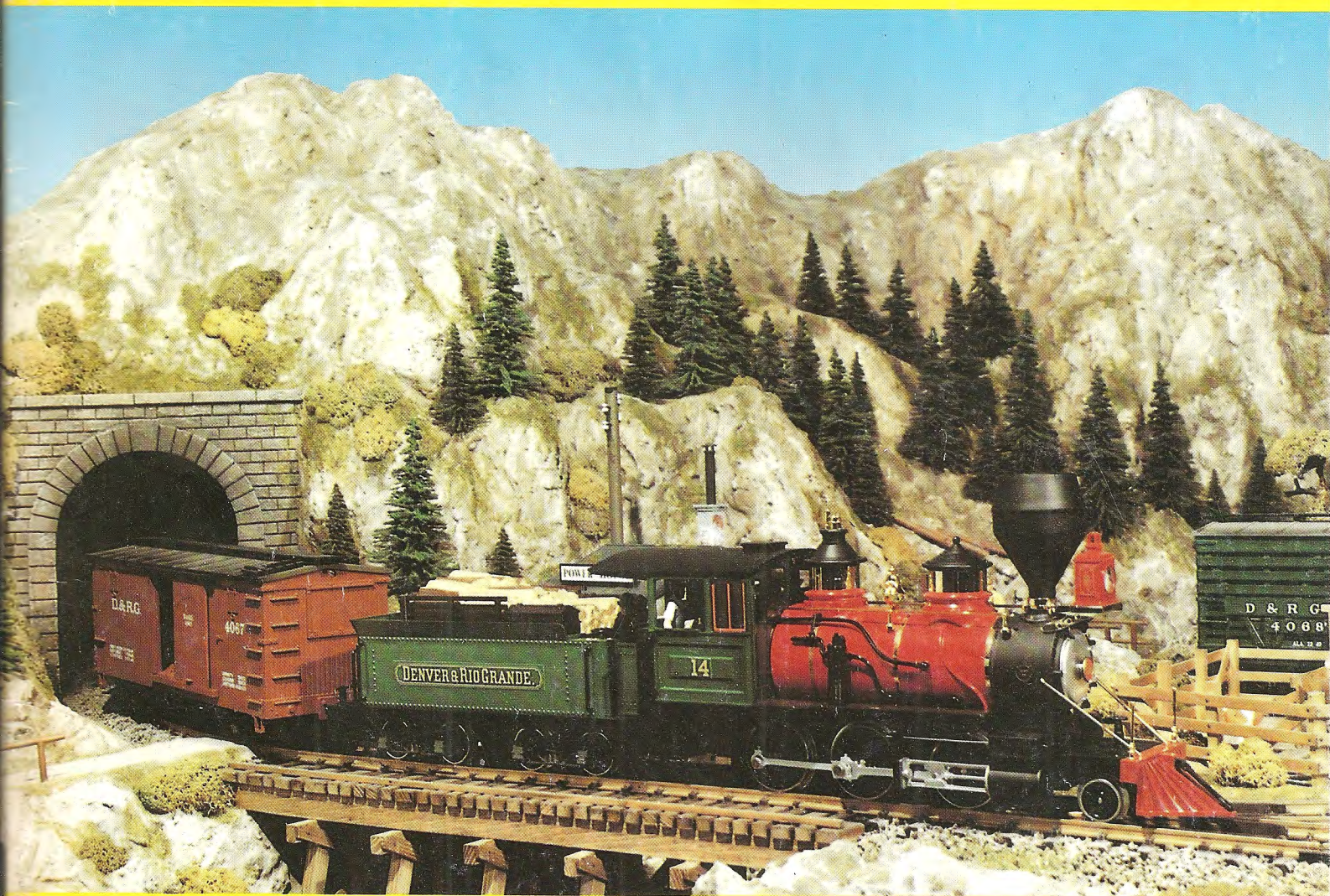


L.G.B.™

# TELEGRAM



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LGB and POLA/LGB: Mogul locomotive and water tower, two remarkable models which bring America's Old West back to life.

## LGB Models Based on Originals From American Narrow-Gauge Railroads

By Wolfgang Zeunert

### Lehmann's G Scale (Hm) "Mogul" Locomotive with Separate Tender

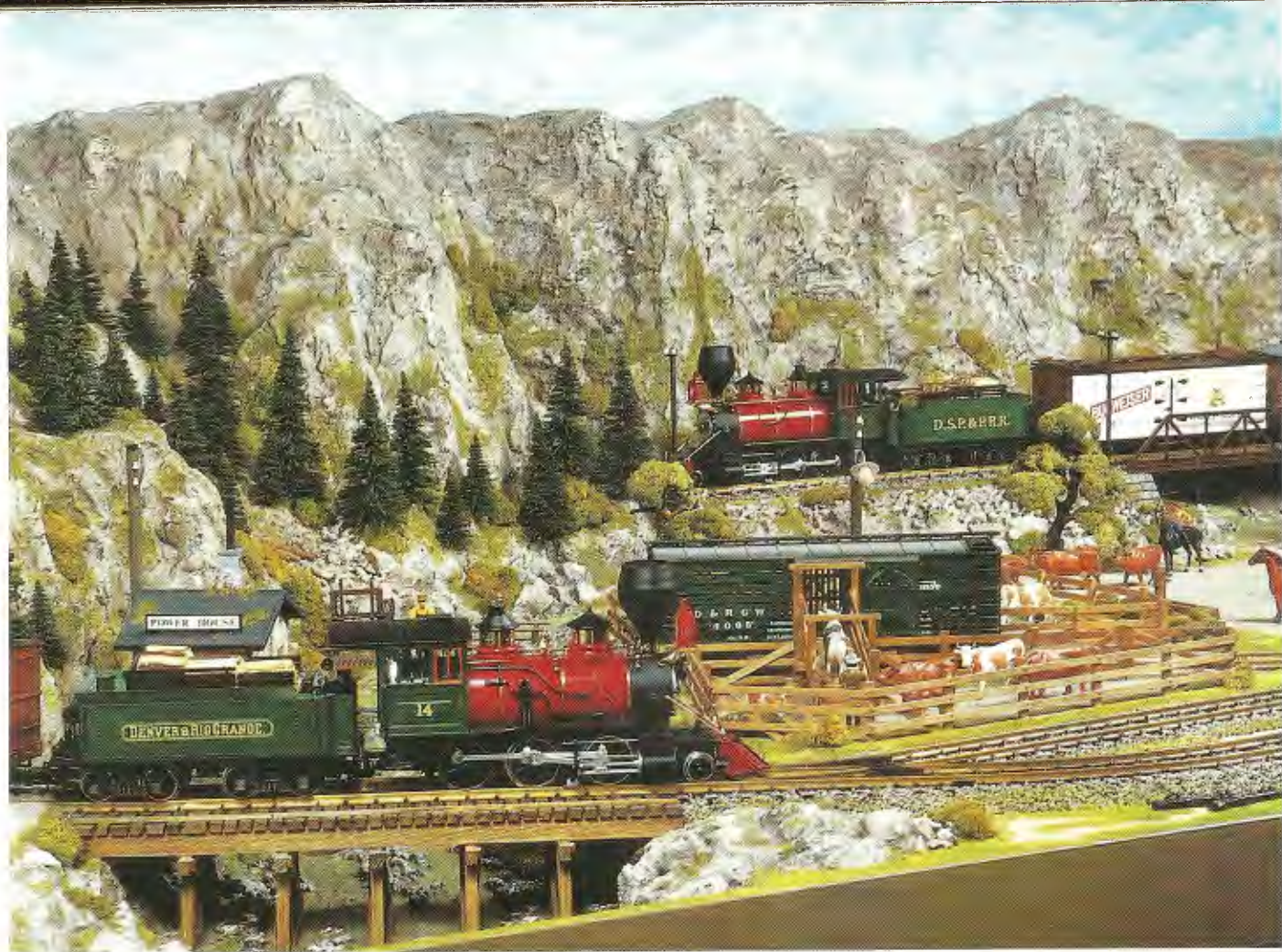
It's here! And though many people didn't think it could happen, it's also become a real hit in Germany, even though it is an American locomotive. But you can understand the enthusiasm. After all, the original, which was built in 1875, has all the details you would expect in a locomotive that is representative of the great push westward: big black driving wheels with silver-colored connecting and coupling rods (made of virtually indestructible plastic using modern Lehmann technology, a

technique that permits exact simulation), the big cowcatcher in front of the engine (including an auxiliary coupler), the large headlamp on the smoke box (shines with uniform brightness for all operating voltages, even low ones), the giant spark-arrester stack (typical of wood-burners), sand and steam domes (finished in "brass" and polished to a high gloss), and the cab including the engineer and the boiler controls and instruments. All the locomotive parts are colorfully painted: black wheels, red boiler, and green cab with a black roof. Plus many shiny "brass" parts.

The four-axle tender has the characteristic water intake, handbrake wheel, air tank, a load of wood,

and a fireman, who is just about to throw a big split log into the firebox. The black frame has a green superstructure containing the railroad's logo: D., S.P. & P. R.R. (Denver, South Park & Pacific Railroad).

The engine number, 18, is painted on the sides of the cab. As a result, the model's factory plate – "Cooke Locomotive Co. 1884 No. 1555" – could be a bit confusing, since the locomotive was built in 1875 by Dawson & Baily. Denver South Park acquired the engine second-hand and had it rebuilt in 1884, with the work apparently being done by Cooke, who had become the railroad's principal supplier. Cooke put his plate on the boiler,





LGB and POLA/LGB: The Mogul locomotive has left a boxcar on a siding next to a freight shed in a goldmining town. It is now heading for the next station with its caboose. U.S. narrow gauge can also be installed in the garden with the LGB. We hope that our readers will soon be sending us similar photos!

which shows us that the LGB model represents the final state of the locomotive.

The engine and the tender are connected by a three-conductor flat cable with a three-pin plug (cable on the locomotive, socket on the tender). The tender has metal wheels, with power being collected from the inside of four wheels by fixed

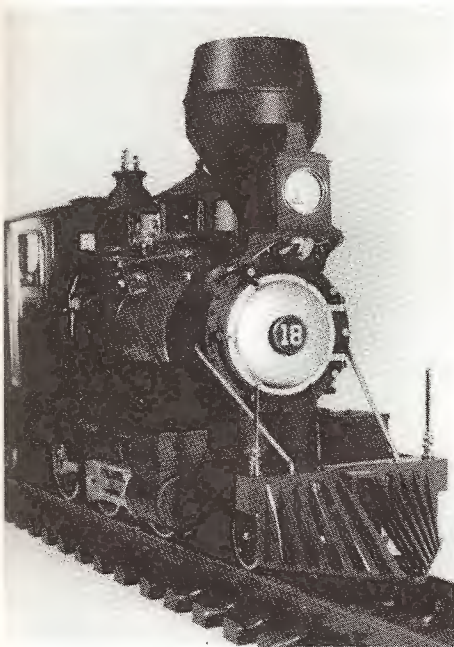
metal pins.

The locomotive picks up current with its front and rear axles in the same way as the tender. Lehmann has once again provided two rail wipers, whose cleaning effect is an essential feature for outdoor operation. When you put a Lehmann engine on the tracks, it is always a joy to see how reliably the

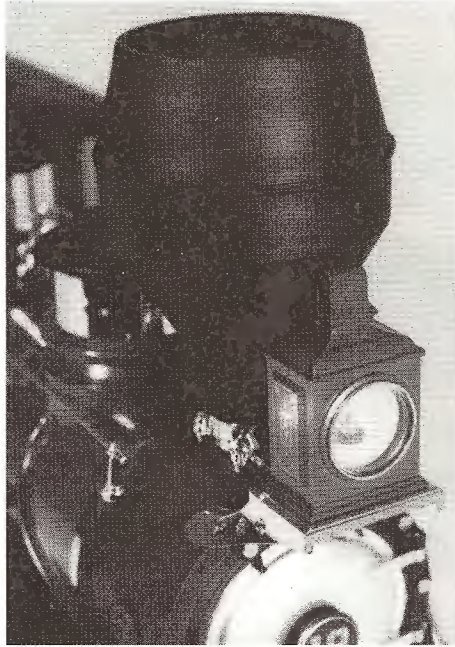
LGB runs. There are simply no contact problems! Even with an ordinary power pack, the engine starts moving at an extremely slow crawl. There is almost no running noise at slow speeds. At higher speeds, you hear only a slight hum from the motor, the soft whisper of the rail wipers, and the clickity-clack of the wheels at the rail joints. The



LGB: The Mogul steam engine is now also offered with a steel-blue boiler, just as it looked in the Rockies, where it served for many years as a trusty work-horse.



LGB: The front end of the new Mogul locomotive delights viewers with its cowcatcher, large headlight, and spark-arrester stack.



LGB: The spark-arrester stack of a wood-burning U.S. Mogul locomotive. The lamp shines with uniform brightness.



LGB: Rear view of the Mogul locomotive's tender.



LGB: Detail of the cowcatcher and auxiliary coupler.



LGB: The engineer on the new Mogul locomotive.



LGB: The fireman on the Mogul locomotive.



LGB: The dispatcher (right) from the new U.S. figure series bring the conductor a telegram.

locomotive's boiler is fully packed with ballast, which gives the engine good traction.

One small detail: Included with the locomotive is a sheet of lettering printed in green and gold which can be used to convert the engine to engine numbers 14 through 17 of the Denver & Rio Grande or Denver & Rio Grande Western.

To sum up: A model with an entrancing appearance, convincing quality, excellent running characteristics, and superior finish.

It was planned from the start that the American Mogul locomotive would come in several versions. Compared to the colorful paint job on the first version, which was typical of passenger-train locomotives in the early years of American narrow-gauge railroads, the new version, with its steel blue boiler, looks like a real work horse just waiting for the chance to pull a heavy freight train to its destination over a difficult line. The simulation of numerous brass parts and copper tubes give this locomotive a lively effect. The large headlamp shines with uniform brightness even at moderate speeds. And, of course, there is a three-position switch for running with light and smoke, standing with light and smoke, and for standing with the power off.



LGB: Hobo and sheriff from the new series of figures.



Side view of the model 2019S Mogul locomotive, whose sound-effect electronics system can be considered a new high point in this field.

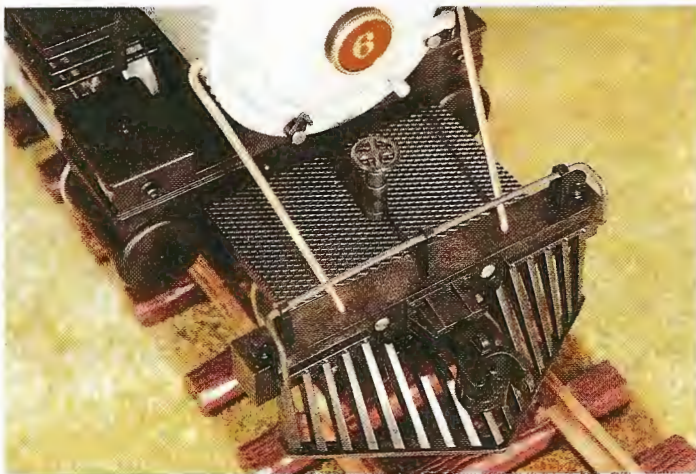
### Colorado & Southern Mogul Locomotive

LGB's product line already offers a Denver, South Park & Pacific Railroad old-time Western Mogul locomotive. It would be beyond the scope of this brief model review to recount the turbulent history of the D., S.P. and P.R.R., so let's just say

that the Colorado & Southern R.R. was a sort of successor to the D., S.P. and P.R.R. whose lines opened up the valleys to the west of Denver, Colorado, with their rich mineral deposits.

The outer appearance of Lehmann's new Mogul locomotive is distinguished from that of its predecessor by a slender stack and smooth, rounded

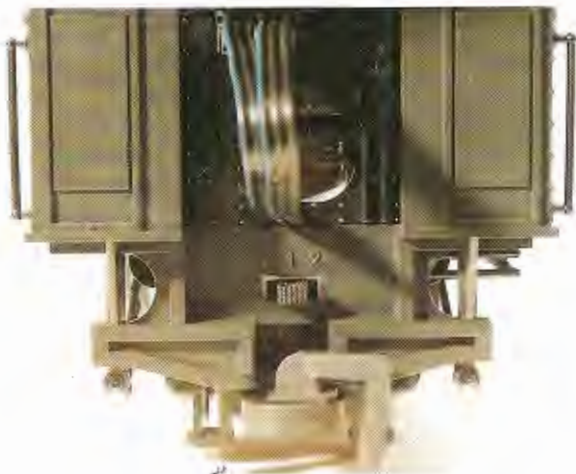
steam and sand domes. The Western-style headlamp has been replaced by a new one. The bell is in a new position, and there are additional parts near the boiler – for example, a brake air tank. Also, the locomotive now has a coal tender. The result is, in effect, a new locomotive, even though it has the same axle sequence – 2-6-0 – that is typical of the Moguls.



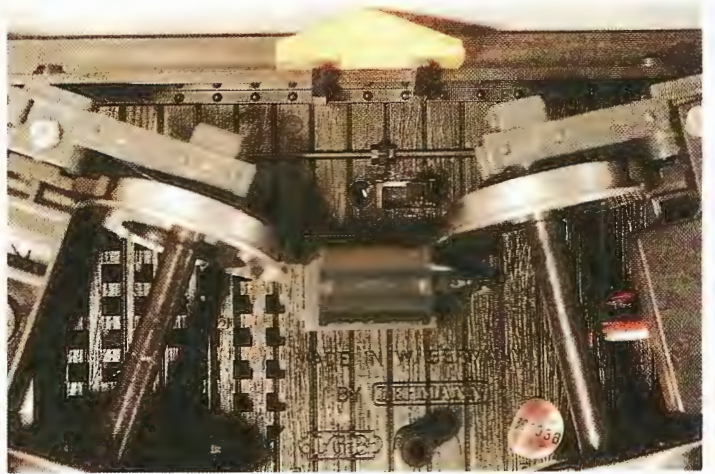
The new 2019S Mogul locomotive's buffer beam and cowcatcher.



Engineer and fireman on the 2019S Mogul locomotive.



The 2019S Mogul locomotive's three-way switch for locomotive off, locomotive running, and locomotive standing with the light on.



On/off switch for the sound-effect electronics under the tender of the 2019S Mogul locomotive.



Rear view of the 2019 S Mogul locomotive with "sound effects tender."

As for the original, the Mogul locomotives built around 1890 were fitted with a new boiler in about 1905 and then with new frames in 1917. The new LGB locomotive simulates this rebuilt condition. On the lower back side of the cab is the three-position switch familiar to us from other models, for: locomotive off, standing with light and sound effects, running with light and sound effects. Tender and locomotive are connected by means of a flat cable fitted with a 6-pin plug.

The sound-effect electronics are located in the tender, and underneath it is a slide switch for turning off the engine sound effects. This switch is easy to operate even when the locomotive is standing on the tracks.

Now that we have described the switches for the sound effects, it is time to describe the sound effects themselves. They are simply superb! As regards fidelity to the original, these sound effects are the best yet, and all this is offered in a mass-produced model! Even when the locomotive is not moving you can hear the hissing of the steam in the boiler. The air pump pulses at rhythmic intervals. If you turn up the power supply slowly, you will hear a brief locomotive whistle, the hissing of the steam as it enters the cylinders, and – in sync with the rotation of the locomotive's wheels – the chugging of the engine exhaust. As the speed increases, the sounds also grow faster and more intense.

Two 1705 track-mounted switching magnets are also included with the locomotive. They can be placed at any desired location on the tracks. Since the triggering magnet is located directly under the LGB logo on the circuit box, the track-mounted switch contact can be located on the left or right side of the track. When the locomotive passes over the magnet, either a spirited screaming whistle signal or a series of double bell rings is heard.

When speed is decreased, the sound effects slow down in the same rhythm until the locomotive comes to a stop. When the power supply is shut off, the hissing continues for about 30 seconds until it stops completely.

A 9-volt battery, which can be easily replaced when necessary, is located in the tender. Since sound-effect electronics cannot be operated reliably in the low-speed range between 0 and 9 volts, the battery takes over in this range. At higher operating voltages, however, there is virtually no drain on the battery. The factory estimates that the battery service life will be about 80-150 operating hours per year, with heavy-duty sound effects being used about 30-60 hours.

The excellent running characteristics of these Mogul locomotives are already well-known from LGB's earlier Western-style locomotives. This new locomotive (2019S) now also offers sound effects. The result is so successful, it's simply indescribable. You just have to hear it for yourself. Train buffs are enchanted!



LGB: Gentleman and lady on the boarding platform of an American passenger car.

### Figures for the LGB

When we held the new figures for the LGB in our hands, we were delighted. These little people from the Wild West period are executed so successfully (and appropriately for the new LGB Mogul locomotive), that they will certainly soon be populating many LGB layouts, all the more so because they are very attractive and, for a mass-produced item, are painted with great detail and color. Set 5049 contains a conductor in a gold-buttoned uniform; a gentleman with a blue top hat, frock coat, and cane; a lady wearing a hat typical of the times, a jacket, and a long skirt; a hobo with patches on his pants leg; a dispatcher holding a message for the engineer in his hand; and – last but not least – a well-armed sheriff with a big badge. All are charming types that you will immediately fall in love with.



LGB: The Mogul locomotive is doing switching work in a small hamlet in the American West. The townspeople are greatly relieved, since the reefer is bringing in enough beer to restock the saloon.