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Construction Progress in Diemeltal

Lübeck District
A Rail Curiosity

Introduction

Dear Readers,

Are we slowly returning to our normal lives? Some first Covid-19 lockdown measures have been lifted, an easing of further measures has been announced, and now there is even talk of the possibility of taking summer holiday trips outside our own national borders.



Holger Späing
Editor-in-chief

Of course, I am pleased about this, but also very sceptical at the same time. The virus that threatens us knows no bounds and is far from being defeated.

Rather, the marked decline in the number of infections in Germany, combined with the fact that contacts with others are once again being allowed and the consequent risk of a new exponential hike in cases down the line, feels as if the current improvements might soon again be a thing of the past.

Stay sensible, keep your distance and avoid personal contacts if they require getting too close to each other. The sky has certainly not yet fallen on our heads, and we want it to stay that way.

Our model railroading hobby has been helping us for weeks to get through this difficult time, has saved us from temptation, has brought variety into our daily routines and has presented us with new challenges. On the part of the editorial staff we have definitely extended the normal modelling season and even now it is far from over.

As model railroad and accessory manufacturers are only slowly getting back on track and will still spend months working off backlogs, we will gladly fill the resulting gaps in our editorial planning with reports on new modelling ideas.

This month we present one of them from our readers. Pastor Markus Krell has taken on a historical railroad curiosity and spent a long time tinkering with how to teach his 3D printed model how to drive. Our editor Dirk Kuhlmann continues to work on the Diemeltal layout. After he had already shown us how to gradually develop a consistent plan from many ideas and basic considerations, the practical work on the layout is now starting. The baseboard and the laying of tracks are essential elements for the later overall appearance of the layout.

But we would also like to present a finished layout in this issue: Triggered by the unexpected death of Wolf-Ullrich Malm, we would like to give his layout "Buntekuh" a special mentioning this month and in this way pay tribute to Ulli's achievements.

This means that the other planned layout reports will be pushed back one issue at a time, but postponing them does not mean that they will be cancelled. So we can all dream a little longer about other masterpieces. A DVD that we would like to present also offers an opportunity to dream - it is dedicated to a prototype that is also on the wish list of many Z scale enthusiasts.

Our book review this month deals with an encyclopedia for model railroaders. So there should be something for everyone. As editors, we hope you enjoy reading this edition!

Sin-Z-erely,

Holger Späing

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We thank Markus Krell for his contribution and Sven Eggers for his photo support for the layout „Buntekuh“.

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Cover photo:

In addition to the machines of the V-160 family, the V 100 was once one of the regulars on the Oberen Ruhrtalbahn (Upper Ruhr Valley railway). Here, a locomotive of this series is on its way with a local train in the Diemaltal (Diemel Valley) and is just passing one of the two level crossings of Westheim.

A railway curiosity

The Galloping Goose

The Rio Grande Southern Railroad went out of business almost seventy years ago. Hardly anyone today would probably remember this narrow-gauge railroad in the US state of Colorado, if it was not for its unconventional and quite unique rail vehicles which are still known amongst many railway enthusiasts. Our reader Markus Krell has built a creative Z scale model of one of their famed "Galloping Geese".

By Markus Krell. Some time ago, on an electronic auction platform, I came across the 3D printed Z scale shell of an American rail car and could not resist buying it.

For about 15 Euro I acquired an extremely interesting model, whose prototype was used for mail transport by the Rio Grande Southern R.R. (RGS) in the United States. This was a narrow-gauge railroad line operated between 1890 and 1952 between Durango and Ridgway in the western part of the US state of Colorado.



Geese No. 2 of the Rio Grande Southern Railroad survived and is preserved at the Colorado Railroad Museum where this image was taken on 1 December 2007. Photo: Jon's pics (CC-BY-2.0)

The RGS was especially known for its unconventional vehicles: The so-called "Galloping Geese" were a mixture between a car and a railway carriage. Their unique concept is perhaps only comparable with the similarly designed Borgward light railcars at the "Sylter Verkehrsgesellschaft" in Northern Germany.

They were a product of the 1930s world economic crisis, during which it became increasingly difficult, especially for the RGS, which never made a profit, to maintain economical railway operations in mountainous terrain.

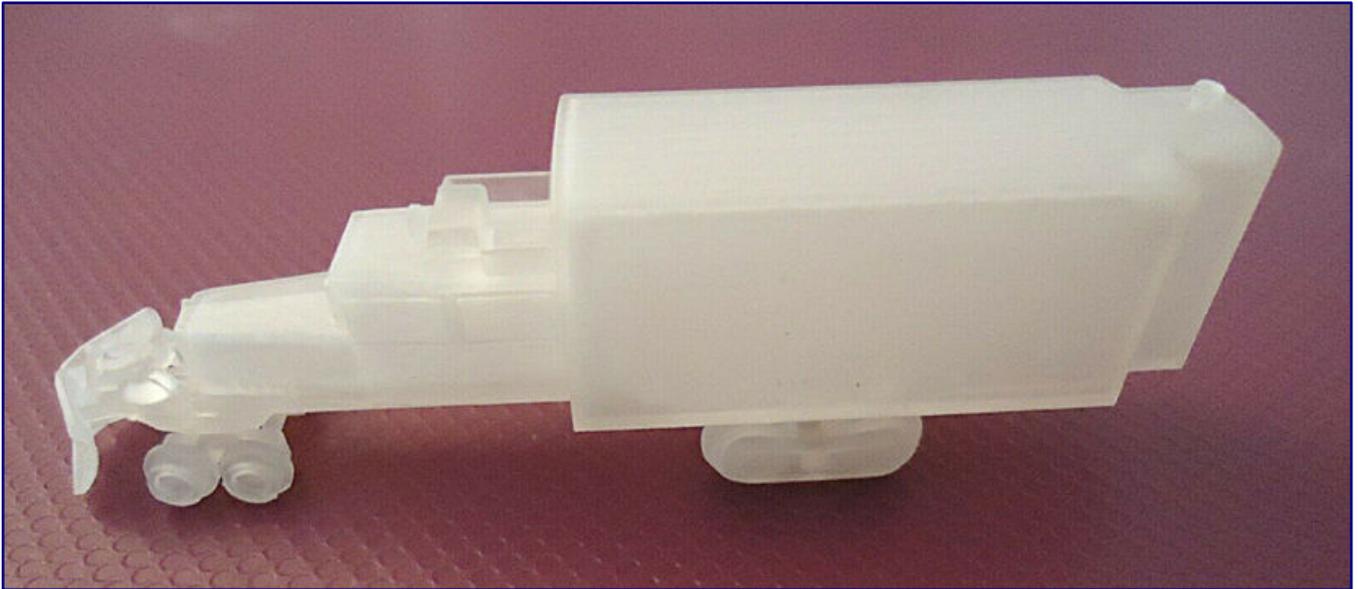
Between 1931 and 1936, it built seven relatively inexpensive conversion vehicles that were assembled from the front section of a road vehicle (bus or truck) and parts of a railroad freight car. The prototype of my model, "Motor No. 2", was built in 1931 und based on a Buick truck.



Image of "Motor No. 2" from Durango (Colorado), a self-powered railcar equipped with a snow plow and known as "Galloping Goose", from its active service period. It was based on a Buick truck that was converted in 1931. Photo: Russell Lee (PD-USGov-FSA)

They were intended for the low-cost transport of freight, mail and passengers depending on the chosen superstructure. And indeed, they were able to delay the demise of this railway company, which was originally supposed to benefit from the silver mining rush, for another twenty years or so.

Six of these seven curiosities on rails still exist today, but they were not all identical in design. At RGS, the unconventional vehicles were simply called "Motor" and numbered consecutively from 1 to 7.



The 3D printed shell was designed to be an un-motorised exhibition model. But Markus Krell also wanted to teach it how to drive. Photo: Rudolf Richter

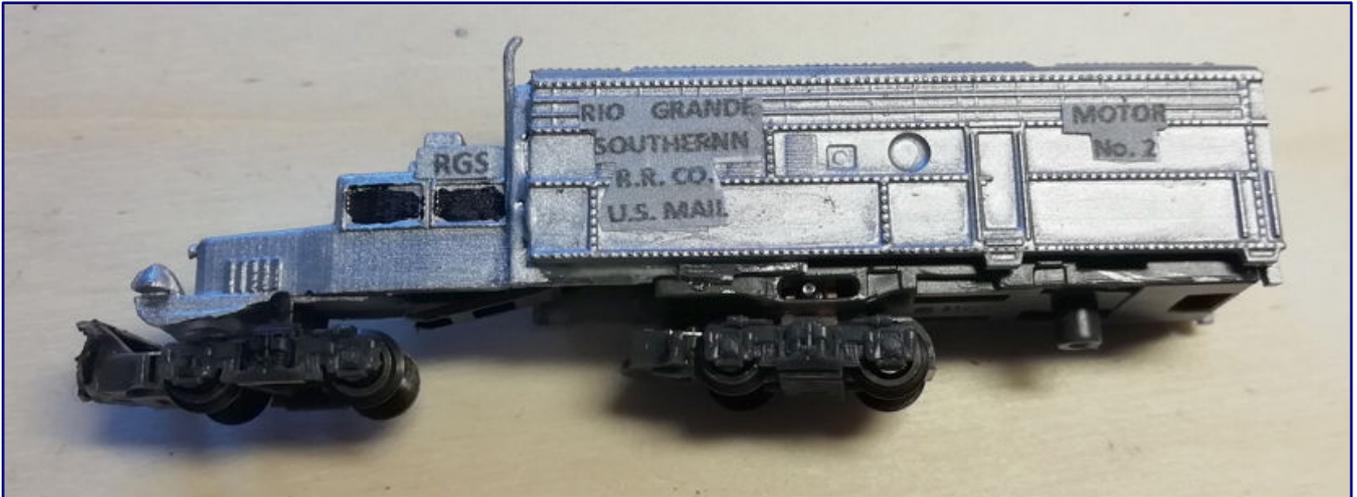
Initially, I set the shell aside, with the intention to paint it at some stage. But then I was suddenly gripped by some modelling frenzy: Could this un-motorized model not be brought somehow to life?

I felt that only a driveable version of the model would do justice to its special features. A first attempt with the chassis of a Märklin V 60 shunting engine failed. But the hoped-for success was finally achieved with a motorized Shorty chassis from Rokuhan.

First, I carefully removed the unpowered bogie - it was to be moved and used as a bogie under the driver's cab. Then I cut off two thirds of the rear body of the shell, slid the modified chassis under the remaining part and attached it with super glue.



Image of the 3D printed model with its already modified body, the split Shorty chassis and the unpowered bogie bolted to the front of the hood. An EMD F7 shell from Märklin was reassigned and used for the superstructure, with the roof already having undergone some initial adjustments. Photo: Markus Krell



The model in its painted and labelled state. The assembly of the Shorty chassis with the pivot pin of the removed bogie to the rear is clearly visible. Photo: Markus Krell

The chassis with the remaining powered bogie was installed with the section of the removed unpowered bogie pointing backwards. This causes a large overhang when going through curves, a typical prototypical feature.

The rear superstructure consists of a discarded and decapitated Märklin EMD F7 shell. The motor was now sitting quite far back. A few lead plates glued into the front part of the freight compartment shifted the centre of gravity so that the small vehicle was sitting safely on the tracks.



A look at the roof of the finished model shows that the fan rotors of the EMD F7 have disappeared: scraped off, sanded, filled and painted. Photo: Markus Krell

The unpowered bogie was glued and screwed to underside of the bonnet of the truck cab. The snow plough consists of a Mini-Club turnout cover made of sheet metal that has been cut and bent accordingly.

Fortunately, the paintwork was very simple: The whole vehicle was to be painted silver. With the help of the computer I made the inscriptions with an appropriate background colour and glued them on.

I chose to go with "Motor No. 2", which is preserved in the Colorado Railroad Museum. With a black, fine permanent marker the windows were quickly painted.



As described in the article, the work on the 3D printed shell finally resulted in a powered model. Here, the "Galloping Goose" with the official designation "Motor No. 2" in in operation on the modeller's US layout. Photo: Markus Krell

The vehicle runs silky smooth despite the removal and offset of a bogie. That surprised me, because half of the wheels for the power pick up were lost.

Chassis manufacturer:

<https://www.rokuhan.de>
<http://www.rokuhan.de>

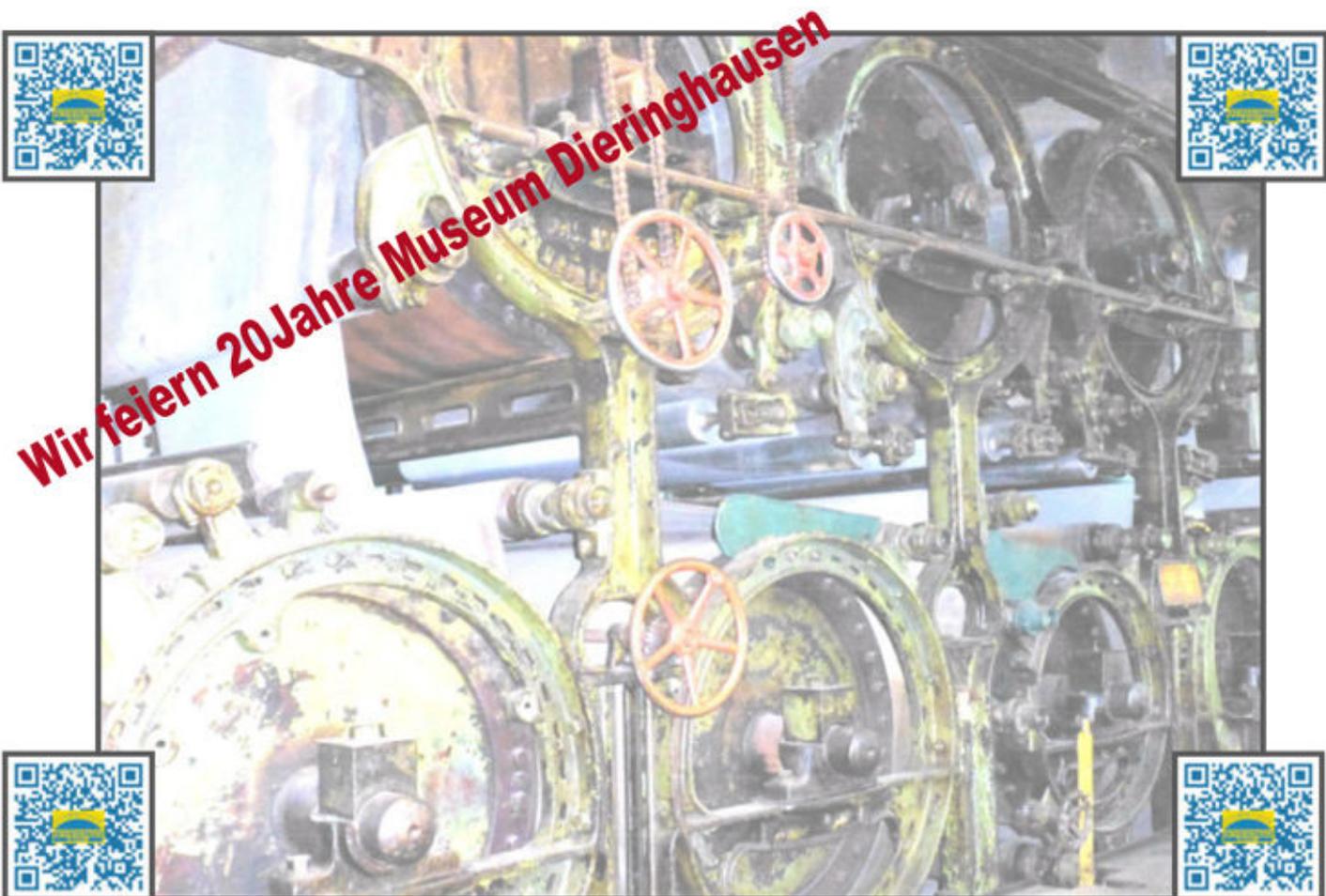
Parts donor:

<https://www.maerklin.de>

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Southwest of the Holstentor Lübeck district Buntekuh

Affected by the sudden death of Wolf-Ullrich Malm, we have agreed within the editorial team on a further layout portrait. The model for his penultimate work, with which he had already appeared at several exhibitions, is the Lübeck district of Buntekuh. We would like to take a look at the local model in order to understand his model implementation and to be able to appreciate it appropriately.

The last layout with which Wolf-Ullrich Malm was present at exhibitions before his sudden death also had a regional model. It was also a homage to his hometown and thus far more than an ordinary model railway.

The pedagogical mission of a retired teacher can certainly be seen here once again. Apart from the love for his home town, our various railway enthusiasts also worked through many tensions that life in the city can bring with it, as well as political mistakes in the area of the former city map.



At the Advent meeting on December 10, 2017, among other things, this general view of the “Buntekuh” complex by Wolf-Ullrich Malm was created. Photo: Sven Eggers

Since Wolf-Ullrich has been touring exhibitions and fairs with the “Buntekuh” layout (“Coloured Cow”) presented today, he has by no means remained inactive: There is another layout that was to remain his last work. It has also been completed, but has never been shown publicly. We hope that there will still be opportunities for this, because his work certainly deserves it.

But before we turn to the complex portrayed today, we would like to take a look at the district of Lübeck that gave it its name and whose special features have not been reproduced photographically and exactly according to the actual site plan, but in its overall concept it has been rendered congruously in a slightly stylized form.

A Short district history

Buntekuh (Coloured Cow) as a name for the presented layout is not a fantasy name. One of the outer districts of the Hanseatic City of Lübeck really bears this name and is located southwest of the Holstentor.

Anyone who is often on the A 1 Autobahn may have stumbled upon this unusual place name, as one of the exits points to it.

It got its name from a former farmhouse, which can be traced back to 1803, but probably has existed under this name for a longer time. The farmstead was separated from the ancestral estate Neuuhof in 1680.



Illustration: onlinestreet.de (CC-BY-4.0)

Its origin as a district lies in the Heimstättenstraße. At the suggestion of Senator Georg Kalkbrenner, Heimstätten Lübeck GmbH built a first settlement there between 1910 and 1914. The 62 single-family houses were intended as homes for “less well-off” people, which already indicates the social classes that were to be settled there.

Today, Buntekuh in a narrower sense also refers to a settlement that is the subject of Wolf-Ullrich Malm's design. It came into being in a second phase of development in the 1960s and 1970s, when the population of the district grew from around 2,300 to a good 13,000.

With the construction of the settlement, Neue Heimat implemented a modern urban development concept that followed the planning ideal of the “Charter of Athens”: The aim was a functional zoning only for the district. Individual zones were assigned to the four basic urban functions of living, working, recreation and movement.



The 14-storey caravel tower, built in 1967, marks the centre of the Buntekuh district in the immediate vicinity of the church, school and shopping centre. It is the largest residential building in Schleswig-Holstein. Photo: Oleg Dejan (CC-BY-3.0)

The core was the district centre, which included a school, church and a shopping centre.

Clearly separated from this was the living area, which was laid out all around, but remained free of commercial and recreational facilities.

The different needs of the individual social classes were taken into account by very different types of buildings. In Buntekuh you can find one-storey chain houses, two-storey row houses, four-storey row houses and also high-rise residential buildings.

missing. These were also clearly separated on the edge of the district. Two industrial estates and sports facilities are to be found there, but also allotment gardens. Extensive green belts serve to structure the zones.

In the previous list, the functions work and recreation are still



Illustration: onlinestreet.de (CC-BY-4.0)

The concept that was realized here ultimately failed in Buntekuh and many other cities in western Germany and requires considerable urban planning corrections.

Individuality in design seemed to be too limited, social responsibility for many institutions was missing. These deficiencies intensified development, which made high-rise buildings, in particular, become social hotspots from the 1980s onwards.

High vacancy rates of up to 20 %, the necessary renovation of the buildings that had aged in between, and damage from property damage hindered and in some cases prevented the buildings from solving the problems on their own. Partial successes were achieved by the city, state and federal governments as well as a foundation, in some cases, with measures such as the demolition of a high-rise building.

Buntekuh as a model

Wolf-Ullrich Malm also pursued a concept for this layout that went far beyond the construction of any landscape. Instead of a picturesque idyll, he created a thematic focal point and eye-catcher with high-rise buildings, as they once characterized the district, after all, they were deliberately chosen and placed as dominant features.

He found the matching polystyrene kits in the Märklin range, where they dominated the catalogues of the seventies and eighties, when this form of architecture was still considered modern. Ulli consciously attracted the attention of every observer with a façade design that changed from house to house with bright colors.



The urban planning corrections of the recent past are the subject of Wolf-Ullrich Malm's layout relocation: The five high-rise buildings of his arrangement as dominant buildings have already undergone modernization or work is still in progress (second high-rise building from the right). In the foreground are zones for business and recreation.

So it becomes clear at first glance that aesthetics and a sense of harmony are not the focus of the concept. Here, too, the aim was to pick up on local history, to convey an educational approach (thinking about social conflicts and focal points), and to work out the contrasts that make up Buntekuh in the model.

The layout builder was consciously guided by the described concept of the settlement and reproduced this freely, but in his sense completely correctly, on a manageable area, and thus somewhat compressed. It was not a matter of a photographic and, to scale, exact implementation of the real urban district.



Wolf-Ullrich Malm has also cleverly incorporated other forms of development into his layout concept. The cloud background was still a temporary solution at the time of the photo shoot, as this was also realised in line with the model of the layout.

And so the eye, once caught by the dominant high-rise buildings, also discovers the striking and equally characteristic terraced or detached houses, many allotment gardens, sports facilities and commercial enterprises such as petrol stations or market gardens.

The background scenery of Jowi backgrounds has also been cleverly incorporated and continues the realized model concept beyond the edge of the complex. The district in upheaval is also characterised by abandoned and decaying buildings or a construction site with the shell of new houses.

Even the broad green belts can be felt on the site: in addition to the allotment gardens already mentioned, which take up a large part of the area, there are meadows and trees at the roadside, the gardening centre already mentioned, and a large field of sunflowers on the right-hand side of the site.

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Photo above:
Commercial fruit and vegetable cultivation has also been integrated into the park-like surroundings. Photo: Sven Eggers

Photo below:
The right side of the layout has been given a more agricultural character, where typical Era III models like the V 80 (SMZ) and the VT 115 (Märklin) sometimes feel comfortable.

Photo on page 13:
During the construction of the layout Wolf-Ullrich coordinates the individual zones. The nursery was further extended, also the bus stop house was allowed to stay, while the small gas station did not find an entrance there. Photo: Sven Eggers



Photo above:

The clear division of the individual zones is also evident on this recording, here, especially structured by the background, which was purposefully and skilfully incorporated into the concept.

Photo below:

The zone of recreation includes the area adjoining the upper picture on the left. A small pond, on which two swans have settled, forms the centre of the small park with benches as seats for a chat. Both photos: Sven Eggers

Wolf-Ullrich has always explicitly pointed out that these were not distributed and arranged randomly. The flowers of his models of Rolf's Laedchen have been consistently oriented towards the sun, in accordance with the originals. They illuminate the observer when he or she looks at what is happening from the front and turn their side to the viewer when they do so.



The operational centre of a model railway layout is usually a station – as on “Buntekuh”. The Kibri model is only equipped with a long island platform, the track by the station building remained without a platform.

The station Rodach (near Coburg) from the Kibri program forms the operational centre, after all it is a model railway layout and not a functionless diorama. From the station building there is a passage to the central platform, which provides two tracks for the suburban station. A track directly in front of the building with a buffer stop is only (still) a siding, which is why the station platform has a fixed railing.

The small garden houses in the gardens, however, are not based on industrial goods, and are mostly, completely or partly self-built from the own workshop. Decorated with many different plants, vegetables, as well as shrubs and flowers, you will find here and elsewhere on the layout numerous individually and suitably designed figures. These were made by Trafofuchs.

Public launch and operation

Ulli has designed his layout so that he can use its substructure flexibly for his layouts. So the underframe was not only used for “Buntekuh”. The same applies to the location of background, lighting and information boards.



Photo above:

The layout builder has also accommodated vacancies and dilapidation as an expression of an outdated and outmoded urban development concept at his layout. A dilapidated building in danger of collapsing and rusting stacks of rails express this clearly and unmistakably. The single-storey bungalow on the right-hand side of the picture stands for the smallest type of building that was once realized in Buntekuh

Photo below:

The electrified main line, Wolf-Ullrich Malm deliberately did not use suspended overhead lines, proves that his layout has been a theme for the past two decades: The overhead lines did not reach Schleswig-Holstein and particularly the Hanseatic City of Lübeck until the end of the Federal Railway era. Both photos: Sven Eggers

For ease of transport, the system was constructed in modules that were assembled to form a complete structure at a trade fair and require a fixed sequence. This is also the decisive difference to modules that can be arranged in any order.

The complete system, including the turns at the end, which lead into the twelve-track staging yard, requires a total length of almost three metres. The operator does not sit behind it and thus hidden, but at



The operating concept at a glance: Wolf-Ullrich Malm sits to the left of the layout and has a view of the staging yard and the screen of the computer with the layout control system. He can easily talk to the exhibition visitors and answer their questions. He always keeps an eye on what is happening on the layout through a peephole in the background. Photo: Sven Eggers

the left end, in order to have a good overview of what is happening, and, also, to be able to allow visitors to fully appreciate the layout.



From time to time a “stranger” was allowed to run on the layout: Here is an ellok of the Ra “Rapid” series of the SJ with a container train (all models of FR Freudenreich Feinwerktechnik) on “Buntekuh.”

The premiere at a larger trade fair took place in April 2018 at Intermodellbau in Dortmund.

Wolf-Ullrich preferred this fair to an active participation in the recently held Z Gauge weekend in Altenbeken.

At the premiere, as well as the few following exhibitions, a large range of vehicles was used.

The largest part was of course produced by Märklin, but the trains also contained cars from FR Freudenreich Feinwerktechnik. Occasionally, a loco-motive based on the Scandinavian model from the same manufacturer was also allowed to operate.

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Photo above:
V 80 005 (of Sondermodelle Z) was one of Ullis special treasures. Since it was never used or domiciled in Schleswig-Holstein, but one of them was used for many years as a working locomotive for the Nuremberg Transport Museum, it was often used for special trains on the layout.

Photo below:
The situation was different with the 221 series. It was a regular guest not only in Lübeck. And so it was allowed to pass between the meadow orchard and a garden and park with a refrigerated wagon train.



The regular operation is determined by vehicles in an oriental or traffic-red colour scheme, often in electric traction. Wolf-Ulrich Malm did not have such a narrow view of whether or not the series in use also started in the Lübeck prototype: A class 111 of the German Federal Railroad passes the sunflower field with the flower heads uniformly aligned in the same way as in the originals with a local train (photo above). And the class 6270 of SMZ (picture below) is simply too beautiful to not let it travel to Buntekuh.

The 181² series, which did not start in the Lübeck prototype, was also a regular guest on Buntekuh and in traffic-red paint as a Rokuhan model in intercity traffic. Ulli also liked the fine models from SMZ, a V 80 and a traffic-red 627, which drove to the station with a remarkable background noise.



Also 181 219-7, at least as a model, regularly made it to Lübeck with an Intercity in its late years of service and then also passed the district Buntekuh, here at the tennis courts of the sports and exercise zone. In the background you can also see a skateboard facility for young people on the right.

The focus with the epochs V/VI was thus on the present, which also underlines the already described claim to refer to conflicts created by urban planning and their resolution in the present time.

All locomotives and multiple units were digitalized and impressed the viewers again and again with their high level of driving culture. The owner had decided to use the RMX control centre from Rautenhaus as the digital control centre, whereby the train operation at trade fairs was controlled fully automatically by the Traincontroller from Freiwald.

Manufacturer pages for the materials used:

<https://www.faller.de>
<https://www.freiwald.com>
<https://www.luetke-modellbahn.de>

<https://www.maerklin.de>
<http://modellbahn-hintergrund.com>
<https://www.noch.de>

<https://www.rautenhaus-digital.de>
<http://www.rolfs-laedchen.de>
<http://www.trafofuchs.de>
<https://viessmann-modell.com/kibri/>

Rolling stock used:

<http://www.fr-model.de>
<https://www.maerklin.de>
<https://www.rokuhan.de>
<http://sondermodellez.eu>

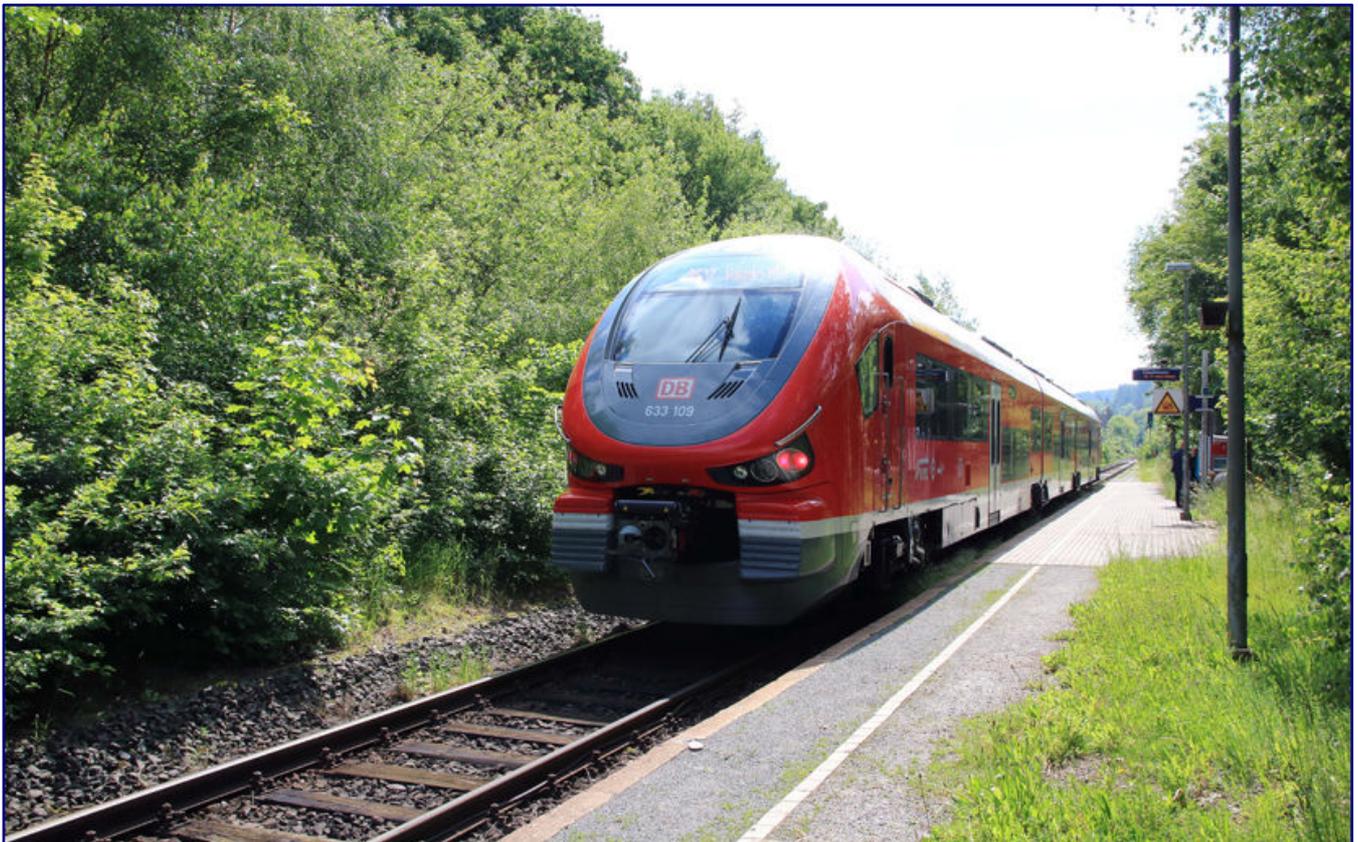
On the way in the Diemel valley (part 2)

Railway before scenery?

After the planning comes the action: Dirk Kuhlmann goes to work. Today the woodwork for the Diemeltal layout is scheduled before the laying of the tracks can finally begin. These steps also need to be well thought out: The construction must be ready for exhibition and should create a deliberately harmonious picture - nothing is left to chance.

Welcome to the second part of our documentation about the planning and construction of the "Diemeltal" layout! As with many previous installations, the moment of truth is here and now.

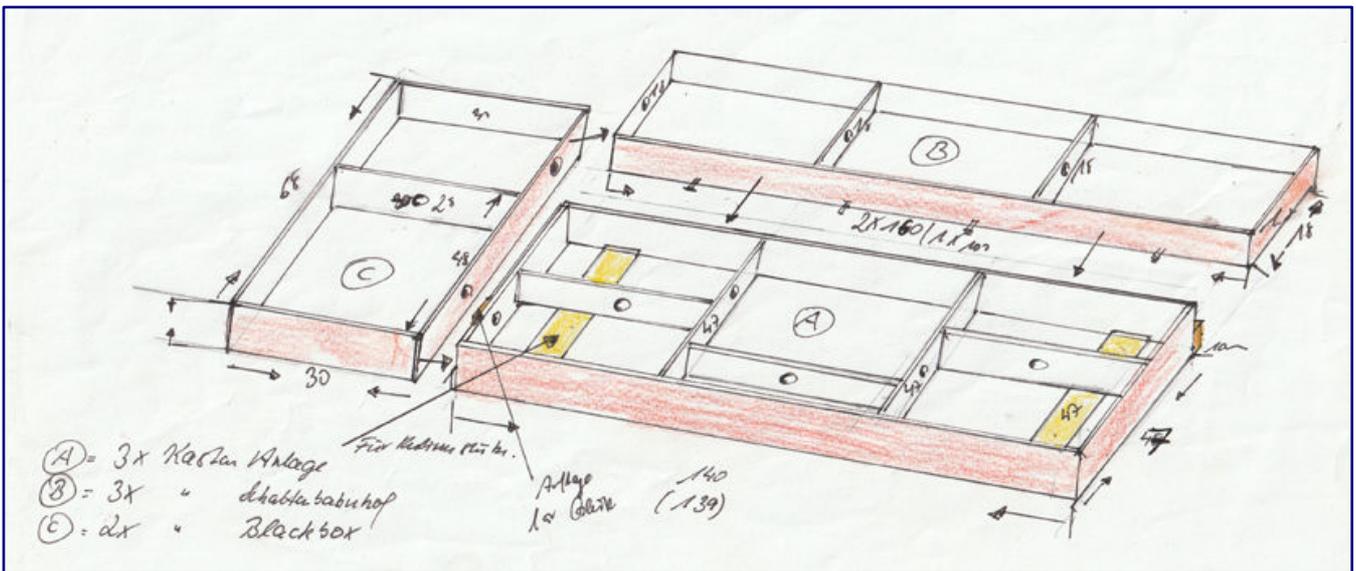
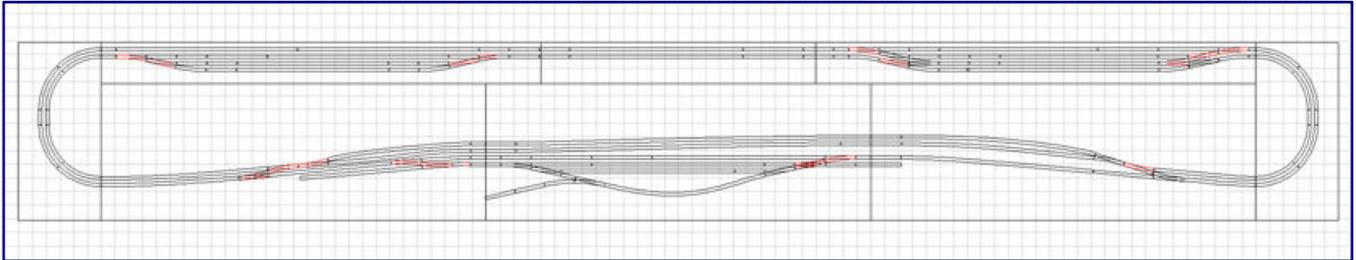
The desired track plan from the drawing, which was converted with a computer program (Railly 4.0), should now be printed out in a 5 cm grid. This would provide a wonderful basis for the construction drawing of the segment boxes.



Westheim is located in the middle of the Diemel valley and provided a free template for the layout with this name. When 633 109 stops there on 25 May 2019, the former Westheim station has long since been converted into a stopping point.

The dedicated PC specialist would of course continue the work here with further special programs. I, on the other hand, now enjoy working with a sharp pencil and matching rulers much more. In both cases, the aim is always the correct and considered arrangement of the wooden braces for a single box.

Each of us has already made the experience that the space "under the ground" is simply no longer sufficient in digital times, or worse, the underfloor drives for turnouts and signals can only be installed with a great deal of sawing effort, since there is a wooden brace again at exactly the installation position.



Picture above:
With the track plan program Raily 4.0, a 5 cm grid of the track plan was created, which has been implemented on the "Diemeltal" segment layout.

Picture below:
Dirk Kuhlmann produced a 3D drawing of the segment boxes and their braces by hand, which he could use as a basis for ordering the wood cuts and the subsequent construction.



The blank cuts are stored in the basement for sorting and further processing.

Should it really not be possible otherwise for reasons of stability, I am at least pre-warned. I convert the read units of measurement into a small 3D-drawing, so that the whole construction is a little bit clearer during the later assembly.

For "Diemeltal", all segment boxes are made of 10 mm beech plywood, the actual "track board" is made of 10 mm poplar plywood.

For the Z and N gauges this is sufficient in most cases. Although the individual boxes are quite heavy due to the beech wood, they are also more than sufficiently stable.

Years ago my layout "Helenensiel" fell down half a floor on a staircase. Nothing happened! And that's the way it should ideally be! My exhibits are

intended for an exhibition and have to "be able to stand a little more", but even a home installation deserves a stable foundation.

Based on the drawing, the listing of the individual parts is now completed quite quickly. I ask my carpenter for the dimensions of a complete panel and draw the sawing plan, of course always related to the cutting width of the saw blade. A few centimetres reserve should be considered.

I can only always recommend here, really go to a carpenter's shop, the cut is simply better than in a hardware store. Besides, for insurance reasons the hardware store is not allowed to cut less than 10 cm, the carpenter in a specialised company is!

After a certain period of time, the blank cuts are ready and are stored in the basement for processing. Sorting is now the order of the day. And half a day is quickly lost.

I also do not want to hide an important step before the assembly: A 25mm Forstner drill bit will be used to create the cable ducts in the braces. After that it's finally time for the assembly.

The now finished segment boxes still look quite sober, actually already boring. By the way, on a scale of 1:220 I avoid "any" gradients in the track. Only the scenery goes up and down. Of course I will show you the implementation in the next episode.



A 3 mm cork layer is placed on the finished boxes. This is followed by the trial construction of tracks in order to better assess the plan.

Laying the tracks

As so often with my works, the Märklin track system is used.

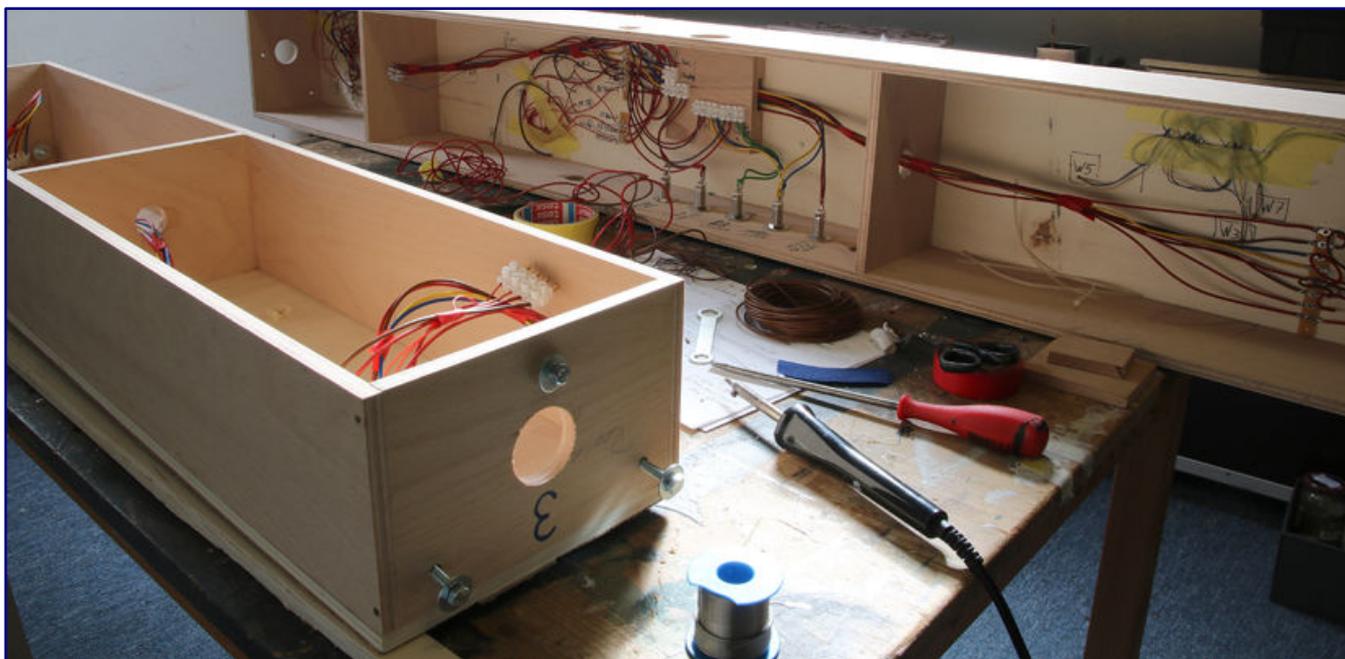
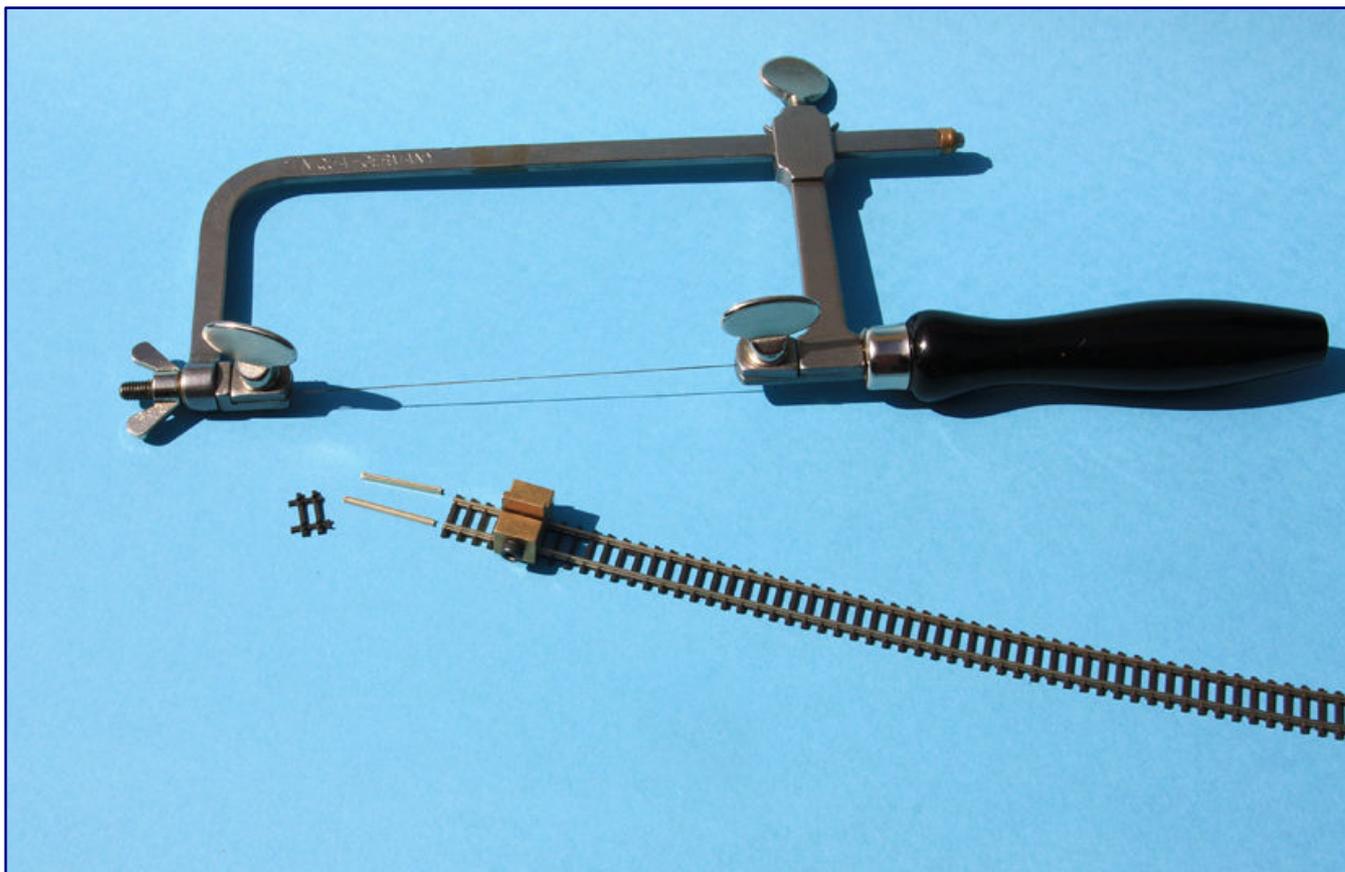
It's not so much about the sympathy towards this supplier, but more about the ability of the manufacturer's and partly also the dealer's to supply.

As always with me: What is not available now will not be used in the further construction period. The typical and many years lasting characteristic of "accumulating" material - hunting instinct of many model railroaders or pure fear of a production end - is not present with me.

As a result, all segments are given a 3 mm thick layer of cork, which should contribute a little to noise insulation. The first tracks are now laid on the three parts of the staging yard and the two curved elements.

If everything looks satisfactory, the rails are removed again and the five segments are screwed together. For this I had made the holes for the M10 screws with a drilling template in advance. Please note that each hole has a little clearance. Especially the track transitions in scale 1:220 should be meticulous.

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Picture above:
A further advantage of flexible tracks is, besides the free choice of large radii, the seamless laying of longer sections. In the end they can be shortened individually. A Krause track clamp fixes the track ends so that they can be cut to the same length.

Picture below:
With regard to electrics and not fully exchangeable elements, all segment boxes are given fixed numbers that determine their sequence in the system. The holes for the M10 screws to connect them are driven into the wood with the help of a drilling template.



The turnouts are mounted with their lateral boxes removed to prepare for an underfloor drive. Careful attention is paid to the correct track spacing, which is "staked out" with a ruler.

10 mm wide Pertinax plates (translator: Resin soaked card board with copper layer) are glued and screwed to the respective ends of the segments. On the same length I soldered the sleeper-free rail profiles. It is a classical method from the module construction and besides it is quite resistant against a track destruction, for example during the construction or disassembly.



Postcards of places in the immediate vicinity, such as this one from 1954, repeatedly provided inspiration for the further design during the project. Figure: Kuhlmann Collection

By this time Jörg Erkel had already completed his digital train control plan and I fitted the relevant rail sections with dividers.

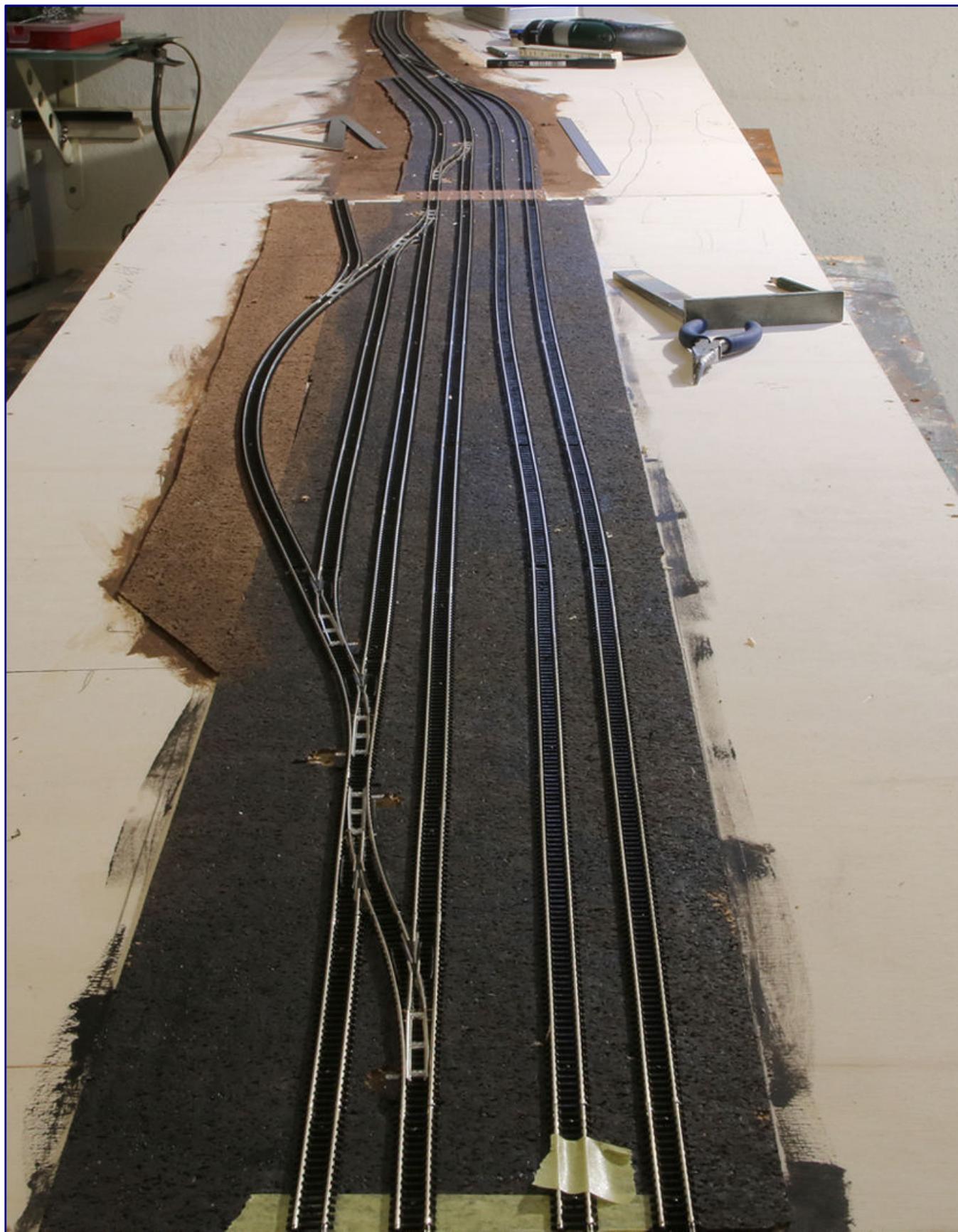
The necessary cable work is not yet mentioned here; this will only be discussed in a later article focusing on the "digitization of Diemeltal".

After the rails have been laid out again, all cables now disappear into the ground - labelled with a name so that the later identification is guaranteed.

continue on page 30



This scene, shot at Hardehausen, also captures the mood very well, which the layout should also express. Picture: Kuhlmann Collection



The tracks have been laid over the segment ends, where instead of the sleeper tape a soldered joint to a Pertinax underlay provides support, and are now fixed with track nails. The first pencil markings show that it is always the image of the finished landscape that determines the course of action.



After cutting through the rails at the transitions, there is a secure connection to the adjacent segment, which is always at the same height and thus free of edges and gaps. Nothing would be more annoying than interruptions during trade fair operations!

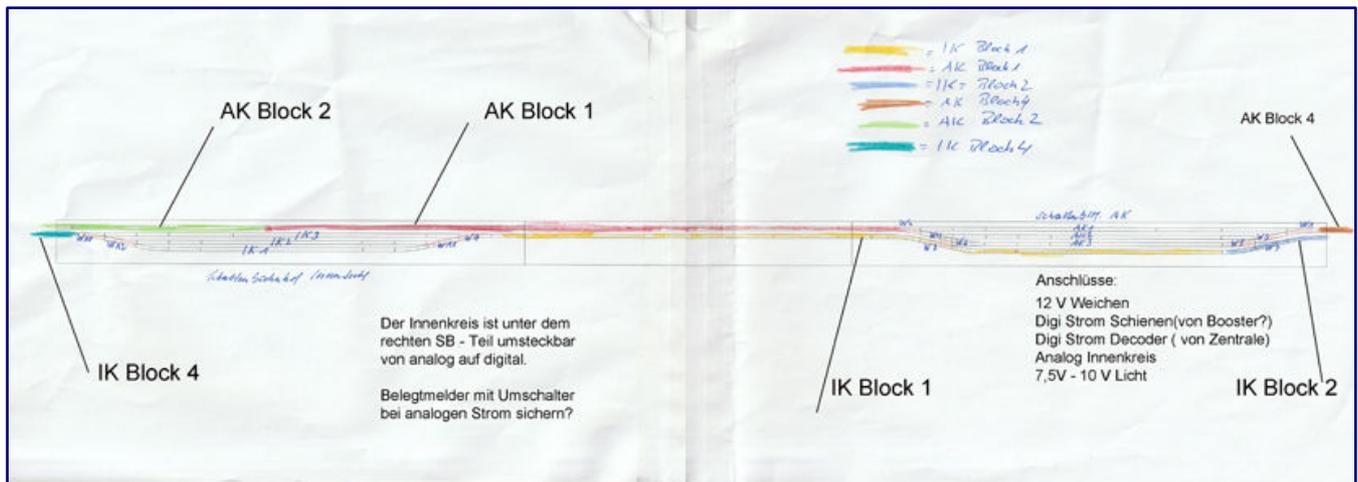
This also applies to the electric turnouts, of course. In the staging yard they can be used relaxed with the big black boxes on the side.

Everything is then fixed with the track nails from Märklin and this remains so, because this ensures that a defective turnout can be removed quickly and easily at any time. This is one of the many requirements for a modern exhibition layout. By the way, at "Diemeltal" we go so far as to allow analogue operation in an emergency.

After adapting the two curve elements to the later visible area of the layout, all parts of the staging yard were transported to Westheim, where the men of the company HRT went for the digitalisation. At this point we would like to thank our haulier Paul-Hermann for maintaining the logistics between Leverkusen and Westheim!

Before the further laying of the track is executed, a lot of hard work is required. As you could already see on the plan, I only install flexible tracks because of the smooth and very elegant curve.

The sleeper tape must be cut regularly for this purpose. In addition, the Märklin hand turnouts lose their black drive box to be prepared for underfloor drive. For those who are a bit unsure about laying the tracks very freely, a 1-to-1 printout of the track plan is recommended as a straightforward template.



The separation locations for the sections monitored by occupancy detectors had to be taken into account during construction. Jörg Erkel as the future owner delivered his plan for the digital operation in time.

However, due to my great experience, a few marked points are enough for me to start on the left segment. With the help of my proven spacers, steel rulers and pins, the first flex tracks can be fixed with rail nails after necessary trimming with the help of a jeweller's saw and fine blade (32 teeth/cm). The well-known Krause clamps (Art. No. 01 425) hold the track in the desired shape.

A first group of turnouts at the level of the future signal box requires more attention. The 13 mm wide drill holes must be in the right place for the later actuating wire. The laying of the track takes some time, interrupted only at the segment transitions.

With a rail saw (30 239) I cut through the track groups soldered on Pertinax in one go, an old but very heavy steel ruler serves as a guide rail, which is quickly screwed to the segment at both ends.

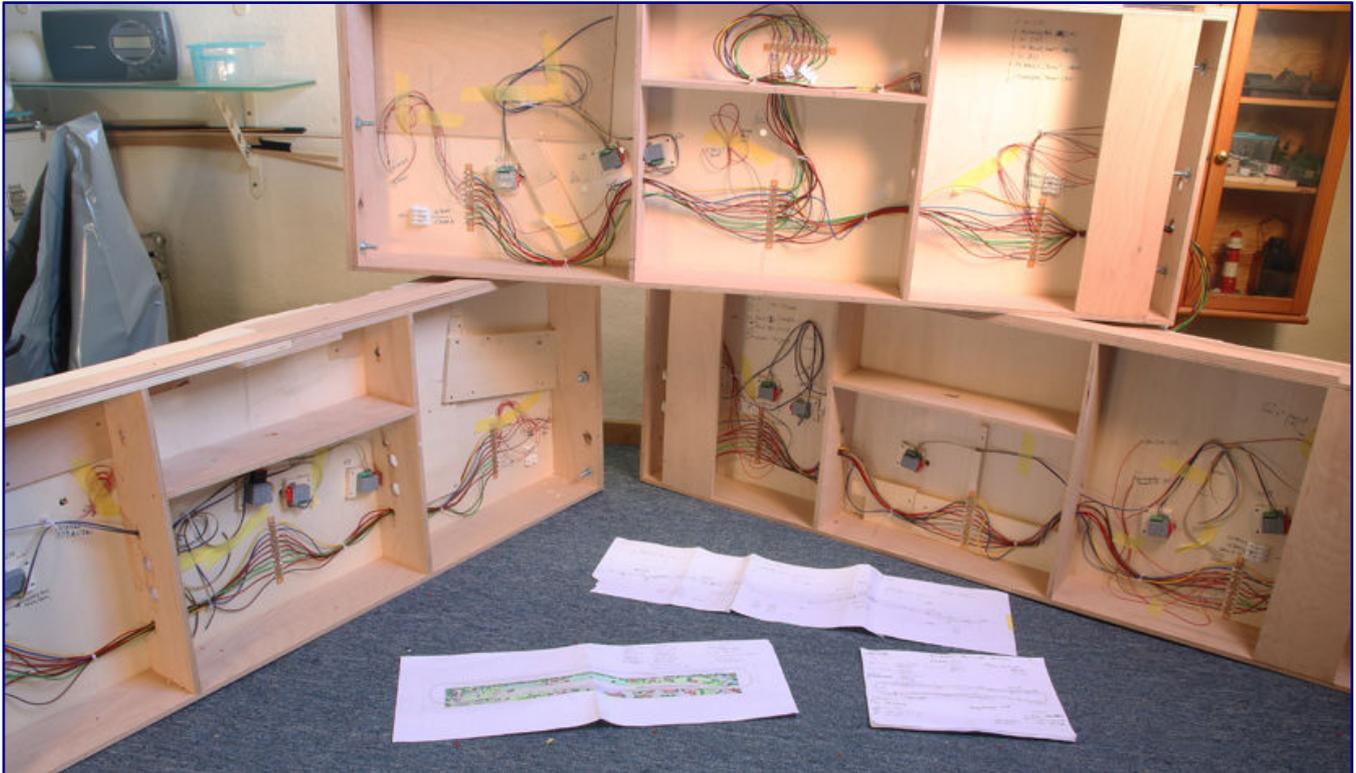
During the laying of the tracks, old cars are used again and again to check the running, one of these cars even still has wheels made of plastic. With this I simulate the rolling behaviour of model trains after two days of rough exhibition operation.

So I work my way from the middle to the end of the right segment, interrupted by regular visual checks. The now finished track figure shows the expected simple elegance. With this, my everlasting principle of the "railway in the landscape" would be preserved.

More tracks and especially turnouts would be connected with the danger that "Diemeltal" would rather slide down into a toy train. You already notice, at the latest with the laying of the tracks the attention should be paid to the coming landscape. A first quick test with already finished houses supports my idea of the future exhibit.

Now the underfloor turnout drives will be installed, which are attached at the side of the turnout, just like the original from Märklin. The reason for this is quite simple: I want to be able to change the turnout during an exhibition without much effort.

Hectic, high volume and a waiting audience are not conducive to fine tuning on site. The operator of model railway layouts in smaller scales should always pay attention to this. Nevertheless, there is enough space for possible turnout drive dummies and lanterns.



Thanks to good planning, no braces or beams stood in the way of the connection work. The cabling and underfloor installation of the turnout drives could be carried out and completed without any changes. However, details of the cable work and the design of the scenery are only to follow with the other parts of this series from autumn 2020.

So we have already reached the end of part 2, soon we will start with the basic structure of the scenery. But I'm still asking for a little patience, because this is not planned until autumn 2020.

Own pages from Dirk Kuhlmann:

<http://helenensiel.com>

Source for the tools used:

<https://www.fohrmann.com>

1zu220-shop.de

Ihr Fachhändler im Netz
für die Spur Z

Archistories 104191 - Bahnhof 'Westheim'
Lasercut-Bausatz Spur Z

Art.-Nr. 105191, Maßstab 1:220 (Spurweite Z)

NEU !!!

Der sauerländische Bahnhof 'Westheim' wurde maßstabsgetreu und hoch detailliert seinem Vorbild entsprechend umgesetzt.

Der dreiteilige Baukörper gliedert sich in einen giebelständigen repräsentativen Mittelteil, ein Restaurant und auf der Gegenseite den Bereich der Güterabfertigung. Die drei Gebäudeteile können auch einzeln aufgebaut werden.



Bausatz aus hochwertigem, durchgefärbtem Hartkarton. Abmessungen: ca. 203×81×56 (L×B×H in mm ohne Verladerampe)

64 €



Dekomaterial sowie Fahrzeuge und Figuren gehören nicht zum Lieferumfang. Der angegebene Preis gilt im Laden bei Abholung. Im Fernabsatz kommen umsatzabhängige Versandkosten hinzu, die wir Ihnen auf unseren Seiten vor Abschluss eines Kaufvertrags jeweils individuell anzeigen.

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Note for English readers: The literature section that follows is not translated into English because the original texts of the books involved are in the German language. The original German is left here for information purposes only.

Fachbegriffe der Modelleisenbahn **Ein Lexikon nur fürs Hobby**

Bei Transpress lebte in diesen Wochen ein Klassiker wieder auf: das Lexikon der Modelleisenbahn. 1983 erstmals erschienen, erfuhr es bereits mehrere Überarbeitungen. Wir haben uns die jüngste angeschaut, um zu erfahren, ob sie den Anforderungen der heutigen Zeit standhält.

Manfred Hoße / Claus Dahl / Hans-Dieter Schäller / Joachim Schnitzer
ergänzt und überarbeitet von Ulrich Lieb
Lexikon der Modelleisenbahn

Transpress Verlag
Stuttgart 2020

Gebundenes Buch
Format 17,0 x 24,0 cm
256 Seiten mit 250 teilweise farbigen Abbildungen

ISBN 978-3-613-71558-5
Titel.-Nr. 71558
Preis 14,95 EUR (Deutschland)

Erhältlich direkt ab Verlag
oder im Fach- und Buchhandel

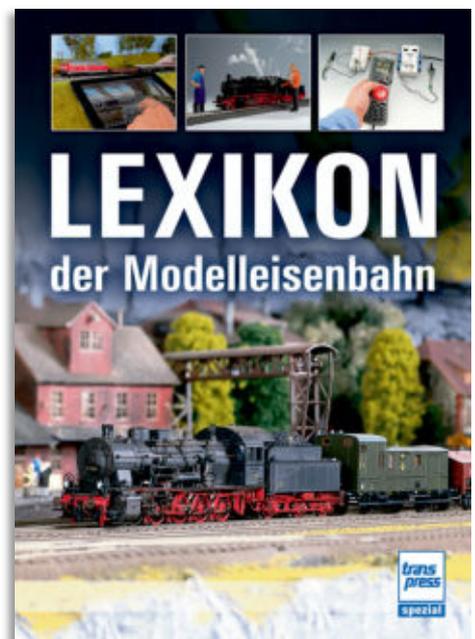
Um das vorliegende Lexikon angemessen würdigen und besprechen zu können, müssen wir zunächst etwas in die Vergangenheit schauen: Es handelt sich hier um ein überarbeitetes und ergänztes Buch, das wir mit der 3. Auflage aus dem Jahr 1996 vergleichen können und wollen. Erstmals erschienen ist es 1983.

Der Verlag empfiehlt Interessenten den Titel mit den folgenden Worten: „Dieses Lexikon sollte in keiner Werkstatt fehlen, denn in über 1.300 Stichwörtern und knapp 250 Bildern stecken jede Menge Know-how über das Vorbild und seine Nachbildung auf der Modelleisenbahnanlage sowie Fachwissen rund um den Selbstbau von Anlage, Fahrzeugen und Elektronik.“

Das sind, verpackt in nur einem einzigen Satz auf gleich drei Zeilen, so viele Informationen, dass sich dessen Sinn kaum noch erfassen lässt. Wir werden uns also Stück für Stück den Inhalten nähern. Doch zunächst fällt uns mal auf, dass der Umfang mit 1.300 Stichwörtern unverändert angegeben wird. Aber das ist hält nur einer quantitativen Betrachtung stand, wie wir noch sehen werden.

Die Anzahl verwendeter Bilder hat sich gegenüber fast 400 bei der älteren Auflage auf nun 250 deutlich reduziert. Während das Format etwas vergrößert wurde, hat sich die Seitenzahl von 320 auf 256 reduziert – das macht neugierig.

Waren im Titel von 1996 am Buchende noch die wichtigsten Normen Europäischer Modellbahnen (NEM) abgedruckt, schien dies heutzutage entbehrlich, denn sie lassen sich stets aktuell im Internet



nachschlagen. Rechnen wir diesen Teil heraus, bleibt bei 256 zu 251 sogar ein kleines Plus für das neue Buch stehen. So müssen wir uns der Frage zuwenden, was sich an den Inhalten geändert hat.

Zunächst werfen wir aber einen kurzen Blick auf drei der fünf Autoren, die hier mitgewirkt haben: Zu den Urhebern gehört mit Claus Dahl ein aktiver Modelleisenbahner, der die Arbeitsgruppe Elektronik/Elektrotechnik in der Technischen Kommission des Bundesverbandes Deutscher Eisenbahnfreunde BDEF leitet. Joachim Schnitzer hat früher Fachartikel im „Modelleisenbahner“ veröffentlicht.

Ulrich Lieb war dort sogar Redakteur und ist heute freischaffend tätig. Bei Transpress sind viele Bücher zu finden, die aus seiner Feder stammen. Vom Fach sind sie also alle, was unsere Erwartungen natürlich steigert.

Wie die früheren Auflagen umfasst das Lexikon einen großen Themenbereich des Modellbaus und besonders natürlich der Modellbahn. Er reduziert sich dabei nicht auf Aspekte und Fachbegriffe der Eisenbahn, ihrer Modelle, der damit verbundenen Elektrik und Elektronik oder des Anlagenbaus.

Auch Bearbeitungs- und Arbeitstechniken, Werkstoffe und allgemeinere Punkte der Technik finden hier ihren Platz. Alles sauber und alphabetisch sortiert, lässt sich problemlos finden, was es gerade zu erläutern gibt. Zusammengesetzte Wörter und Begriffe sind nach dem ersten Buchstaben des ersten Wortteils eingereiht, was keine Änderung zu früher darstellt.

Die aktualisierte und überarbeitete Neuauflage hebt sich erwartungsgemäß aber in vielen Punkten ab. Zu viele Entwicklungen gerade im Bereich der Halbleitertechnik, Elektronik und Digitaltechnik gab es seit dem ersten Erscheinen.

Dies war auch Anlass für die jüngste Überprüfung und Erweiterung, bei der nun ein klarer Schwerpunkt auf der digitalen Modelleisenbahn lag. Natürlich kann ein Lexikon nur eine Grundinformation liefern und ersten Eindruck vermitteln, nicht aber zu sämtlichen Themen Fachbüchern ersetzen.

Was für das Verständnis des gerade aufgeschlagenen Suchbegriffs erforderlich ist, haben wir hier aber durchweg wiedergefunden und anschaulich erklärt bekommen. Lücken sind uns keine aufgefallen, wir haben also keine Themen vermisst.

Doch frei von Schwächen ist auch dieses Buch nicht, aber sie betreffen eher dessen Aufmachung: Viele Zeichnungen werden seit Jahrzehnten von Auflage zu Auflage durchgereicht und hätten durchaus auch mal ein frisches Bild verdient.

Gravierender fällt das aber bei den verwendeten Fotos auf. Mit (angenehm auffallenden) Ausnahmen stammt ein großer Teil davon auch noch aus den Büchern, die vor dreißig Jahren oder noch davor erschienen sind. Sie wirken übersättigt und nicht ausreichend ausgeleuchtet, zudem lässt auch ihre Reproduktion das Alter zu deutlich erkennen.

Dies lässt das Lexikon beim Durchblättern schnell und zu Unrecht altbacken wirken und vermittelt ungewollt den ersten Eindruck, nicht aktuell zu sein. Dabei hat sich der Verlag große Mühe gegeben, den Einband auf die Höhe der Zeit zu bringen: ansprechende und recht aktuelle Fotos, die dieses Titels würdig sind.

Für nur knapp 15 Euro erhält jeder aktive Modellbahner als Käufer hier ein durchaus nützliches Buch und einen hohen Gegenwert. Vorgängertitel dürfen damit beruhigt in die Tonne oder ins Antiquariat wandern.

Publishing pages with reference possibility:

<http://www.transpress.de>

<https://www.motorbuch.de>

Akkutriebwagen der Bundesbahn Zigarren und Heulbojen

Als in den fünfziger Jahren die „Limburger Zigarren“ und schließlich die weiterentwickelten Nachfolger mit Spitznamen wie „Akkublitz“ oder „Taschenlampenexpress“ erschienen, schien eine Entwicklung auf dem Höhepunkt, die noch vor der Jahrhundertwende begonnen hatte. Die Fahrzeuge waren beliebt, flott unterwegs und wiesen geringere Betriebskosten als Dieseltriebzüge gleicher Größe auf. Der EK-Verlag ließ sie nun mit einem Film portraitieren.

CFT Video Berlin
Akkublitz und Zigarre
Die Geschichte der Akkutriebwagen

EK-Verlag GmbH
Freiburg (Breisgau) 2020

DVD-Video
Bildformat 16:9
Tonformat Dolby-Digital 2.0
Sprache deutsch
Laufzeit ca. 58 Min.

Best.-Nr. 8484
Preis 19,80 EUR (Deutschland)

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Speichertriebwagen waren keine Erfindung der Bundesbahn. Als sie 1950 die acht Triebzüge ETA/ESA 176 mit ihren „Eierköpfen“ in Betrieb setzte und einige Jahre später die ETA/ESA 150 folgen ließ, blickte diese Antriebsform schon auf eine rund fünfzigjährige Geschichte zurück.



Im Jahre 1895 begann deren Entwicklung, die ersten betriebstauglichen Fahrzeuge stellt die preußische Staatsbahn 1907 in Form der Wittfeld-Triebwagen, die bei der DB als ETA 177, ETA 178 und ETA 180 weiterbetrieben wurden, in Dienst.

1926 folgten insgesamt 18 Doppeltriebwagen mit den Bezeichnungen 581/582 bis 615/616, die ihre Akkumulatoren nicht mehr in einem Vorbau, sondern unter dem Fahrzeugboden trugen. Waren sie bei der DB als ETA 179 nur bis etwa 1960 im Einsatz, blickte die DR in der DDR auf einen Bestand von fünf Züge, die bis 1968 eingesetzt wurden.

Diese wenigen Informationen umreißen bereits ein spannendes Feld zur Geschichte einer Traktionsart, die stets eine Außenseiterrolle spielte und doch eine Renaissance erleben könnte. Für Zetties interessant ist die Historie, weil es von Westmodell die Nachbildung eines Wittfeld-Akkumulatortriebwagens gab und mit Blick auf das schon betagte Märklin-H0-Modell der Baureihe 515/815 auch Wünsche für den Maßstab 1:220 bestehen.

Bleibt nun also zu klären, welche Aspekte im breiten Themenfeld aufgegriffen und behandelt werden? Explizit zu betonen ist an dieser Stelle schon einmal, dass sich das Video nicht auf die beiden Baureihen 515 (ETA 150) und 517 (ETA 176) sowie ihre Steuerwagen beschränkt. Der Untertitel der DVD macht dies schon vorsichtig deutlich.

Im Fokus steht die komplette Geschichte dieser Antriebsart, beginnend mit deren Entwicklung ab 1895, dem Einsatz der ersten Bauarten auf preußischem Hoheitsgebiet sowie den weiteren Fortschritten bei der Deutschen Reichsbahn-Gesellschaft. Schließlich mündet dieser Abriss bei den Neubauten der Bundesbahn.

Gut herausgearbeitet wird auch, warum nicht einfach ETA 176 und ESA 176 weitergebaut wurden, sondern schon nach kurzer Zeit mit ETA/ESA 150 eine Nachfolgebauart auf die Schienen gestellt wurde. Selbst innerhalb dieser Baureihe gab es Unterschiede und auch weitere Fortschritte der Technik.

Historische Aufnahmen wechseln sich mit jüngeren aus den letzten Betriebsjahren auf der Nokia-Bahn zwischen Bochum und Gelsenkirchen ab, wobei altem Filmmaterial natürlich die Zeit anzusehen ist, was zugleich aber auch die authentische Wirkung unterstreicht. Einen Schwerpunkt bilden dabei die Heimatbetriebswerke Limburg (Lahn) und Wanne-Eickel, was nicht überraschen kann.

Einzig der Bahnhof Bad Schwalbach im Taunus scheint etwas überrepräsentiert, auch wenn die betreffenden Sequenzen auf die gesamte Filmlänge aufgeteilt worden sind. Die Dominanz ist wegen der sehr ähnlichen Perspektiven und Brennweiten nicht zu übersehen.

Sehr schön fanden wir, dass auch die Rolle der Fahrzeuge bei Jubiläumsfeiern der Deutschen Bundesbahn (1985) und der Polnischen Staatsbahn PKP einbezogen und gewürdigt wurde. Das rundet das Gesamtbild ab, verdeutlicht die historische Bedeutung und ruft zudem auch noch in Erinnerung, wie Schienenfahrzeuge als Folge des Kriegs einst in Europa verstreut wurden.

Ebenso hat die Filmmannschaft den erhaltenen Akkutriebwagen nachgespürt und dafür sogar einen Abstellort des DB-Museums besucht, der normalerweise nicht zugänglich ist. Heute steht dieses ehemalige DR-Fahrzeug in Weimar und fand nach Arbeiten an seinem Äußeren ein weiteres Mal Eingang in den Film.

Auch in Nördlingen (Bayern) wurde eine äußerlich restaurierte Dauerleihgabe der Baureihe 515 gefilmt, während das Eisenbahnmuseum Bochum-Dahlhausen mit einer Garnitur aus 515 und 815 zwar erwähnt, aber nicht besucht wurde.

Wertvoll wird diese sehenswerte Zusammenstellung zudem auch noch dadurch, dass die portraitierten Fahrzeuge darin häufig auf Strecken zu sehen sind, die heute längst stillgelegt sind und so unwiederbringliche Momente auf Zelluloid festgehalten und gesichert werden konnten.

Im abschließenden Fazit bleibt festzuhalten, dass diese DVD ein Muss für alle Freunde der Akkumulator-Triebwagen ist. Wer eine „Limburger Zigarre“ oder ein „Hängebauchschwein“ auf dem Wunschzettel für den Maßstab 1:220 hat, der findet hier wichtige Eindrücke und Momente, die Lust auf mehr machen.

Publishing pages with reference possibility:
<http://www.eisenbahn-kurier.de>
<http://www.ekshop.de>

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Thalkirchdorf, Markt Oberstaufer.



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Readers' letters and messages

Zetties and Trainini in Dialogue

Thank you for each letter to the editor and all the feedback that reaches us. Write us (contact details are in imprint) - Trainini® lives from dialogue with you! Of course, this also applies to all suppliers in Z gauge, who would like to introduce innovations here. A representative sample is our goal. Likewise, here we note any events or meetings with significance to Z gauge reference, if we are informed in time.

Praise and wishes in special times:

I hope and wish you all are healthy so far. Many, many thanks for your commitment and the continued great coverage of Trainini. I read each issue three to five times, and I am thrilled.

Michael Beckers, via E-Mail

Faller-Church now on sale in dealers:

Faller's Church of St. John the Baptist (Art. No. 282778) is now enriching the programme. In addition to the classic village church made of polystyrene with a Bavarian touch, which fits very well with Z-gauge, we find another model in the Güttenbach range that is very suitable for layout construction.



The chosen architectural style of the newly delivered church of St. Johannes Baptist von Faller (art. no. 282778) allows for wide use in many regions of Germany.

This is a contemporary architectural kit made of solid-coloured hard cardboard. It consists of a total of 141 parts in six colours. Window film, curtain mask and building instructions are of course also included with the kit. The basic dimensions are 138 x 73 mm; the height of the tower is given by Faller as 141 mm.

This church with a facade in light sand colour can be used almost all over Germany. The roof covering also makes an excellent impression and features attractive pantile (nave and sacristy) and plate engravings (steeple). With this new model, gauge Z is now very well positioned in the area of village and smaller town churches.

Weighing up opportunities and risks:

In a letter circulated to its dealers and select specialty stores, Märklin looks at the opportunities and risks of the current crisis. Although the storm is far from over, optimism remains the order of the day.

It literally says: "For all of those who have survived these difficult times relatively unscathed, they should be better equipped for the future than before. Märklin is now also looking ahead to its restarted production at both the Győr and Göppingen plants. This was made possible with relaxed restrictions and after implementing measures on hygiene regulations, compulsory masks and shift models for maintaining the required separation distance."

So we can look forward to deliveries soon and sweeten our hobby, as long as we have to restrict our personal life in many places. We will certainly get to know and hopefully also appreciate the home four walls much more intensively. Of course this also includes model railroading!

Märklin closes his look at the current situation with a look at the price lists: A planned and necessary price increase will be waived in all gauges. It would probably not have been possible to implement it on the market at the moment. The manufacturer would like to give this as a thank you to his end customers, and thanks for their patience and loyalty to the company.

New products from Z-Doktor-Modellbau:

With a view to the exhibition in Altenbeken, Björn Plutka had been as busy as many others in starting or pushing new constructions. Since this exhibition could not take place, we are pleased to present three new products here, which can now be ordered and delivered.



Signal- (Item No. ZD-220-40002-1; left in the left photo) and turnout tensioning device (ZD-220-40001-1; right) are two current products in 3D print from Z-Doktor Modellbau. The telephone box (booth) TelH78 (ZD-220-30004-1; right photo) is also very convincing.

On the one hand, Z-Doktor Modellbau (<https://www.z-doktor.de>) has reacted to a gap in the program and developed 3D printed resin turnout (Item No. ZD-220-40001-1) and signal substations (ZD-220-40002-1). The filigree parts reach the customer unpainted and still require a black colouring - best applied by spray.

The third new product is a telephone box (booth) of type TelH78 (ZD-220-30004-1), which was once developed by the German Federal Post Office and installed in large numbers. The name of the model stands for the abbreviation of the word "Telefonhäuschen" and the year of introduction (1978). This also clearly defines the period of time until its disappearance at the turn of the millennium.

The 3D print conversion in resin is delivered in one piece and unpainted; inside even the coin-operated telephone with the typical shelf is reproduced. It is the customer's responsibility to paint the concrete base grey, the box yellow, the telephone and door handle black, and to replicate the window panes with an adhesive varnish.

In addition, an accessory consisting of two additional parts has to be added, which was developed at our suggestion at short notice: In order to convert Märklin's Dresden freight car model (later GI 11) to the later, welded version (GI 22), a trapezoidal truss structure is required, which was located between the axles behind the running boards of the loading doors.



With the help of trusses (ZD-220-20002-1) Märklin's models of the large GI 11 (bandage type) can be converted to a welded GI 22. The trusses are simply glued to the vehicle floor behind the steps. Both the Miele car shown and the following model with Kuba-Imperial advertising can be converted to look like the original.

This truss (ZD-220-20002-1) is also offered unpainted as a resin printed part and is simply glued to the car floor of a suitable model after it has been painted deep black. As an example for a suitable car we see the Insider 2019 (80329), which was also used as GI 22 in the prototype. The next annual car (80330) with Cuba-Imperial design can also be redesigned according to its H0 model.

Exhibition at Märklineum - Opening postponed:

As was almost to be expected, Märklin is unable to keep to the planned June 2020 date for the opening of the exhibition at the Märklineum, which includes the new display area. Due to the delays caused by the Corona virus lockdown, important work is apparently being delayed there as well.



In view of the consequences of the Corona measures, the deadline for the complete opening of the Märklineum could no longer be met. Planning is now for September 2020.

In its latest announcements, management has now spoken of a new date in autumn 2020. It is possible that this will coincide with this year's open house day, which is planned for September.

Only one new model at Micro-Trains:

Only one single new product at MTL is destined to be delivered in May. It is the car number 3 of the Cameo test painting series, with which the C&O 1957 looked for a new paint scheme. A total of six vehicles were included in various designs.



The current MTL delivery (item no. 505 00 423) shows two differently designed car sides despite the same colours. Photo: Micro-Trains

The covered 50-foot standard car (Item No. 505 00 423), which is now being delivered, has a dark blue base colour. For better visibility at night, parts of the side walls are yellow, although both sides of the car are different. The lettering is in a Futura font. The models are distributed in Germany by Case Hobbies (<http://case-hobbies.de>) among others.

Mozart-Klingen (blades) from Solingen for model making:

Mozart AG (<http://www.mozart-blades.com>) from the blade city of Solingen recently presented high-quality precision knives for model makers. Originally developed for industrial and commercial applications such as automotive, plastic deburring and leather processing, the range of products is now also directed at private customers due to demand.

The knives are characterized by an ergonomic shape and non-slip plastic coating, the handles are available in two sizes. By means of a knurled screw the blades can be changed without tools.



The precision knives from Mozart are available with two handle sizes. In addition, three different types of replacement blades can currently be purchased. Photo: Mozart AG

The durable blades are offered in three versions for different applications:

- “universal“ for different materials and applications,
- “short” for piercing under pressure (window openings in paper or cardboard), for deburring, for guided cuts in cardboard and for cutting plastic sheet form (up to approx. 1 mm) or solid profiles (up to approx. 2 mm) and aluminium sheet up to 0.3 mm and
- “pointed” for work on very fine parts, in narrow gaps, for cutting away unclean areas on plastic parts or for scoring cardboard and paper.

However, the purchase is not possible directly ex-works, but from Werkzeuge Peter Post in Duderstadt (www.peter-post-werkzeuge.de).

Cautious reopening in Wunderland:

For more than two months the Miniature Wonderland in Hamburg remained closed due to the Covid-19 epidemic and had to do without about 200,000 visitors. From 20 May 2020, a little normality is expected to return, because from this day on the world's largest model railway layout will open its doors to visitors again.

The ticket sale via the booking system has already been reactivated with the announcement. However, in order to comply with the imposed distance rules, the guest flow is limited to 20 % of the regular capacity. In addition, the visit will take place in a fixed and binding tour.



In Hamburg's Speicherstadt, too, regulations are in place to ensure distance and protection against infection. However, these still make it possible to resume operations at 20 % of the regular capacity.

The operators have humorously called this tour system with distance markers and defined paths the "Wunderland Road Ordinance (WuStVO)" and have given binding instructions. It was checked in a "stress test" with 200 test persons. However, measures and regulations are also to be continuously monitored in order to be able to implement the need for action resulting from official directives or weak points that arise.

With regard to the safety of Wunderland visitors as the highest priority, guided tours are currently not possible. Cloakrooms may not be operated initially. Parents with children under the age of eight are currently advised not to visit Wunderland, particularly if they cannot safely keep the distance rules.

Despite all the joy of a reopening on a small scale, the costs of a minimal operation, which cannot be covered by the expected proceeds, remain to be seen. Gerrit Braun explains: "For the time being, we unfortunately have no room for manoeuvre for the further construction of our wonderful construction sections Monaco, Provence and South America." More than 100 of the personnel working in layout construction must, therefore, continue to work part (short) time.

Electric platform trolley new in the range:

Rainer Tielke Modellbau has added another 3D-printed vehicle to its product range, which is exclusively offered as a painted finished model. The platform electric cart (Item No. 50001) replicates the Still EKF 2002, a model with driver's seat, which was used in large numbers by the German Federal Railways and the Federal Post Office from the 1950s onwards.



The new platform electric trolley (Item No. 50001) from Rainer-Tielke-Modellbau based on a Still EKF 2002 fits comfortably on a 1-Euro coin. In the areas of the driver's seat and loading area, rims and front lamps, the customer can still make the appropriate modifications or painting.

With the chosen yellow paint scheme, the Ratimo model can be designated as for the Deutsche Bundespost and looks good at 220x reduction. Also the print resolution is most appropriate given the chosen resin material.

You can purchase this gem at <https://www.rainer-tielke-modellbau.com>.

Consolidation in the model railway trade press is imminent:

On May 16, 2020, the New-Business-Verlag from Hamburg announced that the Geranova Publishing Group from Munich, to which, besides Geramond, also the Alba publication with the railway magazine already belongs, now also wants to take over the VGB Publishing Group Railway (Fürstenfeldbruck).

So far, VGB has been owned by the Funke Media Group from Essen. Titles such as Miba, Modellisenbahner or the Eisenbahn-Journal are published there. The sale of the six magazines including books and special editions is as good as completed. However, the takeover bid is still subject to the approval of the cartel authorities.

If this is granted, this would result in a considerable concentration in the magazine sector in this industry, as the only larger and manufacturer-independent competitor remaining in Germany would be EK-Verlag with the magazine Eisenbahn-Kurier.

If approval is granted, we expect a noticeable market shakeout in terms of supply in view of the pressure on circulation figures that has persisted for years. Divisions and media that are not widely distributed, and offer little prospect of profit are likely to be put to the test and, at least, in part, probably discontinued.

New cargo products Küpper:

The Aachen-based cargo specialist has started May with a new deployment for three different freight cars at the same time. The product range now includes brick pieces for Märklin's old Omm 52 (item no. Z-1-1), the Eaos 106 (Z-1-2) and, with the O 111 from the same company, also for an old design wagon (Z-



The "Ziegelbruch" (brick pieces) load is now available for three different Märklin models: Omm 52 in old design (item no. Z-1-1; photo above left), O 11 (Z-1-3; photo above right) and Eaos 106 (Z-1-3; photo below). Photos: Spur Z Ladegut Josephine Küpper

1-3).

The bulk material inserts suitable for single wagons or smaller groups of wagons in a train formation are available directly from Z gauge Josephine Küpper (<https://spur-z-ladegut.de>).

AZL new products deliveries in May:

In the spring of 2020, it will become clear how Märklin will arrive at its EMD GP38-2 model as part of its cooperation with American Z Line: The market leader for Z-gauge in the United States is announcing a third series of supports for this locomotive this month.

It returns to the range first in the yellow version of the Union Pacific with the advertising slogan "We can handle it" printed in red on the side walls of the driver's cab (Item no. 62508-5 / -6).

A further variant is also available of the five-section container wagons MAXI-I, which now drive up for SP Maxi-Stack (906505-2



The EMD GP38-2 returns to the program of American Z Lines in Union-Pacific version (Item No. 62508-5). Photo: AZL / *Ztrack*



The MAXI-I container wagons of SP Maxi-Stack with Florens containers (906505-1; photo left) and the 4-4-2 sleeping car of the Atlantic Coast Line (73030-2; photo right) are also part of the current deliveries. Photos: AZL / *Ztrack*

to -4). The red painted models are available with metal chassis but also with five 40' containers from Florens (906505-1), which are not offered separately.

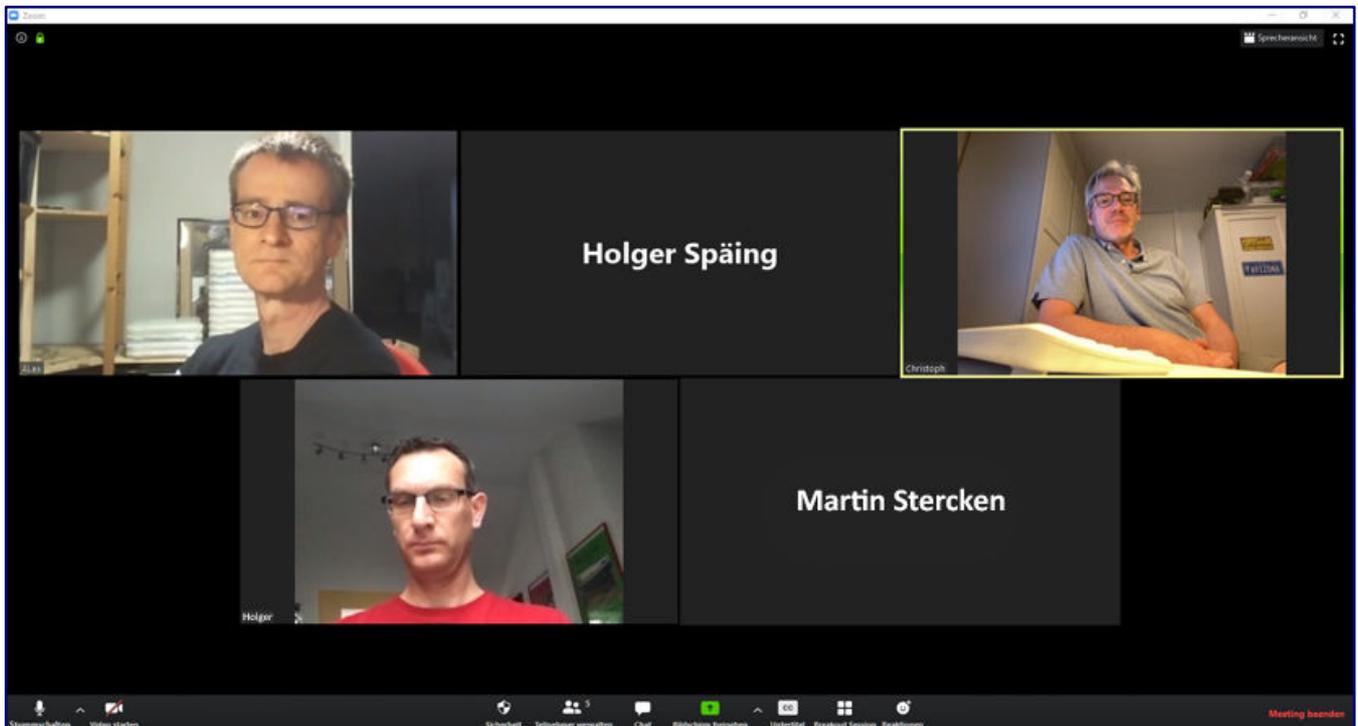
The series of combinations of four 89-foot TTX flat cars in red-brown and yellow paint schemes is also being continued, with military vehicles in olive green, sand colour and NATO spotted camouflage as cargo. This time the models (901510-6OC / -6SC / -6NC / -5SC) are loaded with HMMWV armoured vehicles.

The light passenger coaches are supplemented by three silver-coloured 4-4-2 sleeping cars (73030-1 to -3) of the Atlantic Coast Line.

Manufacturer photos of the current deliveries can be found at <http://www.americanzline.com>.

Virtual editing in a new form:

Our editorial staff and our three translators have also faced new challenges in the last few weeks: Due to postponed delivery dates, most of which cannot yet be planned, there are massive effects on our subject matter.



First steps with the new exchange format: In a first video conference, editor-in-chief Holger Späing presented the updated topic planning to the translators, while the latter in turn would like to make suggestions for the editorial work or prepare reports. Due to the lack of a camera on the computer, Holger Späing was connected twice - with image and voice via mobile phone and the possibility to show his screen via computer participation.

Individual reports are exchanged in order to close gaps at short notice and to be able to reschedule uncertain deliveries. Meanwhile, other issues will be dropped in the longer term, possibly until next year, and will have to be completely removed from our plans for the time being and replaced, appropriately.

Even though this is in principle part of the usual editorial work, the extent to which this is currently to be done is unprecedented and goes beyond anything we have previously encountered. Although the exchanges within the editorial department, and also the editorial conferences, have always been virtual and electronic, we have also changed or supplemented our work.

The reasons for exchange, especially with translators, have increased and the desire for more “personal” contact with direct exchange (without time lag) has been added. In this context, monthly video conferences have now been introduced as a permanent addition. And the editorial team itself will also use this format more frequently in future.

New Herpa aircraft in scale 1:200:

Herpa recently informed us that they have been affected by the Corona crisis since the beginning of the year, as some of the models are manufactured in the Far East. This has resulted in a noticeably lower number of announced innovations across all scales and product ranges, including the aircraft.

In the range of 1:200 scale aircraft models that are still suitable for layout operation, Herpa has nevertheless announced new products for the months July and August 2020, which may also be interesting for Z scale.



The Douglas DC-3 in Pan American World Airways design (item no. 570886) shown in this photo is one of the few Herpa Wings novelties for July and August 2020: Steve Lynes / Herpa

Therefore, this time we are listing not only the models for the European market, but also those for the American market, provided they do not exceed a length of 30 cm:

Pan American World Airways Douglas DC-3 "Clipper Tabitha May" (570886), Luftwaffe Transall C-160 - LTG 63, Flugplatz Hohn, 50✕72 "400.000 Flugstunden" (flight hours) (570909), and U.S. Air Force Boeing B-52H Stratofortress, 60-0011 "Mr. Jiggs" (570916).

Among the Snapfit models shown in a simplified form in flight, only the Airbus A319 of Chair Airlines from Switzerland (612685) should be mentioned.

Whether the delivery schedules are realistic and still up to date in view of the current situation can certainly hardly be estimated today. Interested parties may want to follow the delivery status displays (traffic light system) on the manufacturer's website continuously.

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English translation:
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Publisher and V.i.S.d.P. is Holger Späing, Am Rondell 119, 44319 Dortmund; Contact: 49 (0)231 9598 7867 or by e-mail to [redaktion\[at\]trainini.de](mailto:redaktion[at]trainini.de).

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