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Depesche

THE MAGAZINE FOR LGB ENTHUSIASTS

ISSUE 3/2020

A gleaming US classic

New special model of the Santa Fe F7 diesel loco



TOP TRANSPORT

RhB freight traffic against a dramatic backdrop



STEEP SLOPES

Tips on building the perfect rack and pinion section



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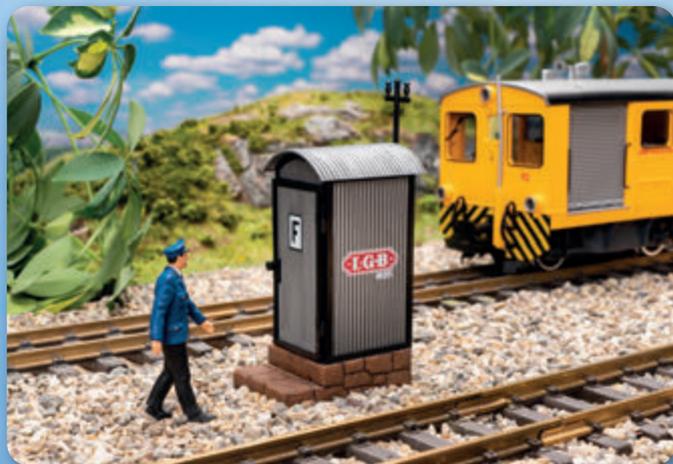
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DEAR READERS,



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

We hope that you have safely weathered the coronavirus pandemic and its associated restrictions. Normality is slowly returning to our everyday lives even if many things are not yet the same as they were before the outbreak. This issue presents a very special model that will whet everyone's appetite for "normality": The F7 diesel locomotive from the USA. This enduring loco classic, resplendent in the famous red, yellow and silver warbonnet paint scheme of the Santa Fe railroad, together with the silver streamliner passenger cars represent the ultimate in American trains for many railroad fans. Special features of the new F7 special edition include up-to-date equipment as well as a chrome-plated loco body. Our extensive report presents the loco and the new streamliner cars and shows you just how much work has gone into creating such a high-quality locomotive body.

On one of the first trips after travel restrictions were relaxed, the editorial department traveled to the mountains of Switzerland. At an altitude of 1,538 meters (5,045.9 feet), the high-end class HG 4/4 cogwheel steam locomotive was presented in the company of its almost 100-year-old prototype. Switzerland and its freight trains are also the theme of our prototype history and two further model presentations. With numerous practical tips on weathering rolling stock, constructing a rack and pinion section, and controlling locomotives using Central Station 3, we want to encourage you to rediscover garden railroads, rolling stock and the joy of running trains. Our top layout, constructed over many years by Dieter Deiner, provides interesting ideas about layout design. In this new issue, we also want to showcase the impressive photographs captured by our prize-winners in the "Cash Loco" photo competition. These are just some of the topics in our latest issue.

Enjoy your reading!

S. Römpp
SILVIA RÖMPP

A. Schumann
ANDREAS SCHUMANN

Classic US trains: The F7 A unit
(item 20583) and F7 B unit
(item 20582) of the Santa Fe.





22: The type “Hai-tvz” sliding wall boxcar expands the RhB car fleet.



CLASSIC LOCO FROM THE USA

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The F7 diesel loco and its streamliner cars are US railroad classics. New from LGB: The F7 of the Santa Fe with a chrome-plated body and five new cars.

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The Rhaetian Railway turns freight transport into an experience. Impressions of Grisons.

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The high-end cogwheel steam loco is here. LGB unveiled it in the company of the prototype in the Swiss mountains.

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To use the CS3 control functions, you must set up locos in the central controller. We demonstrate just how easy it is.



6 The chrome-plated loco body of the F7 A- and B-units is one of the many highlights of the new Santa Fe diesel loco.



46 Our building tip for beginners shows how a low-sided car can be transformed into a tractor transporter with a rich patina with simple tools and minimal effort.



50 The construction of a rack and pinion section on sloping terrain takes a little work. However, the results are rewarding as our tips for building a rack and pinion section show.

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Together with the Rhaetian Railway, LGB organized the "Cash Loco" photo competition. We now present the winning photographs.

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49 Prototype and model: At the foot of the Furka Pass, LGB presented its high-end class HG 4/4 cogwheel steam loco.

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Let's go West

The EMD F7 and the streamliner express train passenger cars are considered by many to be the ultimate US railroad classics. LGB now presents the F7 A and B Unit in the famous warbonnet paint scheme of the Santa Fe along with five new streamliner cars. With its partially chromed loco body, the diesel locomotive is a real eye-catcher.



As far back as the 1930s, individual railroad companies in the USA had started to change the traction for their luxurious express trains from steam to diesel. In those days, diesel locomotives – and foremost among them, the streamlined shaped F types manufactured by the Electro-Motive Division (EMD) of General Motors – were considered to be at the cutting edge of railroad transport. There were famous trains, such as the “Super Chief”, “El Capitan” or “California

Limited”, which operated long-distance journeys. The express trains consisted of seating cars, sleeping cars, dining cars as well as observation cars and they offered passengers every conceivable amenity. Together with the new type F7 diesel locomotives, they became the flagship trains of the Santa Fe during the 1950s.

The EMD F7

The EMD F7 was a technical evolution of

the predecessor class F3, which was first delivered in 1946. The F7 benefited from a reinforced generator and improved electrical equipment. It was powered by a type EMD 567B diesel engine developing 1,500 horsepower. The number 567 refers to the displacement of the engine, which was 567 cubic inches or approximately 9.3 liters per cylinder. Therefore, the 16-cylinder diesel engine had a combined displacement of almost 150 liters (9,153.56 cubic inches). Natural-



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gine was transferred hydraulically to the traction motors, the F7 employed diesel electric propulsion. Between the trucks of the F7, each of which was equipped with two traction motors, the battery compartment, and a fuel tank with a capacity of 4,500 liters of diesel were housed. From a design perspective, the loco built from February 1949 to December 1953 loco was very much in keeping with contemporary tastes. All the components were hidden beneath the streamlined monocoque bodywork and the front-facing engineer's cab featured the striking 'bulldog' design.

Headed by a loco set

Compared with the steam locomotives of the time, the F7 locos were relatively low-powered, which meant that trains were very rarely seen with just a single diesel locomotive. Trains hauled by at least two if not four, or even five units were the norm. Since it made little sense to fit all locos with a costly engineer's cab that was never actually used, EMD manufactured what were referred to as A units with an engineer's cab and B units without an engineer's cab. In total, EMD built 2285 A units and 1432 B units of the F7. Depending on the train load, as many diesel locos were coupled together as required and operated by means of multiple-unit control. Large cross-country express trains – sometimes consisting of more than 20 cars – could often be seen hauled by a loco set made up of two A units and two or three B units. These loco sets generated up to 7,500 horsepower and naturally had no difficulty pulling many cars through the Rocky Mountains or the Sierra Nevada, especially since the new four-axle streamliner cars were themselves no longer as heavy as their six-axled steel predecessors.

The streamliner express train passenger cars

The streamliner cars were a product of the early 1940s. They incorporated many features that only became standard in Germany decades later. For instance, not only were all cars equipped with air conditioning, they also offered a comparatively luxurious interior with ▶



Prototype: A set of F7 locos of the ATSF hauls the "San Diegan". Pictured in 1973 near Miramar in California.

ly, the loco followed the standard practice in the US at the time and was fitted with a slow running two-stroke engine. Although not particularly powerful, it was exceptionally reliable and virtually indestructible. It was combined with a flange-mounted traction generator that supplied the direct current to the four traction motors. In contrast to the diesel-hydraulic drive units widely employed by the DB for many years, in which energy produced by the diesel en-



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