power it up

In this situation, you would probably have to revert to an MZS decoder. Luckily, Holger has, for the time being, enough awesome locos and rail cars which he can run on his layout to ▶

Installation of an mfx decoder in a prepared loco



1 The shell is removed, allowing access to the decoder. The position of the respective screws is specified in the operating instructions.



2 A circuit board is carefully removed at the position where the decoder is to be installed.



3 The decoder fits perfectly on the sockets. Press gently and evenly on both edges when inserting the circuit board.

enjoy all the benefits of a digital controller, without having to use his soldering gun or getting in touch with an expert.

It makes life a lot easier when a loco or train is already equipped with an mfx decoder. All you need to do then is to place it on the layout and it will be recognized automatically by the CS2. You might have to adapt the image, but this is a fairly simple procedure using a connected PC or a USB stick.

If the loco has a DCC decoder, a bit more programming is required. First of all the loco has to be registered in the system. This may involve adapting a few parameters to ensure the special functions can be activated accordingly. And a photo can be imported here, too. A calculator for converting the CV parameters can be found online at http://www.maerklin.de/de/produkte/tools_downloads/technische_informationen/cv-rechner.html.

Changing circuit boards with and without an adapter

The digital decoder LGB 55045 is the ideal choice for the digital controller. Holger has chosen this decoder because it is perfectly tuned to the CS2 and also supports mfx control of driving and special functions. This is ultimately one of the reasons why he has chosen to use the digital controller and the new mfx technology and to reduce the burden of register programming tasks. The locos equipped with this decoder could also run on analog layouts or layouts with an MZS controller. This is not up for debate, right now, with Holger. Even after switching to digital control he would still be able to operate his vehicles on various layouts of clubs and friends that do not yet use the CS2.

The decoder is equipped with two sockets with a total of 28 poles (of which only 27 are used). The circuit board can be employed directly in suitable locos. An interface adapter allows you to also use the decoder in locos with an older decoder connection. It then realizes the 10-pole connection on a circuit board which piggybacks the digital decoder. Needless to say, you should only modify locos and rail cars that are in perfect working condition. Holger's are always in top shape, he even spends time maintaining and servicing vehicles that are not in regular use on this layout.

Loco conversion should be carried out in a clean area to avoid contamination. Holger has set up a workbench especially for this purpose in a basement room. All the required tools to complete the work are to hand here. Luckily, the LGB vehicles are not fitted with exotic screws and a normal cross-tip screwdriver is all you need to unscrew them. Holger wears an anti-static wrist strap to reduce the risk of damaging the sensitive electronics through static electricity.

Moreover, he avoids unnecessarily touching contacts and sockets, and, although the loco is de-energized, he always turns the main switch to "off" first. Once the loco is ready for conversion, there are two 14-pole sockets in the loco via which the decoder can then be connected. The circuit board is equipped with reverse polarity protection to save it from damage: At one position there is no pin, and the respective hole in the corresponding socket is also missing.

The challenge is to disassemble the loco in a way that you can exchange the dummy circuit board with the actual circuit board. Besides the screws specified in the operating instructions, there are always one or two more depending on the loco. For instance, the Franzburg locomotive can pose a particular challenge when re-assembling parts after installation. We always recommend taking the loco apart on a foam mat. Holger has even gone to the trouble of cutting out and gluing together pieces of foam to create a special holder (which can be seen on the photos above). Furthermore, stick all the screws into a sheet of paper and write down where and in which order you removed them.

The principle when disassembling is: tackle the job without hesitation, but avoid using brute force. If your loco is fitted with an old digital interface with a 10-pole socket, you will need an adapter (LGB 55529). This adapter is used to replace the dummy plug, which is located at the respective position in the electronics of the locomotive. A certain amount of space is necessary in the loco for the piggyback solution with the adapter and decoder.

The list of vehicles and item numbers in the adapter operating instructions can be used to see whether there is sufficient space (can be viewed online on the LGB website). Installation of the decoder is, of course, ►

Installation of an mfx decoder with interface adapter



1 Once the shell has been removed, the electronics are located. On the V200 it is positioned beneath the gray cover.



2 The connector seated on the 10-pole digital interface is initially removed. This is where the flat plug with an attached cable leading to the actual interface adapter for the mfx decoder is inserted.



3 The mfx decoder is gently pressed onto both sockets of the interface adapter. The interface adapter and the decoder are then installed at a suitable position in the shell (be careful with metal parts, wrap them in insulation tape if necessary!).

only half the story: the loco must be subsequently placed on the track and registered at the Central Station 2.

And because it is a universal decoder, Holger has to configure the parameters – e.g. the number of speed levels, the assignment of special functions, etc. – and, last but not least, also save a suitable image in the Central Station.

Investment and benefits

In the box “Why we don’t solder”, we explain why we restrict ourselves to the first four digital options of a loco when converting the layout.

The investment in both in time and money is fairly substantial when using methods 1-4 to switch a medium-sized layout with roughly 30 locos to digital control. And then we look forward to finally controlling the tracks and signals digitally when we install the respective decoder in the next issue.

Why we don't solder

The installation of a digital decoder in a loco that is not intended for this purpose should be left to an expert. This is the reason why we have decided not to modify these types of vehicles during the layout conversion and suggest you find an expert who can help with your inquiry. He should also advise you on how much outlay is reasonable and expected to retrofit a decoder. Since every vehicle is different, we are unable to provide details of the cost for converting individual locos.



Decoder retrofitting, particular in older vehicles, could potentially result in substantial investments. So always talk to an expert first before spending a lot of money.

IN THE NEXT PART ...

... it is the turn of the tracks: Turnouts and signals will be connected via a respective decoder and we will show you how they can be controlled with the CS2.

The CS2 is not only used to control locos and rail cars, but also as a “signal tower”. Just like the real life version, it is possible to create a simplified diagram of your layout and to integrate corresponding controllers into this track layout. We will take a closer look at this in the next issue of Depesche.



Digitally controlling: turnouts and signals



Travel with **LGBTOURS...** ...and make your dreams come true.

2016

Train journey through Austria, Czech Republic and Hungary – June 2016

This tour includes the enchanting cities of Munich, Prague, Vienna, Salzburg and Budapest. We will travel through the beautiful scenery of Austria on board famous steam railways like the ZillertalBahn, Achenseebahn, Mariazellerbahn, MurtalBahn, and the Schneebergbahn. We will travel to the Czech Republic to ride the historical narrow gauge railway Jindřichův Hradec, dating back to 1897. In Hungary, we will visit the famous Hungarian Railway Museum, ride the Children's Railway and enjoy a dinner cruise on the impressive Danube River. A special tour is planned at the Märklin production facility in Győr/Hungary where Märklin, LGB and Trix are in production side by side.

Midnight Sun in Sweden and Norway (inclusive Hurtigruten cruise) – July 2016

This tour will start in Stockholm. First, we will travel with the famous Inland Railway through Sweden's untouched wilderness, along beautiful lakes and amazing glaciers. The journey starts through Lapland, further across the Arctic Circle and to the Atlantic coast. Afterwards, we will take a cruise with the famous Hurtigruten and travel through the spectacular scenery of the Norwegian coastline with more than 1,000 islands to Bergen. Next, a special fjord cruise will take us from Bergen to Flam, passing through the Sognefjord and proceeding up the dramatic Aurlandsfjord. Another highlight will be a fjord cruise of the amazingly beautiful Nærøyfjord. At the end of our tour we will ride the famous Flåm Railway and Bergen Railway to Oslo, where the tour ends.

A journey through Northern Germany – August 2016

The tour will start and end in Hamburg, where we will visit the Miniature Wonderland and enjoy an Elbe River cruise. We will continue to Bruchhausen-Vilsen to join the 50th anniversary festival of the Deutsche Eisenbahn Verein. The program includes fantastic steam train excursions. Next, we will visit Wernigerode, a colorful town with magnificent half-timbered houses. The steam powered Harzer Schmalspurbahn and the Brocken Bahn will take us through the beautiful scenery of the Harz Mountains. The trip continues to Berlin, where we will visit the German Museum of Technology. Then we will visit Ruegen, Germany's largest island, where we will stay at the beautiful seaside resort of Binz. Highlights will be exciting train rides on board the famous steam powered "Rasender Roland" and the "Mollibahn" in Bad Doberan.

Train Safari South Africa – September/October 2016

We will start in Cape town to explore Cape Point, and Kirstenbosch National Botanical Garden. We will continue along the Garden Route to Oudtshoorn, the center of the ostrich industry. Next stops will be in Knysna and George, home of the historical Outeniqua Choo Tjoe steam train museum. During our stay in Durban, we will visit the nearby Sandstone Estates, a fantastic historic railway collection. Then the highlight of the tour begins: A 6-day safari on board the Rovos Rail, one of the world's most luxurious steam trains through the heart of Africa. During this week we will explore the best nature reserves like Mkhaya Reserve, Hwange Nationalpark and of course Kruger Nationalpark. The train tour continues to Victoria Falls. We will spend several days directly inside the Pilanesberg Nationalpark, where almost every animal of South Africa is found.

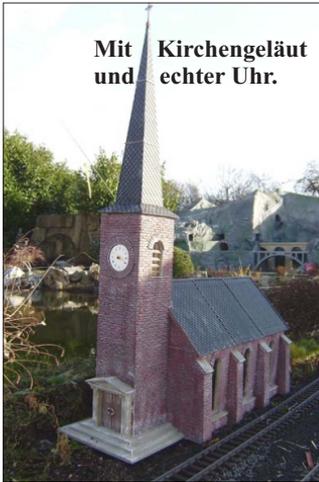


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FURTHER NEW STANDARD GAUGE MODELS

In addition to the presented models, there are other new models available from your local retailer:

ITEM NO. 43232 DRG TYPE XT LOW SIDE CAR

ITEM NO. 55524 TURNOUT DECODER, 1 CIRCUIT

ITEM NO. 55525 TURNOUT DECODER, 4 CIRCUITS



DB CLASS 220, DIESEL LOCO, era IV, item no. 23945

- Two powerful motors
- mfx decoder, sound
- Length over buffers 26.4"

The V200 is probably the best known diesel engine of the past century and had the honor of replacing gigantic steam locos hauling passenger and freight cars. The model has two 'pulsed' smoke generators to realize typical diesel exhaust plumes and two multi-purpose sockets, as well as many other details. The loco perfectly matches the ore car sets (item no. 40980 and 40981).



HOPPER CAR SETS Fad 168, item no. 40980/40981

- 40981 realistically weathered
- Individual registration number
- Length over buffers each 16.5"

The hardest working freight trains: Hopper cars designed for service in block trains of bulk goods such as coal, coke, etc... All three cars of each set have an individual registration number. The cars of set 40981 are realistically weathered. The sets match the locos (item no. 23945 and 20755).



DRG TANK CAR Cologne design, era II, item no. 43233

- Can be filled and emptied
- Metal wheel sets
- Length over buffers 11.8"

A tank car with authentic brakeman's cab, as used to transport liquids after foundation of the German State Railroad Company in 1924. The model can be filled and emptied realistically and comes with the authentic color scheme and lettering of era II.



DRG BOXCAR version G, era II, item no. 43234

- Opening sliding doors
- Metal wheel sets
- Length over buffers 11.8"

The class letter G of era II refers to two and three-axle, 15 t boxcars. The authentic color and lettering of this model corresponds to a boxcar of the German State Railroad Company with a brakeman's cab from the period of the German State Railroad Freight Car Association.



RHB CLASS GE 4/4 III COOP, Electric Locomotive, era VI, item no. 21427

- Two powerful motors
- mfx/DCC sound decoder
- Length over buffers 25.6"

Eleven of these locos were constructed for RhB between 1993 and 1999, featuring the numbers 641 to 652. The class Ge 4/4 III is still one of the world's most modern narrow-gauge locos, and hauls both passengers and freight. All the wheel sets are driven by two Bühler motors and the models additionally boast a number of special features.



RHB TRACTOR, ROAD NUMBER TM 2/2 91, era V, item no. 22412

- Powerful Bühler motor
- Digital decoder with sound
- Length over buffers 9.5"

Tm 2/2 tractors are still used for shunting operations at many Rhaetian Railroad stations. This model of the Tm 2/2 91 is modeled authentically without the roller shutters of the 92 version. A digital decoder ensures a number of sound and light effects.

FURTHER NEW NARROW GAUGE MODELS

In addition to the presented models, there are other new models available from your local retailer:

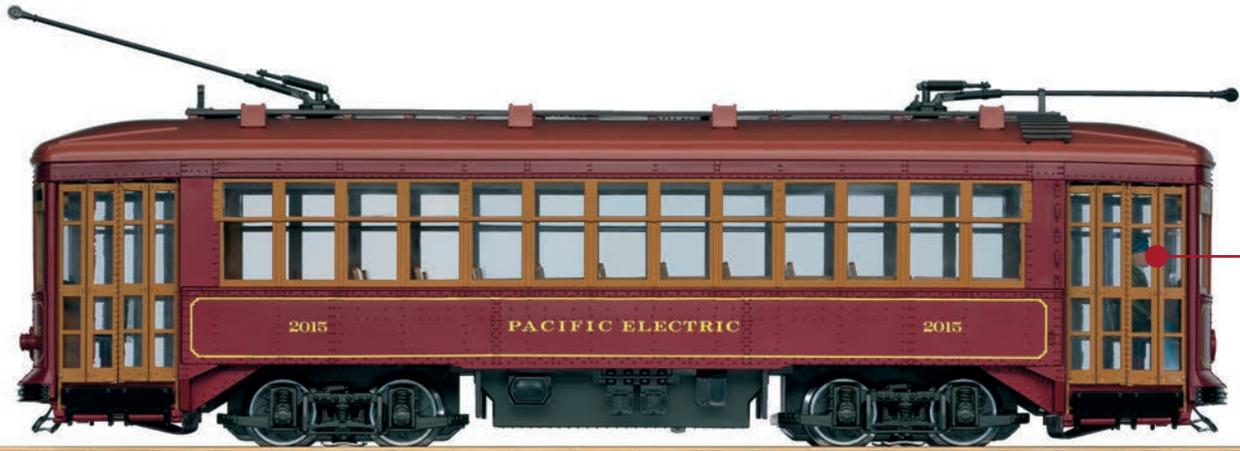
- ITEM NO. 40844 PULLMAN EXPRESS BAGGAGE CAR, RHB
- ITEM NO. 43882 RHB HIGH SIDE GONDOLA, ERA III
- ITEM NO. 49390 PASSENGER CAR SET DEV, ERA VI
- ITEM NO. 49550 FREIGHT CAR SET DR, ERA III



LGB SMALL STARTER SET DR, era III, item no. 70230

- Powerful Bühler motor
- Interface for decoder
- Length over buffers 29.5" (train)

Not all beginnings are difficult. The era III starter set includes a Bühler-driven diesel loco and two DR freight cars to get you on the right track. A circular track, a loco with power unit, and a connecting cable ensure it takes just a few minutes to unpack and install this set. A MZS decoder can be retrofitted.



STREETCAR* LA Pacific Electric, item no. 20381

- Interface for retrofit decoder Item no. 55028
- All wheel sets powered
- Two powerful Bühler motors
- Opening and closing doors
- Length over buffers 21.6"

This popular streetcar was operated in numerous US cities. This model comes with the famous red color scheme and lettering of the Pacific Electric in Los Angeles, which operated over 990 miles of track in the city. The car offers interior lighting and alternating headlights for both directions of travel.



When you open the doors the steps fold down.

* Expected delivery from November 2015



DROVER'S CABOOSE* White Pass & Yukon RR, item no. 40756

- Interior fittings and lighting,
- Opening and closing doors
- Length over buffers 19.3"

The typical US cabooses are popular worldwide. This model with its illuminated working lanterns is the ideal addition to the brand new complete trains of the White Pass & Yukon Railroad (item no. 36807, 36816, and 36846). The rear metal wheel sets include ball bearings to ensure flicker-free power pickup.

FURTHER NEW US MODELS*

In addition to the presented models, there are other new models available from your local retailer:

- ITEM NO. 20382 PHILADELPHIA STREETCAR
- ITEM NO. 36807 PASSENGER CAR, WP&Y RR
- ITEM NO. 36816 PASSENGER CAR COMBINE, WP&Y RR
- ITEM NO. 36846 BAGGAGE CAR, WP&Y RR



CABOOSE Lake George & Boulder RR, item no. 45651

- Color scheme and lettering of the Lake George & Boulder RR
- Length over buffers 11.8"

Lake George & Boulder Railroad: It is not difficult to identify the initials of one of the world's leading manufacturers of garden railroad models, renowned for its pioneering spirit. This fictitious railroad company is named after LGB and stands for endless fun and a fascinating hobby. A caboose for die-hard guards, brakemen, and shunters.

FALLER

Spectacular views

The weekend hiking trail passes several lookouts. For example, the castle ruins hidden in the forest (item no. 331020). Today only the tower is still standing in all its glory. At the very top, someone has even raised the German flag. Or how about visiting the old water tower (item no. 331706)? Enjoy spectacular panoramic views from the viewing platform fitted with railings. And if you still fancy a little shopping, the place to start is the small boutique in the next town, which is ideally located in a beautiful period building (item no. 331775). The mailbox (item no. 333217) stands on a pedestal ready and waiting to be filled with postcards. Unfortunately not everyone can have the weekend off. The farmer, for example, has arrived with his Opel Blitz cattle truck (item no. 331866) to pick up some animals. The doors and tailgate of this authentic model open and close. This limited re-release truly is a must-have model for automobile fans.

www.faller.de



WATER TOWER (ITEM NO. 331706)



CASTLE RUINS (ITEM NO. 331020)



OPEL BLITZ CATTLE TRUCK (ITEM NO. 331866)



MAILBOX (ITEM NO. 333217)

BRINKMEIER

All-rounder

Whether in a sandbox or outside on the garden railroad layout - there is nothing that these two all-rounders cannot deal with. The MAN articulated tipper truck (item no. EM22596) is pretty imposing, measuring roughly 24" long, 6" tall, and 4" wide. With these dimensions it perfectly matches the long flat bed trucks or flat cars from LGB. Despite its rugged design, the model in the driver's cab is highly detailed and very authentic. Just as robust: The PONSSE Elephant equipped with suitable chains (item no. EM77700) is accustomed to working in mountainous terrain. Logs are provided with the model for crane loading. The loading of lumber on stake cars or open freight cars with high platform gates is literally child's play with this powerful forwarder.

www.gmts.de



PONSSE ELEPHANT WITH CHAINS (ITEM NO. EM77700)



MAN ARTICULATED TIPPER TRUCK (ITEM NO. EM22596)

PREHM

Jukebox

This VW van (item no. 530003) is the perfect addition to any festival. Equipped with an FM radio and a sound module with MP3 player this jukebox on four wheels will surely be a hit on every garden railroad layout. This small marvel also comes with a USB and Micro SD port as well as integrated lighting. The van is available in red, blue, green and gray. But it is not just the roads that are busy today, there is plenty going on at the station, too. Numerous passengers are sitting on benches waiting for their connecting trains. Business people, a child with a teddy bear as well as a couple of teenagers. Three versions of the seated passengers on benches are available from Prehm (item no. 550116, 550117, and 550118). But don't worry. Not all the seats are taken. An empty bench (item no. 500201) allows people to rest their feet and take a moment to relax. This model is available in green and brown.

www.prehm-miniaturen.com



HEYN

Which direction is the post office?

If the appropriate signage is still not in place on your layout, the collection of building signs (item no. 07592) from the model manufacturer Heyn provides the remedy. The signs measure 2.6" x 0.6". Meanwhile, the lineside hut Schönbach (item no. 06030) offers a real Westerwald feeling. This small crossing keeper's hut is situated at the exit of a tunnel, a crossing and a dirt track are located directly behind it. There used to be two manually operated barriers here. The model also shows that there was once a telegraph line from the hut to the next post office. An outdoor bell provided the signal and a telephone was also installed. The chimney indicates that the hut even had a wood burner inside. The true-to-scale, half-timbered building is mounted on bricks. Individual parts, such as the outdoor bell and signs, are included. The new DB standard track bumper (item no. 05604) from Heyn is as tough as they come. The building kit consists of two robust brass side elements, a milled buffer beam, a signal post SH0, and the required 14 brass bolts and 10 brass nuts.

www.modell-werkstatt.de



ZINBLEISOLDATEN

A head for heights

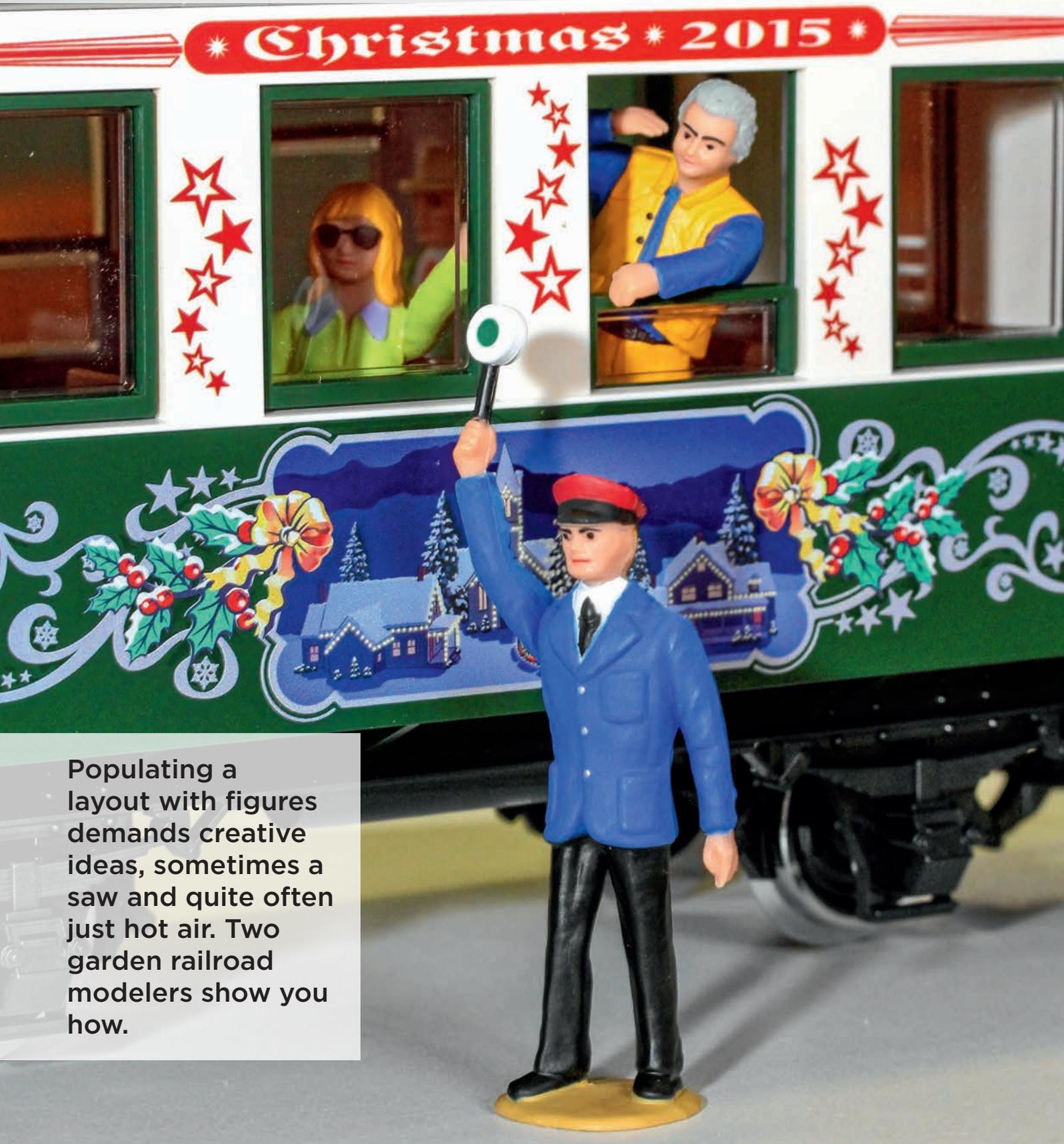
A fear of heights is not helpful when you want to get to the top. This also applies when carrying out work on a high electricity pole, like this electrician (item no. 2011053). He can enjoy a wonderful view of your garden railroad layout from his position up the pole. It is time to put ear defenders on when the construction worker (item no. 2011068) starts using his jack hammer down on the ground. One can only hope he does not drown out the music of the old sea dog (item no. 20090203), who is seated with his case, captain's hat and accordion serenading the passers-by. While down at the gas station a mechanic in his overalls (item no. 2011073) is busy polishing a car. The rusty oil drum (item no. 2011069) in the background adds a splash of authenticity to the scene. The balding carpenter (item no. 20090204) looks much smarter in his traditional black and white clothes. The glass in his right hand is an obvious sign that he is prepared for the upcoming topping-out ceremony.

www.zinn-blei-soldaten.de

NEW ACCESSORIES FROM ZINBLEISOLDATEN:
ELECTRICIAN, CONSTRUCTION WORKER, "SEA DOG"



All aboard!



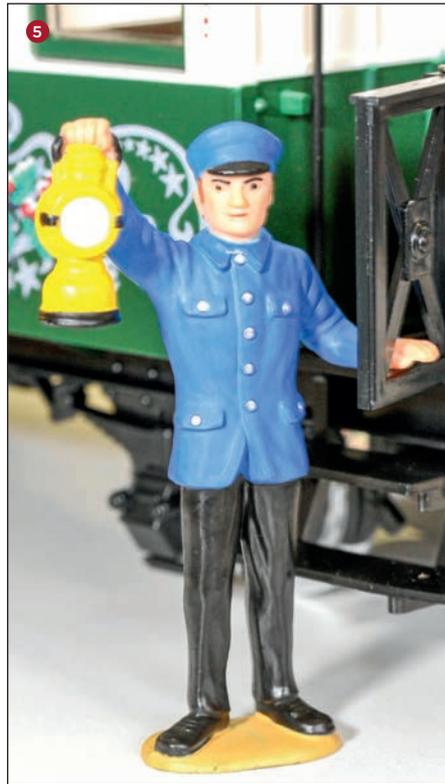
Populating a layout with figures demands creative ideas, sometimes a saw and quite often just hot air. Two garden railroad modelers show you how.

Two facing benches are usually intended for just one person, and even they are not always able to sit down properly. (Photo 1) Needless to say, the hiker does not appear too pleased with the whole situation. It looks unnatural or it is impossible to set up the desired scene properly. There is only really space for two figures in the dining car where the benches have a table in the middle (photo 2). The same applies to standing figures, as the angle and position of arms and legs seldom looks right. So once again a bit of DIY work is needed. Before working on the figures, it is a good idea to become acquainted with their respective materials. The advantage of original LGB figures is that small modifications to limbs that are not attached directly to the torso can be carried out using a hot-air gun.

Heat and bend method

For instance, it takes very little effort to turn a figure with a raised arm into a figure holding a tool, the hand of another person, a handrail or a door. In our example, the guard holding the lantern in the air (photo 5) should look as though he is opening or closing the car door. In the original box, his left arm is directed downward. We use a hot-air gun on a medium setting to heat up the elbow from both sides. (Photo 3) In fact, a hairdryer is usually sufficient in most cases. Position the figure on a heatproof surface to determine when the plastic becomes soft. Then you can bend the arm by moving the figure carefully. (Photo 4) Do not touch the bending position with your fingers, it will be extremely hot without it being immediately obvious. When cooling down, the plastic is slightly doughy and elastic and you

will be able to touch it with your fingers after awhile. In this phase, you can still bend the hand individually and check whether the desired posture has been achieved. In our case, the hot-air modified railroad guard can now hold the door (photo 5). The same heat and bend procedure can be carried out on a figure's legs. The loco engineer can also kneel down to inspect the condition of the side rods (photo 6).



This involved removing the base plate. It is also possible to raise just one leg to make it look as though he is climbing up a step. In the same manner, you could also bend an arm to rest on a window and wave a handkerchief. When using LGB figures, this method has the significant advantage that the paint does not flake off during normal ▶

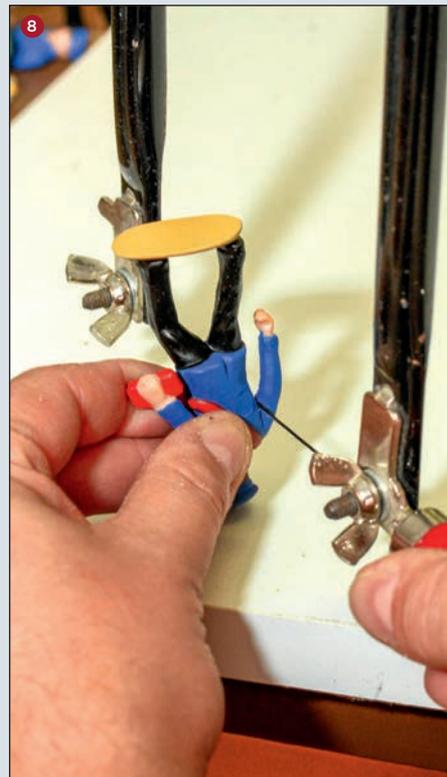
PHOTOS: NORBERT SCHARF, TEXT: KARSTEN SPEYER



application and the figures do not require touching up. Unfortunately, this heat and bend method only works when creating new postures that are quite similar to the original one. If you want a body part, such as a head or arm, to face in a completely opposite direction, there is no way of avoiding the use of a saw.

A saw is the only way out

The best cutting tool is the trusted hacksaw, as it provides a very fine cut. The railroad official with the bag (photo 7, previous page) is supposed to look like he is boarding the train while holding onto the handrail. But it is not possible to bend his left arm so far. The best solution in this case is to saw the arm off as close to the torso as possible (photo 8). After a bit of filing and finding the right angle and position, the arm is glued back on with an instant adhesive (photo 9). An ultra-fine acrylic filler can be used to touch up cracks and missing bits of his jacket (photo 10). This can then be finished with a suitable acrylic paint after a few minutes of curing (photo 11). Of course, both methods require a certain amount of practice and little bit of courage. We recommend experimenting on an old or unwanted figure first. Once you get the knack of it, adapting and modifying models is really rewarding. Try repainting the clothes a different color. Cut the hat off a figure and glue a different



one back on. Or why not have a track worker, who was originally designed to carry a plank of wood (photo 12), rest his arm on an open window as in the large photo? Notice (page 52) how the lady wearing the sunglasses (photo 13) can sit significantly closer to the window with her arm raised. Modifying and populating your layout with figures is a great way to while away the winter evenings. The best scenes are based on real-life experiences and your own power of observation. This is what brings model trains to life and it is time to call: All aboard!

P.S.: The train guard with the baton is very flexible "ex factory", as his arm can be moved up and down (photo 14).



BRINGING YOUR RAILROAD TO LIFE

Garden railroader Sven Hoffmann has enhanced the Gourmino dining car with some fantastic ideas and lots of creativity.

Perfect interior fittings can enrich even the very finest LGB cars. This is impressively demonstrated by Sven Hoffmann on one of the Rhaetian Railroad's most splendid dining cars from LGB. The base model was the legendary Gourmino WAR 3812 from the Glacier Express. The blue LGB car (item no. 30520) comes with ceiling lighting, benches, and tables with illuminated table lamps. The LGB dining car also includes a small kitchen just like its prototype. Sven has managed to bring this elegant LGB car to life. The tables are decorated with table cloths, plates, cups of coffee and cocoa. You will even find flatware on the tables. A waiter serves the 16 passengers. A cook prepares the food in the kitchen. A lot of work has been put into this realistic scene, which started with the search for the right accessories. Selecting the dining car guests was just one of the many challenges. As the space between the benches and the tables is relatively small, not many of the seated figures from the Preiser and LGB ranges fit in the Gourmino dining car. Sven searched many packs with seated figures and only found a few that actually fitted on the benches. In order to fill the car - there are 16 people sitting at the 11 tables - he bought some of the figure packs more than once and used Revell paints to change the color of clothes and hair and add a bit of diversity to the scene. A difficult and time-consuming task turned out to be searching for suitable dinnerware and flatware for the restaurant as well as pots, pans, and wooden spoons for the small kitchen in the dining car. His mother, who was working on a doll's house at the same time, spent weeks browsing through catalogs, the Internet, and trade fairs on the lookout for the right utensils for her doll's house and the LGB dining car. Looking back, it was a real bit of luck finding the desired articles at the correct scale explains Sven.

Mother and son made the table cloths from pieces of material from a local drapery store and fixed them into place using double-sided adhesive tape. Cups and plates were glued to the table cloths using instant adhesive. Double-sided adhesive tape was also used to fix photographs and posters to the walls. Sven fixed the figures to the benches with the help of a car windscreen glue. This allows him to remove the figures from the car without damaging them or the benches. A further challenge was the curtains at the carriage windows which hang on actual curtain rails. Sven used fabric and curtain rails that are available for doll's houses. The curtain rails are fitted to brackets, which he bent until they could be hung over the windows and attached to the outside wall of the car. The attachment fits perfectly to the wall of the carriage and the Gourmino dining car roof can still be installed and removed.



The window curtains create a cozy lounge atmosphere, which can also be perceived from the outside.



There is more than just flatware on the tables in Sven Hoffmann's dining car. The passengers are even enjoying various pieces of cake.



The experienced waiter is already clearing away empty coffee pots from some of the tables.



A cook is busy in the small kitchen. Pots, pans, and wooden spoons guarantee a kitchen atmosphere.



Artificial rain



There are over 600 plants dotted around Sven Hoffmann's garden layout. But he never labors with watering cans, not even during the hot summer of 2015. The resourceful LGB fan has installed an irrigation system on his layout.

Not every garden railroader loves a fantastic summer like this year. Lots of sun and very little rain also mean extra effort to water and nurture plants around a garden layout. Fortunately for Sven he did not have to spend those long summer evenings painstakingly watering his almost 600 plants. Five years ago he installed an irrigation system, which allows Sven and his family to sit back and relax in their garden.

After researching a number of irrigation systems, Sven finally picked one from Toro, which offers underground pipes and pop-up spray heads that disappear into the ground. The heads pop up about 16 inches and spray the plants as soon as water flows

into the system and sufficient pressure has been generated. After use, the gray sprinklers are pulled back into the ground.

Before constructing the automatic watering system, a certain amount of planning was, of course, necessary. Sven drew up the plans together with the manufacturer of the irrigation system. It is not as easy as you might think to turn an array of pipes, various distributors, a large number of 570 series spray heads and nozzles, a control system, and – as in Sven's case – a 2,838 gallon rainwater tank plus pump into a suitable irrigation system for a garden railroad.

First of all Sven had to calculate sprinkler spacing and precipitation rates to ensure all the plants on the

170 square feet garden layout and the adjacent lawn are irrigated sufficiently. There are roughly 600 plants in total – the majority of which are bonsai trees and ground cover, planted in pots in the earth. The second task was to determine the number of required irrigation circuits to supply the spray heads with sufficient water pressure without overloading the pump at the rainwater tank.

Sven decided to arrange 31 pop-up sprinklers on four irrigation circuits that are switched on and off, one after the other, by the control unit. He used flood bubbler nozzles in the 15.7 inch spray heads for close range operation and nozzles with an operating radius of 8.2 and 14.8 feet. The spray angle of the heads has been adjusted



The hidden source: Two spray heads are even installed inside the mountain. They are hidden from sight when not in use. Only the blue nozzle is still visible.



Spray heads: As soon as the water circuit is supplied with water, the spray heads with flood bubbler nozzles pop up and irrigate the neighboring plants.

Water distributor: One distributor splits the irrigation system into four water circuits. The circuits are supplied, one after the other, with water from the tank.



Network: The pipes and spray heads are assembled and then positioned in the ground.

Rain is a blessing: Even the figures in front of the small hut enjoy a refreshing shower on hot summer days.



precisely at each position to ensure that only the plants are watered; the neighboring sidewalk and driveway remain dry. The Toro irrigation system used by Sven enables him to set the correct spray degree. For instance, it allows him to spray the areas where water is needed. This helps to save water, which is a key factor for Sven. It took him about six working days to construct the irrigation system, although the excavation work was very labor intensive and, as he now admits, completely unnecessary. His tip for everyone constructing a system: "If you're planning to construct an irrigation system, do it when laying the railroad bed. It'll save so much time and effort." The supply pipes and the distributor for the four water circuits are buried 16 to 23 inches in the ground. The spray heads have been installed in a way to ensure they do not protrude above the upper soil layer or the upper surface of the mountain.

150 plants on and around the mountain with sufficient water on hot summer days.

Sven has even incorporated two spray heads in the almost 8 feet high mountain. They are sufficient to supply the roughly, 150 plants on and around the mountain with sufficient water on hot summer days.

The artificial rain is controlled via a control unit that is switched on and off manually and fitted with a timer. The control unit activates the four irrigation circuits one after the other. Based on experience, Sven has set the precipitation period for three circuits to ten minutes. The fourth circuit, which supplies water to just five short-range flood bubbler nozzles below the viaduct arches and two spray nozzles with a larger range, is only in action for five minutes.

The 600 plants are sprayed with roughly 272 gallons of water in just 35 minutes. That is usually enough on normal summer days. But in record-breaking summers like this year a second "cloudburst" is necessary.

Without his irrigation system Sven would have had to fill and carry 240 watering cans every day.

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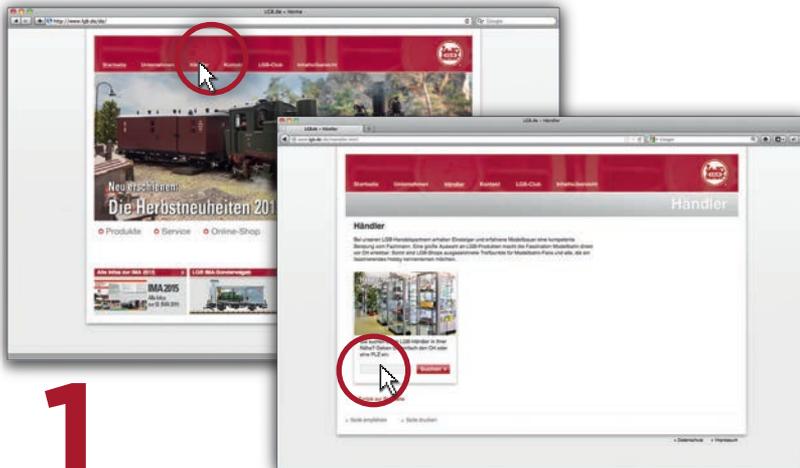
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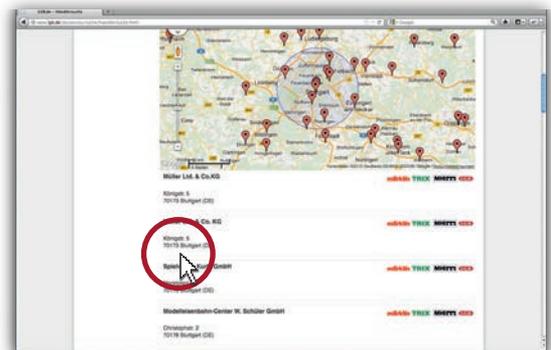
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ENJOY THE SUN, THE RUNNING FUN AND GARDEN RAILROADS ALL TOGETHER

In good company

Doing things together is simply more enjoyable: more and more LGB enthusiasts meet up in Germany and across the borders to share the inspiration of their super garden railroad hobby with others – including exciting exchanges of experience. Many of them even join forces and come to events in groups. So that other LGB enthusiasts can join them and to make possible lively exchanges with one another, you will find on this page contact details for the LGB enthusiasts circles.

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Would you like your address published? Write an email to club@lgb.de

Thanks to the Central Station 60215, I now have the opportunity to control my new LGB locos using the mfx or the DCC format. Which benefits does the mfx offer compared to the DCC?

The first immediate benefit you will notice is how simple it is to set up the model in your loco list. A DCC model has to be set up manually, although this process is supported by certain Central Station functions, e.g. decoder recognition. In contrast, the registration process for a mfx model is carried out fully automatically. All the relevant operating data are transferred to the loco list and are available to the operator in a reliable format.

The second benefit is that the data are synchronized. The integrated configuration menu of the Central Station offers a user interface that lists the various setting parameters in a clear and concise style, and which is easy to understand and adapt. This is particularly noticeable when

mapping functions. In the mfx mode, you are not required to calculate the values for various CV registers, but simply call up each function and set the individual parameters in self-explanatory context menus. We guarantee once you have used this method to set your model you will not want to go back to the previous ones.

The third benefit is relevant to all model railroaders who also use their models on different layouts. Thanks to the automatic registration procedure, all the settings are easily transferred from one Central Station to the next. In this case, DCC operators can simplify the registration process by using the loco cards.



Is there a difference between LGB tracks for the narrow gauge and the standard gauge program?

The LGB range contains models of both narrow gauge and standard gauge prototypes. However, the distance between the rails for both types of model is 45 mm or just under two inches apart. How can this be possible?

Armed with a pocket calculator you can work out that to give a scale perspective of a real train the distance between rails should differ. But LGB has from day one seen itself as a manufacturer of garden railroad models that can all use the same track regardless of what you run. The art of LGB construction has therefore always been to realize the characteristic features of a model while making sure it is designed visually and technically to run with two inches between the rails and the correct overall proportions. One great advantage: This allows us to combine trains in a way that would not be possible in the real world.

At the end of the day, it is up to each individual LGB railroader to decide whether they wish to follow this philosophy and make full use of the entire range, or just want to operate specific trains, e.g. engines and cars of the Rhaetian Railroad. In the end both groups have one thing in common: savoring the unlimited fun of garden railroading.



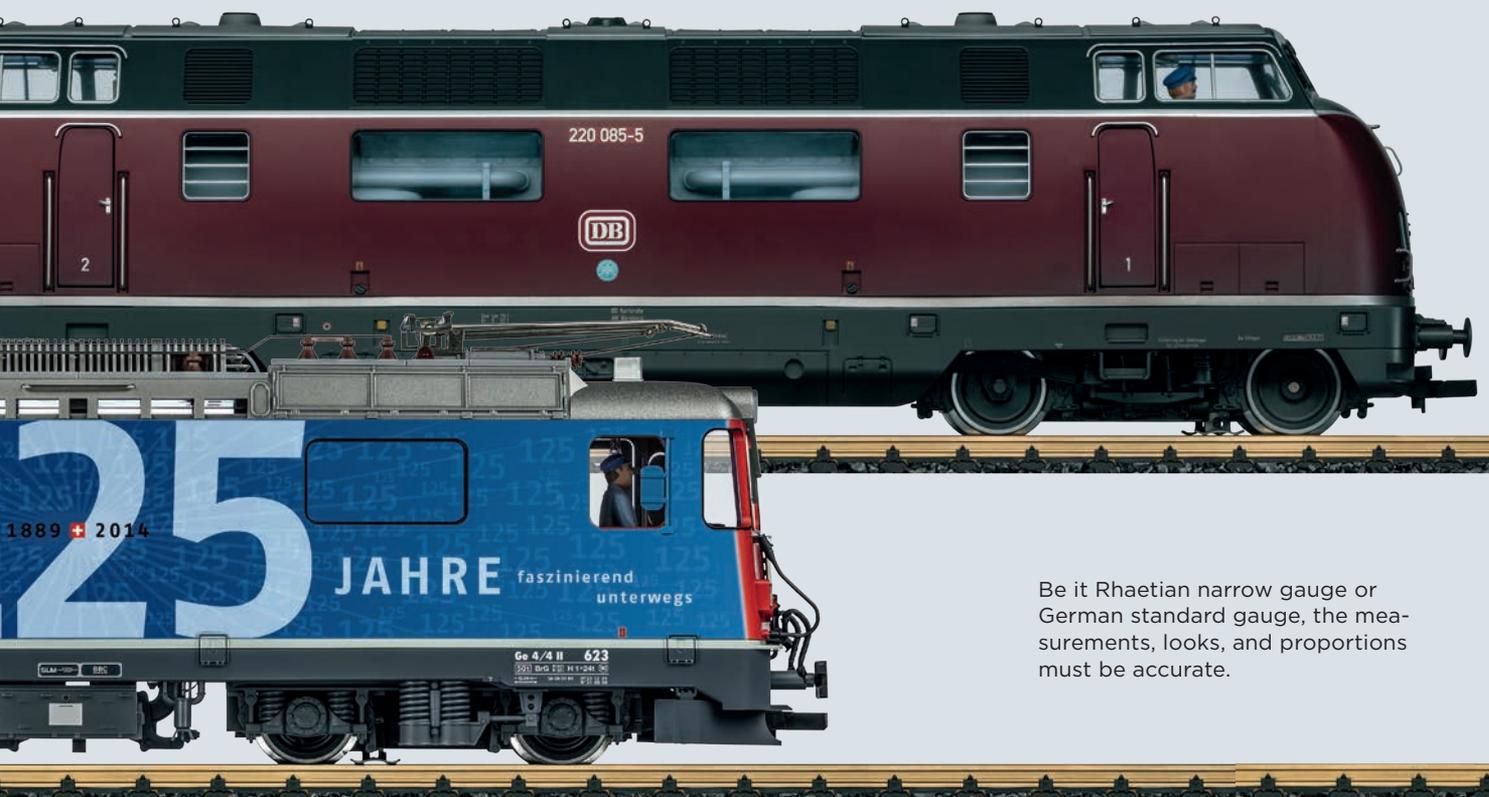
▶ Please send your readers' questions by e-mail to LGB-Depesche@3g-media.de or by post to LGB Depesche, c/o Gebr. Märklin & Cie. GmbH, Stuttgarter Strasse 55-57, 73033 Göppingen, Germany.

My LGB loco runs much slower on my layout than on my father's garden railroad. What could be the reason for this?

Essentially it boils down to the question of which output voltage is provided by your loco. Earlier models from the start segment provided an output voltage of 14 V, while output voltages of at least 18 V are fairly common today. This four volt difference appears to be of little consequence at first glance. But in reality it means that a roughly 65% higher capacity is possible at 18 V. And this really is noticeable during operation.

The LGB converter 51098 is no longer available. What is the best solution now if I require an AC source to power my analog turnout controls?

In most cases, it does not make economic sense for a manufacturer or retailer to stock different brands of identical components from the same company. A prime example is the LGB converter 51098, which is identical to the Märklin converter (item no. 60130). You can therefore use this device without any fear of problems. The connectors of the LGB switched mode transformers also fit the Märklin version. By the way, the same situation occurs if you require a two-core cable connection instead of the special connector plug of the switched mode transformer. The required adapter is only available in the Märklin range (item no. 60200).



Be it Rhaetian narrow gauge or German standard gauge, the measurements, looks, and proportions must be accurate.

IMPORTANT G-GAUGE DATES FROM NOVEMBER 2015 TO FEBRUARY 2016

Winter wonderland

Special running day for Swiss fans, Christmas atmosphere in Mönchengladbach, and exhibitions, exhibitions, exhibitions: the winter can now begin.

NOVEMBER 13, 2015

LGB Round Table in Hamburg

Once every three months the LGB Freunde - Norddeutschland organize a round table in Hamburg. And as always: Everyone is welcome to attend. The regular meetings are held at the Halle 13 restaurant, which is owned by the Hamburg Hochbahn. Each round table commences at 7 pm. The restaurant is easy to reach by public transport: take subway line U3, alighting at Saarlandstrasse station. For those arriving by car, there are plenty of parking spaces in the vicinity of the venue.

Halle 13
Hellbrookstrasse 2
22305 Hamburg, Germany
www.lgb-norddeutschland.de

NOVEMBER 14, 2015

Running Day LGB Freunde Rhein/Ruhr

The LGB Freunde Rhein-Ruhr invite you to join this special "Switzerland" themed running day at their club headquarters. The club members have installed 660 feet of track and roughly 50 turnouts over a 330 square feet area. Visitors can, as always, bring along their own locos and rolling stock to run on the layout. Entrance is free, but donations are always welcome.

LGB Freunde Rhein/Ruhr
Königsberger Str. 1 (entrance Allensteiner Strasse 1, round the corner)
42277 Wuppertal, Germany
www.spur-g-blog.de



NOVEMBER 19-22, 2015

Modell Süd Exhibition

If you wish to discover more about current trends and the latest products from well-known manufacturers, the place to be is Modell Süd - the exhibition for mod-

el-making and model hobbyists. Needless to say, model railroad stalwarts will again be in their element at this year's event. Modell Süd will additionally wow model railroading enthusiasts young and old with layouts, shows, and races.

Landesmesse Stuttgart GmbH
Messepiazza 1
70629 Stuttgart, Germany
www.messe-stuttgart.de

DECEMBER 19/20, 2015

Running Days LGB Freunde Rhein/Sieg

Discover a magical Christmas atmosphere at the traditional festive running days of the LGB Freunde Rhein/Sieg in Mönchengladbach. On both days from 10 am to 5 pm visitors can marvel at the club's various layouts, including the G-gauge Rhaetian Railroad layout, which is coming along nicely in the club house basement. Children will have the opportunity to create their own rail cars out of Lego blocks and to play engine driver at the junior layout. And Santa has a surprise in store for the youngest guests.

Club der LGB Freunde Rhein/Sieg e.V.
Endepohlstrasse 3
41236 Mönchengladbach, Germany
www.lgb-rheinsieg.de



JANUARY 08-10, 2016

Echtdampf-Hallen-Treffen 2016

The world's largest indoor steam model meeting will be held in Karlsruhe in January 2016. Steam-driven model railroads, road vehicles, ships, stationary engines will be on show. Every year over 500 international exhibitors, model railroaders, and clubs offer roughly 20,000 visitors a glimpse into the fasci-

nating world of steam and recreate the glorious age of steam travel.

Messeallee 1
76287 Rheinstetten, Germany
www.echtdampf-hallentreffen.de

JANUARY 16/17, 2016

Emslandmodellbau Exhibition

The 21st edition of the Emslandmodellbau exhibition takes place in January under the motto 'fast, exciting and fascinating'. Held over two days, the event welcomes 500 model making enthusiasts showcasing everything the hobby has to offer. Model railroad hobbyists will have the opportunity to marvel at twelve layouts from various countries. From the tiny Z gauge to the large LGB layout, there will be something for everyone at the show.

Emslandhallen in Lingen
Lindenstrasse 24a
49808 Lingen (Ems), Germany
www.bv-messen.de

JANUARY 27 - FEBRUARY 2

International Toy Fair Nuremberg 2016

The International Toy Fair 2016 will once again be a main attraction for all garden railroad enthusiasts, with LGB showcasing all its latest models and products. Even though the fair is only open to specialist trade visitors, it is still an important event in the calendar for LGB enthusiasts. Your local dealer will then have the latest product information to hand.

Nürnberg Convention Center
Messezentrum 1
90471 Nuremberg, Germany
www.spielwarenmesse.de



WERE YOU ALSO THERE?

LGB is there

Wherever prototypes and models are on show together, whenever garden railroaders celebrate milestones, birthdays or important anniversaries – LGB is never far away!

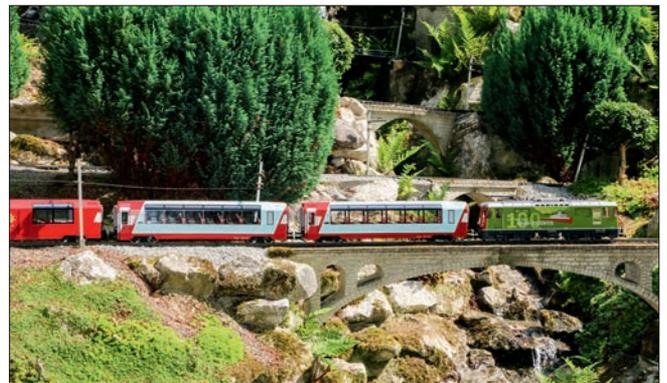
125 years of the Zittau Narrow-Gauge Railroad

The 125th anniversary of the Zittau Narrow-Gauge Railroad was celebrated from July 31 to August 2 as part of the "Historik Mobil" show held in the Zittau mountain range. Throughout the three day event, 25,000 visitors were welcomed. In addition to the numerous steam attractions of the Saxony-Upper Lusatia Railroad Corp. (SOEG), the festival also included the Lückendorf mountain rally and the Jonsdorf vintage car show. LGB also had a product-packed booth at the show. Product manager Andreas Schumann welcomed visitors and presented brand new and exclusive LGB models of Zittau prototypes at the commemorative event on July 31. The steam loco IVk 145 of the SOEG (item no. 26842) with corresponding baggage car 1381K of the SOEG (item no. 30320).



Eschershausen: Garden railroad meeting of IG LGB Freunde Ith

Model enthusiasts met up on August 8 and 9 to celebrate the 14th garden railroad meeting of IG LGB Freunde Ith in Eschershausen, Germany. The event is popular among model hobbyists and railroad fans, as it always offers a bumper program. The gigantic outdoor layouts, in particular, are a sight to be seen and enjoyed. Spread across more than 1,195 square yards, there is currently roughly 3,280 feet of track that allows about 15 trains to run simultaneously. Around 50 exhibitors showcased their products and new releases over the two days. And no show would be complete without LGB, which had its own booth at the event to present the new products for fall 2015 to highly interested visitors.





“I’m not a big fan of peace and quiet”

Sven Linden is one of Germany’s most experienced LGB retailers. For the past 26 years he has been putting his heart and soul into taking care of the needs of garden railroaders. So we decided to pay him a visit.

Salvatorstrasse 4 in Dormagen, Germany. Although the name of the street in which you can find the Champex-Linden Modellspielwaren store lends its name from a popular brand of strong Bavarian beer, which can have a sedative-like effect after the first stein, the owner Sven Linden is actually something of a restless spirit. Even when sitting down, he still appears to be training for the pole vault event.

Sven Linden is on fire. He is a die-hard garden railroad enthusiast from the top of his head to the tips of his toes. When he was three years old he was given an LGB starter set by his grandfather: the idea was “to quieten the child down a bit”. Rarely are gifts so life-defining. Aged fourteen he began, under the watchful eye of his father, buying and selling models as well

as spare parts, which at that time were only available from the manufacturer. The now forty year old is still spreading the word on behalf of LGB and, as a well-known retailer, is as much part of the company’s image as the color red. “I’m familiar with the products, I know the company inside out” and “I only sell and recommend products which I would buy myself.” Reason enough for him not to be hesitant to criticize if he believes criticism is merited. “I say what I think – without being rude.”

And then he also says what he expects of a magazine like LGB Depesche: “Write more articles about yourself (LGB). Write about what you have improved, which problems have been rectified, it can also be done in an ironic way. Come clean. Tell people you made a mistake. It won’t kill anybody.” One thing

is for sure: people who are as energetic, wholehearted, and straightforward as Sven make things move forwards.

But Sven also does the walk and not just the talk. His business reflects his own ideals. Even in places where you would not normally expect it to. Whether it is in the store, storeroom, workshop, spare parts warehouse, packaging department of his mail order firm or the indoor layout on the second floor – there is real sense of clarity, system, and tangible purpose. In addition, the basement is so clean you could eat off the floor. “Quite a few customers believe we’re an LGB branch office. A center of excellence, so to speak”. For instance, spare parts: Sven started buying and selling spare parts at an early age. And what began at the tender age of fourteen with two cardboard boxes full of parts, now fills the base-



ment in Salvatorstrasse 4. Row upon row of metal cabinets, packed with boxes meticulously labeled with item numbers, containing a plethora of spare parts. “I say this with an air of caution, but it’s probably the largest LGB spare parts warehouse outside Göppingen or Hungary. It’s continued to grow over the past 26 years.”

The stocks are linked to Sven’s computer system “... it ensures we know what we have and where we have it”. Besides the item numbers, Sven also has the skills and knowledge required when it comes to spare parts: “The advantage is that as a child I had a knack for taking things apart, ... if you hand me a

Champex Linden in Dormagen (Salvatorstrasse 4), Germany, has been popular with LGB fans since 1999. Spread across 600 square yards, you will find the store, a gigantic spare parts warehouse, and a large indoor layout.

component, I know which loco it comes from and how to install it.” Despite its size the spare parts warehouse in Dormagen only contains parts for locos. Sven keeps everything else, such as cars and frame parts, in an external storage unit. “There just wouldn’t be enough space here.” Sven takes care of small repairs on-site. Bigger jobs – “sometimes people send us kits that need to be repaired” – are carried out by a colleague. “We had to relocate him, as customers kept distracting him from his work”. And there really is enough work. “We have customers from a Dutch leisure park. Every two years they bring along 40 to 50 locos and leave them here for a month. Then we give them a complete overhaul. From the gearing and the side rods to the shells.” Of the 30,000 spare parts that are available, Sven has roughly half of them in stock, and usually more than one of each item.

The store opened in the Salvatorstrasse in Dormagen on 9 September, 1999. And it is definitely worth a visit should you ever be in town. But if Dormagen is too far out-of-the-way, why not visit <https://www.champex-linden.de>. The website offers everything that is magical about garden railroading from a retailer you can really trust.

Top priority: If you order from Sven, you can expect excellent service and prompt delivery. No matter whether you are looking for spare parts or models. And when it comes to repairs, he has also made a name for himself.

Anniversary loco 2016:

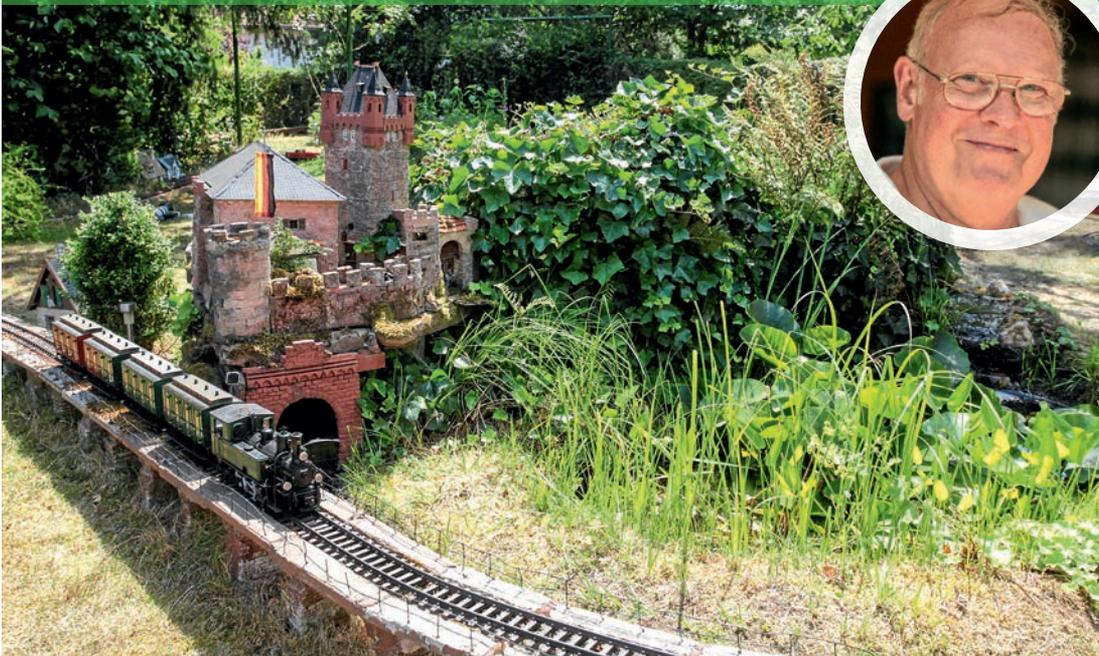
The Ge 4/4 II no. 627 allows Rhaetian Railroad fans to celebrate the 100th anniversary of the Chur-Arosa line.

**Top model**

LGB Depesche's first birthday will coincide with the Nuremberg International Toy Fair in January 2016. And the editorial team is also delighted to be able to present our new models for the coming year. It will be a blast. That's a promise!

**Tips and know-how**

When it comes to creating realistic layout scenery and weathering buildings and vehicles authentically, Werner Säufferer is one of the best. Now he allows us to take a look over his shoulder!

Top layout

Note that for news reasons individual subjects may be held over to a later issue.

Engelbert Kocarnik from Kaiserslautern, Germany, enjoys operating model trains. He is never happier than in his backyard, where the trains on his extensive layout require a lot of space to conquer the 7.5 percent incline from one station to the next. So we went to visit him there.

The next LGB Depesche will be available at the beginning of February 2016



NEW!



Depesche

WWW.LGB.DE

THE MAGAZINE FOR LGB ENTHUSIASTS

ISSUE 3/2015



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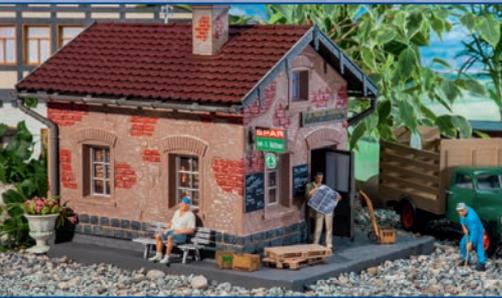
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NEW

POLA G

New models and special offers

Garden Season 2015



General store



Relief house »Boutique«



Opel Blitz with tarpaulin



»Guarda« Station

- narrow-gauge station
- gabled roof
- loading ramps

The **2015 New Product brochure** is now available from the retailers' shops or directly from FALLER. Ask your specialized dealer.