

## Workbench projects - 5/2021 (Lucien Eijdem's)

### Progress at Bitry-Baulay (0e)

Due to the fact I'm not just working in H0, but also in 0 scale, here are a few photos of Bitry-Baulay. 0 scale is rather different from H0 – there is much more detail visible, so the amount of work increases correspondingly.





### Making my own decals

I needed decals to size in white for some of my models, but was unable to find any. So I decided to make my own rolling stock lettering that would fit my Bemo historic goods stock, and 1950s models, and a selection of lettering for Zweifelstall, Yurze and a planned industrial railway. I created them in MS Word, sent the design to [www.decawinkel.nl](http://www.decawinkel.nl), and for € 8,50 they sent me an A4 size sheet of sharply defined rolling stock lettering.



In the photo below is an example of the decals on a Württemberg six-wheeler, original Bemo above, new decal below. This one is still a bit too glossy, but I expect it to improve after weathering. Another suggestion I was given is to cut them out slightly smaller and apply them plank by plank. This reduces the glassy effect.



### Panier crane vehicle

This pretty little kit by Panier of a narrow gauge crane was an impulse purchase. It was offered at silly money on the German narrow gauge forum, but miles below the retail price asked by Panier.

The original ran on the Jagstalbahn and I believe is still there, although in a deplorable condition. Similar cranes were also bought by the former Württemberg State Railway – a good reason to buy one and add it to the rolling stock fleet of Buchau.

I have a love-hate relationship with Panier – there is much to their kits that doesn't fit, and I view them rather as an expensive scratch aid kit. The kit instructions must be used as a general guide, but you have to keep thinking, and do a fair amount of bodging with the kit parts, or even make up something yourself because a part is broken or will not fit at all.

Keeping this in mind, and having rather more experience than when I started building the DWss (which isn't completed yet), I started the work. Eventually it proved not to be too difficult and the only trouble I ran into was due to the fact I didn't exert enough care. Even that can be remedied.

Decals are included for the SWEG, but not for all other versions. I found a photo on the Web of an 0e version lettered for the DRG, which I used as a starting point for making my own K.W.St.E lettering.

The model isn't yet completed, but the photo gives you an idea.



### Zweifelsfall

I have started a small extension, but I'm not yet sure whether to set this up as a permanent layout at home, or as a portable extension, exhibiting as Zweifelsfall XL similar to what Jan and Henk did when they extended The Cornmill. A few ideas are germinating, using the Jouef watermill (Moulin Sarthois) and a few Pola bridges and structures I have. Nothing definite yet though.







There has also been a small addition to the rolling stock roster: a set of Tillig bolster wagons and some Bemo NKB passenger stock.





### Bemo 1005 SWEG 24

Continuing the earlier tale of my work building a kit of the SWEG 24 for both Marco and myself, here is a more extensive progress report.

In the intervening period a few remarkable things happened. You're searching for a reasonably priced kit for years, and suddenly you run across two of them offered on the internet. A phone call with Marco resulted in us now having two kits each, and a completed SWEG 24 found on Catawiki.

This resulted in a simultaneous construction project, working at four kits in parallel – it's become a production line. A surprise was the cylinder block lacking in one kit. Luckily I remembered that Bemo produced many parts for their SWEG and Saxon models for scratchbuilding, so we searched for this particular part. Eventually we Marco found a number of parts at Contikits in the UK.

By now it was December 2020, and due to Christmas, Brexit and all Covid restrictions we only managed to order the parts in January. We weren't sure whether we'd be presented with a nasty surprise due to import duty, but luckily we were spared that.

The new cylinder block was a perfect fit, and the quartet of locomotives is now virtually ready for spray painting, even though I still have to fit a bit of plumbing detail. See photo below.





### Bemo Vlk models

Spurred on by constructing the SWEG locos I also unpacked my Saxon Vlk kits. These were part of a large collection of German models and were partly built. This meant I had to tread carefully disassembling the models, because you cannot easily take apart a loco for spray painting, once it is assembled.

In addition these are old models with riveted valve gear, which I don't have experience of. Fortunately, Bemo has a good spares service, so for about €10 per locomotive I ordered modern cast valve gear parts that can be assembled without rivets. Thus I have a collection of spares in case something goes wrong constructing the valve gear of the SWEG locos.

In addition, Jos de Klerk brought me the current pick-up set by Veith when he visited Leipzig a few years ago, so current collection is now on all 10 wheels instead of only 6. And I fitted a coreless motor by Sven van der Hart in loco 99 651. This dramatically improved running quality. For the other locos I bought motors from [www.micromotor.eu](http://www.micromotor.eu), who are close by in Etten-Leur.

Several kits lacked the essential screw keeping chassis and boiler together, but I found the same type of screw in the Web, for less than 20 cents each. I'm not going to do anything about lights – I am quite at sea over electronics, so if anyone volunteers for a reasonable sum, please drop me a line... perhaps you can do my SWEG locos and half a dozen Roco Heeresfeldbahn models as well?

For a future DB layout I want to create the following varieties:

- 99 650
- 99 651
- 099 651-2
- 99 704

99 650 and 651 are two original HF engines that were sold to the Saxon State Railway after 1918. These are fitted with a rounded steam dome. Two of these were moved to Württemberg during the 1920s, and converted to airbrakes. The difference can be seen in the air reservoir forward of the smokebox, which is lacking in the Saxon engines.

Even though these versions are very similar, they have different plumbing and a different smokebox, and different steps at the front. These differences will be included in each model

– I have collected a number of photos from the internet. Some details are tiny to bother with, though.

099 651-2 was the only DB narrow gauge loco that made the computer numbering age, but only for a short while – it had gone by 1969.

99 704 is of a later building series, characterised by a flat dome and steps recessed into the water tanks, where the older ones have steps fitted on the outside. Regrettably this cannot be realised in my older model, so I have to choose between drilling them out, removing them or leaving them as they are (on the outside).

At the moment they are in various stages of construction. I will complete them together with the SWEG locos, which saves an extra round starting up the airbrush.

