

PRODUCT REVIEW

RENFE Steam Locomotive from Mabar

By JOHN MENGES *Chicagoland*



In late June of 2012 a package arrived at my doorstep containing a long waited-for model. Inside I found the latest HO locomotive offering from Mabar, a Barcelona-based manufacturer of RENFE, CP, and SNCF prototype models. You may have read of Mabar before; it was originally founded as a Barcelona hobby shop in 1952 and has been a major hobby shop and distributor in Spain ever since. In 2005, still in the hands of the Boada family, the Mabar company refocused itself from a hobby shop to a designer/manufacturer of RENFE trains in HO and N scale. Since 2005 they have released a number of plastic and metal RTR pieces of rolling stock of exceptional quality.

The new 0-3-0 (0-6-0 in North American parlance) RENFE 2200 class steam locomotive represents a locomotive class that served on the Spanish railroads for over 100 years. Forty-five originals were built from 1861 to 1865 by two French locomotive manufacturers for the Madrid-Zaragoza-

Alicante (MZA) railroad. They were known by 2 nicknames; the “Bourbonnais” and the “Creusot Mercancias” They spent the bulk of their lives working for the MZA until RENFE was created in 1941. Most of the time they were used in switching or local freight and passenger service. Delivered originally without cabs, they later received sheet metal roofs and eventually full cabs. Other modifications over the years included triple headlights and the exchange of round buffers for square buffers. The Bourbonnais locomotives were retired from the early 1950’s to the mid-1960’s. One locomotive is preserved at a city park in Arevalo, near Avila, northwest of Madrid.

Mabar’s HO Bourbonnais 0-3-0 reflects the locomotive’s appearance as it was during the 1940’s-1960’s in RENFE service, corresponding to the Era 3 epochs. There are two versions of the 0-3-0; one with the original round buffers and three headlights and one with the updated RENFE

style square buffers and two headlights. As well, the model is available in either DC or AC versions, with or without LokSound and decoder. The constant-intensity LED headlights and taillight are directional. In forward motion the red taillight is lit but in reverse the taillight switches to white and the left front headlight switches to red. The model picks up current from all three locomotive axles and three tender axles. If you purchase the analog model and later want to add sound and a decoder, they are easily attached to recesses in the tender body. The engine and tender are semi-permanently coupled together and I would not recommend separating the two.

The model is wonderfully detailed and boasts several operating features not common on other current European HO steam locomotives. One of these features is the glowing red firebox. The firebox door is hinged on the model, and when left in the open position

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it reveals a flickering red LED "fire." On the other end of the boiler we find that the smokebox doors open up revealing etched-metal boiler tubing. The smokestack on the triple headlight version features a chimney cap that can be swiveled into place over the stack when the locomotive is not in use.

Modeler-applied details include a Preiser crew, a bag of real coal for the tender, extra buffers, a coal shovel, a replacement red/white LED head-or-tail light, dummy couplers, air hoses, safety chains, cab and tender steps, and even a water jug for the crew.

As I mentioned before, the 0-3-0, at least in RENFE times, was used in switching or local freight and passenger service. The prototype would most likely be seen pulling 3-4 local passenger cars or less than 10 freight cars. The Mabar model is well capable of pulling either load on a typical H0 layout. Mabar makes some excellent RENFE 3-axle wooden compartment coaches that go perfectly with the 0-3-0, and this year they are releasing some 4-axle Era 3 RENFE flatcars that would also look good with the 0-3-0. The 0-3-0s were run in tandem on occasion and this year Mabar has released an unpowered version for half the price of the powered version. If this model intrigues you but you are an N-scaler, fear not; an N-scale version of the Bourbonnais 0-3-0 is planned for the future.

Look for more RENFE steam releases and eras 3-4 diesel releases from Mabar in coming years as well as an increasing assortment of Eras 3-4-5 RENFE freight and passenger cars of high quality. As of this article's writing (February 2013) there is not yet an importer of Mabar trains in the US or Canada but it is hoped that will change in the first half of 2013. In the time being their products are available direct from the company at www.mabar.es or a number of online Spanish hobby shops. For more information, contact John Menges at renfe@hotmail.com.



Chapter News

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with the user ID of "capecamera," having started his eBay career selling camera equipment. Mike has sold "thousands" of items and has gained a great deal of experience and insight into how to get the most value from the items he has sold.

Please note on your calendar the following upcoming chapter events:

- April 20, 2013 – Chapter meeting at Mike Corgan's in Falmouth, MA.
- May 18, 2013- Chapter meeting at Keith Simpson's in New Canaan, CT.
- June 15, 2013 – Chapter meeting at Justin Maguire's in Barrington, RI.
- July 20, 2013 – Chapter meeting location to be determined.
- August 17, 2013 – Chapter meeting at Mike Haire's in Randolph, MA.
- September 21, 2013 – Chapter meeting at John Avery's in Swanzey, NH
- October 19, 2013 – Chapter meeting at the home of David Bisno in Hanover, NH

For more information, contact Barry Kriegsman at bjchoochoo@aol.com.



Hoosier Narrow-gauge

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Besides the trains, the museum also operates steam tractors and stationary steam engines running a generator and a sawmill, which is used by area Amish men to saw logs into lumber. A Browning steam crane is fired up sometimes to help move the larger logs to the sawmill. A few years ago, there was also steam-powered boat running on a pond, but it was privately owned and hasn't been back lately.

The Museum offers train rides every weekend in the summer. Entrance is free, but the rides need tickets. The two big annual steam events are on the Labor Day and Memorial Day weekends, where a small admission is charged but more equipment is in operation. The web site is <http://www.hesston.org/>



DB Driver's License

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the profession to be frustrating and the joy of being a locomotive driver will disappear.

I hope I have been able to provide a general yet accurate picture of what it takes to become a DB locomotive driver and some of the aspects of compensation. Weighing the upsides with the downsides will certainly a matter of individual choice. The job requires a strong commitment and dedication to its lifestyle requirements.

Being a locomotive driver is not for everyone, but many who are involved in the profession - love it. I have observed this in the gentlemen who have graciously allowed me to share a cab-ride with them. Hats off to you. Freie Fahrt!

Sources:

Jens-Armin Hüsgen

Triebfahrzeugfuhrer.com:
<http://www.triefbahezeugfuhrer.com>

"Locomotive Drivers: Their income, their allowances, their working hours"

FOCUS online: http://www.focus.de/finanzen/news/bahn/lokfuehrer-ihre-einkommen-ihre-zulagen-ihre-arbeitszeiten_aid_607209.html



Library Announcement

The Eastern New England chapter has a medium sized library. We are making it available to paid members of the national organization.

VISIT OUR WEB SITE AT
ete-ene.org.

Contact Paul Bergman at
pbergman@bergmanassociates.com

Material will be mailed to you at no charge. You will be responsible for returning materials within 30 days.