

Nº 16 English edition

online

TRAIN

LITE

Las Matas
Museum



TEST



V200 DB de PIKO

Swiss
Bernina line





Foreword

We started the year with the return of our monthly online magazine, and integrated into the App Store platform for Ipad, where the reader can enjoy excellent reading quality, thanks to the unique format and design of this application, the price per number of

only € 2.86 fully allocate the payment of the costs of the platform. While waiting for the Android version, you can still enjoy a reduced version of the magazine in PDF, now called TRAIN Lite.

Have a nice trip with us.!

Enrique Dopico
Director revista TREN

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Sistema de encaje

El sistema de encaje Kibri, mediante agujeros o grapas, permite un montaje exacto, sin deslizamientos. Esto permite reducir al mínimo el uso de pegamento y evita los antiestéticos restos de pegamento que tanto afean.

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Un sistema de repintado y pintado posterior permite producir piezas en dos colores, como por ejemplo las ventanas y los cristales. Esto permite reducir el número de piezas y facilita el montaje que resulta, de este modo, más sencillo.

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Train^{online}

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Issue 16 - enero 2014

Summary



Point of view



Las Matas Museum



Swiss Bernina line



Model News



Test V200 Piko

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www.trenes-aguilo.com



Tren^{online}



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digital

Si necesita más prestaciones de su central digital

Intellibox II

La leyenda continúa

Además de las funciones de la clásica Intellibox, incorpora una gran pantalla retroiluminada, información en texto y con iconos, velocidad en Km/h, hasta 32.768 funciones especiales de locomotora en DCC, reloj interno, control de carga del booster interno y de los externos LocoNet, información de la posición real de los trenes en la maqueta y Direct-Drive en colaboración con LISSY o MARCo, trayectos activables por contacto de retromódulo, ayuda contextual en pantalla, conexión USB al ordenador y muchas otras funciones ...

Más información en tiendas especializadas y en

www.trenes-aguilo.com

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MAS CÓMODO - MAS OFERTAS - BOLETINES ESPECIALES - PAGO SEGURO



Author: Enrique Dopico - special trip Madrid - Alcázar de San Juan - 16-11-13



Autor: F. Javier Rebollo Gil - Tanks train from Sevilla to Huelva mercancías - 16-10-13



The Bernina line: UNESCO World Heritage

AUTHOR: Víctor Luri

Rhaetian Railways: train in a pure state

One of the most spectacular railway lines in the world is between St. Moritz (Switzerland) to Tirano (Italy), through the Bernina Alpine pass. Known worldwide, this railway line is not less than the company to which it belongs: the Rhaetischen Bahn or Rhaetian Railways. Two magic words for railway enthusiasts, to name them, come to mind, along with the legendary line of Bernina, unforgettable names like, Albula, Glacier Express, the “crocodile Rhaetian” ... and countless images of tunnels, viaducts, beautiful stations etc.. associated with one of the most spectacular scenery in Europe, both in summer and especially in winter.



But the “Rhaetian” are more, much more than tourist trains and spectacular railway lines: the most important and most kilometers exploited line, a very efficient company that offers an important public transport, both freight Swiss private railway company and passengers, and is a vital and essential element in the Grisons canton (Graubünden), the Swiss federal state in which this splendid railway network, which will probably be the most interesting and spectacular narrow gauge railway is located world.



Station building of St. Moritz, the beginning of the Bernina line on the north end of the lines and the Engadine (St. Moritz-Scuol/Tarasp) and Albula (Chur-St. Moritz).

The Graubünden

The Swiss Confederation, the official name of Switzerland is a federal state composed of 25 cantons or federal states, with a high level of autonomy. This diversity is also found in the official languages of the Confederation: German, French, Italian and Romansh. Most are German-speaking cantons (the space in the center and north of the country), those in the SO are French-speaking, and those located at S of the Alps are Italian-speaking, although the domain two or three of these languages (official of the country) is very common among the population of any Swiss canton, especially French and German.

The Grisons (Graubünden) is probably the most social and linguistic diversity. It is located southeast of the country, bordering the German-speaking cantons of Uri, to the O, and Apenzeller, to the N to the E borders Austria (Landeck Valley) and at the S with Italy (Valtellina). Thus, most of the citizens are of German-speaking canton, but part south (Bernina and Val Poschiavo) are Italian-speaking, in addition, there is a native language of Canton, with the rank of officer in the country, Romansh is a language of

Las Matas Railway Museum

AUTHOR: REDACCIÓN

The railroad town of Las Matas (Madrid) still exudes the atmosphere of another era, when the company NORTE installed in that place a large classification station.



141-2240 Mikado locomotive located next to the museum.

With this choice of location by NORTE was to avoid the collapse of the bypass lines and access to the capital.

For this purpose a complete railway town was built, just outside the national highway to La Coruña. The construction of this important site began in 1915, ending 1926.

Housing for workers was 47, at a church and a school were added.

In 1963 decided to extend this railway Renfe neighborhood with the construction of 97 new homes spread over 20 apartment blocks.

With the commissioning of the modern classification of Vicalvaro station ceased to serve the veteran and installation NORTE.

Despite that the neighborhood was not abandoned and still has all its inhabited houses and many more built after enliven a bustling suburb.



Exterior view of the museum whose building was beautifully restored village church.

The Railroad Museum is located in the old church of San José, which remained abandoned building after leaving to serve the cult.

Thanks to an agreement with the City of Las Rozas, which oversees the town of Las Matas and ADIF, could reform the old building and put to museum.

Since 2009 keeps its doors open offering visitors a varied sample of objects relatives of rail and more specifically with the classification station of Las Matas.

The large sample of objects displayed and their preservation is possible by the Friends of the Railway Association of Las Matas.





View of the main room of the museum, with different furniture and rail elements.

Among the objects presented to visitors we see interesting scale models, antiques station as signs, plaques, uniforms, furniture and numerous vintage photographs. On the top floor you can see several large models, which will delight the little ones and those who are not.

Outside the museum highlights the Mikado steam locomotive 141-2240, preserved as a monument, with the ability to upload his cabin and enjoy a sound system that plays the machine running.

If you do not yet know the museum is a good time to approach this Las Matas and enjoy it.



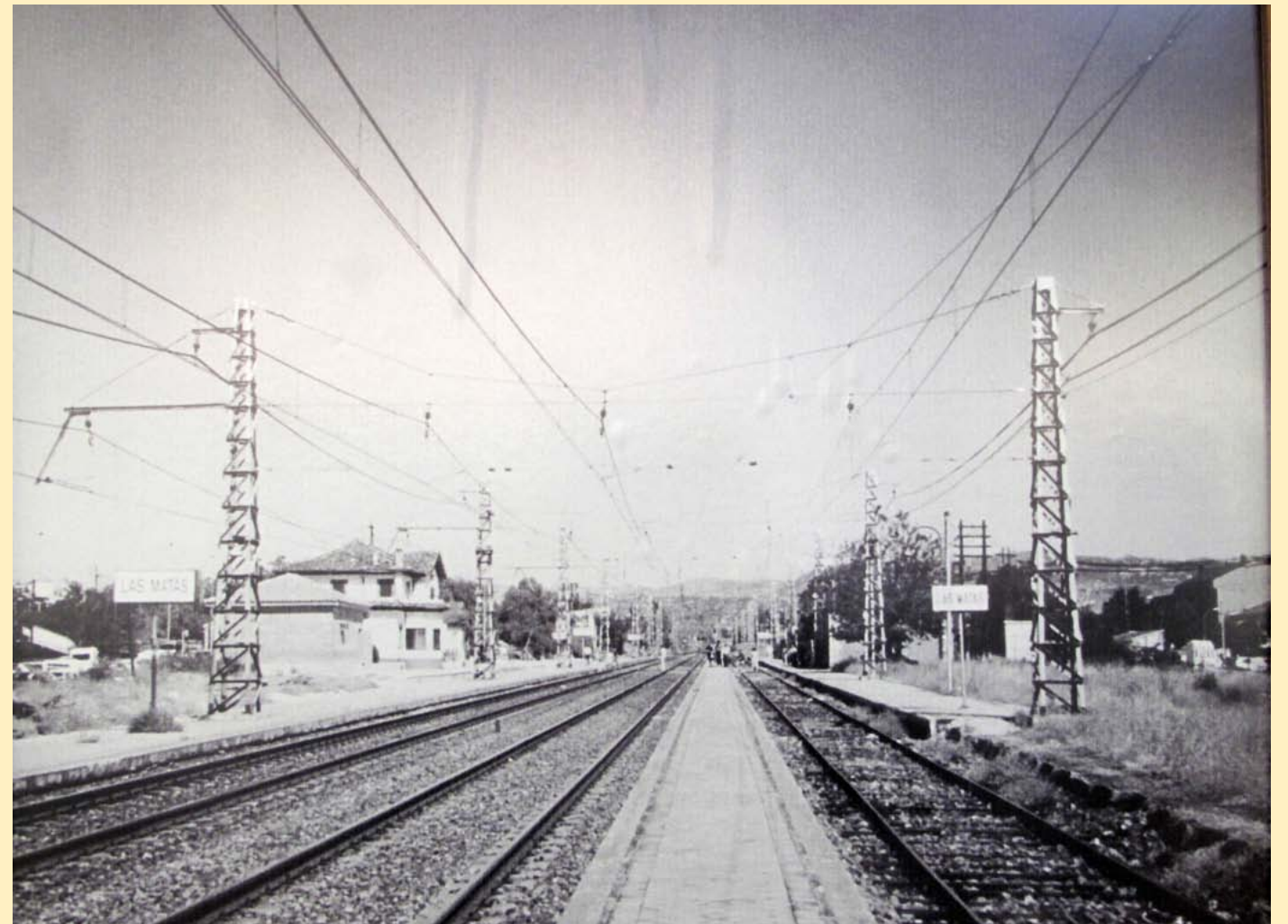
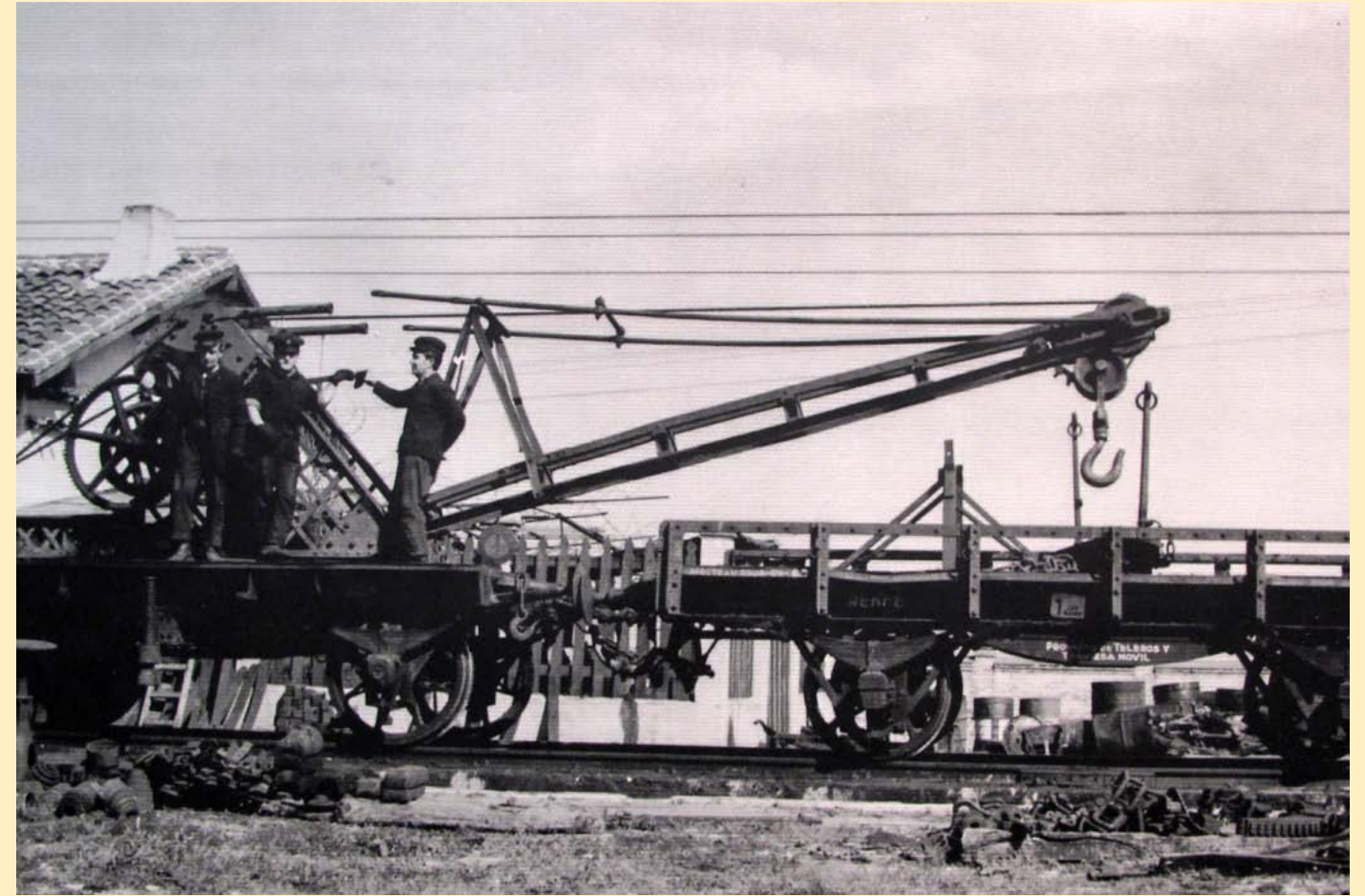
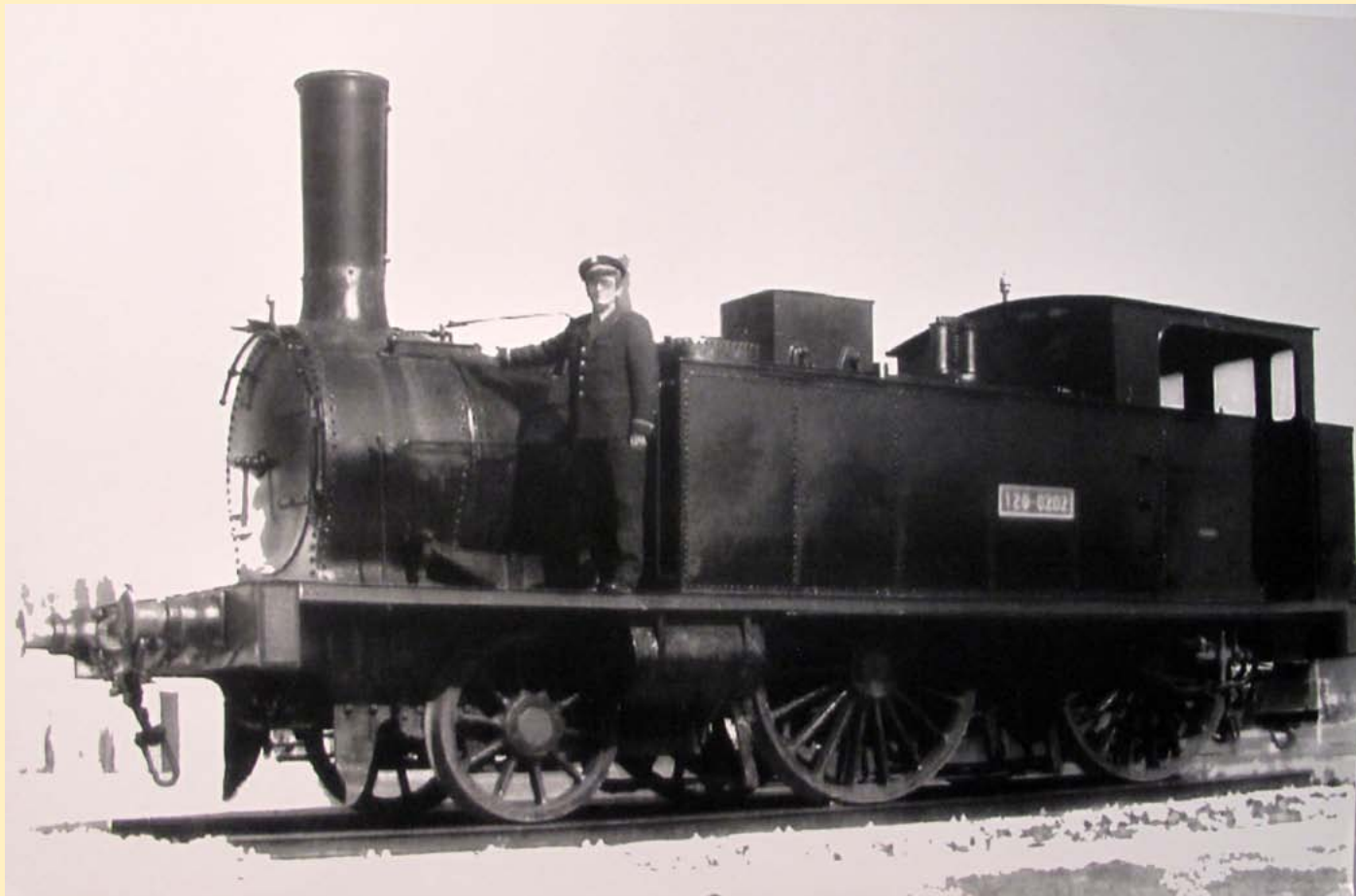
Upstairs are two beautiful scale models layouts in H0 and N scale.

The museum showcases grouped various collections.





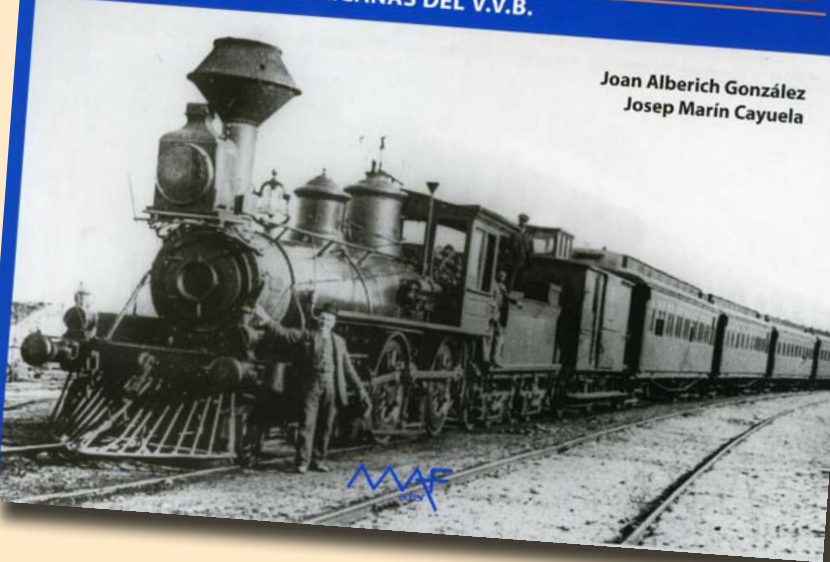
Pictures displayed in the museum showing facilities and vehicles from another time.



LOCOMOTORAS 22

LAS LOCOMOTORAS AMERICANAS DEL V.V.B.

Joan Alberich González
Josep Marín Cayuela



American locomotives of V.V.B.

Volume # 22 of the locomotives MAF collection deals with a little known topic among fans to describe the engines of the Railroad Valls - Vilanova - Barcelona, an American origin and unique Europe, these machines brought the first bogie coaches, like everyone items had in common their American appearance. The book features rare photos and describes the different series of locomotives that had this rail and it came at the hands of MZA.

55 pages
270 x 210
Spanish
Price 15 € (Esp)
www.mafeditor.com

The legacy of the Valencian engineering

115 years of the Vossloh Devis (1897-2013)

Published by the College of Industrial Engineers of Valencia, this exciting book tells the industrial history of this community from the point of view of the construction of locomotives began in the boiler shop of the Devis family, up to the current Vossloh.

All research work with high quality photos and interesting text.

El legado de la
ingeniería valenciana
115 años de los Devis
a VOSSLOH (1897-2013)

Francisco Signes Martínez y Joaquín Capilla Alpera



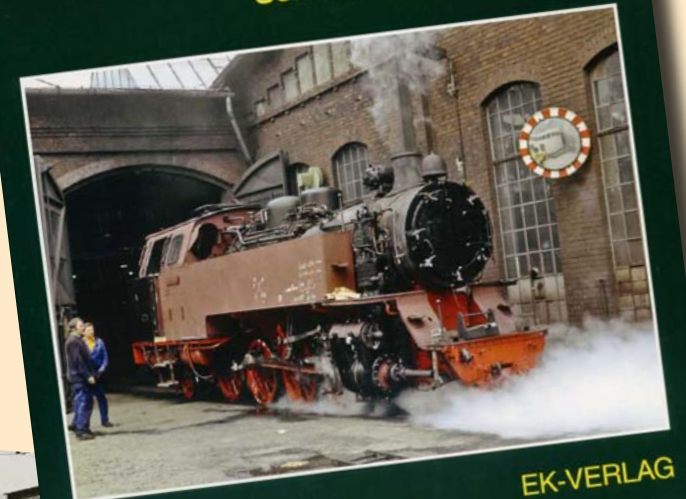
95 pages
242 x 222
Spanish
www.iicv.net

Das Raw Görlitz

In 1997 closed its doors Görlitz workshop, after being in service since 1909 as a workshop for the Prussian railways to become the workshop responsible for the construction and repair of all steam locomotives Narrow Gauge DR. Known since 1955 as the workshop of the German-Soviet friendship, could not overcome the disappearance of steam and the transition to capitalism. The book describes a lot of work done in the workshop, as well as its facilities with stunning photographs.

Das Raw Görlitz

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zum Ausbesserungswerk für
Schmalspurlokomotiven



160 pages
210 x 297
314 pictures
German
Price 35,00 € (Ger)
www.eisenbahn-kurier.de

Verkehrsknoten

For over 160 years, Dresden is an important transportation hub between the eastern countries and Germany.

The beautiful city has an interesting metropolitan transport network, where the tram along the railway are part of the landscape.

Michael Sperl



112 pages
300 x 210
German
Price 19,80 € (Ger)
www.eisenbahn-kurier.de

Roco Locomotive Re 4/4 II 11239 "Porrentruy"

The Re 4/4 II 11239 "Porrentruy" was one of the few locomotives of this series took a coat of arms at your sides. This shield was inherited from his older sister, the Ae 6/6 11483 changed this shield by the canton of Jura.

The model presented by ROCO has a high level of detail on the outside, and its wipers and fine grids. motor with flywheel, Plux 22 connector for digital decoder, NEM 362 socket for short coupling LED system lights change color according to Swiss standards. Ref-72409 DCC with sound.



FLEISCHMANN locomotive a vapor BR 17.10 de la DR

The steam locomotive BR 17.10 has a cast chassis emtal, along with a finish work in the boiler, pipes and fittings with superb perfectly reproduced.

Its fine wire wheels have independent brake shoes and mobile Heusinger valve. Motor with flywheel, white lights on each end and labeling according to the real model make a excellent model.



PARVUS

Building facades

For shaping and decoration to the bottom of our models or modules PARVUS facilitates the work with a number of different facades lists to use that allow realistic stages due to the depth they bring different models.

These facades are available for both N scale and for H0 scale.

This planned commercialization of different industrial models and an electronic kit for the random illumination of its windows with different effects.

More information at www.parvus.info



SKLAS Spanish stations

The two latest models of SKLAS are two buildings or mounting kit for H0 scale reproduce two Spanish stations in difrente design.

The building Marçá-FALSET consists of a single body with two heights and is characteristic of the line of TBF.

Meanwhile the building of Murcia-Zaraiche, belongs to Murcia Mula and Caravaca line and has a rich decoration, both in their lattices and their colored elements, a great example of railway architecture.

More information at www.sklas.com





Locomotive Renfe 10800 / 308



The new diesel locomotives in HO scale 10800 series available in early 2014 are a model highly anticipated by fans as these locomotives were rolling throughout the Spanish geography, thereby being very popular all over the peninsula.

Currently some of these locomotives roll versions of private companies and 5 of them have been restored to their original green color. In Lleida for the tourist train "The train dels llacs" (10817, 10820 and 10838), the Mora la Nova 10836 and 10825 by CEHFE

Available versions are:

Reference	Modelo	Price
81500	Locomotive diesel 308-017 DC	159,90€
81501	Locomotive diesel 10836 DC	159,90€
83457	Sound System diesel 308	120,00€



PIKO Locomotive E18



Almost unexpectedly, PIKO has put on sale a new reproduction of the engine E-18, which features a detailed body, motor with flywheel, red / white lights and PluX12 socket for connecting digital decoder.

The version available reference 40301 has announced a € 150 price.



TRAIN SIMULATOR 2014

If recently we presented the 2013 version of this popular train driving simulator, now comes to our computers the version of Train Simulator 2014.

Improvements include better and more intuitive user interface. Includes the effect of improved cameras, including headlight glare, improved terrain textures and atmosphere of the best characters in the game.

Another improvement affects the tutorial guide that makes learning the game.

Players to create, share and sell extensions routes and missions are also allowed.

Different modes of play, with time control, missions, etc. are included.





Locomotive V200



AUTHOR: REDACCIÓN

One of the most reproduced locomotives in the history of model railroading for almost all brands and manufacturers in the world has been, and still is, the legendary V200 DB.

A unique locomotive, captivating and unique aesthetics.



Locomotive V200. Foto P.Wormald

The V200 DB locomotives marked a golden age in the modernization of the German railway system, with power E-03 were the highest expression of technology and modernity in the DB.

The first five test units of this series of locomotives were delivered in 1954 by Krauss-Maffei in Munich. The following year the DB placed an order for 50 locomotives that form the V 200.0 series.

These locomotives shooting B `B and a top speed of 140 km / h, could mount two Daimler-Benz, Maybach or MAN engines and Voith hydraulic transmission.

From 1959 a second series of locomotives, numbered from 056 to 086, which was followed by a new series of locomotives, slightly larger and powerful, who formed the V 200.1 series was produced

The entry into service of these engines, enabled the DB upgrade its passenger services, eliminating steam traction of its main lines, passing tow the principal passenger trains with this type of material.

Its low in service occurred in 1988 after several years in which these locomotives became towing freight trains and perform secondary services with the arrival of new locomotives and progress in electrification.

Spain received between 1966 and 1969 related to the 32 series V 200.1 locomotives, numbered 4000 in our country as 340 series and later within the UIC numbering. The Spanish locomotives mounted Maybach MD 870 engines 4.000 Cv.



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