

Spur1
Austria

Henschel-Wegmann-Zug
Die Götterdämmerung

USER MANUAL

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www.Spur-1.at

HENSCHEL-WEGMANN-ZUG

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Dear customer,

In its original violet/beige version, the Henschel-Wegmann train consisted of four fully streamlined coaches built by Wegmann & Co. The matching streamlined tender locomotive 61 001 was designed and built by Henschel. The Reichsbahn presented the complete train for the first time at an exhibition in Nuremberg on the occasion of the 100th anniversary of the German Railways in 1935. In the 1936 summer timetable, it was used for the first time in scheduled service on the Berlin-Dresden route. At the beginning of the Second World War, the train set was first used to transport high-ranking officers and later as a hospital train for wounded soldiers. After the end of the war, the coaches were taken over by Deutsche Bahn and underwent a conversion at Wegmann from 1953. The wagons were painted steel blue and the set was supplemented by an additional middle wagon. The magnificent train was then used on the Munich-Hamburg route under the name "Blauer Enzian" until 1962. Unfortunately, all the carriages of this impressive train were scrapped. The end car of the counter train has been preserved to this day and its design is based on the end car of the Henschel-Wegmann train. With our models, we want to set a venerable monument to this train and we hope that you will have a lot of fun with your model.

Please read the operating instructions completely before using your model to avoid errors and damage to the model.

Ihr Team von
Spur 1 Austria

Scope of delivery

The scope of delivery includes:

- 4 (DRG) or 5 (DB) car models
- One bag of accessories per wagon
- 20 ml steam distillate (DB only)
- Dosing pipette (DB only)
- Cotton gloves
- User manual

Unpacking and packing

First open the box of a wagon and remove the cover foam. The wagon is protected on all sides by a foam insert. Carefully remove this foam insert so that the model is exposed. The wagon can now be lifted out of the packaging at the ends and/or the buffers. Place the wagon on its wheels and remove the wrapping.

ATTENTION: The wagon is not secured anywhere and now rolls freely!

To repack the wagon, place it on the wrapping film and wrap it around again. First place the foam insert in the box and then let the wagon slide into the insert.

Start-up

Make sure that the model shows no signs of transport damage. Then you can place the wagon on your tracks for a first run. Make sure that there is no voltage on the track.

The wagon can now be registered via address 62 (DRG) or 63 (DB). The automatic registration of the wagons via Railcom is deactivated at the factory, as the functional concept has been selected so that all functions of the train can be conveniently switched via your digital central unit, as long as only one address is used for the complete train. The wagons do not need to be lubricated and are maintenance-free.

Lighting & functions

The wagons have different circuits for lighting and other functions. The individual decoders also have a power pack for bridging powerless sections of track. To activate the lighting, the Fo function must be switched on. This function also activates the power packs.

The 5-part DB version also has a loudspeaker and a smoke generator that simulates the two diesel generators that were installed in the first wagon in 1953 when the Wegmann company rebuilt it.

A detailed list of the individual functions can be found in the function overview on pages 6 and 7.

Function keys

If you operate your system with DCC command stations, each wagon of the DRG train can be called up under address 62. The wagons of the DB train can be called up under address 63. When operating with Motorola command stations, the locomotive address is 63-67 for DRG or 64-68 for DB. The following functions can be called up under these addresses:

Functional assignment: 4-part DRG variant

- F0 Activate tail light (depending on direction of travel) & Powerpack
- F1 Wagon 10401: Light mail compartment & control room
- F2 Wagon 10401: Light kitchen
- F3 Wagon 10401: Light dining compartment and entrance
- F4 Wagon 10402: Light corridor & entrances
- F5 Wagon 10402: Light compartments
- F6 Wagon 10402: Light toilets
- F7 Wagon 10403: Light corridor & entrances
- F8 Wagon 10403: Light compartments
- F9 Wagon 10403: Light toilets
- F10 Wagon 10404: Light corridor & entrances
- F11 Wagon 10404: Light compartments
- F12 Wagon 10404: Light toilets
- F13 Wagon 10404: light viewing pulpit
- F14 Complete train: all lights on

Function assignment: 5-part DB variant

- F0 Activate tail light (depending on direction of travel) & Powerpack
- F1 Wagon 10401: Sound diesel generator #1
- F2 Wagon 10401: Sound diesel generator #2
- F3 Wagon 10401: Smoke generator
- F4 Wagon 10401: Light mail compartment & control room
- F5 Wagon 10401: Light kitchen & corridor
- F6 Wagon 10401: Light dining room & entrance
- F7 Wagon 10401: Light dining room ambient lighting
- F8 Wagon 10402: Light corridor & entrances
- F9 Wagon 10402: Light compartments
- F10 Wagon 10402: Light toilets
- F11 Wagon 10403: Light corridor & entrances
- F12 Wagon 10403: Light compartments
- F13 Wagon 10403: Light toilets
- F14 Wagon 10404: Light corridor & entrances
- F15 Wagon 10404: Light compartments
- F16 Wagon 10404: Light toilets
- F17 Wagon 10405: Light corridor & entrance
- F18 Wagon 10405: Light compartments
- F19 Wagon 10405: Light saloon
- F20 Wagon 10405: Light toilets
- F21 Complete train: all lights on

Minimum radius

The wagons of the NEM version are designed for a minimum radius of 1020 mm. This is made possible by the close coupling kinematics used between the wagons and the swing-out cut-outs in the aprons. When driving on a layout for the first time, please make sure that no objects in curves are too close to the track. The swing-out contactors could get caught and cause the train to derail or damage the model. In the area of S-curves, the radius should not be less than approx. 1400 mm. We generally recommend a minimum radius of approx. 1500 mm in order to keep wear in the undercarriage area to a minimum.

Wagons designed in NEM+ are equipped with normal NEM wheels and can therefore be operated on any NEM track system. However, as with the finescale version, the aprons are continuous and allow the bogies a limited swivel range, which requires a minimum radius of 2300mm.

Models with finescale wheelsets can only be used from a radius of approximately 2300 mm. As with the NEM+ variant, the aprons are therefore closed throughout true to the original. The larger the radius selected, the greater the operational safety in the train formation.

We can guarantee safe operation of the model with the specified radii. Our specifications are selected for safe and low-wear operation. In some situations, smaller radii are also possible. This must be determined by testing.

Coupling the wagons

To connect the wagons in the set, the coupling hook (1) must be hooked into the coupling eye (2). To do this, carefully lift the wagon with the hook at the rear end slightly and push the wagon with the eyelet towards you. When lowering the wagon, make sure that the hook is correctly hooked into the eyelet. It may be necessary to make slight sideways movements to engage the hook.

The bellows can now be hooked into the openings in the rear wall of the connected wagon (7) using the hooks (6).

The heating line (3) with the corresponding connection (4) and the two air lines (5) can now be connected together under the wagon. Due to the necessary expansion, this is only possible from a radius of approx. 2 meters, as otherwise the hoses would hang too far down on the straight sections. The attached hoses are deliberately long on the model so that you can adjust them to your own used radius.

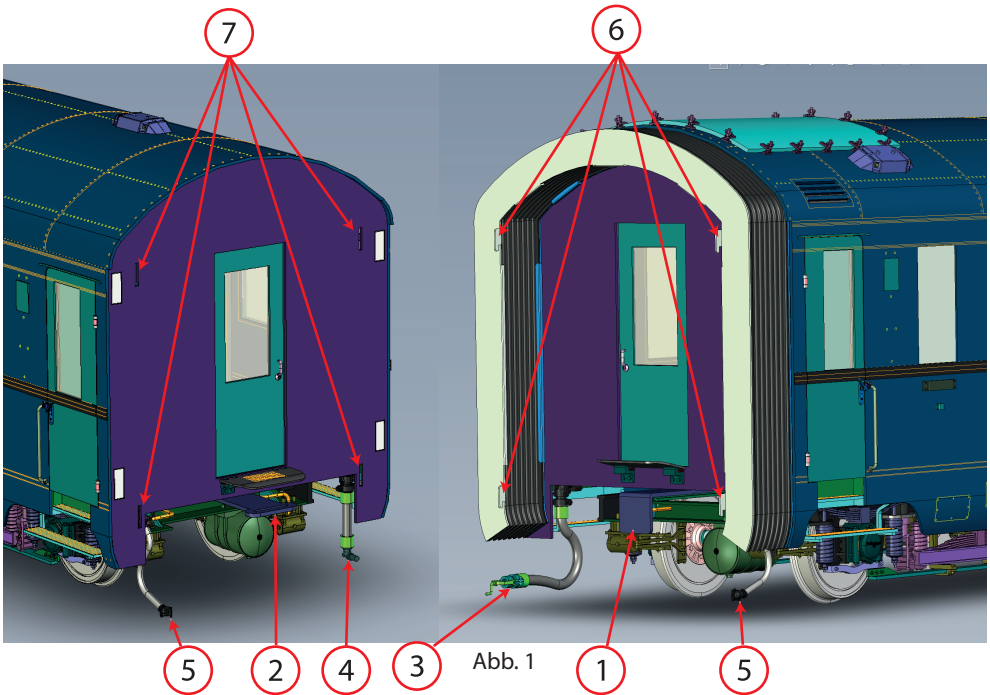


Abb. 1

Smoke generator (DB variant only)

The DB 10401 wagons are already equipped ex works with the latest version of the ESU smoke generator. As soon as you switch on F2, the smoke generator is put into operational readiness. The smoke generator is filled with a syringe through one of the exhaust outlets on the roof of the wagon (Fig. 2). Please only use ESU or KM1 smoke distillate to avoid damaging the electronics of the model. Under no circumstances should smoke or steam oil be used.

ATTENTION!

The maximum filling quantity of the smoke generator for this model is 5 ml. If you fill too much distillate into the reservoir, it may overflow and cause considerable damage to the electronics.

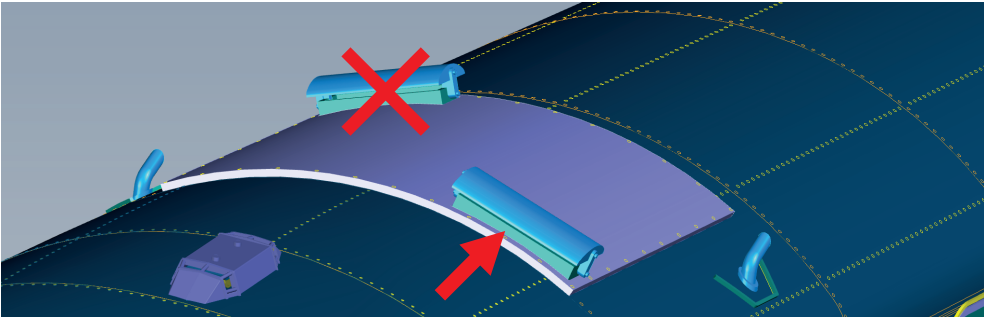


Abb. 2: Ansicht auf die beiden Abgasauslässe am Dach des DB-Wagens 10401. Der Rauchentwickler wird durch den vorderen der beiden, welcher näher an der runden Kanzel des Wagens liegt, befüllt. Führen Sie die Spritze in den Spalt zwischen Hutze und Auslass um das Rauchdestilat einzufüllen.

ATTENTION!

The smoke generator reaches an operating temperature of up to 100° Celsius. Please be careful when refilling the smoke generator!

Operation of the smoke generator

If handled properly, the smoke generator is maintenance-free. Heavy use may cause the heating element and wick material to wear out. The same applies to damp or hot-running fan motors. These are wearing parts and can be replaced in our workshop. Operation is also possible in closed rooms. In any case, we recommend the use in rooms, but only if you have the possibility to ventilate them well. Direct inhalation of the vapors must be avoided at all costs. People with respiratory diseases should generally refrain from using the smoke generator.

We accept no liability for any possible health effects!

ATTENTION!

Steam distillate is not an oil and therefore has no insulating effect. With distillate on the circuit boards, there is a risk of short circuits and damage to the model!

Decoder

ESU decoders are installed in your model. With the exception of DB wagon 10401, "Lokpilot 5FX" decoders are installed in all wagons. These decoders take over all the light functions of the wagons. There is a "Loksound 5L" in DB wagon 10401. This decoder takes over the light functions, the sound and the function of the smoke generator. All the functions described can be found on the decoder as standard. If you have any specific questions about the decoder, please contact ESU directly:

ESU electronic solutions ulm GmbH & Co. KG
Edisonallee 29
D-89231 Neu-Ulm
Tel.: +49 (0) 731 - 1 84 78 - 0

ATTENTION!

Take care when programming!

As the decoders used have their own firmware and software, there may be problems when programming the decoder with different command stations. Only write CVs if you are 100% sure of the effects. We accept no liability for malfunctions of reprogrammed decoders. In addition, you must always have the latest firmware installed on your command station. As errors in the software are eliminated or new functions are integrated from time to time, this step is unfortunately necessary. Please contact the manufacturer of your digital central unit for questions about the unit.

If you want to reprogram the address of your wagons, each wagon must be programmed separately. Several wagons must never be on the programming track at the same time.

Maintenance and care

When cleaning your model, you should always use a brush without hard bristles! Suitable brushes are make-up brushes with synthetic fibers or brushes for cleaning photo lenses. You can use isopropyl alcohol to clean fingerprints. We recommend n-hexane! Apply a small amount to a microfiber cloth and gently rub the soiled area. Under no circumstances should harsh cleaning agents such as turpentine and thinner be used, as these can damage the lettering and paintwork!

Check the wheel tires and current collectors regularly for dirt. Clean them as described above. For cleaning work, we recommend using a foam pad with an additional soft cloth as a base. This will protect the numerous attachments and details.

Add-on parts

The piping included in the scope of delivery serves to make your wagons look even more detailed. However, only use them if you want to run the model on true-to-scale radii or display it as a showcase model. If the radii are too small, the bogies and/or couplings can no longer achieve the required deflection, which can lead to the wagons derailing. The cable end pieces can simply be connected to the pipes on the wagon and screwed to the underbody.

In addition to the assembled Scharfenberg coupler, the DRG version also includes a kinematic plate. This is intended for use in small radii with the Br 61. A standard shaft is also included, which can be screwed in to use screw or system couplings with other locomotives.

Shipping

If the model is to be shipped, repack it properly and be sure to use an outer box with appropriate and sufficient filling material! Otherwise we cannot give any warranty on the model.

Warranty

The legal basis is the EU Directive 1999/44/EC. The warranty on your model is therefore 2 years from delivery. The invoice is also your warranty documentation and should therefore be kept in a safe place. If the model is opened, modified or used improperly within these 2 years, the warranty expires. Furthermore, the warranty is not transferable.

If you have any complaints, please contact your specialist dealer if you purchased your model from them. They will take care of all further questions.

If you purchased the model directly from Spur-1.at, you can contact them directly:

Spur 1 Modellbahnen GmbH
Freileiten 6, 4840 Vöcklabruck, Österreich
Tel.: +43 7672 24111
Mail: office@spur-1.at

Test protocol and certificate of authenticity

Each of our models undergoes a rigorous inspection at the factory and is checked again on arrival at our premises before being handed over to its new owner. Together with the serial numbers on your wagon, this protocol also forms a certificate of authenticity for your limited edition model.

Geprüft:

- Tail light on both sides
- Light functions
- Loudspeaker (DB)
- Smoke Unit (DB)
- Swing aprons (NEM)
- Boogies
- Doors and windows
- Painting
- Check for visible damage
- Driving properties
- Full range of functions
- Packaging and accessories

Wagonnumber: N/A for download

Article number: N/A for download

Serial number: N/A for download

N/A for download
Unterschrift des Prüfers

Spur 1 Austria

www.Spur-1.at
Spur 1 Modellbahnen GmbH
Freileiten 6, 4840 Vöcklabruck, Austria
Tel: +43 7672 2411 Mail: office@spur-1.at
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