

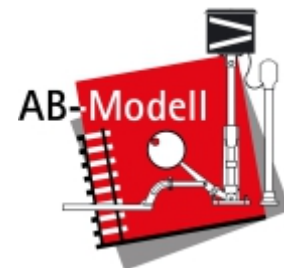
## Novelties Presentation Update of Ge4/4II

Our assessment that we will be able to deliver the first handcrafted models as early as May/June, we couldn't hold on. There were too many individual optimizations that we were able to implement at the model of the loco.

For a detailed description of the changes, see this novelty info.

Yours

AB-Modell team



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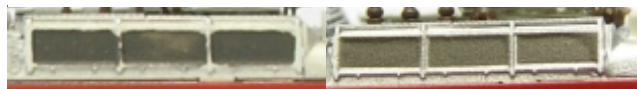
On the left a view of the delivery condition of the model locomotive, using the example of the Ge4/4II 622 with the Arosa coat of arms.

That's how beautiful our handcrafted locomotive presents itself, after various adjustments.

### Optical Adjustments

In an effort to create an optically fine model, we have made some improvements to the locomotive, which make the model a real eye-catcher.

The roof fans have now been fitted with a newly developed decal to simulate the slight staining. Attempts to paint the fan fields with a brush were not as successful as we had hoped.



-before-

-afterwards-

To color the square headlights was also very elaborate, so that these can now be perfectly implemented by decals. In this context, we made also the warning arrow at the top of the pantograph as a wet-sliding decal in order to get it as close as possible to prototype. We were not satisfied with the silver decorative stripes included in the kit. The new decals can now be used better and adapt very well to the contours. The lettering on the locomotives were checked and the models were labelled as we have found prototypical pictures in our own photo database or in the image collections on the web. This guarantees that you receive a real existing prototype as a model.

At the front there was a relatively large gap between the box for the coupling and the apron. With a newly developed component we can now close this gap and give the apron back its thickness.

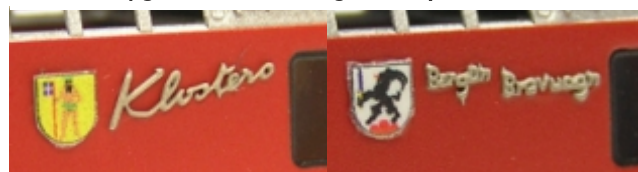


-before-

-afterwards-

A special heartfelt wish for us was the opportunity to depict the raised lettering on the two locomotives "Klosters" and "Bergün/Bravuogn". The new etched parts decorate the side-

walls and upgrade the model significantly.

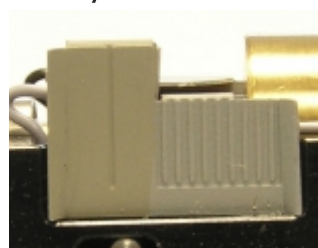


All the windows of the locomotive are individually glued in the back with a slow-setting adhesive.

In this context, the corner windows of the locomotive are equipped with a rounded piece of window foil without the magnifying glass effect known from the large series models.

The switch cabinets visible in the left engine room window have been contrasted in colour to mimic the computer grey of the model.

All freely relocated cables



will be hidden behind these covers that the unobstructed view through the machine

room is guaranteed.

In the end, we decided to place the pantographs a little lower on the roof than the one provided in the kit in order to get closer impression to the original.



Current prices are published on our website at [www.n-schmalspur.de](http://www.n-schmalspur.de)

In order to always be up to date please sign up for our newsletter. Thank you very much.

## Novelties Presentation Update of Ge4/4II

### Technical Adjustments

A practically invisible but nevertheless important detail is the mounting of the locomotive housing on the chassis. The kit includes two M1 screws which fit into a 0.2mm thick nickel silver plate. The risk of destroying the thread in the wafer-thin sheet metal by tightening the screw a little too much is great and actually happens to us during the test assembly on the first models.

We have therefore decided to reinforce the sheet metal by soldering on a tiny nut with 1.6mm wrench width. This ensures that you can fix it correctly again later when you look under the locomotive housing for maintenance purposes for example.

The N-Track kit is supplied with a ready-to-run chassis. While the brass parts are manufactured by a professional milling company to an accuracy of one hundredth of a millimetre, axles, gears, worms, wheel discs and wheel grinders have to be added and assembled by hand. Each chassis is therefore an individual, with more or less good driving characteristics.

After assembling the finished bogie covers, we noticed during test drives that the spread is quite wide: some models start rolling very gently well below 3 volts, while others start moving at over 4 volts and then with a visible jump. Some eMail-conversations with the manufacturer revealed that the contact pressure of the wheel grinders in the bogie varies and had to be readjusted. This measure brought clearly better results, but did not always lead to a really satisfying driving behaviour.

We achieved the right breakthrough only after installing a decoder that had already been programmed to the appropriate parameters by a friendly model railway manufacturer. The motor is now started with high-frequency impulses, which enables the locomotive to start very smoothly.

Since the subject of digitization is a controversial one for model railroaders, we have included it on the next page and try to answer your possible questions in advance.

Extensive test drives in August and September were necessary to optimize the chassis. We can now offer you a truly mature product.

### Traction Force

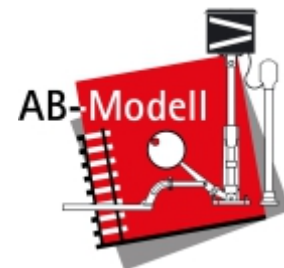
We have frequently received enquiries from you as to what tractive force can be expected for the much smaller locomotive. We have excellent news about this: The little sister of the Ge4/4III is in no way inferior in terms of tractive power.

At our test layout (see below) we had a model train made of Ge4/4II with six (6) standard coaches II driven. Both the 3% ramp with following curved turnout and 195mm or 245mm radius were driven on without any problems, as well as our circular viaduct bent to an oval with 2.5% gradient and radii of 195mm and 220mm.

The train was safely approached on the gradient. These results were achieved with both analogue and with digitalised locomotives with an analogue DC control panel.



Elaborate test drives on our test layout.



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Chassis with glued Zimo MX616 decoder. When the housing is attached, the decoder fits under the cover on top of the roof and is practically invisible.



### Delivery

It's finally time.

There are currently 25 housings produced and in final assembly. The models will definitely be delivered to the customers in October and November.

With this first tranche we can probably execute all orders which reached us until mid of November 2017.

A second series for the red locomotives will follow next year, as the advertising variants will have to be postponed until 2020.

Thank you for your patience.



Actually, you should have seen this picture of the locomotive housings, which are in different stages of production, already in May or June.

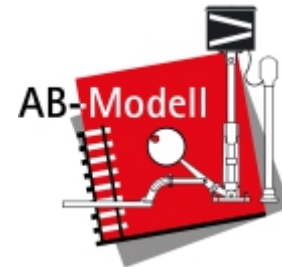
The optimizations have taken a lot of time, so it still took a few months to see this picture.

The next kits are planned by N-Track for October 2019. The second locomotive series will be delivered in 2020.



# Novelties Presentation

## Update of Ge4/4II



### Digitalisation

In order to optimize the driving characteristics, we integrate the MX616 decoder from Zimo into the locomotive. It has been programmed to work in analog mode and all model railroaders, even those who do not have a digital model railway system, can enjoy the improved features. The advantage is the slow start and the smooth ride, even when going downhill with the train attached. Disadvantages are the high costs for the decoder and its power consumption.

#### Why does my locomotive start so late?

The decoder needs a minimum voltage to do its job. Thus, with a conventional transformer, a part of the controlled section is lost, since at least 6 to 7 volts must be applied to the track until the impulses can be generated. Weak transformers, e.g. from inexpensive starter sets, are also often unable to generate a stable output voltage. The locomotive then does not reach the maximum (slightly excessive) final speed.

#### Do I need a special transformer for the operation of the Ge4/4II?

No, in general every common model railway transformer is suitable for operation, as long as it supplies 12 Volt output voltage.

Simple transformers are not stabilized, i.e. their effective voltage is slightly below the nominal value, which leads to a slightly lower maximum speed. Recommended are stabilized power supplies, or for example the Heißwolf speed controller with adjustable minimum and maximum voltage.

A good model railway transformer is also recommended.

#### Do I have to program something into the locomotive? Do I need a digital control panel?

No, the decoder is programmed in such a way that you can neither change the set parameters in analogue mode nor need to have special digital equipment.

Like all other analogue models, you can use the locomotive as normal on your installation. The locomotive starts a little later than you are familiar with from your other locomotives.

All settings of the decoder can be found in the operating manual of the locomotive. These data are only of interest for digital drivers and can be changed by means of a control panel.

#### Can I get the locomotive without a decoder?

Of course, locomotives are also available without a built-in decoder.

These are always interesting,

1. if you have already digitalised your track system (for example with a computer control from Gahler & Ringstmeier).
2. if you are using your locomotive in a block control system with other models and do not attach particular importance to slow running characteristics.
3. And if you would like to install your own decoder, you also do not need a locomotive digitalised by us.

#### What do I have to do to get an analogue or a digital locomotive?

All locomotives are automatically delivered with a decoder. If you prefer a locomotive without decoder, please let us know so that we can find and send you the appropriate model.

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### Digitalisation

#### Can I have a decoder other than the offered MX616 from Zimo installed?

No, we're not digital specialists and we don't want to be digital specialists. If you prefer to use decoders from another manufacturer, please let us know that you want a locomotive without a decoder.

#### How does a locomotive run without a decoder?

In weeks of testing on our layout, we have checked all chassis for their properties and noted the values from over 20 starting situations and determined their mean value. Without a decoder only locomotives are delivered which show a good to very good starting behaviour, i.e. usually start up with a voltage of 3 volts.

#### Will the locomotives become more expensive now?

Yes and No. All models already confirmed with price will not be more expensive despite the extensive optimizations, but will be delivered at the price already confirmed! With new orders and all models, whose price is neither calculated nor confirmed so far, the improved equipment will make the model a little more expensive. This means that in the future the analogue locomotives will be slightly cheaper than the digital ones.

features	price/item-#
RhB - Ge4/4II 615 „Klosters“, red, with Zimo decoder, raised lettering, Nickel silver handcrafted model for 6,5mm, true to scale 1:160	EUR 869,00 Nm-221.1
RhB - Ge4/4II 616 „Filisur“, red, with Zimo decoder, nickel silver handcrafted model for 6,5mm, true to scale 1:160	EUR 859,00 Nm-222.1
RhB - Ge4/4II 618 „Bergün/Bravuogn“, red, with Zimo decoder, raised lettering, Nickel silver handcrafted model for 6,5mm, true to scale 1:160	EUR 869,00 Nm-223.1
RhB - Ge4/4II 622 „Arosa“, red, with Zimo decoder, nickel silver handcrafted model for 6,5mm, true to scale 1:160	EUR 859,00 Nm-224.1
RhB - Ge4/4II 623 „Bonaduz“, red, with Zimo decoder, nickel silver handcrafted model for 6,5mm, true to scale 1:160	EUR 859,00 Nm-225.1
Discount if no decoder is installed	EUR 30,00 Nm-220.2

Preis/price/prix

\* Vorbestellung bis  
Reservation until  
Réservation jusque

Vorbehaltlich Lieferbarkeit und Preisänderungen durch N-Track

Irrtum vorbehalten

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