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Steam sensation

The metal LGB model of the RhB steam rotary snowblower Xrot 9213

298133 E

SPECIAL FEATURE: 50 YEARS OF LGB

- The LGB hotbed – 25 years of the factory in Győr
- Everything you always wanted to know about LGB

ANNIVERSARY
EDITION
8
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PAGES



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DEAR READERS, DEAR READERS



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Silvia Römpp (LGB Club)
and Andreas Schumann
(Product Manager LGB).

Can you still remember the beautiful LGB metal models of yesteryear? LGB is reviving this tradition in the anniversary year of 2018 - with a model of the legendary Rhaetian Railway Xrot 9213 steam rotary snowplow and Märklin's cast metal know-how. Discover all about the groundbreaking garden railroad vehicle in this issue's top model feature. A real visual attraction awaits you in the form of the artistic-brightly printed and fully furnished après-ski bar car of the Matterhorn-Gotthard Railroad, whose prototype chauffeurs skiing enthusiasts from Andermatt to Disentis under the watchful eye of star barkeeper Victor Costa.

Just as sensational as this car were the entries short-listed by the editorial team for the competition "Best Garden Railroad 2018". At this point, we would like to thank all the entrants for their dedication! The winner from Austria, in particular, presented an indoor-to-outdoor construction of unprecedented quality, which you can look forward to as the top layout in the next issue. Turn to page 14 to marvel at the best competition layouts.

If you do not really know what to do during the cold winter months because of limited operation on your garden railroad, we strongly recommend a little winter steam. Be inspired by the article on the steam train route through Saxony on page 22 and choose your desired destination. Or you can use the time for construction activities in the warmth of your own home: Reinhold Braun transforms three normal stake cars into one rail transportation system and Karsten Speyer completes the "Stainz" diorama. Enjoy reading this issue!

S. Römpp
SILVIA RÖMPP

A. Schumann
ANDREAS SCHUMANN

The last steam rotary snowplow
in the world still in operation:
The Xrot 9213 of the RhB.





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1968-2018: 50 YEARS OF LGB

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Eight extra anniversary- pages! In this issue: Győr – home of production at LGB and many LGB superlatives.

MODELS AND LAYOUTS

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The last fully operational steam rotary snowblower in the world, the RhB Xrot 9213, is now also available for your layout – as an LGB metal model.

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From uncompromising design to highly colorful, from tiny to huge - the 2018 layout competition had some real surprises in store.

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26 The fastest bartender in the Alps on the world's slowest express train: Victor Costa in the après-ski bar car of the Glacier Express.



28 By the way: Your local retailer now offers not only the movie star "Heidi" but also two-axle Steiff teddy bears and Santas in starter sets. Happy Christmas!

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Karsten Speyer takes a deep breath and completes part 4 of the "Stainz" diorama. This time: The engine shed.



33 Everything you need to know about LGB: From the smallest loco to the explosion car, from the highest layout to the analog multi-train control system. And another thing: 25 years of the factory in Győr.

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Battling the win



When the Bernina Railway first opened in Graubünden (Grisons) more than 100 years ago – in 1910 – it was initially only planned to operate during the summer months. Unlike other Alpine railroads, the route has no summit tunnel and is exposed as it crosses the mountains at an altitude of over 6,500 feet, which explains why the railroad’s operators initially balked at the effort required to keep the route open in winter. After just a few years, however, a decision was taken to run trains all year round. On the one hand, this necessitated the construction of new tunnels and, most importantly, avalanche galleries. But the railroad also needed to procure powerful snowblower trains to deal with the

heavy snowfalls along the route. In 1910 and 1912, SLM (Schweizerische Lokomotiv- und Maschinenfabrik (Swiss Locomotive and Machine Works)) duly supplied two steam-powered snowblower trains bearing the class designations R1051 and R1052. What set these rotary snowblowers apart was that they were self-driving cars. Up until then, it was standard practice to push a steam rotary snowblower using one or more locomotives since the rotary snowblower did not have its own motive power. However, conditions on the Bernina Railway were unique. On the very tight curves, the trains could not be pushed too hard because excessive pressure from behind posed a risk of derailments. What’s more,



Still in use to this day: All RhB fans can still admire the Xrot 9213.

ter conditions

An unusual beast:
The Rhaetian Railway's
steam rotary snowblower



the Bernina Railway at the time had no traction vehicles capable of operating independently of the catenary wire – after all, it was designed from the outset for electric operation and never owned a steam locomotive. However, the logic of using an electric rail car or a locomotive to push the rotary snowblower even though it had its own motive power soon became apparent because this meant that the full power of the boiler could be directed to the steam engine that drove the rotary blower wheel. This also made sense because the output of the steam engine for motive power was 300 hp, while that of the rotary snowblower machine was 500 hp. This total of 500 hp sets the large rotary blow-

The Xrot kept the Bernina Railway open even in winter

er wheel with a diameter of 8 13/64 feet in motion, at a maximum of 170 rotations per minute. One can see just how much power it takes to hurl snow away – especially if it is wet and therefore heavy. In this configuration, the machine is capable of clearing snowfalls of up to 9 27/32 feet. The motive power also employs a unique design. Due to the narrow radii (with a minimum radius of 147 41/64 feet)

along the route and the relatively high service weight of over 69 short tons of the rotary snowblower and tender combined, it was essential to use a truck design. Consequently, two three-axle trucks were fitted beneath the rotary snowblower machine, the cylinders were positioned on the inside between the trucks – in other words, a loco designed according to the Meyer principle, just like the good old Saxon IVK. Since the rotary snowblower itself has no running axles, the rotary snowblower's entire weight of around 49 39/64 short tons can be used as a friction load, which is also extremely useful on the Bernina Railway's steep gradients of up to 7 percent. The propulsion for the rotary blower wheel is provided by a ►

two-cylinder steam engine, whose crankshaft sets the rotary blower wheel in motion with the help of a bevel gear. This steam engine – hidden behind the box body – is however accessible via the side hatches. The rotary snowblower is equipped with a two-axle tender like the one used by the RhB class G 4/5 steam locomotives at the time. Interestingly, the box body is made of wood, a practice that continued on rotary snowblowers of this type until the 1940s. At the front is the engineer's cab, which provides a view of the track ahead through small windows above the rotary blower wheel casing and houses the controls for the machine. However, the boilerman is positioned to the rear, where the tender is coupled. With these powerful machines – by the standards of the time – it was possible to keep the railroad in continuous operation starting from winter 1914/15. After the takeover of the Bernina Railway by the Rhaetian Railway in 1943, the two rotary snowblowers were re-designated R 13 and R 14; from 1950 on, they were designated Xrot 9213 and 9214 until they were taken out of service. Over the years, they remained virtually unchanged, receiving only one or two modifications. For instance, the

front headlight that could be attached to the rotary blower wheel box was replaced by one that was integrated in the front face. Therefore, it is no surprise that the only pictures showing the machines with the attached headlight date from the early years of their operations.

Both rotary snowblowers remained in regular operation until the end of the 1960s, when they were replaced by modern diesel-powered units. Despite this, both examples escaped the breaker's yard. They survived: Number 9214 currently resides at Blonay–Chamby museum railroad in Western Switzerland, while number 9213 remains in operation on the Rhaetian ▶



Xrot 9213 steam rotary snowblower



PHOTOS: KÖTZLE, LGB, RHAETIAN RAILWAY; TEXT: ANDREAS SCHUMANN



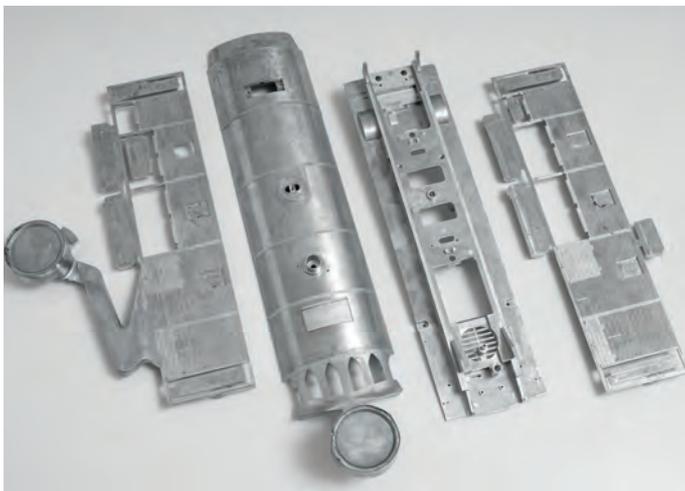
Xrot 9213 self-driving steam rotary snowblower (G 2x3/3 1051): The 300 hp motive power was necessary in order to reduce the buffer forces between the cars when pushed from behind using locomotives or rail cars. However, efforts were made wherever possible to use the boiler output in addition to the rotary snowblower, which alone generated 500 hp.

HIGHLIGHTS

Xrot 9213 steam rotary snowblower, era VI, item 26605

- 1 Finely detailed model with heavy metal construction
- 2 mfx/DCC digital decoder with numerous sound and light functions such as headlights, firebox lighting and cab lighting as well as steam exhaust and cylinder steam synchronized with the wheels.
- 3 Driven by two powerful, ball-bearing Bühler motors on both trucks.
- 4 Smoke unit with steam exhaust and cylinder steam synchronized with the wheels.
- 5 Many separately applied details.
- 6 Length over the buffers 24".





Produced as an exclusive model using 'fine art' model construction methods:

The Xrot 9213 showcases Märklin's die-casting expertise and resurrects the tradition of earlier LGB metal models.

Railway. The snowblower train based in Pontresina is used for photo run-past displays, which are extremely popular, but is sometimes also used for normal snow removal. As a result, you can still see for yourself how a narrow-gauge railway in the mountains was kept operational during the winter more than 100 years ago: It required more than just running the rotary snowblower once along the route. On the one hand, with

very high accumulations of snow, there was a risk that the snow piled up at the sides would simply fall back into the cleared area again, making the route impassable. On the other hand, the rotary blower wheel box was equipped with lateral guide wings, with which the working width – the width of the cleared area – could be increased to 11 13/16 feet. To clear an even wider area, a second snowblower was built to take snow from the side and deposit it back in the middle. This snow was then hurled out to the side again during a second pass by the rotary snowblower. In this way, it was possible to clear snow to a width of up to 19 11/16 feet. On the new diesel rotary blowers, this can be accomplished much more easily with the help of the height-adjustable and width-adjustable cutting blades. Although the new diesel rotary snowblower is undeniably a very impressive car equipped with all the latest technology, watching the steam rotary snowblower get to work today just as it did more than a century ago it is still an unforgettable experience.

The model of the Xrot

For many LGB fans, a snowblower train has long been at the very top of their wish list. Coinciding with this 50th anniversary year of LGB, the model of the Xrot was unveiled at the International Toy Fair 2018 in Nuremberg: Constructed entirely of metal with each of the two trucks driven by a powerful motor, the model includes movable valve gear – but also movable rotary blower wheel running gear that is visible in operation behind the access hatches, which also open. The flap on the ejection chute above the rotary blower wheel, which was used on the prototype to determine the direction in which the snow is ejected, is manually adjustable to the right or the left. Likewise, the lateral guide wings can be folded out and secured with special bolts, just as they are on the



Weighing in at 69 2964 short tons with a tender: The formidable snowblower trains forced adaptations to the route and, since they could only operate in one direction, required the construction of several turntables at locations such as Pontresina, Bernina Suot, Alp Grüm and Ospizio Bernina.



A wonderful experience for every railroad fan: The Xrot 9213 remains the world's only narrow-gauge steam rotary snowblower in operation and can still be seen, belching smoke and steam, on excursions today. Its sister, number 9214, left to join the Blonay-Chamby museum railroad in 1996 in exchange for the former Rhaetian Railway Xrot 9212 steam rotary snowblower.

prototype. It goes without saying that the side cab doors can be opened to provide a view of the cab interior details.

Naturally, the model comes with an mfx/DCC decoder that offers many different light and sound functions in digital operation: From the running sounds of the steam engine, the direction of rotation and the running sounds of the rotary snowblower to various operating sounds all the way to steam exhaust and cylinder steam synchronized with the wheels – nothing has been left out. The headlight integrated into the front is also fitted, as is cab lighting that can be controlled digitally. The running sounds along with the headlights are also fully functional in analog operation. The model has two whistle functions that can be activated by reed switches – in both digital and analog operation. The prototypical two-axle tender is also constructed entirely of metal. Its rear end features a reproduction of the RhB center buffer, although an

A precious jewel for every LGB fan, and an absolute must for collectors

LGB system coupling is also provided. This allows the rotary snowblower to be pushed prototypically by a loco or a rail car. With CS2 or CS3, this is easily accomplished using the double traction control function. The model of the Xrot 9213 replicates the prototype's appearance as it operates now and again on the Bernina Railway today – especially for photographic purposes – and is therefore prototypical for the current era VI version. Obviously, the paint scheme and lettering are prototypical, and the signs are separately applied etched metal plates. This superb model continues the tradition of earlier high-end LGB metal models. This model – available as item 26605 – is an absolute highlight and is produced as a one-time series of 399 units. This model is sure to be an exciting addition on many LGB layouts, just as the prototype that is more than a century old continues to be on today's Rhaetian Railway in Graubünden (Grisons).

MÄRKLINUM UNVEILS FIRST CONSTRUCTION SECTION

A big day for Märklin and Göppingen



Märklin's new "emblem" in Göppingen since September 13, 2018: Number 1315 of class 44 was put into service in 1942 and hauled freight trains weighing up to 1,200 tons. It is on permanent loan to Märklin from the German town of Kornwestheim.



Florian Sieber, Märklin managing director: "We now have amazing premises and an impressive entrance."

“The attention we have received over the last few days has been incredible.” Florian Sieber, Managing Partner of Märklin, was highly impressed by the region’s level of interest in the transportation of the new museum loco to the Märklin premises. Thousands of people lined the streets when the class 44 1315 traveled from the Göppingen public works yard to Stuttgarter Strasse by low loader. This undertaking was the prelude to a weekend of superlatives. In addition to the newly unveiled first construction section of the Märklineum, including the store, the freight train loco was one of the absolute highlights of the Open Days. In their speeches, Edgar Wolff, the chief administrative officer of the administrative district of Göppingen, and Guido Till, the lord mayor of Göppingen, also underlined the importance of the new build for the local region. Edgar Wolff: “Märklin has turned Göppingen into a Mecca for railroad enthusiasts from all over the world. We can all be proud of this achievement.” The mayor and the chief administrative officer expressed their gratitude to the Sieber family for demonstrating their commitment to the location through their investment. The first construction section of the Märklineum was also highly appreciated by the visitors. The store with its steel girders in the main room, which were traditionally bolted into position and not welded, replicates a roundhouse loco shed, thereby conveying an

immediate railroad atmosphere. The spaciousness and the opportunity to view the enormous range of models were positively emphasized over and over again. Florian Sieber: "We now have amazing premises and an impressive entrance." The museum loco also contributes to the great overall picture – the new darling not only of railroad enthusiasts: "I am over the moon with our new emblem," says Sieber.

Joy about successful transfer of the class 44 (from left to right): Edgar Wolff, the chief administrative officer of Göppingen, Guido Till, lord mayor of Göppingen, Florian Sieber, Märklin managing director, and Dietmar Allgaier, the mayor of Kornwestheim, during the inauguration of the first construction section of the Märklineum.



The room of the Märklineum store with a ceiling construction made of bolted steel girders creates a credible railroad atmosphere thanks to its roundhouse loco shed architecture and transforms the building along with many glass display cabinets into a railroad wonderland. A place you will certainly visit more than once.

IMA Cologne 2018

The International Model Railroad Exhibition IMA in Cologne (November 15-18, 2018) is regarded as the industry highlight and is a must-visit event for all model railroaders. LGB Club members will pay just 12 instead of 15 euros, on presentation of their Club card. At the 35th IMA, we will welcome Club members with a small surprise gift at the Club stand. The RhB baggage car will also be officially presented there as the Club model 2019. Further highlights include the new LGB fall models and public seminars where current model railroad topics will be discussed.

The International Model Railroad Exhibition in Cologne is Europe's largest model railroad event.



Garden railroading at

Entrants from eight countries presented 25 impressive LGB layouts in the Depesche competition “Best Garden Railroad 2018”. They are between 32 and 5382 sq ft in size and show how differently and imaginatively garden railroads can be designed.



The winners of the LGB competition “Best Garden Railroad 2018” have been selected. First prize has been awarded to a garden railroad from Austria, while LGB layouts from Germany, the UK, and the USA walked away with the runner-up prizes. The end result clearly shows: The Depesche competition has become an international one. Fifty-six percent of those who entered the competition were from overseas and forty-four percent from Germany. LGB fans from the USA (16 percent) were the second largest

group after the German entrants, followed by the Swiss contingent (12 percent). Overall, railroad enthusiasts from eight different countries took part. By the way, their ages ranged from 24 to 80; resulting in an average age of 52. Diversity and internationality prevailed not only among the participants but also among the layouts. This applied to the layout themes and designs as well as to the railroad dimensions. The smallest LGB railroad among those taking part was an indoor layout – Paolo Picollo’s small but distinctive “Black Cat Mining”

modular layout spread across 32 sq ft. Very different dimensions were offered by the four seasons indoor layout. Mark S. Rosenthal from Florida has managed to distribute 590 feet of track across three levels and 700 sq ft of floor space. Up to 15 trains can be operated on this layout at the same time. Its actual size puts many garden layouts in the shade. There were also a number of clear differences between the LGB outdoor layouts submitted. The list included a single-track mountain railroad with 131 feet of track as well as a landscape rail-

its finest



road with 1312 feet of track, which is spread across 5382 sq ft of garden. Track lengths of between 328 and 656 feet were the norm for the outdoor layouts – about two thirds of the participating outdoor layouts boasted these dimensions. A few more figures: Around 50 percent of the outdoor layouts presented in this year’s contest were between five and nine years old. And almost all the layouts are still in the expansion and extension phase, as the owners emphasized. This also applies to the oldest layout in the competition – whose construction

began 34 years ago. The layout themes ranged from European low mountain ranges and German narrow-gauge railways to Austrian alpine railroads, Swiss mountain railroads, and US scenes.

To facilitate comparison of the layouts despite the wide variety, we had planned, as we did for the last competition in 2016, to distinguish between indoor and outdoor layouts. However, this was hardly possible in the end, as some of the entered layouts are set up both indoors and outdoors. Above all, Reinhard Melz’s “Landkreis Reinhardshausen” layout

impressed the jury, both as an attractive and perfectly arranged indoor layout and as an excellently designed garden and landscape layout. The breathtaking “double” layout was thus a strong contender for the top prize of this year’s competition. But other participants also enthralled the judges so much with their layouts that we decided to not only honor three winners with non-cash prizes as announced but five garden railroad constructors. The following pages present the overall winner, all the non-cash prize winners, and the winners in sixth to tenth place of the competition “Best Garden Railroad 2018”.

THE PRIZE WINNERS 2018

1st prize outdoor and indoor

Prize: DB diesel loco class 212 (item 20120). Winner: Reinhard Melz (A); combined layout with indoor and outdoor area whose theme is Central European foothills.

2nd prize outdoor

Prize: RhB container car (item 45899). Winner: Klaus Maisel (D); green garden layout based on Rhaetian Railway themes.

2nd prize indoor

Prize: DR passenger car (item 36358). Winner: Walter Schmelz (D); large indoor layout focusing on German narrow-gauge railways of the mid-1960s.

3rd prize outdoor

Prize: RhB low-sided car M1 (item 40092). Winner: John Brailsford (UK); Swiss-themed garden railroad in an English garden.

3rd prize indoor

Prize: WPY RR tank car (item 40808). Winner: Mark S. Rosenthal (USA); very large indoor layout on three levels with the theme four seasons in the USA and Switzerland.

4th prize outdoor

Winner: Werner Bosshard (CH); huge landscape layout based on Rhaetian Railway themes.

4th prize indoor

Winner: Paolo Picollo (I); compact modular layout focusing on mining railroads.

5th prize outdoor

Winner: Manuela and Lothar Teichmann (D); three region layout based on German themes.

5th prize indoor

Winner: Urs Stutz (CH); indoor layout in the style of Swiss narrow-gauge railways.

6th prize outdoor

Winner: Ernst Grünenfelder (CH); wild landscape layout based on Rhaetian Railway themes.

All the prize winners will receive a winner’s certificate

OUTDOOR AND INDOOR CATEGORY

1ST PRIZE: REINHARD MELZ, AUSTRIA

Combined indoor and outdoor layout with a brook and landscape garden. Perfectly arranged indoor area focusing on German narrow-gauge railways in the Alpine foothills.



The LGB railroad “Landkreis Reinhardshausen” is a mighty impressive G-gauge layout. Not just because Reinhard Melz has done an awesome job of modeling a German narrow-gauge railway in the foothills of the Alps, but also because he has managed to design it twice: Once as a layout in his basement and once as a layout in his backyard. Since the two parts are interconnected by a single-track section, trains are able to travel on both during their round trips. A Carrera slot car track, built to a scale of 1:24, can also be found in the basement and features the same landscape theme. Here and there on the layout the Carrera slot cars and the LGB rolling stock travel side by side. Be it in the basement or the backyard – the combined LGB railroad offers many attractive elements and an interesting route wherever you look. The long track bed in the backyard on a 31" high dam of natural stone is just one of them, as is the 102 feet-long brook that flows into a pond and over which a 9.2 feet-long box girder bridge leads. Many beautifully designed garden railroad scenes

also appear in the backyard between natural stones, ground cover, and small bushes (see pages 14 and 15). Together they create a very harmonious and well-balanced overall picture of an Alpine foothill landscape with many highlights spread across 5382 sq ft.

The layout in the basement is also a perfect replica of prototypical scenes. The small train station, the engine shed, the small town with many half-timbered buildings and the equestrian statue, as well as the many small landscape scenes by the side of the tracks are just a few examples. The design goes as far as the walls, which display panoramic images to match the details of the layout. The double layout with a common theme is very impressive both as a beautifully arranged G-gauge railroad with an amazing 469 feet of track outdoors and as a basement layout boasting 299 feet of track. There are also some reversing loops in the basement, discreetly hidden beneath dramatic mountain landscapes measuring up to 5.25 feet in height. The editorial team will present this winning layout in more detail in issue 1/2019.

Awesome interior design: One canyon, two railroad bridges, and one Carrera slot car track as a road. Reinhard Melz's layout is perfect down to the very last detail.



OUTDOOR CATEGORY

2ND PRIZE: KLAUS MAISEL, GERMANY

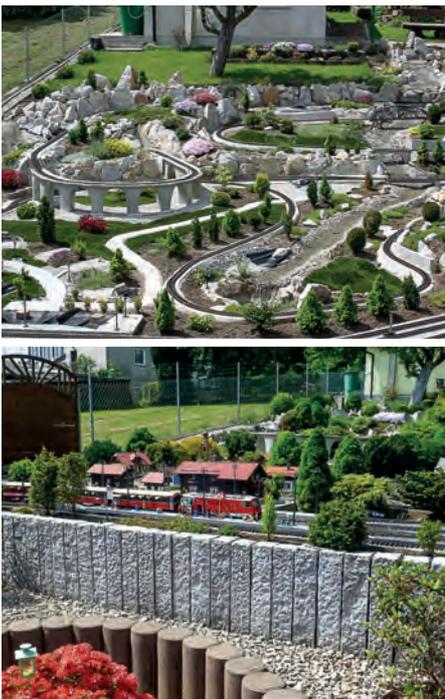
Outdoor layout on a slope, with a brook, lots of plant greenery, and Rhaetian Railway themes.



Prize: RhB container car (item 45899)



Green slope: More than 70 trees ensure Klaus Maisel's LGB layout is a garden railroad with a lot of greenery.



Klaus Maisel's garden railroad is laid out on a slope according to Swiss themes and offers an enthralling and diverse route. Boasting 525 feet of track, countless curves, four railway bridges, and a circular viaduct measuring almost 23 feet long, which stands out discreetly from the layout, this garden railroad is a real work of art with an expressive design, which includes two tunnels with curved sections. Klaus Maisel used about 20 tons of natural stone from the surrounding area, countless plant ground covers, and 70 small trees and shrubs around his 1615 sq ft garden railroad layout to give it the rocky-green feel of a mountain foothill landscape. The brook is impressive and emerges in the upper section of the layout before meandering down 49 feet. The water flows underneath four railway bridges until it

reaches a small stone grotto in the lower section of the layout. The railroad based on Rhaetian Railway themes is, above all, a layout for circular running trains that offer their passengers a lot of variety along the way. Three train stations are distributed throughout the layout, with the four-track Neu-Filisur station acting as the main traffic hub. The houses and the church of the small village are located directly next to the train station. Furthermore, the trains that travel on the inner and outer circuit of the digitalized layout meet at the station. Up to four trains can run simultaneously when Klaus Maisel controls them via PC software. By the way, the station also offers sufficient space for long trains. Even a Ge 4/4 II with up to eight four-axle RhB express train passenger cars can take a break there.

OUTDOOR CATEGORY

3RD PRIZE: JOHN BRAILSFORD, UK

Rhaetian circular layout in an English garden



Prize: RhB
low-sided car,
(item 40092)



Interesting blend: The “Bramley Railway” transports Swiss railroad themes to an English garden

Three bridges, two tunnels, one viaduct, and one rack and pinion section with a mountain station plus 591 feet of track in a garden with a large lawn and bushes reminiscent of a park – John Brailsford’s “Bramley Railway” is an interesting blend of English garden landscape and Swiss railroad themes. Two elongated ovals of track around the well-kept lawn are the main lines of the garden railroad. The parallel tracks offer a lot of variety due to sections of varying height. This applies, in particular, to the raised route used by passenger trains. Three bridges and one 12.1 feet-long curved viaduct are part of this line, which crosses the lower railroad line at two points. The difference in height to the parallel lower track section on which freight trains run is up to 23.7". A rack and pinion section in the upper part of the layout complements the two main

lines. The shuttle service route ends on a mountain plateau at a small mountain station. In addition to a four-track passenger station on the main lines, the layout also includes a freight station with three sidings and an extensive staging yard. There are just a few buildings dotted around the layout. They are discreet but beautifully arranged. The buildings include the main station with its outbuildings and the mountain plateau on the rack and pinion section. Others are to follow; a small town with a streetcar line, for example.

John Brailsford’s 1830 sq ft garden railroad is a clearly structured and well arranged layout for circular running trains, but it also has a lot to offer switching enthusiasts. With its long brick track bed for the raised ovals of track, the “Bramley Railway” creates its own visual identity.



INDOOR CATEGORY

2ND PRIZE: WALTER SCHMELZ, GERMANY

Large indoor layout based on German narrow-gauge railway themes with lots of switching opportunities and awesome details.



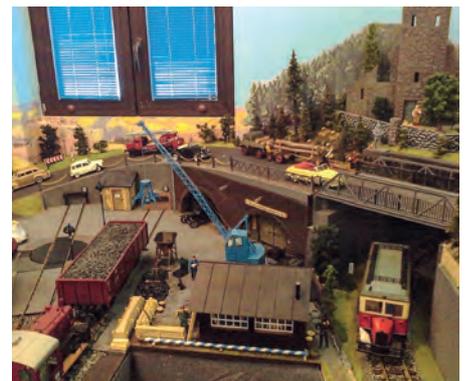
Prize: DR passenger car (item 36358)



Walter Schmelz's LGB layout is an indoor layout of superlative quality. Boasting 574 feet of track, it is one of the largest indoor layouts in our competition. Despite its size, it is perfectly designed down to the very last detail. Many beautiful scenes from a German low mountain range landscape can be discovered spread across a 484 sq ft layout. An extensive station area in the center of the layout, a small town, castle ruins, a farm, a mountain range, a quarry, and lots of tracks. Layout operation not only takes place on the impressively designed upper level but also one floor below. Three staging yards, two reversing track loops, and two climbs can be found there and offer enough space for reserve trains measuring up to 18 feet in length. Simonstadt station is the main traffic hub in the visible section of the layout. The six-track train station includes a railroad depot with a turntable, a four-bay engine shed, and a roller car pit. The station area offers more than ten sidings and thus the best conditions for varied switch-

ing operations. There are also many switching options on the other layout sections, which extend along the walls of the attic room and into the room. However, the layout also permits circular operation. The single-track circular line starts at the train station in both directions and ends in reversing track loops. Wolfgang Schmelz has perfectly arranged six tunnels, 45 buildings, some of which are illuminated and equipped with interior fittings, as well as more than 100 automobiles, 200 figures, and 450 trees in order to achieve the highest possible level of detail. And he has succeeded – although the layout is far from finished. At present, it is still under construction, which can be seen from the missing ballast on the tracks in the station area. Another interesting fact about the layout: Other track formats are also used at some points. At the quarry, for example, light railroad vehicles are used in IIf-gauge format and at Simonstadt station there are many G-gauge tracks as well as tracks in standard II-gauge format.

Beautiful view: View from the station to the village with Schlossberg mountain. A tunnel with a reversing loop hides beneath the Schlossberg mountain.



INDOOR CATEGORY

3RD PRIZE: MARK S. ROSENTHAL, USA

Very large indoor layout with an enormous number of details and extensive railroad traffic based on US and Swiss themes.



Prize: WP&Y RR tank car (item 40808)



Threefold traffic: Above the Western city, railroad traffic rolls on two further levels.

Mark S. Rosenthal's "Southern Railroad Systems" is an indoor layout with many details and a lot of traffic. Up to 15 trains can run simultaneously on the three levels of the LGB layout. Mark S. Rosenthal from Florida has chosen the theme of four seasons in four regions for his 700 sq ft layout where spectators are spoiled for choice when it comes to images. In the left-hand section of the layout, the images come from the USA and show spring in Durango/Colorado and the dramatic mountain landscape of Red Rock Country/Arizona in summer. The right-hand section is dedicated to Swiss images. A small town in fall, and above it the Swiss Alps in winter. The scenes incorporated in the layout are just as varied as the themes and feature a large number of buildings, many details, and remarkable rock and mountain formations. For instance,

the spring theme features a Wild West style town and a depot with a two-bay engine shed, turntable, and water tower. A barren rocky landscape, a double-track mountain line plus a single-track Western section are all part of the summer theme, as is an almost 13 feet-long trestle bridge. The European section of the layout offers diversity in a small package: One little town, two viaducts, one steep rack and pinion section, one cable car, lots of snow, and numerous tunnels. The layout boasts a total of 15 tunnels. They provide access to the hidden section, as only one part of the 591 feet of track is visible.

The themed areas each have their own routes. They are designed as circular lines on which the operating rolling stock matches the actual theme. Mark's "Southern Railroad Systems" is an indoor layout with the charm of a huge "spot-a-lot" picture. There is plenty to discover right up to the ceiling.



OUTDOOR CATEGORY

4TH PRIZE: WERNER BOSSHARD, (CH)

Large landscape layout with 1312 feet of track spread across 5382 sq ft and based on Rhaetian Railway themes. Attractive route with four train stations, two stopping points, one 52-foot tunnel, several bridges and viaducts, as well as plenty of space for nature. One brook and two ponds are also part of the captivating landscape garden railroad that is still under construction.



INDOOR CATEGORY

4TH PRIZE: PAOLO PICOLLO (I):

The "Black Cat Mining" railroad from Paolo Picollo might be small, but it is perfectly designed. The tiny 9.1 x 3.9 feet modular layout is mighty impressive thanks to its intensive and detailed scenes around the new and old mine. Operation on 46 feet of track, tight R0 curves, and through two tunnels. The G-gauge layout is complemented by two additional light railroad lines.



OUTDOOR CATEGORY

5TH PRIZE: MANUELA AND LOTHAR TEICHMANN (D)

Three region layouts based on German narrow-gauge railway themes for circular running trains and switching enthusiasts. The layout with 433 feet of track is spread across 861 sq ft. The photo shows the low mountain range section around Falkenstein Castle with one of the layout's seven railway bridges.



INDOOR CATEGORY

5TH PRIZE: DR. URS STUTZ (CH):

The "Surselva Railroad" is an indoor layout based on Swiss themes offering extensive operation at three height levels. The interesting route features four train stations, 210 feet of track, and two rack and pinion sections. There is also an additional extensive hidden section (105 feet of track) with one staging yard and two access routes. Impressive: A hanging canyon with two railway bridges.



OUTDOOR CATEGORY

6TH PRIZE: ERNST GRÜNENFELDER (CH)

Pure nature plus garden layout. Ernst Grünenfelder has put the spotlight on rocks and plants in his 1507 sq ft landscape layout and completely dispenses with buildings and figures. His mountain railroad offers 492 feet of track, nine attractive bridges, and an interesting route. A panorama curve measuring 17.7 feet in diameter is one of the highlights.





The route of the world famous alpine roller coaster takes you on a journey from Zermatt through the Swiss cantons of Valais, Uri, and Grisons to St. Moritz and back again. The term “roller coaster” is not meant to be disrespectful but describes very accurately the 181 mile long route of the “Glacier Express” luxury train, which has been running since 1930, through 91 tunnels and over 291 bridges. In doing so, the train crosses the Rhône and Rhine valleys, thereby climbing to roughly 16,400 feet. Its existence has always been purely for tourist pleasure and scenic enjoyment. Just scenic enjoyment? No way! As early as 1929, a deal was signed with Mitropa to



Star barkeeper in the après-ski car: Victor Costa from Portugal with the anniversary loco

integrate dining cars. It ultimately led to - completely unique in the roller coaster industry - slanted wine glasses to prevent drinks being spilled in curves and the almost Olympic-worthy feat of the pouring grappa from a great height into small shotglasses.

Rail travel for connoisseurs

The “slowest express train in the world” (the Glacier runs from Disentis to Zermatt utilizing a mix of adhesion and rack rail operation and has to adhere to a top speed of 22 miles per hour on the cog-operated section) therefore developed its own culture of enjoyment. This is notice-



Enjoyment on the rocks

Glacier Express is the name of the train that carries passengers through the ice and snow of the Swiss Alps. Guests are well catered for ... in special cars for connoisseurs.

able, above all, due to the fact that its passengers wish for the journey never to end - even though the old Furka mountain route has not been part of the repertoire of the Glacier Express since completion of the Furka base tunnel in 1981, which is a source of great disappointment to many fans. But, every cloud has a silver lining and passengers can now also enjoy a rail trip in the winter, a feat that was previously not possible due to the abundance of snow at the Furka crest tunnel. The most notable innovation, introduced by the Furka-Oberalp Railroad in 1987, was the first Glacier Express panorama car from R+J, whose windows extended up into the roof section, thereby provid-

The Glacier Express: An all-year-round fairytale

ing an excellent view of the panorama of the Swiss Alps (the MOB was already the proud owner of such a car back in 1978). In 1993, the BVZ (Brig-Visp-Zermatt Railroad) also decided to follow the panorama trend by using redesigned cars from Breda of Milan. It was the first time a wholly 1st class train, consisting simply of panorama cars and a dining car, was able to complete the journey.

In the summer of 2003, the BVZ and the Furka-Oberalp Railroad merged to form the Matterhorn-Gotthard Railroad, which, together with the Rhaetian Railway, still operates the Glacier Express to this very day.

New panorama cars to mark the 75th anniversary

The train celebrated its 75th birthday (the Glacier Express first traveled on June 22, 1930) in the summer of 2005. Passengers enjoyed an aperitif in the 1st class panorama car and an anniversary menu was served in the dining car. At the same time, Stadler was busy producing ►



RhB panorama car 2nd class era VI, item 33669

- 1 Authentic paint scheme and lettering of era VI
- 2 Prototypical interior fittings, interior lighting
- 3 Ball bearing wheel sets
- 4 The doors can be opened
- 5 Length over buffers 26.7"

new panorama cars in Altenrhein. The previous ones had seen better days and needed to be replaced. State-of-the-art technology and an eye-catching design both inside and out was the order of the day. The new cars were fitted with air suspension and automatic doors. The overall rail experience benefited from more comfortable seating, less running noise, and an enhanced customer information system. The dining car concept was also given a face lift. Freshly prepared lunches are now served directly from a service car equipped with a complete kitchen. Four panorama trains

were now planned, each boasting five observation cars, two of them 1st class and three 2nd class, which now also offered panorama cars for the first time ("Glacier Express - von St. Moritz nach Zermatt", Reto Steiner, EK-Verlag 2009). To this day, the fleet of cars has been constantly expanded and updated, although some trains still also include classic dining cars. The latest innovation is a real

eye-catcher. Two MGB panorama cars converted into après-ski bar cars have proved to be a particular sensation between Friday and Sunday when picking up winter sports enthusiasts between Andermatt and Disentis. Its graffiti look, designed for the SkiArena Andermatt and Sedrun, understandably attracts as much attention as a snowman in the desert. Bp 4028 from 2017 is red, Bp 4027



Come on board: The après-ski bar of the Glacier Express offers guests a new view every second, lively drinks, and a small snack on request.





from 2018 is blue. The barkeepers, like Victor Costa, have long since achieved rock star status and the rolling ski huts already enjoy seeing lots of regulars. We can definitely look forward to the next innovation. Until then, cheers! Or as they say in Switzerland, Pröschтли!

LGB cars of the Glacier Express

The model of a bar car of the Matterhorn-Gotthard Railroad (item 33661) corresponds in its elaborate and colorful finish to the current day original Bp 4028 of era VI. The prototypical interior fittings

are complemented by long bars and interior lighting. LGB offers matching panorama cars in the well-known red-light blue look both as a 2nd class car (item 33669) and a new version of the 1st class car GEX (item 33666) - perfect in a single train along with item 33667 or 33668. The classic Rhaetian Railway dining car, which is still used today in modern trains, is available with finely detailed interior fittings (item 31681). All the cars run on ball bearing wheel sets and their doors can be opened. These gems allow you to enjoy the skiing season on your garden railroad.

RhB dining car
era VI, item 31681

- 1 Authentic paint scheme and lettering of era VI
- 2 Complete, finely detailed interior fittings, interior lighting
- 3 Ball bearing wheel sets
- 4 The doors can be opened
- 5 Length over buffers 24.4"



In service since May 15, 1984: The dining car WR 3815, built by Flug- und Fahrzeugwerke Altenrhein, was initially burgundy red and repainted cobalt blue in 2005.

MGB bar car
era VI, item 33661

- 1 Authentic paint scheme and lettering of era VI
- 2 Prototypical interior fittings, interior lighting
- 3 Ball bearing wheel sets
- 4 The doors can be opened
- 5 Length over buffers 26.7"



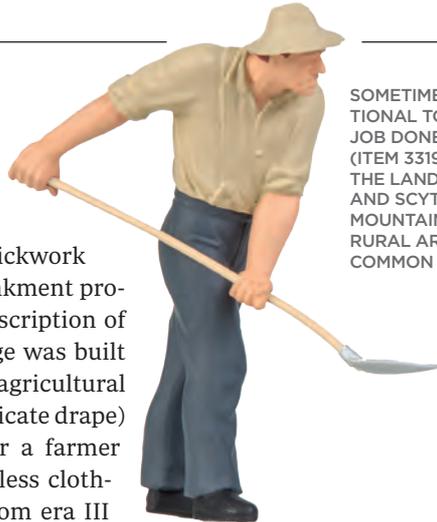
New items for garden railroads

Vintage tunnel mouth, modern firefighters, historic signs:
New accessories for exhilarating garden railroad scenes.

FALLER www.faller.de

Classic splendor

Looking for a new eye-catcher on your layout? Faller's single track tunnel mouth (item 331062) in a vintage style will look splendid on every railroad. Vertical semicircular arch portal with beautifully crafted brickwork featuring two wing retaining walls as embankment protection, decorative elements, and a stone inscription of the year of construction – the original bridge was built in 1881. The height at center is 8.6". Ideal for agricultural scenes: Two highly detailed sets (note the delicate drape) consisting of two farmers (item 331907) or a farmer and his wife (item 331908). Dressed in timeless clothing, they can be used for almost any era from era III onwards – in rural areas, simple tools and traditional methods are still used to this day on smaller farms and in difficult terrain.



SOMETIMES ONLY TRADITIONAL TOOLS CAN GET THE JOB DONE: TWO FARMERS (ITEM 331907) CULTIVATING THE LAND WITH A SPADE AND SCYTHE – ON STEEP MOUNTAIN SLOPES AND IN RURAL AREAS THIS IS STILL A COMMON SIGHT.



A REAL GEM: THE SINGLE TRACK TUNNEL MOUTH (ITEM 331062) GIVES GARDEN RAILROADS A REAL VINTAGE LOOK AND FEEL.



HARVESTING BY HAND: THE FARMER AND HIS WIFE (ITEM 331908) MAINTAIN A HANDS-ON APPROACH TO FARM WORK. BOTH FIGURE SETS LOOK AMAZING: NOTE THE FLOWING DRAPE.



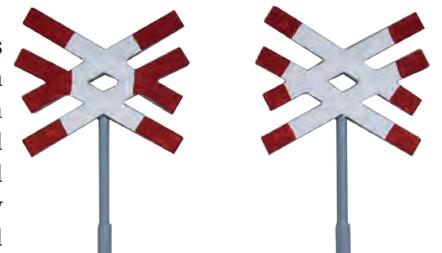
MF MODELLE www.rs-modelle.de

Historic signals

DOUBLE RAILROAD GRADE CROSSING SIGNS



MF Modelle has expanded its range to include historic signs in accordance with the recommendations of the "Verein deutscher Eisenbahnverwaltungen" (Association of German Railway Administrations). The signs are made of plastic and designed according to the German Narrow-Gauge Railroad Signal Act of 1907. They are used, for example, to identify the start and end of a speed restriction zone (item 1911 and item 1912 respectively), like the 5b models. The speed restriction signs featuring the numbers 37b demand a reduction in speed to six (item 1918) or nine miles per hour (item 1919) – in conjunction with a bell and a warning signal. These signs were also installed in front of railroad grade crossings. The signs can be used together with track profile posts or with individual posts. A real eye-catcher is the double railroad grade crossing sign, which is available in two variants. It was a regular sight at multi-track level railroad grade crossings in Germany; but was also used in other countries, such as the Netherlands.



HISTORIC SIGNS (ITEM 1912/1911/1919; FROM BACK TO FRONT)

PREHM www.prehm-miniaturen.com

Eye-catcher on all levels

Figures are a focal point in Prehm's fall range. A nice addition is a "mast climber". These electricians with a head for heights and a passion for climbing could, until a few years ago, still be seen climbing smaller electricity and telegraph poles with their crampons in order to repair defective lines; today, they are the image of a bygone era. The Prehm set (item 500127), finished in UV-resistant paints, includes a metal electrician with crampons and a plastic pole fitted with isolators. There can never be enough playgrounds – a town or village without a playground is not a pretty sight. An integral part of every children's play area is definitely a slide. Prehm now supplies a true-to-scale set with a slide and three children (item 550206). While two children are having fun, the third has fallen off the slide and hurt her head. Luckily, her beloved teddy bear is on hand to provide all the comfort she needs right now ... A portion of fries might also do the trick. To match the recently launched Prehm snack car (item 550130), there is now a giant bag of fries display available (item 550131). The plastic model, finished in UV-resistant paints, indicates from afar that crispy fries are on the menu.

Last but not least, Prehm has given its firefighters a face lift – in terms of their clothing: For some time now, the traditional bright red clothing of firefighters has been replaced by black firefighting gear in many regions of Germany. To ensure fire crews on your model layout are as realistic as possible, they are now available in the new outfit. All the firefighters are made of a zinc-magnesium alloy and finished in UV-resistant paints. There are three classic individual firefighters (item 500307/308/309) and a colleague carrying a ladder (item 500306).



UNDAUNTED: A MAST CLIMBING ELECTRICIAN (ITEM 500127)

EYE-CATCHER: GIANT BAG OF FRIES DISPLAY (ITEM 550131)

MODELLBAU ECKSTEIN www.jecktrain.de

A ray of light in era IV design

Modellbau Eckstein provides platform illumination thanks to its platform lamp in an era IV design. The upper part of the lamp is made of ASA plastic – this material, applied in 3D printing corresponds to Luran plastic used for injection molding, is considered to be very weather-resistant and is intended to provide high-quality, matt-finished, and scratch-resistant surfaces. The lamp is equipped with two high-quality and bright SMD LEDs from Nichia. The base is also made of ASA material and can be screwed or glued into position. A robust, light gray painted brass pole connects the lamp to the base.

EMEK www.lkwmodelle.de

Big trucks keep on rolling

Finely detailed and robust trucks, excavators, and forestry machines to a scale of 1:25 are produced by the Finnish company EMEK – available in Germany through GMTS Brinkmeier. A new addition to Scania's range is an "S Next G 3" tractor with a low loader carrying a Lännen excavator – available with either a gray (item EM30603) or blue (item EM30604) cab. The model comes with high-strength, non-bending, 0.23" thick plastic axles, mirrors, and functions that correspond to those of the original vehicle. Also from Scania: The red R 500 4x2 tractor unit (item EM860015). Volvo also knows how to build impressive trucks – for example the tandem trailer truck FH GL NEW with a blue, three-axle tractor plus optional two-axle turntable trailer (EM89715) or tandem trailer (item 89716). The rear doors of both vehicles can be opened. These models also boast 0.23" thick plastic axles and come with exterior mirrors and, like all EMEK products, are impact and weather resistant, making them ideal for outdoor use.

(ITEM EM30603)



(ITEM EM89715)



(ITEM EM860015)



Full steam ahead in Saxony

More than 1.1 million passengers used the Saxon narrow-gauge railways in 2017: The historic steam locos are a magnet for tourists in the Ore and Zittau Mountains – especially in the wintertime.



The Zittau narrow-gauge railway near Jonsdorf



Train in no haste" or in German "Zug ohne jegliche Eile". This colloquial reinterpretation of the abbreviation "ZOJE" for the first operator of the Zittau narrow-gauge railway, the "Zittau-Oybin-Jonsdorfer-Eisenbahngesellschaft", now applies to all narrow-gauge railways that rely on steam power to the delight of railroad enthusiasts. This kind of relaxing recreational activity is much appreciated, especially in Saxony. Along the southern border of the Free State of Saxony, many associations and interest groups are highly committed and inventive when it comes to maintaining the lines and rolling stock of the former Royal Saxon State Railroad and its more than 135-year history. The 29.5" narrow-gauge network covers almost 62 miles and the famous Saxon steam



A winter fairytale: The 16-mile route of the Weisseritz Valley Railway runs from Freital-Hainsberg near Dresden to Kipsdorf in the Eastern Ore Mountains. It is considered to be the oldest public narrow-gauge railway in Germany (fully open again since 2017).



The ultimate Christmas experience: Thanks to years of time and effort invested by the members of the Pressnitz Valley Railway Interest Group, this picture-perfect route and a lot of vintage rolling stock have been restored. Visitors enjoy it.

locos are still the undisputed stars of the Döllnitz Railway, the Fichtelberg Railway, the Lössnitz Valley Railway, the Zittau Narrow-Gauge Railway, the Schönheide Museum Railroad, the Muskau Forest Railway, the Pressnitz Valley Railway, and the Weisseritz Valley Railway. These steam railroad specialists, along with a large number of other associations and companies, are part of the tourist umbrella organization “Dampfbahn-Route Sachsen” (Steam Railroad Route Saxony) – www.dampfbahn-route.de. The latter has extended the scope of its joint marketing activities since the beginning of 2013 through close cooperation with the nationwide network “Bahnstalgie Deutschland” (German Railroad Nostalgia) – www.bahnstalgie-deutschland.de. And both Dampfbahn-Route Sachsen

and Bahnstalgie Deutschland focus on railroading at a scale of 1:1 as well as in miniature. This is clearly indicated by the fact that in the anniversary year 2018 the LGB birthday celebrations took place at the Pressnitz Valley Railway in Jöhstadt

Energetic associations preserve the narrow-gauge railway culture in Saxony

and attracted more than 10,000 visitors over a weekend featuring a large exhibition of G-gauge layouts, a fun-packed program of hobby and entertainment,

and lots of operating steam locos. If you missed it – you can still experience the Saxon narrow-gauge railways in this low mountain region during the winter, as steam and the winter atmosphere offer a particularly romantic and natural setting.

“K” for narrow gauge

Back to the locomotive stars and their vintage trains, which also operate on the scenic routes through the Ore and Zittau Mountains in wintertime. The “K” in the name of the Saxon locos was created by the Royal Saxon State Railroad and designates them as being narrow-gauge locos or “Kleinspur”, as the Germans say. The most successful one is the IV K. Starting in 1892, ninety-six of these ▶

Important dates in the Saxon narrow-gauge railway calendar for winter 2018/2019

- Döllnitz Valley Railway:** (Daily diesel operation, except during school holidays);
Tel.: +49 34 362/37 541; www.doellnitzbahn.de
December 1 - 2, 2018 Travel to the Christmas market in Mügeln by steam
December 15 - 16, 2018 Advent steam train rides
December 26 - 31, 2018 Mulled wine steam train rides
January 5 - 6, 2019 Mulled wine steam train rides
- Fichtelberg Railway:** (Daily steam operation, except November 1 - 29, 2018, maintenance work will be completed during this period; rail replacement services are available); +49 37 348/151-0; www.fichtelbergbahn.de
December 9, 2018 Santa steam train ride
December 14, 2018 Steam & incense tour with the Fichtelberg Railway (visit to the incense candle manufacturer "Zum Weihrichkarzl" in Neudorf can be booked)
December 21, 2018 Tour of the plant at the loco workshop in the spa town of Oberwiesenthal
- Lössnitz Valley Railway:** (Daily steam operation, except November 1 - 19, 2018, maintenance work will be completed during this period; rail replacement services are available);
Tel.: +49 35 207/89 29-0; www.loessnitzgrundbahn.de
December 8 and 31, 2018 "White and hot" meets steam train
(Mulled wine train rides with support program can be booked)
December 8, 2018 Advent train ride to the Zille Christmas market with the Radebeul heritage railroad
December 9, 2018 St Nicholas train rides with the Lössnitz Valley Railway
- Muskau Forest Railway:** (Steam operation on the following days);
Tel.: +49 35 76/20 74 72; www.waldeisenbahn.de
December 8 - 9, 2018 Santa train rides
January 1, 2019 Full steam into 2019
- Pressnitz Valley Railway:** (Steam operation on the following days);
+49 37 343/80 80 37; www.pressnitztalbahn.de
December 1 - 2, 2018 Advent steam train rides
December 6, 2018 St Nicholas train rides
December 8 - 9, 2018 Last mining shift before Christmas at Andreas-Gegentrum-Stolln
December 15 - 16, 2018 Advent steam train rides
December 27, 2018 -
January 1, 2019 New Year operation
February 2, 3, 9, 10, 16, 17, 23,
24, 2019 Winter steam
- Schönheide Museum Railroad:** (Steam operation on the following days);
Tel.: +49 37755/4303; www.museumsbahn-schoenheide.de
November 11, 2018 Fall train rides
December 8 - 9, 2018 St Nicholas train rides
December 16, 2018 Advent train rides (three diesel trains running to a special timetable)
February 17, 2019 Start of the winter holidays
February 24, 2019 Winter train rides
- Weisseritz Valley Railway:** (Daily steam operation, except November 5 - 16, 2018, maintenance work will be completed during this period; rail replacement services are available); +49 35207/8929-0; www.weisseritztalbahn.com
December 1 - 2, 2018 Narrow-gauge Advent on the Weisseritz Valley Railway
- Zittau Narrow-Gauge Railway:** (Daily steam operation, except November 5 - 30, 2018, maintenance work will be completed during this period; rail replacement services are available)
Tel.: +49 35 83/54 05 40; www.zittauer-schmalspurbahn.de
December 2, 9, 16, 23, 2018 Advent train rides with coffee & stollen
December 6, 2018 St Nicholas train
December 24, 2018 Santa trains
January 13, 20, 27, 2019 Bookable offer: Breakfast in Jordan's dining car

striking four-axle steam locomotives with two trucks were built and they can arguably be described as one of the most important narrow-gauge locos in Germany. More than twenty of them have survived the ravages of time and roughly ten IV Ks are still in operation in Saxony.

The strongest of the Saxony locos is the five-axle VI K, which was planned as a light railroad loco during the First World War. Two of its kind, dating from the 1920s, can still be found at the head of trains on the Lössnitz Valley Railway and the Pressnitz Valley Railway (reproduction locos, 1927). One of the original series VI Ks, built in 1918, has also survived. It is housed at the "Öchsle" Museum Railroad in Baden-Württemberg but is unfortunately not currently operational.

Steam railroad wonderland Saxony

Technical inadequacies were the main reason the II K, III K, and V K went the way of all things earthly, just like the mother of all Saxon narrow-gauge locos, the cute three-axle I K, of which 44 units were built between 1881 and 1892. And - lo and behold - another one appeared in 2006. It made its maiden journey in 2009. On January 12, 2006, the fund raising group "Verein zur Förderung Sächsischer Schmalspurbahnen e. V." launched the large-scale project IK No. 54, which was supported by more than eighty Saxon companies, mainly in the metal and electrical industries. Seeing as the last I K was scrapped in 1964, the reproduction loco constructors had to rely exclusively on historical plans. The declared goal was to "... use this milestone in Saxon narrow-gauge railway history to contribute to the preservation of the remaining lines and to increase the awareness of the Saxon narrow-gauge railways as a cultural asset and ▶



Döllnitz Valley Railway: On an 11-mile route from Oschatz to Mügeln a 1912 IV K huffs and puffs its way through the winter countryside.



Fichtelberg Railway: The route leads 11 miles uphill from Cranzahl to Oberwiesental. This photo shows a VI IK reproduction loco near Neudorf.

PHOTOS: SVEN BARTSCH, MARIO ENGLAND, CHRISTIAN SACHER; TEXT: ALEXANDER STROBEL



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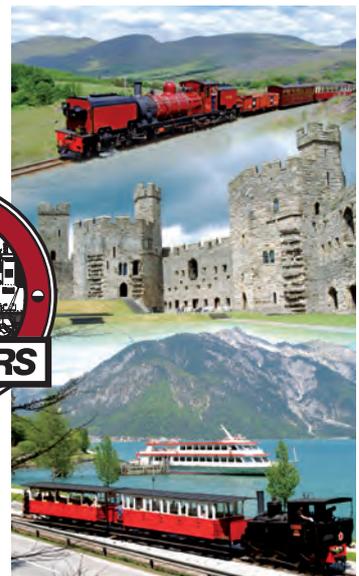
2019

Ireland, Wales & Isle of Man – July/August 2019

During this tour we will see spectacular landscapes, unique coastlines, and beautiful gardens. We will explore Ireland's wonderful nature, scenic towns, and abundance of sights. The tour starts in Dublin, the lively capital and continues to Limerick, located in the beautiful Shannon region. By ferry we will reach Isle of Man, a nature paradise with 100 miles of stunning coastline, unspoiled beaches, and rolling hills. Excursions with the Manx Electric Railway, over 100 years old, and with the longest narrow gauge steam train in Britain, the Isle of Man Steam Railway from 1874, will give us some of the best coastal views. The Snaefell Mountain Railway will take us to the top of Snaefell Mountain, the island's highest peak at 2,036 feet. Our next destination is Wales, the land of myth and legends. The enchanting land has almost 400 natural lakes and the world first continuous coastal path stretching 870 miles. We will visit medieval castles and ride fantastic historical steam, narrow gauge and rack railways.

Scenic Steam Train Tour of Germany, Austria & Hungary – September 2019

This tour starts in Munich, Germany and continues to Austria's enchanting cities of Innsbruck, Vienna, Salzburg and Linz. We will see ancient castles, historic sites, and beautiful palaces and gardens. We will take guided city tours, but also have ample time for exploring on our own. Excursions with nostalgic trains like the Achenseebahn, Zillertalbahn, Schneebergbahn, Mariazellerbahn (Mh6), Steyrtal Museumsbahn, and the Waldviertler Schmalspurbahn will take us through the picturesque country of Austria. Another highlight will be the visit of the famous Locomotive Park Ampflwang. Next, we will take the fast Railjet train from Linz to Budapest, well known for its amazing architectural and historical heritage. Budapest is also home of the fabulous Hungarian Railway Museum, which presents railway history from the 1870s until today. A romantic Danube River cruise and a special behind the scenes tour of the Marklin/LGB factory in Győr complete this tour.



Photos copyright: John Rogers (No. 1 and 2) and Achenseebahn AG (No. 3)

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economic factor.” Since 2009, the new I K has been running together with a perfectly matching train, rebuilt from original cars, at festivals and special events along the Saxon steam railroad route. To travel on the “most beautiful train in the world” is, as the author can testify from his own experience, like traveling in a steam-powered time machine.

Authentic and comfortable

It is also important to mention that the composition of trains rarely shows such attention to historical detail as on the Saxon museum railroads. A wonderful example of this is the Saxon train of the Zittau Narrow-Gauge Railway with wooden seated third and fourth class cars hauled by the IV K 145. But there are also more modern options. The workhorses in Saxony are the class 99.73-76 (standard locos - 1928-1933) and 99.77-79 (reproduction locos - 1952-1957) steam locos of the German State Railroad (DR). Even though these five-axle locos (there still exist thirty-two of them in Saxony) were obviously not purchased by the Saxon State Railroad, they are often referred to as “VII K” by way of continuation of the tradition. The Zittau Narrow-Gauge Railway, for example, uses them to haul its dining car trains. But not only Saxon locos of the former state railroads operate in the German Free State. The Muskau Forest Railway, for instance, boasts numerous steam locomotives that run on 23.6" gauge, and the other railways in Saxony also have so much more to offer railroad enthusiasts. How about it?



Weisseritz Valley Railway: Like the Lössnitz Valley Railway and the Fichtelberg Railway, the 16-mile route belongs to the Saxon Steam Railroad Association.



Zittau Narrow-Gauge Railway: In Bertsdorf, the route from Zittau forks off to the spa towns of Jonsdorf and Oybin.



Lössnitz Valley Railway: The route from Radebeul Ost to Radeburg is 10.2 miles long. No problem for the 1953 VIIK 99 1777-4.



Muskau Forest Railway: The Muskau Forest Railway operates various steam locos on the 23.6" gauge track, such as the brigade loco 99 3317 from 1918.



Pressnitz Valley Railway: The distance between Jöhstadt and Steinbach is roughly six miles. This photo shows the IVK 991590-1 built in 1913.



Schönheide Museum Railroad: A loco gem. The 99 516 is the oldest IV K from the first year of production in 1892 that is still running.

PHOTOS: MARIO ENGLAND, MARTIN GEORGI, CHRISTIAN SÄCHSISCHE DAMPFEBISENBAHNGESellschaft, MICHAEL SPERL; TEXT: ALEXANDER STROBEL

50

Jahre | Years



Győr factory, Hungary: The home of production at LGB since 2008

**PAGE 34: THE LGB HOTBED -
25 YEARS OF THE FACTORY
IN GYŐR**

PAGE 38: DO YOU KNOW LGB?

The railroad for indoors and outdoors

25 years of the Märklin fact

The home of production at LGB has been located in Hungary since 2008



It all started in June 1993: Märklin rented premises for the production of the legendary Märklin metal construction sets and track material in the city of Győr, in north-west Hungary. “25 years on, after several stages of expansion, here stands a state-of-the-art factory with high-tech machinery, which can be changed over from two to three-shift operation at times when peak output is required,” says Wolfrad Bächle, Managing Director Märklin and technical father of the works, as he outlines the current state of the factory. László Rózsavölgyi, as representative of the City Council of Győr, pays tribute on this anniversary to the fact that Märklin has developed a showpiece operation from a small nucleus with investment



Big in Győr: Clearly already visible from the outside - the central focus is on the production of LGB models.



ory in Győr:



Along with the main factory in Göppingen - the large production facility: The factory (here the main entrance) in the Hungarian city of Győr.



As precise as clockwork: Sometimes the injection moldings have to be reworked. In the background the various injection molds.



Clever blend of automation and manufacture: 50 years of LGB tradition and employees with 25 years of model-making experience come together at the Győr factory.

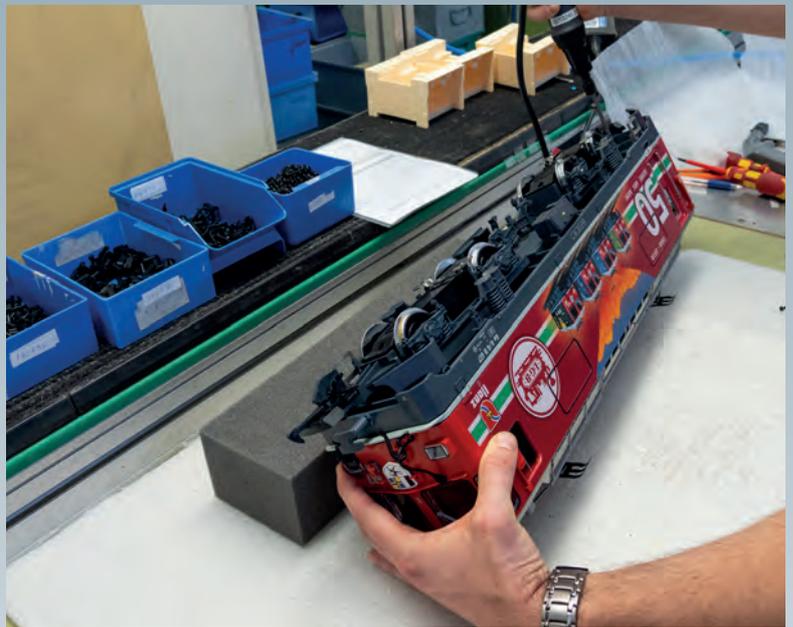


Painting: In manual color spraying, the bodies or other components are partially masked with templates. State of the art technology - the exhaust air is thoroughly cleaned.

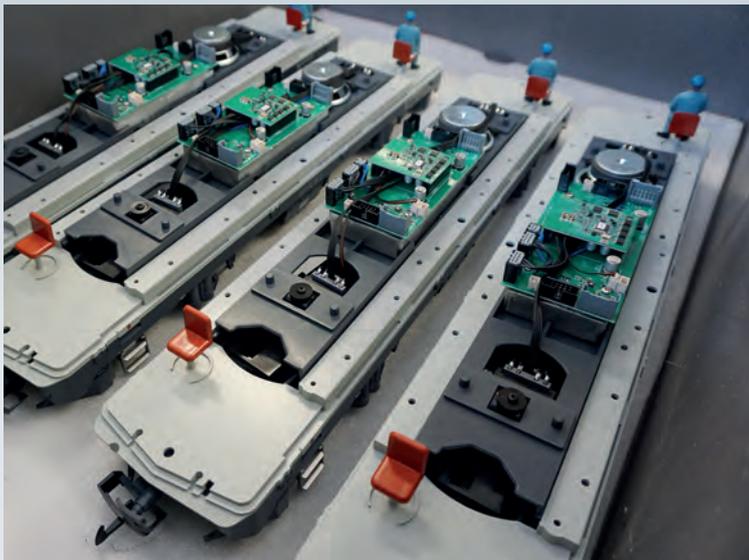
and professional management: "At the age of 25, a man has settled down, he has strength and ideas, and he uses his experience - an exact parallel to what Märklin has achieved here in 25 years work and the city of Győr offers its congratulations and sincere thanks." With the Märklin factory in Göppingen, Győr forms a production network in which the range of the model railroad market leader is manufactured across all gauges with its three brands of Märklin, LGB, and Trix. The processes with their sophisticated blend of automation and manufacture are standardized and finely tuned - there is tooling, coloring/painting, molding, locomotive assembly and component production in both locations, the ►



Hand painting: Fine brush strokes for the smokebox door of "Jim Button" locomotive "Emma".



Marriage: Body and undercarriage of the prototypical and extremely colorful anniversary loco are joined as one.



Without its body fitted, the anniversary loco Ge 4/4 II 617 gives us a glimpse into its inner workings. In the background: The engineer has already taken his seat.



Put to the test: The models have to demonstrate their reliability on a test layout.



Machine park: In the hall of the main building opened in 2014, injection moldings are also produced.



Wolfrad Bächle, Märklin Managing Director:
“The Györ plant is a success story.”



Florian Sieber, Managing Partner Märklin:
“Our thanks to the staff for their commitment.”



László Rózsavölgyi, Györ City Council representative: Pays tribute to the Märklin investments in Györ.



Member of Parliament Róbert Balázs Simon.

Award for the managing Director Gábor Kovács



Decorated:
Gábor Kovács (left), Managing Director Märklin Hungaria, received an anniversary certificate from the City of Györ.

Any large project needs a driving force – at the plant in Györ, this role was assumed 25 years ago by Gábor Kovács. “You are”, says Florian Sieber, Managing Partner of Märklin, addressing the CEO Märklin Hungaria, “one of the three Märklin staff to have been here in Hungary right from the start. You have been with us for 25 years and done a great job. I thank you, your management team and all your staff for your outstanding work and commitment.” This praise for competence and active engagement is echoed with all his heart by Wolfrad Bächle, Märklin Managing Director and technical head of factory construction: “For 25 years now, you have always been at my right hand and through you we have been able to plan and handle 25 years of continuous development. We owe you our most sincere thanks for the outstanding support for Märklin Hungaria.”

main factory in Göppingen with the metal foundry being responsible for the tactile quality of the models. To be able to produce cost effectively, certain manufacturing processes are interlocked, meaning that truckloads of products shuttle between the two locations every day. In the Györ plant alone, every year about 200,000 locomotives and around 800,000 cars are produced. This performance has been achieved with caution and in stages. “In 1995 and again in 2002, Märklin bought older halls in Györ and extended production to metal toys and replicas, starter sets and simple locos up to gauge 1 machines”, says Märklin Managing Director Wolfrad Bächle. The first new building was erected in 2008, when Märklin made Györ the manufacturing home of the LGB brand, the “garden railroad with its weatherproof locos which bonds families”, which joined the Märklin group in 2007. Another new building followed in 2011, for the administrative area with development, production planning and quality control. “Expansion had to be continued due to the ‘repatriation’ of production capacities from the Far East (also for LGB) and so on October 2, 2014 we inaugurated the new main building – supported by large investments of our shareholder Sieber and EU subsidies.” To receive the EU subsidies, Märklin had to commit to employing staff on a permanent basis, which is definitely in line with the corporate strategy according to Wolfrad Bächle: “We can state with pride that we have built up expertise in Märklin Hungaria and have many qualified and reliable personnel.” That the personnel requirements can continue to be met from the region is one of the main goals for Róbert Balázs Simon, Member of Parliament for the Györ district: “The supply of qualified employees by supporting education in the region is one of the Government’s prime objectives. We want Märklin to be happy here in Györ for the next 25 years as well and supply the markets with their highly valued models.” For Märklin Managing Director Wolfrad Bächle the road is set, after the Silver Jubilee now being celebrated, for the Golden Jubilee in 25 years’ time. LGB will then be 75.

Everything you always wanted to know about LGB



One of the most successful US locos:
The F7 was not only incredibly powerful but also proved to be very reliable.

F7 – the diesel legend of US railroads

Within a just few years it gained a reputation in North America as a steam locomotive killer and therefore went a long way to shaping this era: Almost 2,400 F7s were built by General Motors Electro-Motive Division (EMD) between 1949 and 1953 for various railroad companies. This powerful diesel-electric locomotive was used for freight and passenger transport up until the 1970s. The loco with its characteristic “bulldog nose” was extremely popular with railroad companies due to its power output of around 1500 nominal horsepower. Several loco units could be grouped as multiple units, thereby achieving a very high tractive force. Last year, LGB released a complete train of the Denver and Rio Grande Railroad, comprising a three-car F7 locomotive with two A-units (with an engineer’s cab, item 20578 and 20579), one B-unit without an engineer’s cab (item 20588), and six different four-axle cars (item 36572 to 36577). A proud passenger train displaying its original color scheme of yellow and silver, almost 18 feet long. The Denver and Rio Grande Railroad once owned more than 40 of these F7 locos and from 1949 onwards also began operating the California Zephyr between San Francisco and Chicago, famous for its particularly luxurious design.

Analog multi-train control

Running different locos on a single track independently of each other has become the generally valued standard since the advent of digitization in the late 1980s and 1990s. And yet for LGB a multi-train control system, which functioned as a traditional analog layout, had already existed before. The system offered by Salota at the end of the 1970s was able to control up to five locos simultaneously. The method used is based on a built-in frequency filter in the locomotive. For the respective locomotive to run as desired, the voltage it “receives” must have the right frequency. Salota used a full-page advertisement in the 1979 LGB catalog, for example, to advertise the system, which can still be found in operation all these years later.



Five controllers, five locos: During the age of purely analog systems, it was already possible to run several trains independently in the same power circuit to a limited extent.

Fun factor LGB



Even that existed: What younger LGB fans love the most is the explosion car.

Truly imaginative, elaborate, funny or simply charming models have been produced by LGB time and time again over the years. After all, having fun must be the rule when it comes to model railroading. In 1997, for example, the MARS Flyer (item 22020) was launched, a two-axle vehicle with a propeller at the rear. The streamlined model with a futuristic design and a yellow cockpit even boasted a stylized satellite antenna and a red front spoiler. The propeller is used for both acceleration and braking: Therefore, a degree of dexterity is needed if you want to stop the speedster precisely. Skillful handling is also required when cornering at high speed – otherwise the racer has a tendency to take off. This obviously presents a real temptation to compete against each other on two parallel tracks ...

At the International Toy Fair 2012, LGB unveiled a new explosion car (item 94208), which, according to the lettering on the side, transports dynamite. As soon as the car is stopped a little too violently by a track bumper or collides with another train, it explodes and the sides and roof are blown off by a mechanical spring mechanism. The initial shock quickly turns to chuckles and laughter. The prototype-less car is quickly reassembled and ready for its next accident.

Another model without a prototype is the Pustefix soap bubble car (item 94605), upon which an enchanting wizard has been magicking soap bubbles since 1997. The container includes a tub for soap bubble solution, from which the soap bubbles are automatically produced with the aid of a blower.

The yellow-orange Matra crane car (item 40420) helped to boost the fun factor of the LGB range as early as the 1970s. The jib can be swiveled fully, extracted continuously, and is able to pick up and lower loads by means of a hand crank. In the event of tragic train accidents and derailments, it quickly proves to be virtually indispensable.



Pustefix soap bubble car
(item 94605)

Matra crane car
(item 40420)



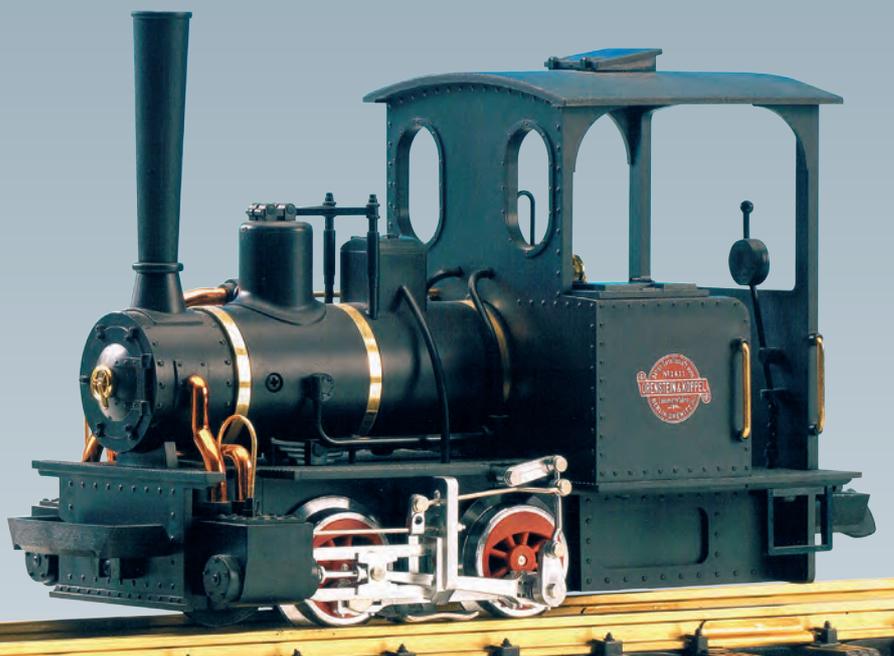
Displaying your passion for LGB:

This brightly colored 1974 bumper sticker made it possible.

WHEN THE ITEM NUMBER TALKS

Each of the five digits of the older LGB item numbers had a certain meaning and indicated various model characteristics. The first digit in each case signaled the type of product, and the other digits additionally contained information: Electric locos, for example, were given a 2 as the first digit for the product category "locomotives" and a 4 (2x4xx) as the third digit for the electric drive. Transformers were given a "5" for the product category; all digital control items also displayed a "5" (55xxx) as the second digit. The last digit for locos featuring sound was a "2" (2xxx2); with steam generators the last digit was a "1" (2xxx1). This numbering system therefore provided a lot of information at a glance. Nevertheless, a universal truth also applies here: There is an exception to every rule. Because with such strict specifications it is almost inevitable that the numbers will run out eventually.

LGB thus decided to simplify the system a little in 2015: Today, only the first digit – the product type – has any significance. The "0" stands for publications, the "1" for tracks and track accessories, the "2" for locomotives, the "3" for passenger cars, the "4" for freight cars, the "5" and the "6" for accessories, and the "7" for starter sets.



Small is beautiful

Just over 7.8 inches in length and weighing in at barely over 2 pounds: The smallest locomotive ever produced by LGB is clearly the “LGB-chen” (item 21040), which was produced between 1995 and 1998. The loco dimensions are not the only diminutive thing about it, as the open engineer’s cab and the slender form also lend the black LGB-chen with its golden boiler rings a delicate appearance. The model was an imitation of an industrial or light railroad locomotive type that was used on many industrial railroads, for agriculture, forestry and quarry work in the first half of the 20th century. In 1998, LGB then brought out another LGB-chen in green, black & red (item 21140), this time with a Kobel smoke stack.

Slender trains: The LGB-chen is the smallest LGB model to date.

The mountain railroad

One of the most elevated LGB layouts is located in the little village of Wengen in the Swiss Alps, 4,232 feet above sea level. And it’s big, too: Andi Engi installed 2,296 feet of LGB track and just under 100 switches around his Hotel Bellevue property, which hikers and skiers love to visit. 16 viaducts and bridges are used to compensate for the height differences to allow the 32 locomotives and 180 wagons to travel. The surroundings are the cherry on top: From the layout, it is possible to look over the 13,642 feet tall Jungfrau summit. With opportunities like this, it’s no wonder that some LGB fans might rediscover the joy of skiing and hiking.



Up, up and away! High up in the Swiss Alps, trains can be seen chugging around Andi Engi’s LGB layout.

Spoiled for choice: By 1979 the LGB range was big enough to fill a large catalog.



And then there was a catalog

For fans of LGB from the very beginning, those who have enjoyed watching the range and the selection of LGB rolling stock grow over the years, it was almost certainly a special event. In 1979, they suddenly found themselves holding a “real” LGB catalog in their hands, a whole 96 pages in the usual A4 format – almost like a book to browse through. By comparison: The previous 1977/78 range catalog only encompassed 20 pages.

Narrow by habit

LGB traditionally liked to keep things narrow-gauge. The inventors and founders of LGB, the Richter brothers, had chosen narrow-gauge railways as their template from the outset and immortalized numerous narrow-gauge locomotives as models over the years. Of course, LGB has also offered a normal-gauge range for some time now. Various LGB fans apparently had been constantly asking about these at the Nuremberg factory over the years, as they wanted modern rail vehicles for their layouts – regardless of scale fidelity. The first standard-gauge model for G-gauge layouts was then introduced to the market in 1995 in the form of the LCE, the Lehmann City Express. After its success, they continued to further gauge interest in standard-gauge models, introducing the German Federal Railroad’s 101 024-8 electric locomotive in 2004. The interest is there: To this day, various other standard-gauge models have been added.

A photo of a loco

The big photography competition of LGB's RhB anniversary loco



The Ge 4/4 II 617 "Ilanz" in the LGB anniversary outfit will be operating in the Canton of Grisons until December 2018 and wants to be photographed by you.

You can find the "Ilanz" with a splendid LGB anniversary design running on Rhaetian Railway routes until the end of December 2018. Discover where and when exactly at www.lgb.de/50jahre. If you come across it in Switzerland, reach for your camera or smartphone and get snapping. Send your best photograph to LGB-Depesche@3g-media.de by December 31, 2018 at the latest. You will then enter our exclusive prize draw and have the chance of winning lots of amazing prizes, such as LGB RhB models and special tickets for the Rhaetian Railway. The names of the winners will be published by the RhB and in issue 2/19 of LGB Depesche.*

PHOTOS: HENDRIK HAUSCHILD, MICHAEL KRAHENBUHEL; TEXT: ALEXANDER STROBEL

Join in and win

1st prize: Cab ride from Chur to St. Moritz.



2nd prize: A model of the LGB anniversary loco (item 28443).

3rd prize: Two first class day tickets for the entire Rhaetian Railway network.



4th prize: A Rhaetian Railway boxcar (item 40082).



5th prize: A Rhaetian Railway tank car (item 41701)

6th prize: A Rhaetian Railway flat car for containers (item 40895).



Please send your best photograph of the Ge 4/4 II 617 "Ilanz" in the LGB anniversary design by **December 31, 2018** (entry deadline) to LGB-Depesche@3g-media.de

* By entering your photograph to the photography competition you agree to the publication of your photograph (in print and online media). The prize cannot be paid out in cash. There is no right of appeal. The competition is not open to employees of Märklin and the Rhaetian Railway.

RhB steam loco Heidi and gondola with a Steiff teddy

New at your retailers



FURTHER NEW MODELS

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

Item 26605 RhB steam rotary snowblower

Item 31681 RhB dining car*

Item 33669 RhB panorama car, 2nd class**

*Delivery starting from November 2018

**Delivery starting from December 2018



RhB steam loco "Heidi" era VI, item 20274

- mfx/DCC digital decoder
- Powerful ball bearing mounted Bühler motor
- Many separately applied details
- Steam exhaust is synchronized with the wheels
- Length over buffers: 13.8"

Due to its appearance in the 1952 film "Heidi", it is the movie star among the steam locos of the Rhaetian Railway. The LGB model is a replica of today's museum loco version complete with the prototypical paint scheme and lettering of era VI. All the wheel sets are driven by a powerful ball bearing mounted Bühler motor. Its mfx/DCC decoder controls many light and sound functions, such as the digitally switchable headlight with Swiss light changeover. The loco comes with many separately applied details and the engineer's cab doors can be opened.



RhB boxcar era V, item 43813

- Prototypical paint scheme and lettering of era V
- Length over buffers 15.3"

The prototype of this Gbkv boxcar operated on the Rhaetian Railway from 1913 to 1999; from 1973 onwards with the new box. The LGB model displays the paint scheme and lettering of era V in Switzerland (1990-2005) and comes with many separately applied details and opening side sliding doors.



DR stake car era VI, item 41591

- Prototypical paint scheme and lettering of the Saxon Steam Railroad Association/DR museum car
- Loaded with two stacks of round timber
- Length over buffers 16.5"

Every year, the members of the LGB Club can look forward to an exclusive car model. In 2018, it is a four-axle stake car, featuring the prototypical paint scheme and lettering of the SDG/DR museum car of era VI - an authentic replica without a brakeman's platform but with separately inserted handwheels of the handbrake. The 97-25-62 HHw is loaded with two stacks of round timber. Stakes and chains for securing the load are included. Metal wheel sets.

*Delivery starting from November 2018



RhB panorama car, 1st class era V, item 33666*

- Current design with the prototypical paint scheme and lettering of era VI
- Complete interior fittings and interior lighting
- Length over buffers: 26.7"

The legendary Glacier Express runs from St. Moritz to Disentis on the routes of the Rhaetian Railway and from there to the end of the line in Zermatt on the Matterhorn-Gotthard Railroad. The LGB model is an authentic replica of a new 1st class panorama car of era VI in its current design. The windows of the panorama car extend up into the roof section, thereby providing an excellent view of the panorama of the Swiss Alps. The Ap 1316 was put into service in 2009. The model comes with interior fittings and interior lighting.



**Saxon freight car 4333K
era VI, item 40271**

- Prototypical paint scheme and lettering of era VI
- Separately applied roof
- Length over buffers 11.8"

Model of the Saxon freight car 4333K as currently used as a museum car on various narrow-gauge railways in Saxony; especially as part of the “most beautiful train in the world” along with the famous Saxon I K 54. The (bench) car displays the prototypical paint scheme and lettering of era VI and has a separately applied roof, benches as the interior fittings, and metal wheel sets.



**DB “Rheingold” express train
passenger car, era III, item 31311**

- Interior fittings and interior lighting, the doors can be opened.
- Power pickup via metal ball bearing wheel sets
- Length over buffers 31.4"

The paint scheme of this model of a four-axle express train passenger car of the DB (German Federal Railroad) is prototypical of the legendary Rheingold Express after 1962. Its prototypes operated on this route until 1987. The matching locomotive of the E 10 class is available as item 21751, a second express train passenger car with a different road number is also available (item 31310).



**DR steam loco 99 685
era III, item 20482**

- Unique and strictly limited special series! Many separately applied details.
- Running sounds are also fully functional in analog operation
- Opening smokebox door
- Length over buffers 16.1"

This model of a class 99.6 narrow-gauge steam loco (formerly Saxon V1k) of the DR corresponds to era III. Two ball bearing mounted Bühler motors and traction tires ensure reliable operation. The 99 685 is equipped with an mfx/DCC decoder featuring many light and sound functions, such as a headlight that alternates with the direction of travel, firebox light, engineer’s cab lighting, running sounds, whistle, and much more. Also included are a smoke unit with steam exhaust and cylinder steam synchronized with the wheels and opening engineer’s cab doors and smokebox door.



Gondola with "Steiff teddy", item 42229

- Original Steiff teddy
- A one-time only series to mark the 50th anniversary of LGB
- Length over buffers 11.8"

Freight cars loaded with Steiff teddy bears have a long tradition in the LGB range, and this anniversary model is just as enthralling. The original Steiff teddy measures 9" tall, is made of super soft plush fabric, and displays the LGB anniversary logo on its chest. The side doors can be opened. Metal wheel sets.



Christmas train starter set item 70305

- Powerful ball bearing mounted Bühler motor
- Christmas design
- Length of train: 33.4"

This starter set contains a vintage train, consisting of a tank loco and two passenger cars in a Christmas design. The loco is equipped with a ball bearing mounted Bühler motor, a headlight, and a smoke unit. The set additionally includes a complete circle of track, a power pack, and a speed control. This train can be complemented wonderfully with previous Christmas cars.



D&RGW Mogul steam loco item 20280

- Special design to mark the 50th anniversary of LGB
- All wheel sets powered
- Length over buffers 26.3"

An LGB emblem just like the Stainz loco: The model of a Mogul steam loco of the Denver & Rio Grande Western Railroad is now available in a special version to mark the 50th anniversary of LGB. All the wheel sets are driven by a powerful ball bearing mounted Bühler motor. Equipped with an mfx/DCC decoder, the model comes with many light and sound functions as well as applied details. A one-time only series to mark the 50th anniversary of LGB.

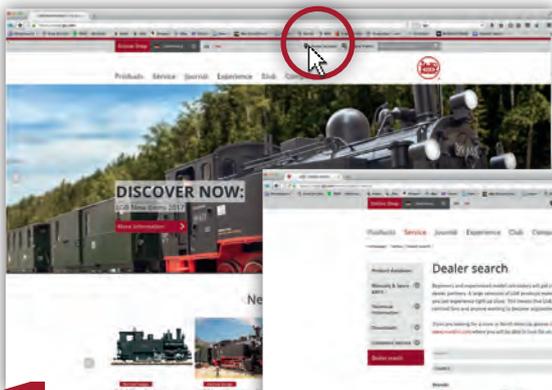
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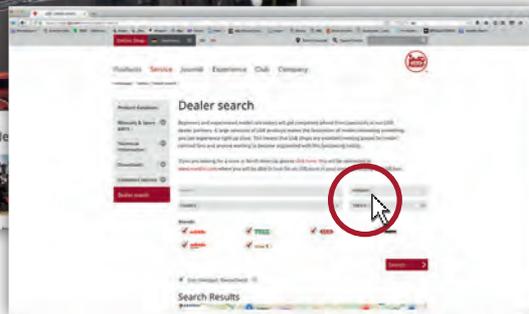
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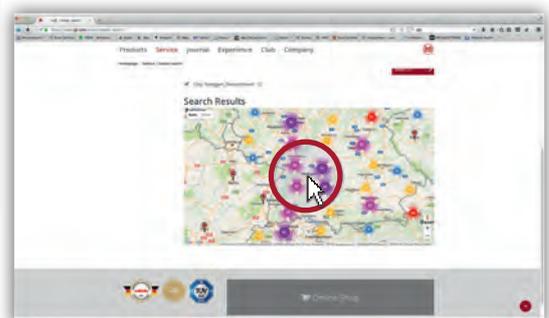
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Open Days at Märklin 2018

Fans of all gauges used the Open Days to enjoy a weekend dedicated to their hobby.



The welcome gift for Club members: The metal LGB anniversary badge to celebrate 50 years of garden railroading.

Sometimes a hobby forces you to be patient: On the morning of the first day, September 14, there was already a long line of visitors for the transparent manufacturing facility.



LGB's new metal model of the RhB Xrot 9213 steam rotary snowblower is a real treat even for the most discerning of model railroad fans.

Train spotting at Märklin: Model railroad enthusiasts showed up in their droves in Göppingen for the Märklin Open Days and gained a unique insight into model railroad production. The new Märklin “emblem”, the large class 44 loco on the premises, and the Märklineum store, which opened as part of the first construction section, were also particularly well received (see also page 12 in this issue).



In the lead up to the Open Days 2018, the 1942 class 44 loco was transported to the premises in Göppingen, where it is waiting to be restored. The loco is on permanent loan to Märklin from the town of Kornwestheim.

Rarity: The Clu

Unique production exclusively for Club members: A model of the new D 4052, whose original version was destroyed in an accident in 1998 and rebuilt in 1999 using the Xk 9028.

LGB Club model 2019

Item 34556 RhB baggage car D 4052 (new)

- 1 Authentic paint scheme and lettering of era VI
- 2 Front end doors and opening side sliding doors
- 3 A finely detailed model, metal wheel sets
- 4 Length over buffers 17.7"



b model 2019

This baggage car of the Rhaetian Railway can look back on a very colorful history. An accident during switching operation in 1998 completely destroyed the original D 4052 (built in 1928). In 1999, the RhB decided to rebuild it using the Xk 9028 car (formerly D 4043 built in 1913), which had been taken out of service in 1986. The LGB model corresponds to the latter in its current look of era VI, is highly detailed, and perfectly matches the vintage steam trains of the Rhaetian Railway.

Notes on ordering

Every Club member can order one example of the exclusive Club model from his LGB retailer using the enclosed order form or his Club card. Please note: The order forms are not transferable.

Important

Whether you order using the form or with your Club card, closing date for orders for the Club car is **April 30, 2019**. Deliveries are scheduled to start in **quarter 2, 2019**. At the end of 2019, it is planned to send out personalized Certificates of Authenticity directly to purchasers. **Item 34556**



Magical worlds in Straubing: Blue Brix

Spread across 7,535 sq ft of floor space, the Blue Brix – Straubinger Wunderwelten – in Geiselhöringer Str. 23c in 94315 Straubing, Germany, boasts four model railroad exhibition layouts featuring various themes. A new attraction is the 1,722 sq ft western G-gauge layout on which twenty-five classic steam locos haul trains through North America. Thanks to its unspoilt nature of green meadows, forests, and canyons, which tower up to almost ten feet in height, the images around the layout extend as far as New Mexico. Times of opening: Friday, Saturday, and Sunday from 10 am to 6 pm, daily during Bavarian school holidays. Club members receive a one euro discount on the admission fee. For further information: www.bluebrix.de



G-gauge western landscape: New layout at Blue Brix in Straubing

Dispatcher wanted

There is no better instructor for the hobby dispatcher than the Club cooperation partner “Förderverein Lehrstellwerk Kornwestheim” – Tower’s Supporters’ Association (www.lehrstellwerk-kornwestheim.de). One of its specialties: A hobby dispatcher’s diploma, which can be gained by attending a respective course. The next course takes place from May 30 to June 2, 2019. The Club is drawing three participation cards for the training course among all members. You can apply online in the club area at www.lgb.de (Club) under the heading “Gewinnspiel” (Competition) or by postcard (Gebr. Märklin & Cie. GmbH, LGB Club, Postfach 960, 73009 Göppingen; Stichwort “Hobby-Fahrdienstleiter”). Closing date for entries is February 17, 2019. In the case of a written application, please provide your name, address and Club membership number. The winners will be notified by us in writing.



A date not to be missed by model railroad professionals: Training to become a hobby dispatcher at the training signal tower in Kornwestheim.

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



Large anniversary events: LGB turned 50. The annual DVD contains a fascinating report on the anniversary celebrations at the Pressnitz Valley Railway in Jöhstadt. An amazing event with many prototype locos and even more garden railroading. The Rhaetian Railway in Upper Engadine is celebrating ten years since it joined the list of UNESCO World Heritage Sites, and the Märklin factory in Győr, the current home of production at LGB, is celebrating its 25th anniversary. The film team visits an LGB fan in the United States whose layout combines indoor and outdoor operation and meets garden railroaders in France. Last, but not least, Mike Lorbeer demonstrates the ideal way to incorporate the Club gift 2018, the stop, into your layout.

The annual DVD also contains a highlight of the anniversary year: The LGB anniversary loco of the Rhaetian Railway.

50 YEARS



WWW.LGB.DE

Depesche

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From Leipzig to the Harz Mountains



LGBTours and Bahnreisen Sutter organized five anniversary trips in 2018. The latter was also responsible for a railroad tour through Central Germany. LGB Depesche author Hendrik Hauschild went along, too.



Two Bulls: Particularly special was the parallel departure of two HSB steam trains hauled by Harz Bulls in Alexisbad.

Interesting trip destinations were once again planned for the LGB anniversary year. In addition to three trips to the Rhaetian Railway in Switzerland, Club members were also able to book a trip through Central Germany.

On a bright and sunny day in early September, a group of forty-two travelers met up in Leipzig, the starting point for a six-day journey to numerous narrow-gauge railways and other highlights. On the afternoon of the first day, at a hotel not far from Leipzig Central Station, they hopped on board a vintage red double-decker bus for a tour of the city. The destination of the round trip through Leipzig, which still boasts an extensive streetcar network, was, among other places, the Monument to the Battle of the Nations. A wonderful evening meal was laid on for everyone at Auerbachs Keller, where Goethe was once inspired to write "Faust".

It is not everyday that you have the opportunity to travel around on such a bus, but luckily tour guide Gregor Sutter had also chartered the vehicle for day two of the trip, which

saw us heading to the 35.4" mining railroad in Meuselwitz. After a highly interesting guided tour through the railroad's workshop, we continued on to Haselbach under diesel power. On this gloriously sunny day, many of the group enjoyed the ride in the open observation car. In the afternoon, the trip on the red double-decker bus took us to Lake Markkleeberg, a flooded former open-pit coal mine near Espenhain. The railroad enthusiasts then went on a boat trip around the man-made lake south of Leipzig, which was opened to the general public on July 15, 2006. Today, the former building of the Bavarian Station is considered a popular attraction for food lovers in the Leipzig area. Once again, Gregor Sutter had chosen an ideal place for the group's evening meal.

Next day, the group bid Leipzig farewell. The itinerary included a two-hour coach ride to the Mansfeld mining railroad and the local MaLoWa (Mansfeld loco and car workshop). After arriving in Mansfeld, the group was joined by the Märklin TV crew, who accompanied them and filmed

the excursion. On board a special train, hauled by steam loco number 20, the group traveled along the route of the Mansfeld mining railroad. After returning to the starting point and enjoying the refreshments on offer, the participants were treated to a guided tour of MaLoWa. Served with lots of impressions, new ideas, and a good helping of steam, the group and tour guide Gregor Sutter commenced their coach journey to Wernigerode in the afternoon.

Most people automatically think of the local Harz Narrow-Gauge Railways when they hear the name Wernigerode. Seeing as the LGB product range also includes numerous vehicles modeled on HSB prototypes, it was obvious that Gregor Sutter had planned two days in the beautiful Harz Mountains.

A wonderful finale: The Harz Narrow-Gauge Railways

In the evening, the group learned a lot about the history of the Harz Narrow-Gauge Railways and the LGB brand ambassadors presented their local LGB layouts, thereby boosting the participants' enthusiasm for the best hobby in the world. After a big breakfast, day four began with a guided tour through the old town of Wernigerode; and this was followed seamlessly by a guided tour through the HSB workshops in Wernigerode-Westerntor. Dirk Bahnsen, Head of Corporate Communications at HSB, led the tour group competently and presented many examples of LGB prototypes.

In a special train, at the head of which stood a Mallet steam loco, the journey went from Wernigerode to the Brocken. The over 3,609-foot summit offered stunning views across the Harz landscape, and whoever wanted had the chance to capture the subsequent scheduled train on their cameras as it entered the Brocken station. The Goethe Hall in the Brocken hostel was reserved for the Club members in the evening and everyone enjoyed a hearty meal together before embarking on the two-and-a-half-hour return journey to Wernigerode. After a long day full of activities, many of the group retired to the hotel bar for a chat with like-minded people over a drink. On the penultimate day, the group explored the wild and romantic Harz Mountains on a special train from Wernigerode to Quedlinburg via Eislefeld Talmühle on the Trans-Harz and Selke Valley Railway. The journey began early in the morning with a ten-coupler HSB Brocken loco and four passenger cars. In addition to the film crew, Dirk Bahnsen from HSB also accompanied the travelers. Using his extensive knowledge, Bahnsen pointed out an array of new photo opportunities which the Club members were able to utilize, as numerous photo stops and run-pasts were included in the agenda. As everyone knows, boarding and alighting at regular intervals along the route gives you an appetite. Gregor Sutter therefore invited along members of "Freundeskreis Selketalbahn", who made sure the guests were well fed and looked after. A real highlight was the parallel departure in Alexisbad, where two steam trains with different destinations left the station at the same time. Upon arrival in the World Cultural Heritage town of Quedlinburg, a guide was ready and waiting for the group at the station and took them on a brief tour of the town.

In the evening, tired but with a wealth of images, many of which had been saved on memory cards, the travel group returned to the hotel in Wernigerode by coach. A truly unforgettable trip.



Summit tour: The well-known HSB Mallet steam loco was part of the special train program organized by Gregor Sutter. Full steam ahead to the Brocken.



Group photo: The group alighted for a photo stop at the railroad grade crossing of a farm road on the Mansfeld Mining Railway.



Garden railroad: Traveling on the mining railway between Meuselwitz and Haselbach, the special train with open observation car and diesel loco 209 chuffs past the Wintersdorf stop.

IMPORTANT G-GAUGE DATES FROM NOVEMBER 2018 TO FEBRUARY 2019

Awesome winter fun!

Three exciting exhibitions and a fantastic steam ride program: Model railroad fans can also look forward to some interesting events during the winter months.

NOVEMBER 9

LGB round table in Hamburg

Garden railroaders and G-gauge indoor model railroaders take note. Once every three months, the Freunde der LGB Norddeutschland organize a public round table for all those who would like to exchange railroading ideas in an informal atmosphere. The meetings are held at the Halle 13 restaurant in Hellbrookstrasse, which is operated by the Hamburg Hochbahn. The event starts at 7 pm and all LGB fans are welcome to attend. The restaurant is easy to reach by public transport: Take subway line U3, alighting at Saarlandstrasse. For those arriving by car, there are plenty of parking spaces in the direct vicinity of the venue.

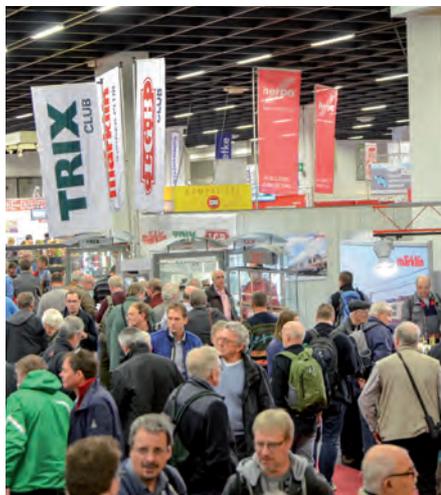
Halle 13
Hellbrookstrasse 2
22305 Hamburg, Germany
www.lgb-norddeutschland.de

NOVEMBER 15-18

International Model Railroad Exhibition, Cologne

The IMA is again opening its doors and Cologne is the venue of choice in 2018. It is the event where major manufacturers and niche suppliers come together. In addition, IMA visitors will discover many exhibitors presenting their high-quality and creative layouts. Opening hours: Thursday through Saturday from 9 am-6 pm, Sunday from 9 am-5 pm.

Kölnmesse GmbH
Messeplatz 1
50679 Cologne, Germany
www.modellbahn-koeln.de



NOVEMBER 22-25

Modell und Technik, Stuttgart

The Modell und Technik exhibition at the Stuttgart exhibition center awaits and LGB fans are encouraged to save the date (November 22-25) in their calendars. The exhibition is once again set to get the hearts of model railroaders beating a little faster. In addition to great model railroad layouts, there will be lots to see and do. For instance, you can discover all about the latest trends, exchange ideas with like-minded people, and, of course, stock up on new models. The fun-packed supporting program will also put a big smile on the faces of young and old alike.

Landesmesse Stuttgart GmbH
Messeplatz 1
70672 Stuttgart, Germany
www.messe-stuttgart.de/modellundtechnik

DECEMBER 1-16

Steam rides on the Pressnitz Valley Railway

The Pressnitz Valley Railway invites you to enjoy romantic steam trips between Jöhstadt and Steinbach in the lead up to Christmas. The winding route of the 29.5" narrow-gauge railway runs for five miles through forests and valleys, taking in sights such as the Lorelei Cliffs, Forellenhof or Wildbach. Legendary locos and historic passenger train cars turn the trip into a nostalgic experience to remember. All the dates during the Advent season: December 1/2, December 8/9, and December 15/16, 2018. Further details about timetables and train information can be found on the Pressnitz Valley Railway website.

Interessengemeinschaft Preßnitztalbahn e.V.
Am Bahnhof 78
09477 Jöhstadt, Germany
www.pressnitztalbahn.de



DECEMBER 15

Advent running day at LGB Freunde Rhein-Sieg

Operating fun in Mönchengladbach: The members of LGB-Freunde Rhein-Sieg invite everyone to their open day and atmospheric Advent running day. Visitors have the opportunity to soak up the Christmas atmosphere from 10 am to 6 pm and, beside many other attractions, to marvel at the large "Albula" G-gauge layout based on the Rhaetian Railway. Guest vehicles are welcome and food and refreshments will be available.

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

JANUARY 30-FEBRUARY 3

Toy Fair Nuremberg 2019



The five-day toy fair in Nuremberg will again be a major event for garden railroad enthusiasts, as LGB will once again be on hand to present many of its new models in 2019. Although the actual exhibition is reserved exclusively for trade guests, extensive information on new products can be obtained from dealers following the event.

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

STEFAN KÜHNLEIN

The Rhaetian Railway experience – in big and small

Wonderful sounding names such as Glacier Express, Bernina Express, Arosa Line, Bernina Railway, Albula Railway, Engadine Express, “Golden Mountain Pullmann Express” or even “Flying Rhätier” and Gornergrat Railway are almost common knowledge when it comes to Switzerland. The same applies to LGB, and not just during its 50th anniversary year with the anniversary loco, whose original and model can both be marveled at, but also with its steam locos, the Crocodile, the Allegra, the Xrot steam rotary snowblower, and, hopefully soon, also with the new rail car trains. Some of the RhB locos have adopted famous Swiss names such as Zermatt, Disentis Mustér, Chur, Davos, Arosa, Scoul-Tarasp, and Klosters.

Next year, the Rhaetian Railway will exist 130 years since the opening of the Landquart-Davos line. In addition to the aforesaid famous place names, there are also many impressive structures such as bridges and viaducts. The Canton of Grisons has thus opened up its doors to guests, holidaymakers, and skiing enthusiasts, as well as to railroad fans. They cannot get enough of the Rhaetian Railway. But beware! Besides Grisons, the home of the Rhaetian Railway, the Glacier Express (GEX) also passes through two other cantons, Uri and Valais. It travels from St. Moritz via the Albula Pass to Filisur, Thusis, and Chur, then continues through the Rhine Valley, where, at the Disentis/Mustér station on the cantonal border of Grisons, it has to change locos to those of the MGB – Matterhorn-Gotthard Railway. The journey in just one direction takes almost eight hours. Plenty of time is also needed for the route to Gornergrat – the ideal vantage point for the Matterhorn. The Glacier Express is thus an experience that lasts at least two days. I have already mentioned Chur, the capital of Grisons. This

is where the RhB railway lines meet: The Glacier Express, the Bernina Express, the Albula Railway, the Arosa Railway. Anyone who tells you that they crossed the Landwasser Viaduct or the Wiesen Viaduct on the Bernina Express (BEX) is telling the truth. In the summer, a Bernina Express also travels from Davos to St. Moritz to transport the many guests. The year-round Bernina Express travels from Chur in Switzerland to Tirano in Italy and back again. RhB enthusiasts can board the train in Chur in the morning and be back again by the evening. In short – a train that offers the most highlights for rail travelers. Be it castles along the Hinterrhein, across the Solis Viaduct to the Landwasser Viaduct, through the sub-Alpine tunnels to Bergün, across the Albula Viaduct, and through the Albula tunnel to Pontresina: From the start, you enjoy the view from the panorama cars. Then the journey takes you over the Bernina Pass past the Morteratsch Glacier, the Diavolezza, the Piz Palü, the Piz Bernina, the Piz Roseg, and the Piz Corvatsch over the divide of the Danube and Po, the highest station Bernina Hospiz down to the circular viaduct from Brusio to Tirano in Italy. In addition, you will also travel on the 75.6 mile long UNESCO World Heritage route from Thusis to Tirano.

Many books about the Rhaetian Railway describe in great detail the highlights mentioned above. However, if you want to operate the RhB trains at home that you may have experienced in real life, LGB is the ideal choice. It allows you to recreate your own experiences on the Rhaetian Railway with RhB models on a scale of 1:22.5.

LGB has been in existence for 50 years, and I know many, forgive me for saying this, railroad and model railroad maniacs with amazing layouts who have been enthusiastic about LGB for many years.



Stefan Kühnlein, from Hummeltal in Franconia, has already completed the biggest leap between gauges. He started with a Z-gauge layout, and then came the conversion to LGB.



The UNESCO World Heritage Site of the RhB has found its way into many backyards thanks to LGB.

Trio with five rails



How are new rails on your LGB layout transported to the trackmen? Reinhold Braun has transformed a set of three stake cars into a rail transportation system for narrow-gauge railways.



Small prototype large replica: The idea for the rail transport car came from a Märklin H0 model (item 45095).

The idea for the construction of a three-part rail transport vehicle did not come from a specific prototype of a narrow-gauge railway, as is the case for most building tips in LGB *Depeche*, but from an actual Märklin model. Specifically from the H0 car 45095, a set of three flat cars connected to each other by spacer bars. The three connected cars transport long track profiles. Märklin has loaded the cars with eight reproduction rails. They are made of flexible plastic and are therefore mobile enough to also

handle cornering without any problems. What Märklin offers in H0 format can also be created with manageable effort as a three-part rail transport car in G-gauge. Measuring almost 3.3 feet in length, it is quite a sight.

Base material

The 9.8" long LGB stake cars of the German State Railroad (DR) are suitable as the base material for the rail transport car. Three cars are required. The pivot plates and pivoting arms are taken from the LGB dual flat car (LGB item 4050/40500). The cars are equipped with forest railroad couplers and interconnected by means of two drawbars. The drawbars are manufactured by Reinhold. Alternatively, plastic bars from LGB logging trucks can also be used. Visual details such as a plate with screw heads or dummy rivets can be added as desired. The operating characteristics of the long car can be improved through ball bearing mounted wheel sets (LGB item 67403).

These parts are required

Cars:

Three stake cars, LGB item 45000, 45002, 45003 or 40554

Pivot plates:

Three pivot plates with pivoting arms from the dual flat cars with beams LGB item 4050 or LGB item 40500
Couplers: Forest railroad coupler set, LGB item 64777 (American link & pin coupling parts)

Drawbars:

Wooden batten, size 3.94" x 0.43" x 0.28" plus brass wire 0.07" in diameter

Cargo:

Plastic track profiles (Maquett G 460-58), 39.3" in length

Wheel sets:

Three ball bearing mounted wheel sets, LGB item 67403

Ballast weight:

3 x approx. 1.70 lbs ballast of steel or other material

Paint:

Model making paint satin-finish black



Item 4050 dual flat car beam carrier

Item 45000 DR stake car

**Building phase 1:
Attaching turntable plates and pivoting arms**

For assembling the carrier plates, turntable plates, and pivoting arms as well as for further processing of the chassis, the cars and the pivot plates are dismantled into their individual parts and the dummy brake hoses are removed. After the carrier plates with the pivot plates have been removed from the original model, they are attached to the stake car. For visual reasons, installation is different from the original pivot plate car. The carrier plates are not fitted longitudinally in the direction of travel, but transversely. This ensures the plate is easier to see on the car when loaded. To fix the pivot plate firmly to the car, the carrier plate is not only glued to the pivot plate, but the anchoring pins of the plate are also used. This means the pivot plate is seated more securely on the car. Since the carrier plate with its pins is asymmetrical, installation is somewhat tricky. The use of a light railroad truck superstructure from the dual flat car (LGB item 4050 or 40500) as a drilling template facilitates work. But be careful: The injection molded lug on the truck leads to the assumption that the center point is here. That is not true, it is offset by 0.07" in the longitudinal axis. A 0.03" hole is drilled through the center of the carrier plate into the truck superstructure so that the light railroad truck drilling template can be inserted centrally on the stake car superstructure. Subsequently, a hole of the same size is drilled into the center of the stake car superstructure. A small pin is inserted into the stake car hole and then the truck car template is positioned so that the pin makes contact with the drilled hole in the template. The drilling template is positioned at a right angle on the stake car. The retaining holes for the



Precise drilling: In order to be able to place the anchoring pins precisely on the superstructure of the stake cars, the superstructure of the light railroad trucks is used as a template.

pins can now be marked on the carrier plate. Using a 0.12" bit, the holes for the pins of the carrier plate are then drilled into the stake car. The pins of the carrier



Cutting out & filing: In the stake car chassis, the middle section is cut out. It will be replaced later on by the additional weight.

plate are inserted into the holes, additionally the carrier plate is glued into position on the stake car superstructure using a plastic adhesive (for example: Technicoll TC 8008).

**Building phase 2:
Installation and conversions in the chassis area**

The cargo to be transported, in our case five plastic track profiles, is not particularly heavy but it nevertheless demonstrates considerable lateral leverage. For reasons of operational safety, the three cars therefore need to be weighed down with ballast weights. The additional weights are installed between the axle support frames. After various trial runs, a minimum ballast weight of 1.7 lbs per car was determined. To provide this amount of weight in a fairly compact form, Braun uses metal – as heavy as possible. A block measuring 2.80" x 1.73" x 0.87" is cast from the lead. It then fits perfectly into the center section of the chassis. The block of ballast is attached to the chassis and the stake superstructure. To achieve an even adhe-

sive surface, the excess injection molded lugs underneath the car superstructure must first be ground flat. Reinhold Braun uses plastic adhesive to fix the blocks into place. With their additional weight of 1.7 lbs each, the three transport units were able to negotiate the test route featuring curved LGB tracks (radius 3) and also the counter curves with 16000-series switches without any problems. However, trial operation with lighter additional weights (0.99 lbs) underneath the cars resulted in problems on the test route. To improve the running characteristics, all three cars are equipped with ball bearing mounted wheel sets.



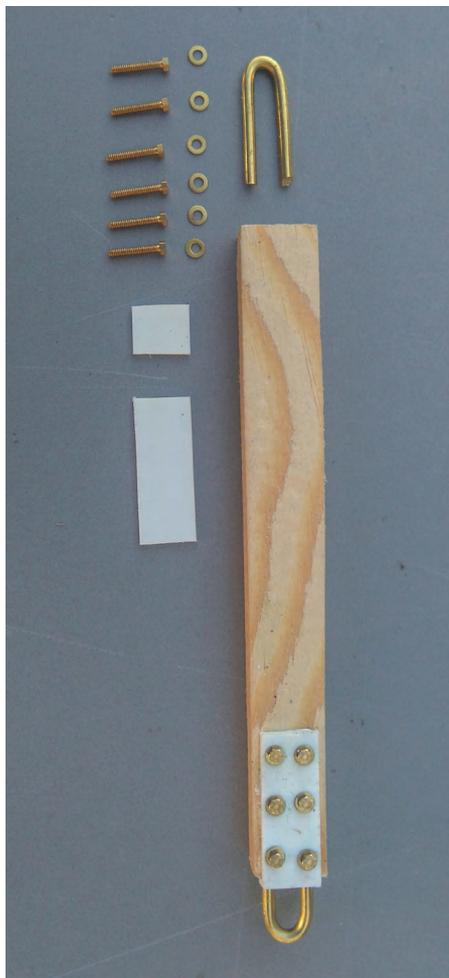
The weight is the key: The additional weight (1.7 lbs) is glued into the cut-out center section of the stake car chassis.

**Building phase 3:
Couplers and drawbars**

The three cars are interconnected using the forest railroad coupler set and two drawbars. They are well suited to this task and look prototypical. When ►

installing the coupler pockets, however, it makes sense to modify the assembly somewhat, as the heads of the coupler pins collide with the central buffers of the cars on the traditional setup. There is a simple trick to work around this problem: The couplers are mounted upside-down. This means that they are slightly lower than usual and thus prevent collisions with the central buffers. This method of installation has no negative impact whatsoever on operation. In addition, the chain of the pin is not attached to the frame as usual but to a small screw behind the coupler pocket. The advantage: This allows the entire unit to swing freely in curves.

Reinhold made the drawbars himself. However, if available, drawbars of US timber cars from LGB can also be used. To make the drawbars, wooden battens of a desired length are required, at the end of which holes are pre-drilled. A u-shaped piece of brass wire (thickness: 0.07") is glued into them. The advantage of DIY construction is that the distance between the cars and thus the overall length of the three-car set can be determined according to your own wishes. In our case, 3.94" long, 0.43" x 0.28" wooden battens were used.



All the parts at a glance: The drawbar and all its components



Finishing the bars: The fully assembled drawbars are finally painted matt black with model making paint.



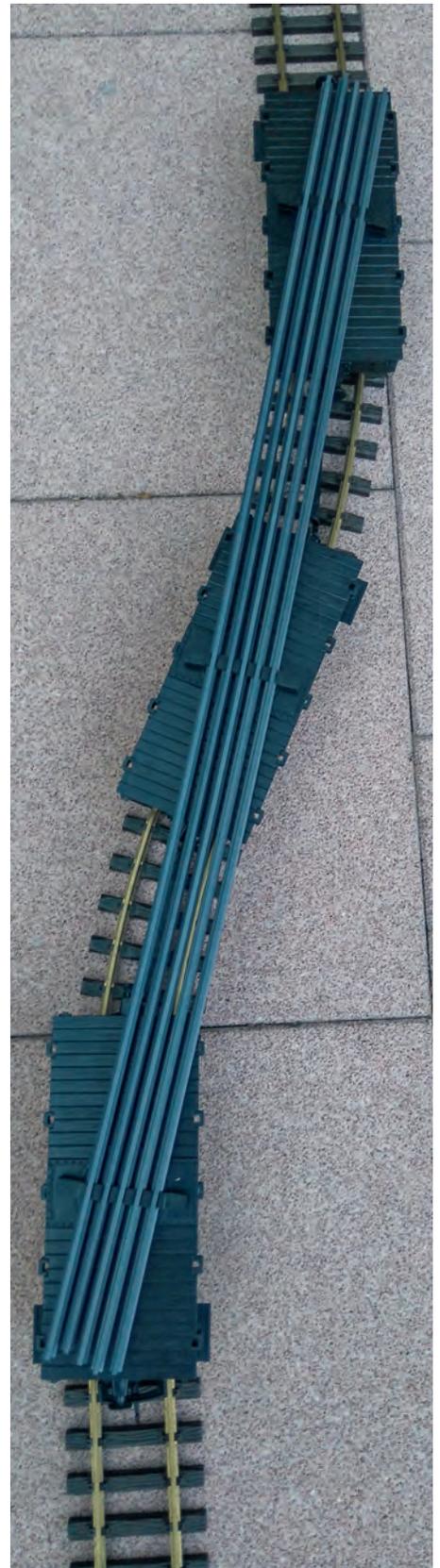
Upside-down is the way to go: The couplers are mounted upside-down to prevent a collision with the central buffer.

Building phase 4: Making the cargo

Traditional LGB brass rails are not suitable as the cargo. They are not flexible enough when sat on the three cars to navigate a set of switches without problems. Much more suitable are - similar to the Märklin prototype - flexible plastic track profiles. Maquet offers these track profiles, for example, as model making accessories in every rail gauge (for G-gauge: Item 460-58). The track profiles are supplied as 39.3" sections and can be cut to the desired length of the car set. They were shortened to a length of 35.4" for our rail transport car set. Five track profiles were used as the cargo. The load surface therefore appears fully loaded, yet the cargo has no negative impact on the actual running



Load restraint test: The load restraints glued onto the pivoting arms still have to be filed to guarantee the rails have sufficient clearance. Otherwise correct cornering will be not be possible.



Flexibility test: Flexibility of the rails within their load restraints on the cars is tested using R3 tracks.

behavior of the cars. The color of the gray track profiles was not altered. This corresponds to the Märklin model car and offers the advantage that the rails remain flexible. An additional coat of paint would hinder movement of the rails in the supports.

**Building phase 5:
Fastening the cargo to the pivoting arms**

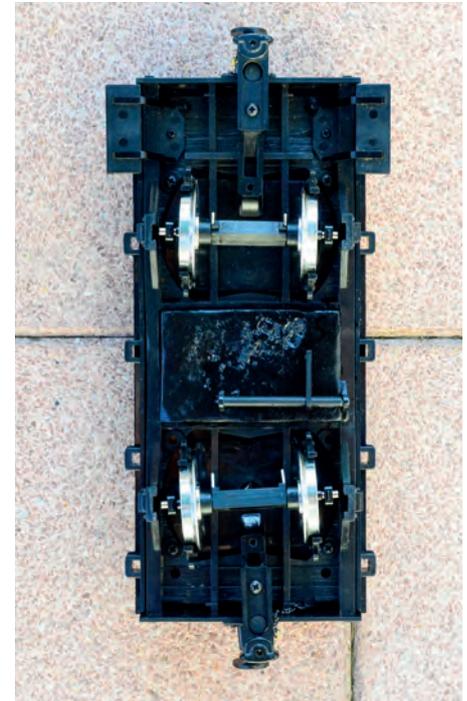
Load restraints are mounted on each pivoting arm to fasten the five rails to the pivoting arms of the three car units. The 35.4" long rails are held in place by approximately 0.39" long pieces of track profile whose rail head has been cut off. At the two outer load restraints, any unwanted protrusions to the exterior are removed. The load restraints are glued into place with a low viscosity instant adhesive (e.g. Bindulin glue). To mount the load restraints, first determine the position of the center rail on the pivoting arm and glue

the two load restraints into place. Subsequently, fit the rail load restraint on the left and the rail load restraint on the right. Finally, the load restraints for the outer rails are mounted. It is important to make sure there is sufficient space between the load restraints. The rails should not be squashed together but be mounted in a way that allows them to move between the load restraints. This ensures sufficient flexibility when navigating curves. If necessary, the load restraints should be re-touched slightly using a diamond file.

Initial running: The first car of the set is finished and is tested on the tracks along with its small cargo of rails.

**Building phase 6:
Painting and final assembly**

After the disassembled parts of the three cars, including the shortened dummy parts of the substructure have been reassembled, the blocks of ballast are painted satin matt black. The dummy brake hoses dismantled at the start of the conversion are attached to both ends of the special vehicle. Brake hoses are not used on the other parts of the car set to prevent them colliding with the cargo.



Fully assembled: View from below of the intermediate car with painted additional weight and ball bearing mounted wheel sets.



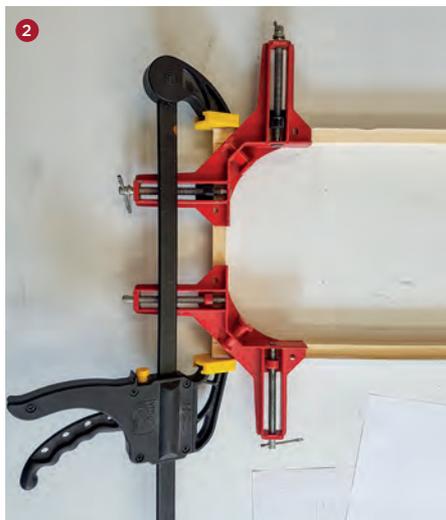
Trial run: The Kof loco goes on a trial run with the new rail car set. The running characteristics of the long car in curves and switches are awesome.

The “Stainz” diorama part 4



Fantastic design

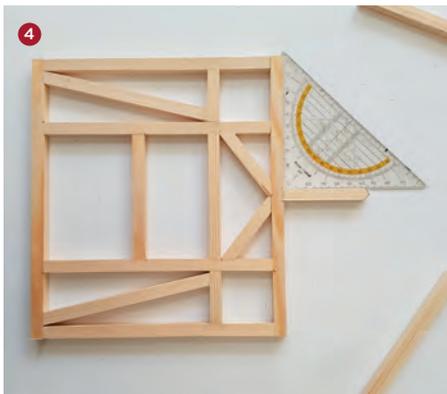
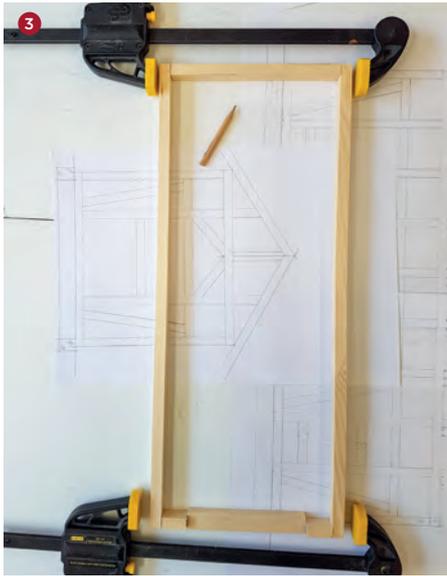
After building a number of accessories for the small loco station, we can now turn our attention to the actual goal of the overall project: A roof over the head of our small “Stainz” (or maybe even two). A half-timbered construction was chosen as the preferred technique and was created on the basis of 1:1 construction drawings. This way, calculations are kept to a minimum. The other sections of the building are also kept very simple and easy to build. I have, therefore, recruited help from some young enthusiasts for this part of the project. Cheyenne eagerly prepared the construction drawings for the half-timbering detail and windows, while Nathan covered the roof, and both added timber planks to the doors. The two showed real passion and enthusiasm and had a lot of fun; model making is still interesting for the youth of today, especially also for girls... . When preparing the drawings, it was necessary to initially consider the size of the building. The shed needs to be long enough to accommodate two Stainz locos (22"); the width of the doors was



determined using several 5.5" wide locos and the overall clearance width is thus 8". The height of the doors for steam locos also has to be about 8". The total height is then determined together with the type of track bed, in which the rails are to be laid flush with the ground, and the pitch of the roof, which we have (randomly) set at 30 degrees. This project also works wonderfully without strict measurement criteria, as everyone will be faced with varying conditions and has different images of the end product.

Starting with the respective drawing, the square timber posts are shortened to size and, if required, cut and fitted at the relevant angle, a job that can be done directly on the drawing (1). However, they are glued together on a work surface to which they cannot stick. We shall begin with the stone plinth, which consists of 0.60" x 0.79" posts. After being glued together (remember the angle) (2) they are clad with wall sheets. Both tasks can be carried out relatively quickly using fast drying wood glue. For the door opening, we temporarily use a piece of timber as a

spacer (3). Then it is time to construct the half timbering detail using 0.40" x 0.40" timber. This can also be assembled in next to no time (4), although a multi-di-



rectional band saw with a thin saw blade works wonders. There is still one small thing to consider: The corner posts of the walls should only be glued to one side or end wall at a time. At the butt-jointed corners, they are simply cut to length and remain loose. Now it is time to fill the half timbering detail. There are, of course, various ways to do this, e.g. using bricks, clay or timber panels. A quick technique for creating plastered masonry is to fill the detail with construction foam. A flat base is completely covered with packing tape, if possible without any folds. We lay the framework with the subsequent outside wall face down and fix it into place with a few nails (5). Where a corner post also belongs to the construction, it is also sealed with packing tape and only inserted at its position. All the sections are then filled with construction foam (6). It can be used sparingly, as it expands considerably and definitely fills up the sections between the posts. Do not forget to wear gloves! To force the foam into the tight angles and to achieve a denser surface, place a cover board, which is also sealed in packing tape, on top and press it down with a weight (7).

Next day you can remove the finished section, a long knife or flat steel ruler may be helpful for this task (8). Now use a grinder to remove any protruding construction foam and a knife to cut out the window and door sections (9). While you wait for the construction foam to harden, you can start constructing the roof. The size of the roof surface depends on the actual drawings. We have decided, e.g., to use 0.16"-0.20" thick plywood as the base material. We proceed to stick black sandpaper with a grain size of 80-120 onto the eaves. The strips are cut to scale and are 1.78" wide and 8.67" long and overlap by about 0.20" in all directions. We allow them to protrude by 0.20" at the eaves and glue them on up to about 0.59" to 0.79" away from the ridge (10). A guiding line every 1.57" aids correct positioning. For this task, use fast drying wood glue into which a small amount of black tinting concentrate has been mixed. When the sheets are then pressed down properly, some of the glue will swell out at the edges, but this effect is intentional and looks like bitumen (11). The roof sections are then glued onto wooden blocks, which are cut at the angle of the roof pitch, and finally the ridge cover strip can be applied (12).

Then we can turn our attention to the doors. For simplicity's sake, a piece of 0.04" thick balsa wood with the final dimen-



sions is used as the base material. Wooden stirrers from a well-known fast food chain, which can be shortened wonderfully with network crimping pliers without having to rework the cut, are glued on top. Quite a number of stirrers that have accumulated over the course of time are needed here. They are arranged on the doors at an angle of 45 degrees, rising once to the left and once to the right (13). Finally, the door frame sections are miter cut and the diagonal struts and ▶

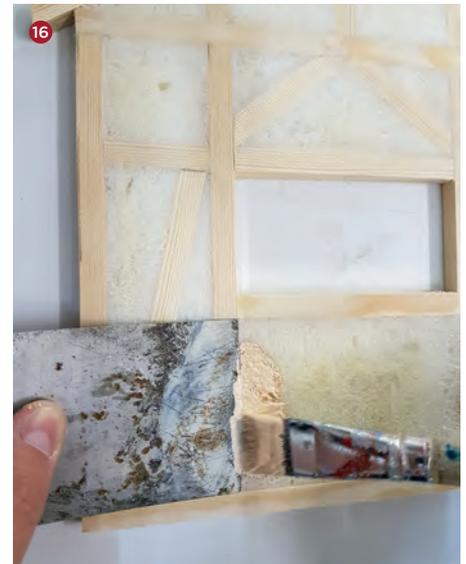
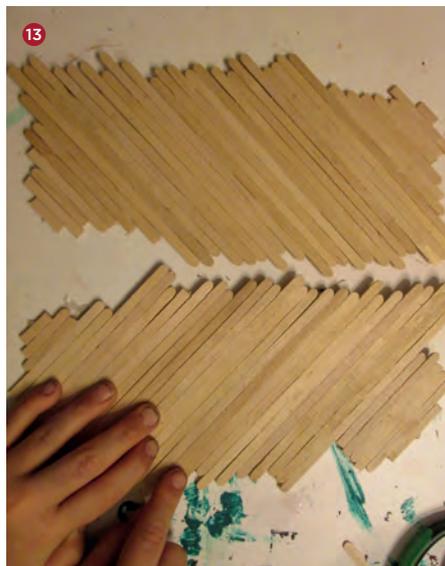
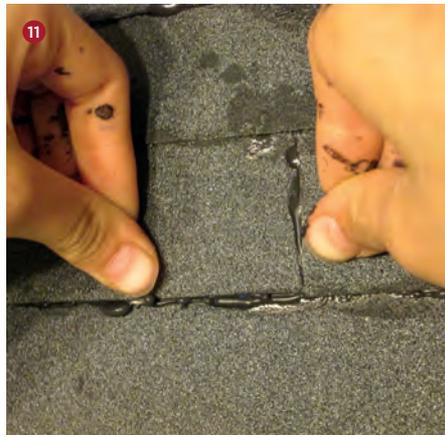
a reinforcement for attaching the hinges are screwed into place. Once everything is firmly in place, we cut off any protruding ends from the rear. We proceed in the same manner, only with horizontal strips to create the small door. Hinges of various sizes are available from most hardware stores and aircraft model making suppliers. According to their shape and size, attach them to the doors and then to the wall posts. When screwing on the door hinges, make sure they restrict opening as little as possible, i.e. when the doors are closed, since the actual hinge body then rests on the wall. To achieve this, countersink the screw holes at the rear (14). A smaller version is used for the side door and fixed into place using small nails (15). Since this door also reaches right down to the ground, the plinth has to be cut out.

Before assembling the walls, it is a good idea to paint the foamed wall sections. They can be painted relatively quickly with tinting concentrates and using a small palette-knife as a separating edge; any larger holes can then also be filled at the same time (16). The interior along with the timber elements is painted white, which was normal in the past due to poor lighting conditions. Now the window frames: At the start of construction, Cheyenne used a PC program that can output a CAD data format to draw the window frames using the dimensions from the construction drawing (17).

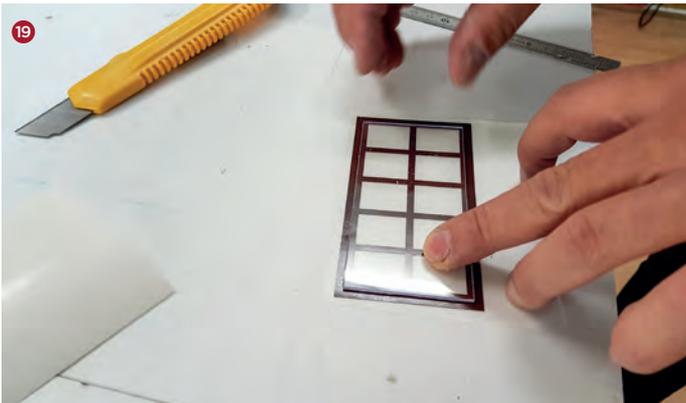
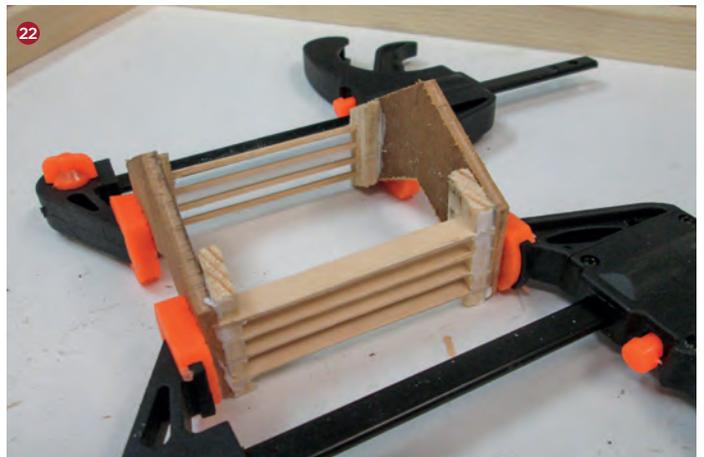
This is also a very simple process if you use a pocket calculator to calculate the individual dimensions of the height and width of the stay bars. The file can then be used to mill the frames, laser them or have them cut from adhesive film. We chose the latter option. Any unneeded parts are removed from the cut film (18), backing film is then applied and the frames are glued into the center of the already cut transparent Plexiglas elements (19).

Peel off the backing film, glue the protruding sides over the edges, insert the window into the opening and fix into place with a little glue, done!

Once all the walls have been completed, glue them to each other and to the plinth. At the corner joints, you can drill holes through the wooden parts and use toothpicks or matches as wooden nails. The roof is then installed for test purposes and the still missing rafter ends are glued underneath. The steam loco engine shed still lacks the smoke vents. These are constructed from 0.40" aluminum tubes, which we insert into corresponding holes in the ridge. The



characteristic covers are actually mirror mounting screws with cover caps purchased from a hardware store (20). These can be glued in place along with the screw. As a particular highlight, a spare smoke unit also fits into the pipe and is switched on when the loco is fired up underneath. We also still require a roof fan. In a square-shaped section of timber, we cut several deep slits and then cut the timber to size to match the angle of the roof pitch (21). It is then halved. The well-known wooden stirrers, whose ends we have sanded slightly, are then inserted into these sections. This is how



Half-timbered construction, patent Speyer: Karsten Speyer simply invented this type of half-timbered construction in his spare time.

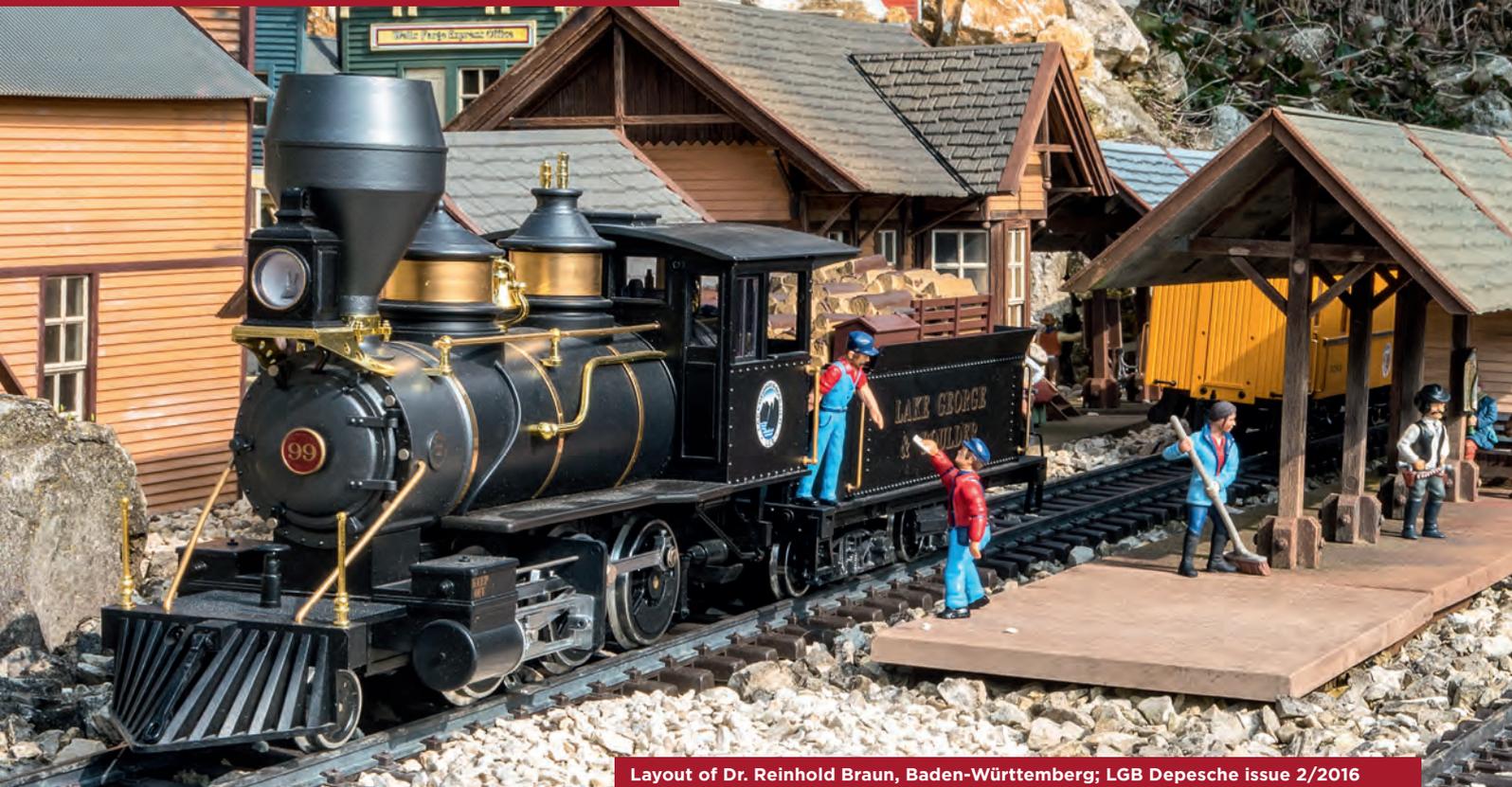


to create two fan louvers. The gable ends are designed according to the roof pitch and the height of the fan (22). On top of this, we place a small roof made of thin wooden board that is also covered with roofing paper. The main roof can then still be cut out to match the size of the ventilation attachment. The gutters and downpipes are purchased from Pola as spare parts, a roof stand for the power connection can also be added. If you

want, you can also spend more time enhancing the interior design and lighting.

In part 5, we will add the most important element, as we also need a section of track inside the engine shed. In this context, we shall also clarify the question of how half-timbered construc-

tion works and which rules should be taken into account when building dioramas, for example when you want to interconnect several of them.

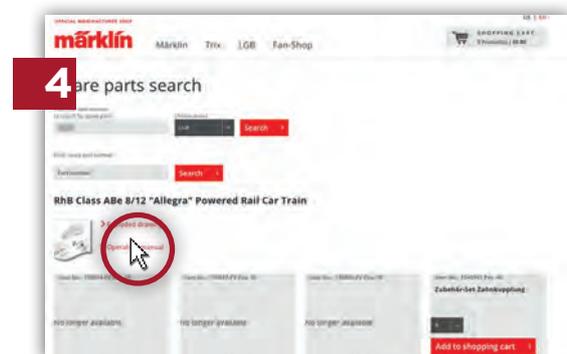
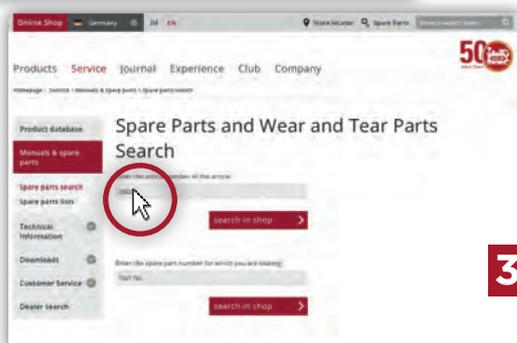
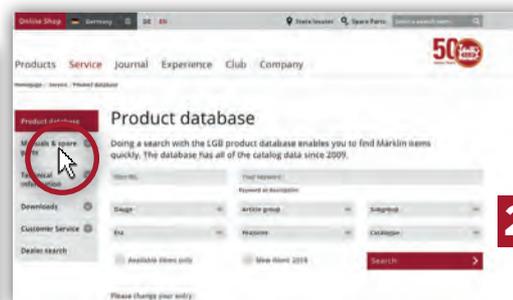
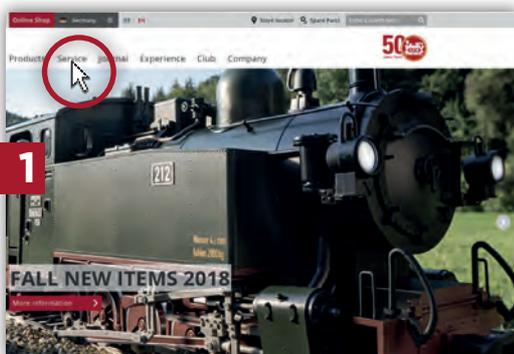


Layout of Dr. Reinhold Braun, Baden-Württemberg; LGB Depesche issue 2/2016

Are LGB manuals available as spare parts?

Printed manuals are not included in our range of spare parts. However, in the product database under “Service” on the LGB website, you can obtain the latest manuals for many products as PDF documents. Needless to say, you are welcome to download them onto your computer and use them for your own purposes.

How to do it: Go to the website www.lgb.com, select “Service” ((1)), select “Manuals & spare parts” ((2)) on the left-hand side. Select “Enter the article number of the article”: ((3)). ((4)). Click the link to open the corresponding PDF ((4)). Now you can download the manual.



If you choose Operation manual, you can download the PDF manual onto your computer ((4)).

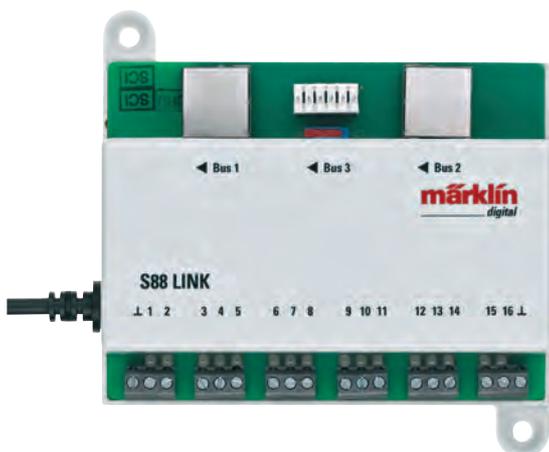
► Please send your readers' questions by e-mail to LGB-Depesche@3g-media.de or by post to LGB Depesche, c/o Gebr. Märklin & Cie. GmbH, Stuttgarter Strasse 55-57, 73033 Göppingen, Germany.

How do I connect the Märklin feedback module (item 60882), which is used as a track occupancy detector for double tracks, to the CS3?

If you have a CS3 (item 60226), you need a link 88 (item 60883) as the basis for connecting feedback modules. This L88 additionally requires its own power supply in the form of a switched mode power pack. This can be the switched mode power pack (item 66360) from Märklin, intended, e.g., for a mains power supply of 230 V. But if you have an LGB switched mode power pack (item 51090), you can also use it to supply this feedback module.

The feedback module DC (item 60882) can be connected to this L88 either at bus 1 or at bus 2. Up to 31 of these feedback modules can be connected in series to both ports of the L88. When the L88 is coupled to the CS3, it registers automatically. Important: Under "System", you must set the correct bus length for bus 1, 2 or 3 of the L88 in the CS3. If an s88 DC is connected to bus 1, the bus length of bus 1 is set to 1. The bus length of the other two ports remains 0.

If a contact is created in the CS3 item list, the L88 used must be selected under "Device". If it is to be one of these 16 contacts of our s88 DC, then we additionally need to select the appropriate bus (in our example bus 1), the position of the feedback module in the row at this bus (in our example the first module), and the number of the contact (from 1 to 16). The 16 contacts on the L88 can, of course, also be used for other contact inputs. They must be contacts that switch to ground. Reed contacts, for instance, meet this requirement. With these contacts, the selection field "Direct" is selected during setup instead of bus 1, 2 or 3. The system then knows that this is one of the actual L88 inputs.



If you want to connect DC feedback modules (item 60882, right) to the Central Station 3, you need a link 88 (item 60883, left) and a suitable power supply (e.g. LGB switched mode power pack, item 51090). Important: The correct bus length must be set up at the CS3 for the connection.



What is the easiest way to determine which function is applied to which function button in the new LGB models?

In general, this can also be achieved with DCC programming. However, we recommend doing this best with a CS2 or CS3. In this case, there is a separate setting window in which you can define the underlying function for each function key. Combinations are also possible. These changes, which are carried out in mfx mode, are also effective in DCC mode and vice versa.

With my LGB railroad I have to install about eight additional power feeds. How am I supposed to supply these feed points? Star-shaped from one point or via a ring line?

This ultimately depends on the type of layout selected. Generally speaking though, ensure the distance between the supply unit and the feed points on the rails is as short as possible. On the other hand, for example in the case of a garden layout, try to minimize the number of lines running around the garden. A combination of both systems is, therefore, usually the best solution in real-life scenarios. Important: Please pay attention to sufficient cable cross sections.

The specialist

The editorial team spoke to Ralf Dederich. Not only is he a long-time garden railroader, he is also a service specialist for LGB and Gauge 1 models at Märklin.



Ralf went from being a frustrated model airplane builder to a die-hard railroader.
Ralf Dederich

Ralf, how did you get involved with model railroading?

I'll start at the beginning. My father was a model plane enthusiast. He used to build model airplanes himself from scratch. At the age of seven, I spent a whole winter building my first flying model and come the spring I flew it straight into the nearest tree during its maiden flight. It was a complete write-off. So I decided to choose a hobby where nothing can crash-land. And that's how I came by my first railroad set, an H0 layout.

After apprenticing as a precision engineer and pattern maker at Kienzle Apparate in Villingen and completing my military service, I took charge of the railroad department at the largest toy store in Villingen. I worked there in sales but was also responsible for repairs. At some point I thought I might as well give it a go on my own and opened a model railroad store. That's when I started to make handcrafted H0 models. I designed and built brass locos, including cars. Twelve years later, I had become a father and wanted to spend more time with my kids, so I gave up the store and joined Hübner in Tuttlingen. Until then, Hübner had produced Gauge 1 for Märklin, such as the Crocodile and the V 200. At some point, Hübner wanted to market its own Gauge 1 products. The company really started to invest in new machines, better detailing, and state-of-the-art technology, thereby breathing new life into the Gauge 1 market, which was struggling at the time. Hübner was looking for someone who knew a bit about railroads, who had the required technical and mechanical skills, and who could also deal with customers. I applied for the job and things just took off from there. After thirteen years, Hübner was bought by Märklin and I was kept on as a service specialist for Gauge 1. At some stage LGB came along and because I had experience with it, I became responsible for LGB in addition to Gauge 1. In the meantime, however, almost all the work I do is LGB service. And I've been with Märklin for thirteen years now.

How did you gain experience in garden railroading?

I also sold LGB in my store. And seeing as I built my own H0 models, I was able to carry out any repairs that were needed. Besides, I knew a few people at LGB. Of course, the technology has been continuously developed after the LGB takeover by Märklin. Nevertheless – after 45 years of model railroading – much stays the same.

What kind of locos did you build?

I generally built German railroad locos, seventy percent of which originated from Bavaria. The reason was that unlike Prussian manufacturers, Krauss and Maffei, who later

merged, also attached importance to visual values and that fascinated me. I made a lot of hand-finished prototypes back then, class 70 and so on. Also for Trix. Many of the models that are still in our program today were actually hand-finished prototypes that I produced for Trix.

What is the main focus of your work at Märklin?

Repairs. I mean more the mechanical side of things. The electronics aren't really repaired but just replaced. It's impossible to unsolder the micro components of a decoder that are barely visible to the naked eye. All the mechanical parts, such as gears, rods, and bodies, are repaired.

Do you also carry out conversions?

In our age of the mfx/DCC decoder, almost all newer locos are digitized when they leave the factory. With models that do not yet have sound or light functions, customers come and ask for



Ralf Dederich at work: An anniversary loco is fitted with a new pantograph actuator.

them for their old locos. We do that, too. And then it depends on what is requested. With an electric loco, I don't necessarily need sound synchronized to the rotation of the wheels; that can be controlled by the voltage. While with steam locos, this should be the case. In other words, an axle with a ring magnet has to be installed and a Hall sensor, the reed contact board, a loudspeaker, a sound module, and the decoder have to be integrated. That can cost about 300 euros. But it's well worth it for a large loco.

Do LGB fans also try their own hand at service work?

Sometimes. Almost everyone can dismantle a Stainz and rebuild it with a different axle with a gear wheel or similar.



Ralf Dederich's LGB test route: His favorite loco is the Harz Bull class 99.22. As a qualified engineer, Ralf also operates the original loco in the Harz region.

However, when it comes to a Harz Bull, railroaders are a little less enthusiastic about taking it apart. Quite understandable, as I felt exactly the same at first. I removed screw after screw and the thing still wouldn't open up until I found out that you have to disassemble the volume potentiometer behind the smokebox door first. Or if you want to replace a frame, you have to remove fifty-two screws. Today, I can dismantle the loco in thirty minutes and re-assemble it in about the same time. The simpler the model, the more willing customers are to have a go themselves. If I were to present the Harz Bull and a Köf to customers and ask them to disassemble one of the two, ninety percent of them would choose the Köf. On the other hand, I'm all in favor of customers being able to carry out normal service tasks themselves, such as replacing coal, pickup shoes, and lamps.

You have been dealing with both LGB and Gauge 1 since your time as a store owner – where do you see the main differences between the two?

Gauge 1 is a more highly detailed railroad aimed at collectors. It's true there are now module meets three to four times a year where entire gyms are filled with track, and Gauge 1 models can be operated properly. But normally Gauge 1 fans have a few feet of track at home where they let the models travel back and forth in front of their eyes. Detailing is definitely more important to them. LGB railroaders are more operating enthusiasts. That's definitely not meant in a negative sense. It's important to them that the train makes the right impression when it is out running around the backyard. This level of operating dynamics is hardly achievable in Gauge 1 under normal conditions. A Gauge 1 express train would be between 26 and 30 feet long. I can't operate that indoors. But I can run the prototypical train in my backyard and the operating dynamics it provides has its own fascination. Whether every rivet is in the right place is irrelevant. It has to work properly and it does that pretty darn good at LGB.

And how do the customers differ?

Gauge 1 customers love details. Furthermore, a modern-day Gauge 1 fan would never buy a plastic model, even though we utilize the highest quality plastics at LGB. They are accustomed to handcrafted metal models, which sell for between 2000 and 3000 euros and more. When I compare the 78s that we produce today with the old 78s, they are worlds apart in terms of the perceived value, details, and technology. If we

were to issue the 78s again in 10 years' time, it would be difficult to increase their perceived value and level of detailing. More is not really possible. It would probably have more to offer from a technical perspective. At LGB we currently have the VI K. Whether the wheelbase is really true to scale ... in Gauge 1 the customers would go ahead and measure it. They also count the rivets, I'm not kidding. Two too many is a big problem. That would never cross an LGB enthusiast's mind. But model railroading also means reducing the size of the original as far as the scale allows and certain compromises will always have to be made. Even in Gauge 1. There are locos that we would like to manufacture in Gauge 1, like the Württembergische K, for example. But you can forget that, as it's not possible without an 11.5 to 13 feet radius. The smallest Gauge 1 radius is 3.35 feet and our models should also be able to navigate that. LGB railroaders are willing to accept such compromises. But even with LGB, the standard is still very high, for example with electric locos like the Ge 4/4 II.

What is the garden railroading equivalent of the Gauge 1 rivet-counting extremist?

I can, in all honesty, say that I've not yet encountered the same problems with garden railroaders as I have with Gauge 1 enthusiasts. They enjoy playing with their railroads and they're not ashamed to admit it. There are not many Gauge 1 fans that would come out and express that. But if you say that about them, you're bound to ruffle their feathers.

Which new models would LGB fans like to see?

The level of model variety has become immense. I could imagine a Big Boy. And then I know people in Saxony who specialize in streetcars and build them from scratch. The Rhaetian Railway is obviously a hot topic due to its gauge size and will always be popular, while the Harz railways and the Saxon steam railways always offer inspiration for new models. But something completely new? Maybe we should really take a look at streetcars. That could be quite interesting. Designing new tracks, producing new streets. A double track from A to B and a reversing loop at the end would be sufficient. It's pretty simple but offers enough freedom to do your own thing. Above all, the prototypes for very tight radii have already been built, so I don't have any problems with the model.

Which are your favorite LGB models?

First and foremost the 99222. It's my favorite loco, whose real-life prototype I also like to operate. I qualified as a controller in 1991 and like to try my hand out at least once a year on the Trans-Harz Railway. I'm also a qualified engineer, but I still need a "pilot" with me; in other words, an engineer who is familiar with the local area. In contrast to the fourteen-day training course as an honorary engineer, the controller examination takes a little longer. In my case, it was thirty months. It also allows you to carry out simple repairs and, above all, fire up, equip, clean, oil, and, of course, move a loco on the track.

Are there any other LGB models that you like, in particular?

Yes, at the moment the Allegra. When I see it on a garden railroad, I'm fascinated by the dynamics it evokes. Nevertheless: I love steam locos and their many moving parts!

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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The Club issues include the annual DVD "A year with LGB" (part 2) 2018, the order form for the Club model 2019, a poster of the Xrot 9213 and the LGB brochure "New products for fall".

All issues include a double postcard of the Kompendium Publishing Company.



Depesche

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THE MAGAZINE FOR LGB ENTHUSIASTS

ISSUE 4/2018

Top models

The Nuremberg International Toy Fair is just around the corner and with it the eagerly awaited new models for the start of the 2019 season. In the next issue, we will introduce all of them in more detail through pictures and text. In addition, the editorial team has reason to rejoice, since the oldest medium of all LGB enthusiasts, the LGB Depesche, is celebrating its 50th birthday and has now been in existence just one year less than LGB itself.



Winning layout

Reinhard Melz's indoor-outdoor layout won the LGB Depesche layout competition 2018. In this case, it was the great attention to detail and the true-to-original design, both indoors and outdoors, that impressed the editorial team. In the next issue, look forward to an in-depth and amazing insight into Reinhard Melz's garden railroad world.



Building tip



Designing a garden railroad properly: The matching plants, whether natural or in bonsai form, static or flowing water – garden railroad enthusiasts want the surroundings to match their models and to present them in the best possible light. The editorial team has spoken to owners of large outdoor layouts about their experiences and also asked gardening professionals for some valuable tips. You can now look forward to the special gardening edition of LGB Depesche.

Note:
We reserve the right to hold articles over to a later issue without notice.

The next LGB Depesche will be available at the beginning of February 2019





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