

More Austrian diesels in HOe by Ferro-Train



Until the 1960s, the narrow gauge lines of the Styrian State Railways were operated almost exclusively with steam locomotives. To run them economically and be competitive as a mode of transport, the decision was made to purchase diesel locomotives.

The Rh2095 B-B built for the ÖBB was not considered suitable for the needs of the StLB, and so ÖMAG and Brown-Boveri developed a centre-cab bogie loco with diesel-electric transmission for 'main line' service; these were numbered VL 11 to 16.

By popular request, Ferro-Train have expanded their range of these StLB diesels.

VL 13 is offered in the original deep orange, while the variants in the typical faded livery – familiar on the railway for decades – are now available again.

VL 16 is also in preparation, representing the loco as used on the Feistritzalbahn, in both as delivered and weathered versions.

There is still some stock of the first release of this machine in Epoch 4 markings and livery, and the popular VL 12 is available in the current Epoch 6 colour scheme, probably for the last time as it is unlikely to be re-run.

These models cost €308.00 each.

As an optional extra, a high precision coreless motor can now be installed if desired.

Also new is the option of having a digital decoder factory fitted, using the excellent devices from fellow Austrian company Zimo. A sound decoder is also an option, with fantastic sound from Alexander Mayer.

www.halling.at

New sound decoder by Zimo

The MS580N18 is another example of the new generation of ZIMO sound decoders with the latest technology: 16-bit resolution; 11, 22, and 44 kHz sample rates; sixteen mixable sound channels; and 128Mbit capacity. It measures just 25mm x 10.5mm x 4mm.

The MS series decoders are also multi-protocol, DCC & mfx, and of course with the corresponding feedback systems, i.e. RailCom or MDS, DC analog, AC analog.

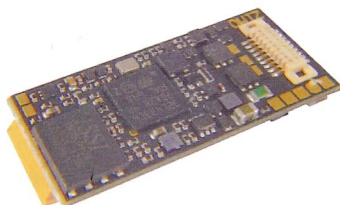
They meet the standards for sound decoders with a Next-18 interface.

Furthermore, the standard SUSI connections can be switched to provide additional logic level outputs or servo control lines.

There are also two current-regulated function outputs on solder pads for the direct connection of LEDs; the current regulation (to 6mA) ensures constant brightness even with fluctuations in the traction voltage.

As usual with Zimo, miniature decoders are not limited compared to larger ones in terms of motor control, protective measures, RailCom, HLU, and ABC capability.

A unique feature of the MS580, which is also new for Zimo, is the type

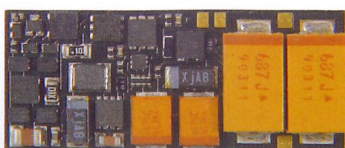
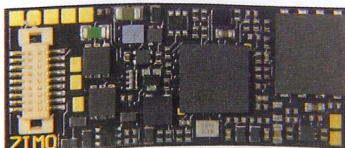


of energy storage: on the back are quite large tantalum capacitors with a total capacitance of 2000µF (to 6.3 volts). In case of brief supply interruptions (up to 0.1 seconds) they can keep the processor and sound generator supplied; the low voltage is sufficient for a small running distance.

This decoder also allows for the connection of two miniature gold capacitors in series (directly soldered on if space permits, or housed elsewhere in the vehicle via wire links). Miniature gold capacitors 12mm long and 4mm diameter are recommended, which will give a 'stay alive' time of 1-2 seconds. Suitable components are available from Zimo.

A further decoder is planned, based on the MS580N18, with miniature gold capacitors already attached.

www.zimo.at



Coming next month

out 18th June

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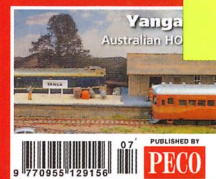
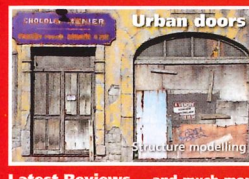
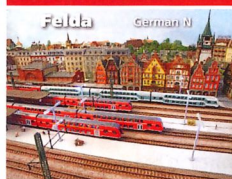
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