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German Magazine for Z Gauge



70 Years of Long-Distance Express Trains

Effective Model Photography
Digital to Sound Wonder

Introduction

Dear Readers,

When the 2021 novelties got known and we started planning another year's editions in February in the editorial office, I got aware of a special topic.

With the 50th anniversary of the Intercity, my attention also fell on its predecessor - the long-distance express train ("blue F-train"), exactly twenty years older. In 2011 we had dedicated an article to it, reviewing its history and presenting model proposals.

Until that June, none of our editions had been more successful and we were pleased with a strong increase in readers. In the sixth year of **Trainini®**, this was no longer an everyday occurrence. While things had once gone steadily and quickly uphill, we had long since built up a loyal reader base and at the same time achieved a remarkable market penetration.

Since then, we have not forgotten how much we had struck a chord with probably all railway modellers. And so we could not and must not miss this anniversary.

The result of our ideas is now in front of you: With no less than three articles and two books matching the theme, the blue F-trains are now our distinct thematic focus. Thanks to Oliver Strüber, we are following the history of a popular representative that had its origins in an express train, rose to international fame as an F-train, and then became the TEE (Trans Europe Express) and later the IC (Intercity train) and EC (Eurocity).

We have developed new train composition proposals and rebuilt a suitable locomotive model for them. According to the motto "Make good things even better", we chose Märklin's V 200 for this purpose. A multiple unit of the Hamburg type had to endure much less and still became a super model. How did that work out? Just let yourself be surprised!

A two-volume locomotive portrait of the class 103 forms the already mentioned, first literature recommendation. Also developed for the F-train, it also builds a bridge to the Intercity. Similarly successful on the roads was the Mercedes-Benz W123, for which we also review a book. Perhaps contemporary models in 1:220 scale will follow soon?

And we even managed to include the aeroplane as another competitor of the long-distance trains in this issue. But we are especially proud that we can continue our annual focus. Today we present Trafofuchs, the most important manufacturer of Z gauge miniature figures, which was badly affected by the floods a few weeks ago.

What else have I forgotten? Oh yes, we conclude a small series on model photography with tips and instructions on image processing, plus letters to the editor and current news in abundance.

All that now remains for me, on behalf of the entire editorial team, is to wish you lots of reading fun and, of course, good health. Take care of yourself!

Sin-Z-erely,

Holger Späing



Holger Späing
Editor-in-chief

Fokker 100 of the HLX

Flying for the Price of a Taxi

An advertising slogan that will be remembered for a long time and a particularly striking brand image on the aircraft used made Hapag-Lloyd Express immortal. Low-cost airlines such as HLX once gave the railways a hard time and raised the question of why environmentally friendly travel is so much more expensive. In such a context, the aircraft now presented certainly has its justification and a deserved place in model history.

If we are presenting an aircraft model today for the third time within a vintage year, then this does not follow our original editorial plans for 2021. At least, we now have a model that has not slipped into this vintage due to delivery date postponements.

We found it particularly exciting because of its colour scheme. Many readers will still be very familiar with the airline Hapag-Lloyd Express (HLX) and will have their own memories.

Therefore, we are sure that this realisation will appeal to many interested parties, whether they are planning to use it on or above the layout, want to build a separate diorama, or whether the model just arouses collectors' passion. In any case, it belongs to the period of transition between epochs V and VI.



The Fokker 100 with the registration D-AGPN is Herpa's prototype and was photographed here in Stuttgart on 6 May 2006 in the service of Hapag-Lloyd Express. Photo: Julian Herzog (CC-BY-SA-3.0-migrated)

Let us first take a brief look back at the history of HLX: Founded in 2002 in Hannover, the headquarters of the holiday group TUI, Hapag-Lloyd Express was the only non-holiday carrier in the TUI Airlines alliance.

It entered the market just two months after its direct competitor Germanwings, the then low-cost subsidiary of Eurowings (and later Lufthansa), also using Cologne/Bonn Airport as its base. Other bases besides Hannover were Leipzig and Stuttgart.

But, it also operated scheduled flights from other German airports, with a total of 40 domestic and European destinations on its flight schedule. And although there were initially fewer than its direct competitor, it achieved higher brand awareness and popularity within just a few months.

The reason for this was the distinctive yellow livery with black and white checks in the style of New York taxis. This design was accompanied by the catchy advertising slogan "Fly at taxi prices." For this, the airline immediately received the "Effie" efficiency award in Germany and Europe. The seat occupancy rate of HLX, for the longest time the abbreviation was displayed in large letters on the aircraft, was always very high, and, most recently in the summer of 2006, was about 79.5 %.

However, as early as 15 January 2007 Hapag-Lloyd Express was merged with its sister brand Hapagfly (formerly Hapag-Lloyd Flug) to form the joint umbrella brand TUifly, which marked the end of the airline's own operations and this brand.



This photo was taken from a similar perspective as the prototype on page 4. It proves the correct realisation by Herpa and only reveals a difference in the nose colour.

The fleet policy

Under its own brand, Hapag-Lloyd Express used aircraft of Group sister Hapag-Lloyd Flug and charter airline Germania. Mostly Boeing 737s were used, but also two Fokker 100s.

The model taken up by Herpa is an example that was originally ordered by Wardair Canada with construction number 11333, but was not accepted (maiden flight on 11 March 1991). Instead, it was delivered to US Air under the registration N881US on 2 April 1991. This company changed its name to



The view from the rear allows a look at the fine parts of the undercarriage and the clear view part inserted in the T-tail. All details have also been correctly reproduced in colour.

US Airways in 1997, from which it was then taken out of service after the terrorist attacks of 11 September 2001 and parked in the Mojave.

On 30 April 2003, Pembroke Capital Aircraft (Shannon) Ltd. acquired the aircraft and leased it to the airline Germania on 30 July 2003 with the German registration D-AGPN. There, it was used by the short-lived subsidiary Germania Express (Gexx) before being subleased to Hapag-Lloyd Express in March 2005 and operated out of Stuttgart.



The side view reveals the best view of the striking appearance in the style of a New York taxi, which made HLX unforgettable together with the matching advertising logo.

But, already in November 2006, this aircraft was returned. Presumably, the responsible persons at the lessee were not satisfied with the contract conditions, but, apparently, had no chance to have them adjusted in their favour.

After a four-year stopover in Mexico, the prototype aircraft then made its way to Australia in 2010, where the F100 is still very much appreciated today. There it still flies with Virgin Australia Regional Airlines under the registration VH-FZI.

The Herpa Model

As the comparison with prototype photographs also proves, the aircraft has been well captured in terms of proportions and appearance. In some photographs, including the one we showed, the model with the registration D-AGPN has a completely white nose.

However, this was only the case at times, as the evidence for the yellow and white design of the model seems to predominate. In any case, Herpa has not made a mistake here. The distinctive livery with the taxi check pattern has been reproduced just as well and also the strong yellow.



In the view from the front, the eye falls on the nose set off by imprints and on the blade wheels of the turbines at the rear. Fine details such as the windscreen wipers on the windows of the pilot's cockpit have not been omitted, either.

It is certainly also one of the powerful arguments for choosing this implementation when an airport section is to be occupied on one's own layout: Hardly any other design attracts as much attention as this one. It gives the model airport the attention it deserves on a layout designed according to contemporary motifs.

The small size of the Fokker 100 also speaks for itself, which is still smaller than the model of the Boeing 737, which would be just as conceivable in the same colour scheme, but to our knowledge has not yet been realised, at least, not by Herpa. The dimensions and conversions for the model can be found in the information box.

Measurements and details to the Fokker 100

	<u>Prototype</u>	<u>1:200</u>	<u>1:220</u>	<u>Model</u>
Length	35.310 mm	176,6 mm	160,5 mm	173,6 mm
Wingspan	28.080 mm	140,4 mm	127,6 mm	140,0 mm
Height	8.600 mm	43,0 mm	39,1 mm	45,2 mm
Take-off weight	44,45 t	---	---	223 g
Cruising speed	755 km/h			
Range	4.300 km			
Passenger capacity	109 - 122			
First flight	30 November 1986			
Engines	2 x Rolls-Royce Tay Mk. 650-15			
Thrust	2 x 68 kN			

We are also satisfied with the detailing. The fuselage and the wings are made of heavy metal casting, which makes the miniature very stable.

At the rear end of the rudder a transparent part has been inserted, also antennas on and below the cabin have been made as separate attachments.

The undercarriage and its open flaps are finely executed, well detailed and equipped with rotating wheels. These were even equipped with real rubber tyres. Even the

view into the two engines mounted on the side of the fuselage allows, despite the small size, the view of turbine blade wheels and at the rear of the exhausts.

For model railway enthusiasts without experience in aircraft modelling, the window reproductions by pad printing in grey are rather unusual. This is probably due to the fact that it would hardly be possible to see through them and the effort required for a hollow body with additional glass inserts would not be economically feasible. It should also be borne in mind that only this method of implementation allows easy adaptation to different cabin versions.



The D-AGPN also cuts a fine figure from the left side. The many small inscriptions that have been pad-printed on the nose, the access doors, the nose wheel flap and above the emergency exits also contribute to the overall appearance.

Many other details are also reproduced by pad printing. These include, for example, the entrance door, emergency exits, cargo hatches and even the tiny windscreen wipers on the cockpit windows. This proves how precisely and comprehensively Herpa designs 1:200 scale models today.

The logos have also been printed with the same fineness and precision. We could not find any missing features. We have already commented on the correct yellow and white design of the nose, which was also highlighted with the finest printed stripes.



Deployed on an airport section at the edge of a layout, no viewer would miss the Fokker 100 of Hapag-Lloyd Express. The striking yellow colour and the attractive design are always a guarantee of this.

All in all, this is another successful model for all those who want to design an airport section or just want to treat themselves to a small souvenir of a city trip that matches their model railway. In order to be able to depict the once typical competitive scenes of two rival airlines, the only thing missing from the Herpa range is an Airbus A319 from Germanwings (in the old design).

Model manufacturer:
<https://www.herpa.de>

The IC precursors of the DB 70 Years of Blue F-trains

Seventy years ago, the Bundesbahn launched its network of blue long-distance express trains. For twenty years after that, they shaped high-quality long-distance transport and faced competition from aeroplanes and automobiles. In 1971, 50 years ago, they were replaced by the new Intercity. We take advantage of this anniversary to present some new model ideas and a market overview.

Model railway enthusiasts seem to have a particularly close connection to the long-distance express trains of the Deutsche Bundesbahn. This is not surprising because they add a little splash of colour to any Era III layout. In addition, they were already short enough for model railways as prototypes. With them, high-quality long-distance traffic can be brought onto home tracks across all gauges.

So, the F-trains were and are also a great success for us: almost exactly ten years ago, in **Trainini®** 6/2011, we looked in great detail at the history of this train system and the rolling stock used and provided train formation suggestions. This story led to a leap in readership and may go down in **Trainini®** history as the most successful issue by far up to that time.



For 20 years from 1951, the light F trains shaped the high-quality passenger traffic of the Bundesbahn. This is reason enough to give them an appropriate role on the model railway as well.

While the prototype history has long since been completed and is probably also told in all the magazines, a lot has happened for the Z gauge in the area of models in the last ten years. With the anniversary of the Intercity coming in September, we thought it was time to take a closer look at F train models.

We look back at the new products that appeared during this time and how they can be used as part of an F train. We would like to start with the locomotive that stands like no other for the economic miracle, and, with it, for the great era of long-distance express trains: the V 2000.

In order to do justice to its popularity and significance as a prototype, we did not want to simply fall back on the Märklin model and looked for additional superstructure possibilities. Moreover, we did not simply work on a brand-new model, but instead made use of “leftovers”. The result compensates for all of the effort.

V 200 007 chosen

Our conversion was inspired by a suggestion from Jens Wimmel (Zettzeit) from 2015. At that time, he had designed his own engine room replica, which appears considerably more realistic than the too light factory print.

In addition, he had, at least to some extent, also made an additional optical improvement to his model, which we had already tested in 2007 on a model of the 221 series (V 2001). So, we also found help and fruitful exchange with and through Jens in the early phase of the implementation, for which he deserves a heartfelt thank you at this point.



The choice of prototype fell on V 200 007, which was maintained in working order for many years by the “Historische Eisenbahnfahrzeuge Lübeck” (HEL) association and is shown here leaving Berlin-Zoologischer Garten station on 15 September 1990 with a special train. Photo: Norman Künemund, Eisenbahnstiftung

Now all that was left was to find a suitable base model. In the leftover box there was still the damaged bogie of a class 221 (item no. 8820), which had already donated its housing for an earlier project. Due to a fall, it had damage to a bogie frame and could no longer accommodate a system coupling on one side.

By the way, at the start of the project a few years ago, there was no crimson V 2000 available for sale individually, which had made our plan even more difficult. Those who want to rebuild our proposal are better “blessed” in the meantime and can save themselves some of the necessary work steps out.

At the time, the housing required for our conversion could only be procured on the second-hand market if we had purchased an Insider train set “Local traffic” (81175). However, we had no need for the passenger cars contained in it.



Because of the original ornamental lines, which the basic model also has, we have oriented ourselves to the delivery condition of V 200 007, which it also shows here in 1966 in the ferry station Puttgarden. Photo: Fritz Wilke, Slg. Stefan Carstens (Eisenbahnstiftung)

Fortunately, however, we were then able to fall back on the housing of the V 200 020 that Märklin produced for the “Blauer Enzian” (81176) train set, also an Insider Club product. Just at the time of a visit to the Győr factory, the first trial spraying, painting and printing had taken place to test the tools and their settings before the series starts there.

These first samples are subsequently disposed of and do not enter circulation, especially as they usually still have faults that are supposed to be discovered in this way and then eliminated. Often the ink adhesion on them is also limited, presumably because not all surface treatments are carried out on these pre-series samples.

With the permission of the management, we were allowed to take such a sprayed sample, including engine room windows, as an exception, in order to be able to tackle this project. So, the resulting locomotive is at the same time a nice souvenir of this factory visit, and we would like to express our thanks for this as well. The paint seemed perfect, and, in this case, showed good adhesion.

Now the project could finally get underway and all that remained was to find a new road number for our “new” locomotive. After a short consideration, the choice fell on the V 200 007 for two reasons: The basic

model depicts a machine from the first construction lot of the MaK, which were characterised by the lettering "DEUTSCHE BUNDESBAHN" on the long sides and a broader "V" on the front sides.

Our original also belongs to the same construction lot, which, following the road number, represents the second series locomotive of the class V 2000. A second argument was that the prototype of this locomotive was preserved as a museum piece and also in working order for a long time. Although it did not always wear the original decorative lines in the years of its second career, the model can be used true to the prototype well into the present day.

For the re-labelling, a quadruple copy of the new road number in silver-coloured print was required, which not all address suppliers can provide. In our case, Jens Wimmel was able to help out with his printer of the time, especially since he was also able to take the correct address height from the model itself.



Jens Wimmel helped us with the new addresses, which are still here on the backing paper in front of the cabinet, waiting to be used.

The first step was to complete the housing, because the driver's cab windows were still missing. They are identical to those of the class 221 models (V 2001) and can be found quite easily second-hand. The page Ersatzteile-1zu220 by Axel Reimann is always a real treasure trove for such things.

Another missing part, which was needed in duplicate, is the lighting unit (part number E161319) consisting of LED circuit board and plugged-in light guide, which was available from Märklin at the start of our project. It was also used in our V 188 construction (see **Trainini®** 6/2021), the V 200 007 even served as a temporarily previously approached test object.

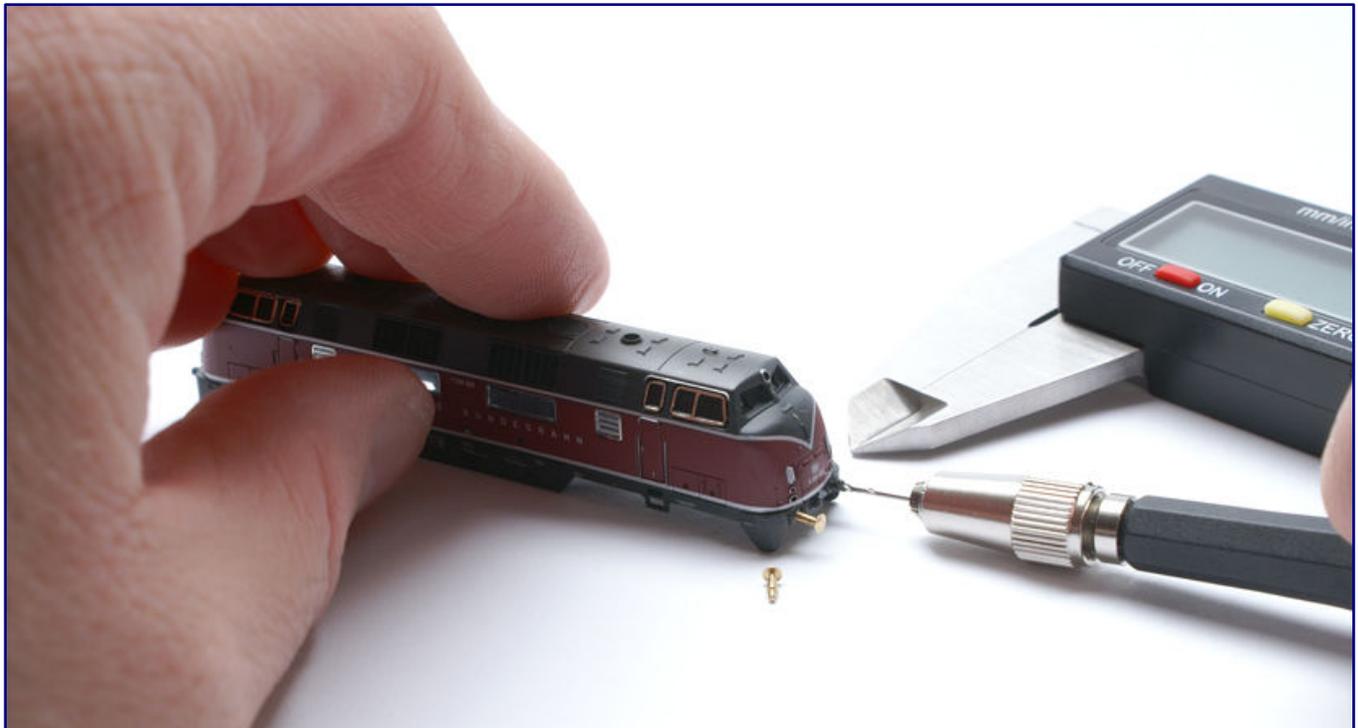
Because, in this case, the installation would not be quite so simple. After all, we combined a current housing with warm-white-red LED light change and an old chassis with a three-pole motor and incandescent lighting. We will go into the idea for the solution in a moment, as soon as we arrive chronologically at this construction step.

Face change of the locomotive

The first thing to be done was to improve the appearance of the body. The brawny and powerful expression of the V 200 in both construction versions was very much the result of the front apron reaching far down. Märklin could only suggest this on the side, because it would be in the way of the system couplings and their freedom of movement at the front.

Our aim was to close it on one side and thus give the model a fixed direction of travel in the train set. Therefore, it did not bother us that one bogie had lost its coupling guide due to a fall. This mishap only determined the side that would be closed - the driver's cab side 2.

The cut-out at the front was closed with a piece of white square profile, which was permanently fixed with suitable glue from the Uhu range. After hardening, the transition between the insert and the apron edge was sanded and left no more gaps.



The standard buffers were exchanged for turned parts from FR Freudenreich Feinwerktechnik, the apron on driver's cab side 2 was furthermore closed with a polystyrene profile.

On the other hand, the milling cutter was used on the inside of the bogie. Here, the material was tapered until the damaged bogie could safely perform its rotational movements without bumping. The replacement of the Märklin buffers, which were too small, by correctly sized ones with curved (right side) and flat (left side) buffers was done with compatible parts from FR Freudenreich Feinwerktechnik.

The glue used was again Uhu All Purpose Glue Super Strong & Safe (currently "Strong & Safe"), which as a combination of an all-purpose glue and cyanoacrylate (superglue) always performs excellently and, above all, shows lasting success. It will also be the first choice for the attachment parts that are still to be mounted.

But before that, the skirt had to be primed and painted. The target colour was RAL 7021 black-grey, which was supplied by Oesling Modellbau. The first step, however, was a deep black priming of the apron insert and the new buffers with PUR primer from Badger.



With the application of the pad printing remover, the old labelling quickly made room for the new V 200 007 road number, which could then be easily wiped off.

If the adhesion to the brass is good, the buffers do not need any further paint treatment. However, the apron had to be painted in this step, because it will be fitted afterwards and is then no longer completely accessible.

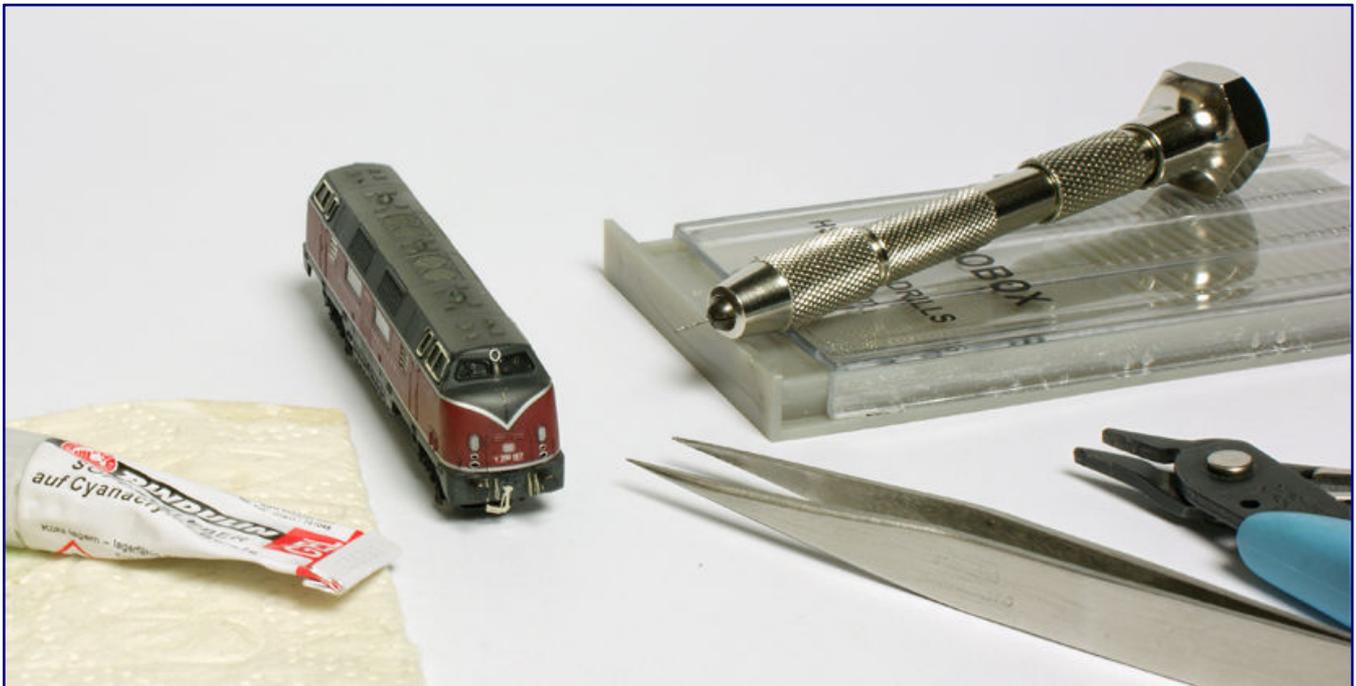
When the paint was dry, we preferred another step, namely the replacement of the serial number. We removed the old number with the (unfortunately no longer available) tampon print remover from Prehm-Modellbau, whereby a fine micro brush from the dental supply helped us.

We had to be careful not to accidentally remove or damage neighbouring labelling! After this material had evaporated, the new silver-coloured number was cut to size and applied to all four sides. Drying times should be observed here, as well, otherwise sliding labels suddenly slip and lie at the bottom or vertically and do not yet fully adhere.

The last step was to seal the dried labelling. This was important not only to protect them, but also to match the gloss level of the finished areas to the rest of the paint. Bergswerk offers finely graded clear lacquers, among which the right one is guaranteed to be found; otherwise, they could also be mixed together and individually adjusted.

After the protective lacquer had dried, the following parts from the KoMi Miniaturen range were used: a heating hose for steam heating (ZW 7) below the indicated hook coupling and four brake air hoses in the "through buffer beam" version (ZW 10) between the coupling and buffers.

There were four of them because the V 200⁰ was reversible, which opens up additional use options for the model. They are glued with instant glue gel from Bindulin into tiny holes by hand, which were made with the pin vice (170522) and the finely graded drill set (170523) from Faller.



The buffer plank on the closed side of the apron could be completed according to the reversible prototype using parts from KoMi Miniaturen.

Now we have reached the point where we would deal with the technology. In the old chassis, a plug-in lamp was still connected between the chassis and the circuit board, whereas today's versions conduct current via a spring contact in the roof to the light circuit board connected to the housing instead. These spring contacts were not mounted in the housing either, but would not have been of any use to us.

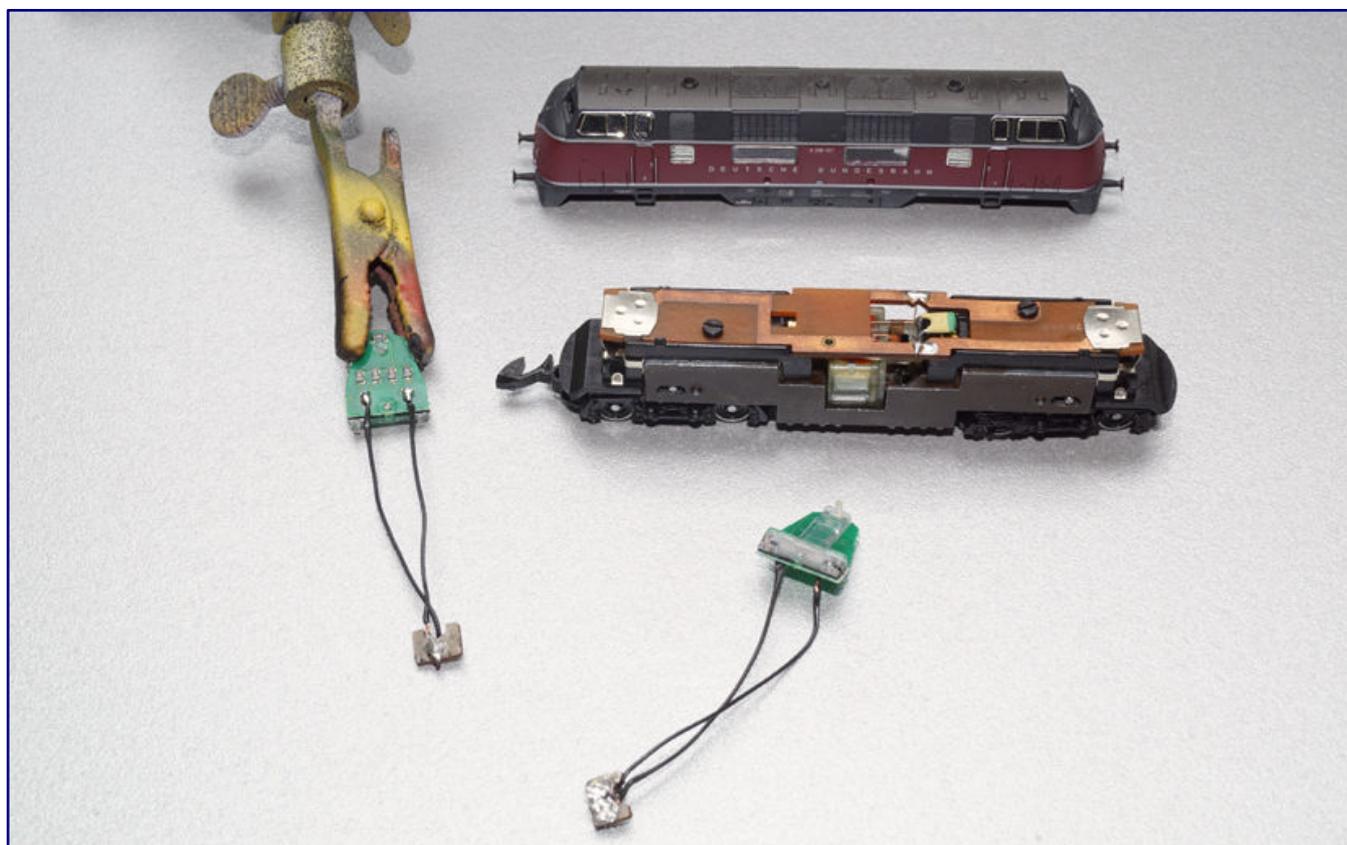
On the underside of the printed circuit board in the chassis, the clamp attachments each concealed a small silicon plate that acted as a diode and controlled the light change of the bulbs. They were no longer necessary and were removed.

In the simplest case, we could now unsolder the bulb from the socket and attach flexible wire instead. We soldered the other ends to the two connection points of the lighting units.

Now current would always be transmitted and the unit would distribute it to the warm white or red light-emitting diodes when the base was correctly plugged in: an ingenious idea, it seemed to us. The housing would remain removable, the plug-in bases could be pulled out and access for maintenance would be easy.

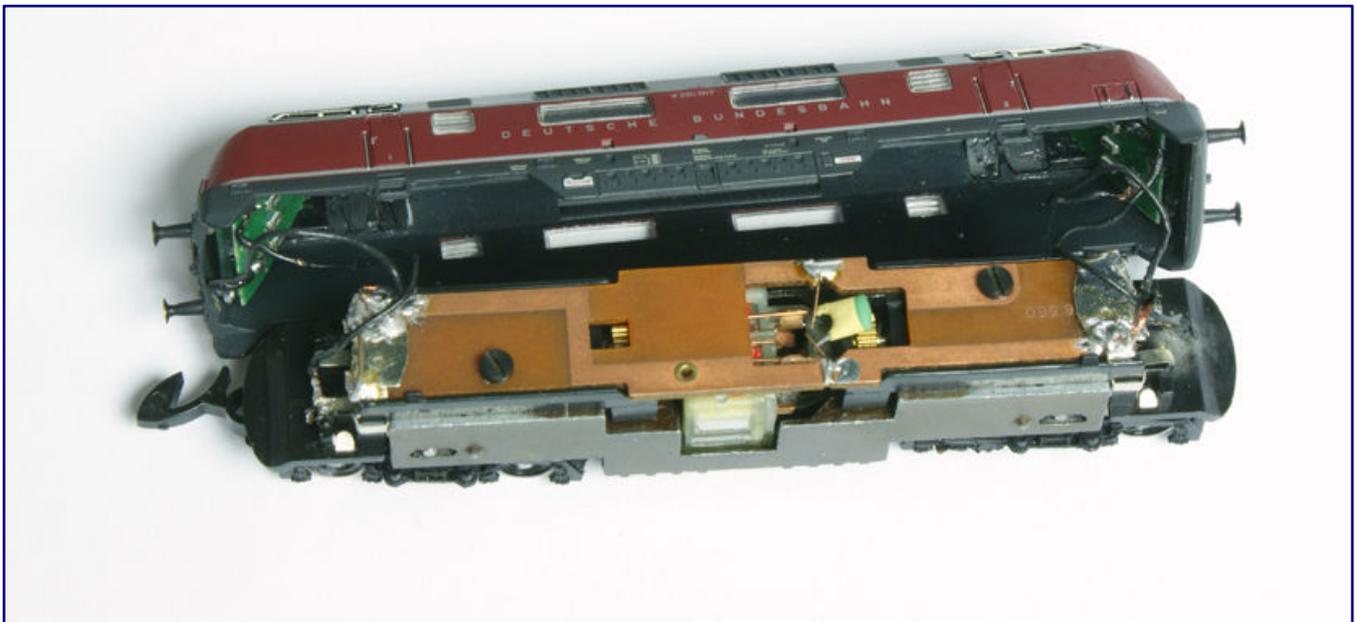
You guessed it... It sounded too simple to work. Although the light test was successful, the housing could no longer be placed on the chassis. The lighting unit, inserted at an angle in the "little hat," occupied in parts exactly the space where the end of the old circuit board with the upper bracket sat.

All attempts to shorten the circuit board and to continue using the clamps failed without success. Here we had to resort to a radical solution that forced us to solder the Viessmann stranded wire (which had to be long enough) to the extremely shortened circuit board and at the bottom to the still existing clamp.



Under the metal clips of the circuit board are small selenium plates that were necessary for the light change with incandescent lamps. These are to be removed as part of the conversion to LED lighting with tail light (photo above). The idea was to use the plug-in sockets of the previous lamps for the current consumption of the small light boards, which find their place in the housing (photo below).

But finally, the housing could be put on. The light and running tests were also successful, V 200 007 seemed ready for use on the layout. But one small thing was still missing, for which we were allowed to fall back on Jens Wimmel's preliminary work, which we are also allowed to offer for download on our pages (see info box): the new engine room replica.



After the original plan for the lighting solution proved to be unfeasible, a radical solution had to be found: the PCB had to be cut flush with the upper edge of the chassis (photo above). Then the strands already connected to the light boards were soldered to the main board (photo below). It is important to ensure that the polarity for the light change is correct.

A laser printer is recommended for printing the PDF document in unscaled size, the printout itself only has to be cut out and glued to the side of the (cleaned) chassis block. We used an Uhu contact glue pen for this, which unfortunately has been taken out of the range.



The engine room replicas by Jens Wimmel are neatly cut out with a sharp scraper along a steel ruler (photo above) and, following their shape, glued to the locomotive's chassis with a suitable adhesive (photo below).

At most, it should be considered whether a foil coating would be useful as protection against lubricant stains – but the print could otherwise be replaced at any time. Markings on the replica indicate which side



Since this locomotive belonged to the most modern that the Bundesbahn had to offer, we have attached V 200 007 passenger coaches from the DB's new construction programme. With these representatives of the UIC-X type, it can appear in F-train service from about 1961.

is facing driver's cab 1 or 2, while the shape following the Märklin template makes it undoubtedly clear where exactly the replica is to be placed.

Finally, V 200 007 was now ready and could also fulfil the role it was given on the model railway, in contrast to the later replicated, more powerful V 2001: It was the popular draught horse of the blue F-trains, figurehead of the modern Bundesbahn and a backbone of this long-distance traffic concept.

We, therefore, now take a look at the trains that it and other series have hauled and which can now also be modelled.

The F-trains as Models

Ten years have passed since our report and these have brought some new possibilities to present long-distance express trains in an interesting and varied way. So, you will certainly be curious to see which wagons our V 200 007 will now pull.

Its lettering and design follow the first years of service, which are attributed to epoch III in model railways – the heyday of this F-train concept. It is perfectly matched by passenger coaches, which were already announced the year after our article: The A4üm-61 express train coach (87101) also bears lettering from the time before the UIC numbers and its steel blue paintwork immediately reveals what it was intended for.

Two to three copies already make a long-distance express train, which is only missing a rolling restaurant. The purple express train dining car WR4üm-64 (87131), operated by DSG, was also announced as a new product at the same time.

It has a slightly different design from the later coaches without decorative lines, which, by the way, is also documented in prototype photos. Thanks to its unusual appearance, it (and thus the entire train) is sure to attract the attention of onlookers.

Already mentioned in the first article, but left without a photo, we had a special vehicle, which was also designed for long-distance express train traffic, but remained luckless with the prototype: the VT 10 501 "Senator" (88100). Its nickname refers to the FT 41/42, which it was supposed to cover. As a single unit, however, it was not able to serve both directions on the same day.

Even as a model, it does not seem to have been a great success. Announced in 2008 as an Insider Annual Model in its original livery, the production models only arrived in 2010 for the 175th anniversary year of the German railways, and almost fell into oblivion, again.



The VT 10 501 "Senator" also belongs to the history of the F-trains. Although its prototype was only in service for a short time, its model is a special eye-catcher.

The modified and somewhat more modern-looking paint scheme variant from the technical conversion of the prototype has not been added by Märklin to date, but after a technical revision with the bell-shaped armature motor, which has now become standard, it would certainly, also, be an appealing option for the ordinary catalogue programme.

The same applies to the class 601, the former VT 115, which came to honour as an F-train (and from 1971 also as an Intercity) with the beginning migration from the TEE traffic and already showed the way to its successor in the transition period with attached front plates "Intercity". Formally, it was still a long-distance express train that bore the term Intercity as a name supplement.

A special model for the first generation of F-trains was also the "Blauer Enzian" (81176), to which our V 200 007 would also fit as the leading locomotive. The set of the former Henschel-Wegmann train supplemented by a wagon, conveys a basically familiar photo, but remains instantly recognisable thanks to the shape of the wagons and because of the cockpits at the ends.

continues on page 23



The “Blaue Enzian” (photo above) hauled by V 200 020 is one of the particularly popular F trains that Märklin has taken on since our last report ten years ago. At the time of that set, class 01 (photo below) was also frequently used in long-distance express service. We have attached here a mixed set of former Rheingold and Schürzen (skirted) coaches.

In 2013 Märklin also only offered this set with the V 200 020 to Insider Club members. Still possible and open here is also another design option with simple DB letters instead of the biscuits common after 1955. A class 01 express steam locomotive would then be ideally suited for such a train.

This leads us to another model that should not be missing in this era of German long-distance traffic. Two years after the club model for the 40th anniversary of the Mini-Club, this most famous of all German express steam locomotives also followed in the 2014 catalogue programme. The model with the item number 88011, depicted in Era III, could be freely purchased by anyone interested.

We have hooked a train to the engine with old building boiler, which is made up of Schürzen (skirted) and the former Rheingold coaches and in this way offers some variety. Such sets were common for a long time, when the highest domestic train category was still a steam service in many places.

However, the plans of the Bundesbahn once looked different. In high-quality high-speed traffic, mainly diesel multiple units were planned, everything else was to be more of a temporary solution. But provisional solutions are known to last the longest, and so locomotive-hauled trains prevailed in the end.

The ideal image of the DB was embodied in the VT 085, put into service precisely for this train category. Märklin announced it as a four-part unit with two motor coaches (88721; one power car motorised) in 2010 as FT 43 "Roland" (Basel SBB – Bremen).

We mention this model, which was already known at the time of the last report, for two reasons: It was not until later that Ratimo-Z published milled parts that improve the appearance by creating closed-looking transitions. And Dirk Rohwerder recently showed us how the Scharfenberg coupling ("Schaku") can be further enhanced with just a few brush strokes and tinkering. The result can also be seen on the cover and may serve as an inspiration for tinkering.



Four-unit VT 085 is on its way from Basel SBB to Bremen as FT 43 "Roland." Dirk Rohwerder has upgraded his Märklin model on the fronts and made it even more appealing.

We are now approaching the latest and final phase of the blue trains. Electric traction became increasingly important during this period. The steam locomotive no longer corresponded to the photo of the modern railway, and the diesel locomotive was now also less common in these services because the overhead wire now hung over many of the main lines travelled.

The starting point for the advance of the electric network was also Bavaria, where the electric locomotive had already gained greater importance before the Second World War. At home there were, among others, the four lone locomotives of the class E 19. As the fastest German representative at the time, this class was also used in F-train service from Munich, as photographic evidence shows.

Therefore, we have also included the model of the bottle-green E 19 11 (88086), which was released in 2013, in our list of suggestions and put it in front of the apron car pack (87357), which is one of the new products for 2020. It reproduces the standard design of these cars with the written abbreviation DB (instead of the written name) and is suitable for many F-train compositions.



In front of the latest set of Schürzen cars for F-train service, we have harnessed the bottle-green E 19 11, which was also used in such services from Munich for a period. Of course, a cobalt blue E 18 would have done just as well, especially since Märklin has only recently delivered such a model in the standard livery.

Märklin itself had planned and recommended the model of a steel blue painted class 0310 express steam locomotive (88856) at the same time. We mention this only for the sake of completeness, because the reproduced locomotive is only an ordinary, two-cylinder class 03, which literally “sails under a false flag.” It lacks important features such as the closed driver's cab and the tender adapted to it. The prototype did not have a front skirt like the model.

The class 01 in steel blue livery (88012), which Märklin offered as a special model, is also without a prototype. However, the design suits the steam locomotive well and is also based on the BR 0310 representatives once based in Dortmund.

Those who do not like the proposed E 19 11 because of its different colour from the train set, but who value the closest possible resemblance to the prototype, need not despair. The somewhat older sister E

18 (88088) was announced and delivered in 2021. It also wears the steel blue and impresses with the familiar livery in which most of the locomotives were on the road.

The model of the class 103 is to mark the end of the F-train history. It first came into operation in 1965 with four test locomotives as the E 03 and was to shape the future of long-distance express trains in addition to TEE traffic with similarly short and light trains.



E 18 32 represents the latest edition of its series as a Bundesbahn machine. Not only in terms of colour does it fit perfectly with blue F trains, because the operational profile was also tailored to this. It harmonises particularly well with couchette wagons.

When the first examples were put into service in 1970/71, the plans for the IC were already ready in the drawer. So, the F-trains remained only a short episode in their operational history, which, however, can be depicted well in the model.

What is important is an example with a low road number and scissor pantographs. This is exactly what Märklin offered in 2018 with the number 103 107-9 (88544) in a current, technical version that clearly stands out from earlier editions.

We have assembled her train from a blue compartment car Aüm 203 as it was included in the train pack 87400 (announced in 2011), a dining car WRümh 132 from a late edition (8713) and two reworked examples Aüm 203 (8710). The individually offered cars were in the range from 1972 to 2009 and are easy to obtain used and tend to be cheap.

So we draw a pleasing conclusion: The mostly short long-distance express trains are among the most popular themes on model railways and offer an incredible wealth of variation and design possibilities. So, there should be something for almost every taste and budget.

And, also, the hobbyist's heart is always addressed and challenged. So, we will certainly not run out of material here in the future, because Märklin seems to be just as aware of this and serves the customer wishes again and again with appropriate models.



The final point and at the same time the transition to the Intercitys is the class 103: With 103 107-9, one of the first series locomotive motifs from around 1970/71 is used here in front of an F train. The attached car set is correspondingly modern.

We are pleased about this diversity, which we otherwise miss all too often, and are now looking forward to September, when the Intercity will also celebrate its 50th anniversary and Märklin is expected to announce its autumn novelties.

Manufacturer of the basic models:

<http://www.maerklin.de>

Sources for required fittings and materials:

<https://www.bergswerk.de>

<https://www.bindulin.de>

<https://www.ersatzteile-1zu220.de>

<https://www.faller.de>

<http://www.fr-model.homepage.t-online.de>

<http://www.komi-miniaturen.de>

<https://www.oesling-modellbau.com>

<http://www.peter-post-werkzeuge.de>

<https://www.uhu.de>

<https://viessmann-modell.com>

Location of the engine room illustrations:

<https://www.trainini.de/magazin/downloads>

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ArchiStories 404181 - Kirche 'St. Johannes Paul II

Den Namen des Jahrhundertpapstes trägt die neugotisch gestaltete Kirche 'St. Ioannes Paulus II.' Mächtig und schlicht wirkendes Sandsteinmauerwerk in Kombination mit feinsten gotischen Maßwerkfenstern zitiert einen weit verbreiteten Kirchenstil des 19. Jahrhunderts, der sowohl in ländlicher als auch in städtischer Umgebung häufig zu finden ist. Aufwendig erarbeitete Details wie vier feine Turmuhren, vollgravierte Dachflächen, Echtholztüren und Fensterflächen mit teilweise bunter Bleiverglasung bieten faszinierende Eindrücke. Das Wappen über dem Eingang sowie die Losung 'Totus Tuus' verweisen auf den Namenspatron, Papst Johannes Paul II.

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From long-distance express train to intercity **Helvetia – Switzerland in the Name**

For around half a century, one train name decisively shaped the photo of DB's international long-distance travel: the "Helvetia". Started as an F-train, it always remained part of the highest train categories of the Bundesbahn – as TEE, IC, EC, and finally ICE. And the name said it all, as the trains always had a Swiss departure or destination station.

By Oliver Strüber. Shortly after the Second World War, international long-distance travel on German tracks did not play a major role. It was mainly important business trips, mostly in the context of Allied interests, that gradually brought such train connections back onto the rails.

After the currency reform and the founding of the German Federal Railways, however, the basic conditions for international travel soon changed. Initially, the focus was still on business travellers, but suitable offers were also to be created for long-distance holiday travel.



This photo of an F train hauled by an unknown V 200, heading for the main station against the imposing backdrop of Hamburg's Speicherstadt (harbour warehouse city) on 20 June 1959, has shaped the perception of long-distance express trains to this day. Photo: Walter Hollnagel, Eisenbahnstiftung.

Switzerland, in Latin, "Helvetia," played an important role as an international banking and trading centre. A direct train connection from the German financial centre of Frankfurt (Main) to the Swiss banking metropolis of Zurich promised not only good capacity utilisation but also wealthy customers. The inclusion of the train route in the F-train network of the DB, introduced in the summer timetable of 1951, was an obvious choice.

Planning progressed well, and the connection was scheduled to be introduced as a high-speed railcar service in the summer timetable of 1952. However, the prevailing shortage of railcars put a spanner in the Bundesbahn's works: the delivery of the new VT 085 was delayed and the originally planned new routes were cancelled.

This also affected the pair of express railcars from Frankfurt (Main) to Zurich. DB was unable to offer an equivalent replacement for the time being. The desired direct connection to Switzerland was offered by the long-distance train pair F 77/78, converted from the D 77/78 and consisting of only three coaches, which ran via Mannheim, Karlsruhe and Freiburg to Basel SBB and were hauled by Offenburger 01 and 01¹⁰.



01 170 (Bw Hamm) stops at the head of an F train on 1 July 1955 in Münster (Westf.) Hbf. The poor state of maintenance of the locomotive also contributes to the bleak scenery ten years after the end of the war. We have to imagine the beginnings of the "Helvetia" as D 77/78, and, a little later locomotive-hauled, F 77/78, in a similar way. Photo: Reinhard Todt, Eisenbahnstiftung.

With its timetable position, it mainly found a Swiss audience: F 77 left Basel at 6:56 in the morning and reached Frankfurt (Main) at 11:51, while the return train started there at 18:55 and reached its destination ten minutes before midnight. Connection to Zurich was provided by SBB train 599 (arriving at 1:18 am), which left a quarter of an hour later.

The Helvetia Express

On 17 May 1953, the pipe dream finally became reality. In the meantime, DB had enough newly delivered VT 08⁵ sets at its disposal, which is why a direct express railcar connection between Frankfurt and Zurich could be started. And, after the successful introduction of sonorous names for the most important long-distance trains of the DB, the FT 77/78 was also allowed to have one.

The "Eisenbahn-Fachmann" proudly announced in its 11/1953 issue: "The new 'Helvetia-Express' Frankfurt - Zurich covers the 430 km route in just under five and a half hours. With this new FT connection and the 'Montan-Express' between Frankfurt and Luxembourg (...) which has already been running for some time, a start has been made on the creation of continuous high-speed connections with neighbouring countries."

And the "Bundesbahn-Mitteilungen" also praised the Helvetia Express, which rushed from the Main to the Limmat in only 330 minutes, in the highest terms on the occasion of the press trip for journalists from the Federal Republic of Germany and Switzerland, which was carried out in advance on 12 May.



Compared to the pre-war state, this simpler arrangement of an F-train coach with six seats per compartment formed the "new 1st class" from 1956 (class reform). Until then, the photograph dates from 1955, such carriages were marked as 2nd class. The former 1st class with only four seats per compartment and more comfort, as this carriage once had, was formally offered by the DB only on international trains. In the F 77/78 "Helvetia" it might have looked comparable. Photo: Bustorff, Eisenbahnstiftung

Compared to its locomotive-hauled predecessor, the journey times had changed only slightly: FT 77 left Zurich HB at 7:41 in the morning, crossed the border to the Federal Republic of Germany after about 20 minutes of border control in Basel Bad Bf at about 9:15, to then make its way via Mannheim and Darmstadt to Frankfurt (at 13:07). In the opposite direction, the FT 78 left Frankfurt at 18:25 and arrived at its destination station at 23:51.

The Helvetia Express was also of special significance for the Deutsche Schlafwagen- und Speisewagen-Gesellschaft (DSG), which operated the dining room of VT 085 during the journey. For the first time after the war, the DB subsidiary, which had been founded two years earlier, was allowed to cater for passengers travelling across borders.

The great popularity led to the extension of the route to the north. As early as the 1953/54 winter timetable, the Helvetia Express was extended in both directions to/from Hamburg-Altona. The three sets VT 08 505, 506 and 507, which had been relocated from Frankfurt-Griesheim to Hamburg-Altona and for which a new vehicle hall had been built there, were now used.

In order to meet the surprisingly high and continuing demand, VT 085 had to be enlarged on Fridays (FT 78) and Saturdays (FT 77) by a second middle car to form a four-car unit.



VT 08 506 (Bw Frankfurt-Griesheim) leaves Frankfurt main station as FT 77 "Helvetia" in 1955 to travel towards its destination Hamburg-Altona. Worthy of note are the plain letters "DB" on the front, applied after removal of the wing wheels and not yet adorned by the "biscuit", a hitherto undiscovered variant of this train by Märklin. Photo: Reinhold Palm, Eisenbahnstiftung

The upcoming timetable change brought a noticeable acceleration, because the train's previous route via Kassel (with a head-end stop there) was abandoned in favour of the shorter connection via Fulda and Bebra. This also eliminated the previous stop in Offenburg, which shortened the journey time by about three quarters of an hour.

With eleven hours and 19 minutes, the Helvetia Express was the fastest train of the DB in the summer timetable of 1954. It was able to further expand this position in the summer of 1955, because, by using the faster Riedbahn between Frankfurt and Mannheim with the abandonment of the intermediate stop in Darmstadt, further minutes could be saved.

continues on page 33



HAMBURG-ALTONA

AUSGANG
ZU DEN GLEISEN
5 UND 6 1 UND 2



The demand for seats on the FT 78, which was usually fully booked, remained high, so that DB decided to couple the two-car pre-war express railcar VT 04 501 (Hamburg type) as an extension unit instead of an additional middle car at the end of the train on high-demand Fridays. The VT 08⁵ unit could, therefore, run in three parts again, which was maintained in the following timetable sections.



North of the Main-Neckar-Bridge in Frankfurt (Main) VT 08 512 and VT 08 508 (both Bw Frankfurt-Griesheim) are running as FT 78 "Helvetia-Express" (Hamburg - Zürich) in May 1957. Photo: Kurt Eckert, Eisenbahnstiftung

Photo on page32:

A VT 08 arrives as FT 77 "Helvetia-Express" on its way to Hamburg-Altona at the main station of the fair and state capital Hannover. (14 June 1958). Photo: Walter Hollnagel, Eisenbahnstiftung

The class reform in 1956 finally made the Helvetia-Express a purely first-class train. In the 1956/57 winter timetable, the "Flying Hamburger" VT 04 000 was finally also used as an extension. However, there were always braking problems between it and VT 08⁵.

Second-hand book recommendation on the article topic:

Hans-Wolfgang Scharf / Friedhelm Ernst
Vom Fernschnellzug zum Intercity

Eisenbahn-Kurier Verlag
Freiburg 1983
ISBN 3-88255-751-6

Upgrade to TEE

For the 1957 summer timetable, the DB converted the train into one of the new Trans-Europ-Express trains (TEE) while retaining its route and train numbers. It now had the shortened name "Helvetia".

Until the purple/beige TEE trainset VT 11⁵ could start running, VT 085 and several of the pre-war express railcars had to help out. This also affected the TEE "Helvetia". It was not until 14 October 1957 that it could gradually be operated with the new VT 11⁵.

continues on page 36



Photo above:
The inaugural train of TEE 78 "Helvetia" on 2 June 1957 was formed by VT 04 501 and VT 08 503, captured by the photographer north of the Main-Neckar bridge in Frankfurt (Main). Photo: Kurt Eckert, Eisenbahnstiftung

Photo below:
Until November 1957, VT 08⁵ had to help out as a TEE. Since there was often not enough space, old VTs had to be attached regularly, here a VT 07⁵ arriving at Hannover Hbf at the Zugspitze in August 1957. In the background, a CIWL sleeping car can still be seen, which arrived in the state capital as a group of course cars from the F 11 "Nord-Expreß" under train number D 111. Photo: Carl Bellingrodt, Eisenbahnstiftung



Photo on page 35:

Also on 2 May 1958, a VT 085 with attached TEE sign expanded the scheduled TEE 78 "Helvetia" (Hamburg - Zurich). VT 11^s set, photographed in Hamburg Hbf. Photo: Walter Hollnagel, Eisenbahnstiftung

With the changeover to a TEE, the journey times were also shortened further, this time by around half an hour: the departure of TEE 78 in Hamburg-Altona was brought forward by ten minutes to 12:38, and it arrived in Basel SBB 35 minutes earlier than before, namely at 22:06. The Helvetia reached its destination Zurich at 23:14.

The northbound TEE 77 could also be accelerated by 17 minutes by shortening the border stop in Basel and moving the passport controls on to the moving train. It is therefore no wonder that the TEE "Helvetia" was also right up there with the fastest DB trains of the 1957 summer timetable. In some sections, the TEE diesel multiple units were able to reach their maximum speed of 140 km/h, as scheduled.

Even as a TEE, the utilisation of the train pair remained very high in both directions. And again, DB was initially unable to increase the seating capacity due to the lack of available middle cars. Thus, on the particularly popular section between Hamburg and Frankfurt, a second train unit in the form of a VT 085 with a TEE logo was often attached.



When TEE 77 "Helvetia" with VT 11 5013 stops at Heidelberg Hbf at the Zugspitze on 15 June 1958, it is travelling without an extension unit and without additional middle cars. Photo: Walter Hollnagel, Eisenbahnstiftung.

It was not until 1958 that retrofitted centre carriages VM were available, thanks to which the train was subsequently used with seven, to a maximum of eight, intermediate carriages, which eased the space problem, at least, temporarily.

From the same year, the Helvetia of both directions also stopped in Göttingen, which reduced the previously around four hours without a stop, still the longest journey without a stop on DB, between Frankfurt and Hannover to three hours.

But the capacity problem remained: All seat tickets were still frequently sold out. However, the use of additional middle cars was prohibited in view of the load capacity of the machinery, especially on long gradient routes. On special occasions, such as the Hannover Fair, a VT 08⁵ had to be coupled up again to increase capacity on some routes. In the early sixties, the DB therefore already thought of another solution.



As TEE 78 "Helvetia" waits for passengers on track 11 of Hamburg Hbf on 14 January 1960, additional middle cars in the TEE multiple unit have long been the order of the day. But even that did not always prove to be a sufficient solution. Photo: Walter Hollnagel, Eisenbahnstiftung.

The successful conversion of the two F-trains "Rheingold" and "Rheinpfil" to locomotive-hauled sets in 1962/63 finally revealed the solution suitable for the TEE "Helvetia". The newly built coaches, characterised by great luxury and state-of-the-art technology, formed the blueprint for the TEE sector.

As they could also run locomotive-hauled from 1965 onwards due to new international agreements, DB decided to convert both the TEE "Helvetia" and the "Blauer Enzian", which was converted into a TEE at the same time, accordingly.

The completion of the electrification between Hannover and Hamburg at the beginning of 1965 created the technical prerequisite for the continuous harnessing of the Helvetia with an electric locomotive. On 12 April 1965, the time had come. The train was now composed of two compartment coaches Av, one open-plan coach Ap, the new TEE dining car WR and one of the bar cars ARD.

On the German section to Basel, the trains were expanded by two Av and, in case of heavy traffic, by another Ap, thus offering a maximum of 324 seats. The actually predestined E 10¹² could only be used between Frankfurt (Main) and Mannheim for the time being. On the other sections from/to Basel SBB, blue E 10s were on the train, mostly already the nine "Bügelalten".

Unfortunately, the darkest chapter in Helvetia's history also occurred in 1965: On 12 August, the northbound TEE 77 ran at full speed into the rear of the through goods train Dg 6621 at Lampertheim station in Hesse, which had been "taken aside" for overtaking, but had not come to a stop without a border sign.



Two days after the terrible accident, on 14 August 1965, the four-month-old locomotive of the TEE 77, the Frankfurt E 10 364, presents itself to the photographer. Four people lost their lives in the collision, 45 others were injured, some seriously. It is the darkest chapter in the history of the Helvetia. Photo: Helmut Röth, Eisenbahnstiftung

Four dead and 45 injured were the tragic result of this accident. The E 10 364, which was only four months old, was severely damaged and two carriages, an Ap and an ARD, were almost completely destroyed.

Three important milestones in the history of the TEE should also be mentioned: From 1966 onwards, the TEE reached its destination even faster after the DB increased the maximum permitted speed from 150 to 160 km/h on several sections of the line. This led to a further half-hour reduction in journey time and an average speed for TEE 77 of 105.3 km/h.

After further E 1012 / 112 had been ordered and delivered, the Helvetia could be crewed with the DB flagships on all three crewed sections between Hamburg-Altona and Basel SBB from summer 1968.

This allowed the maximum speed to be increased to 160 km/h on the entire section, which added another 30 minutes or so to the journey time. In 1969, the train number of the southbound TEE changed from 78 to 76. In the summer of 1971, it changed to TEE 73/72 for both directions, and with it the timetable location changed slightly.

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The rescuers must have seen a picture of horror, as this photo from the press conference on the day of the accident (12 August 1965) proves. According to subsequent investigations, TEE 77 "Helvetia" was travelling at around 120 km/h on the Riedbahn. The locomotive driver recognised the danger of the goods train, which was not free of profiles, and initiated an emergency braking manoeuvre. However, this was no longer able to prevent the collision at 11:35 am. Photo: Werner Kortokraks, Eisenbahnstiftung

Comparison of departure times of the various Helvetia trains

	„Helvetia-Express“ Winter 1954/55		TEE „Helvetia“ Winter 1961/62		TEE „Helvetia“ Winter 1966/67	
	<u>FT 77</u>	<u>FT 78</u>	<u>TEE 77</u>	<u>TEE 78</u>	<u>TEE 77</u>	<u>TEE 78</u>
· Zürich HB	7:39	23:51	7:41	23:14	7:40	22:55
· Basel SBB	8:46	22:46	8:47	22:10	8:54	21:51
· Basel Bad Bf*	9:13*	22:36*	8:55	22:00	9:01	21:37
· Freiburg (Breisg) Hbf	9:53	21:39	9:32	21:14	9:38	20:58
· Baden-Oos	10:54	20:36	10:25	20:18	10:29	20:07
· Karlsruhe Hbf	11:16	20:16	10:43	20:00	10:47	19:50
· Mannheim Hbf	11:55	19:37	11:22	19:26	11:24	19:18
· Darmstadt Hbf	12:33	18:55	-	-	-	-
· Frankfurt (Main) Hbf	12:56	18:36	12:15	18:33	12:15	18:27
· Göttingen	-	-	14:57	15:56	14:37	15:58
· Hannover Hbf	16:52	14:38	16:03	14:56	15:39	14:57
· Hamburg Hbf	18:45	12:45	17:45	13:14	17:20	13:20
· Hamburg Dammtor	18:49	12:39	17:50	13:05	17:24	13:11
· Hamburg-Altona	18:58	12:30	17:58	12:55	17:32	13:04

* with customs control (21 or 15 min)

TEE 72 Helvetia

1.

Zürich HB (7.00)—Basel SBB—Mannheim—Frankfurt (M)—Hamburg
(—Hamburg-Altona (16.36))

⚡ *** 211% 450 t

▲ **ab Basel und Frankfurt**

a)	Avm	18	Basel SBB—Hmb=Altona	73	73	Hmb	745	4362
				<u>730</u>				
	Avm	17	" "	"	"	"	"	"
	Avm	16	" "	73	"	"	741	"
	Avm	15	" "	"	"	"	"	"
	Apm	14	" "	"	"	"	"	"
	Apm	24	Zürich—	"	"	"	746	4361
	Avm	25	" "	"	"	"	"	"
	1) ARDm	26	" "	"	"	"	"	"
	WRmz		" "	"	"	"	"	"

▼ **ab Zürich und Mannheim**

a) Fr—So auch 21. XI., 21., 26. XII. 1. I., 19., 23. IV.,
1., 30. V., nicht 24., 31. XII., 22. IV., sonst Bd

1) Abt 6 ◊ und ☒ ab Basel Bad Bf
Abt 5 ☒ Basel SBB—Freiburg
Ⓜ 34082 Do

TEE 73 Helvetia

1.

(Hamburg=Altona (13.32)—) **Hamburg—Frankfurt (M)—Mannheim—**
Basel SBB—Zürich HB (23.00)

⚡ *** 211% 450 t

▲ **ab Hamburg u Mannheim**

a)	Avm/Am	13+	Hmb=Altona—Frankfurt	172	177	Ffm	305	
	Apm	14	" —Basel SBB	72	72	Hmb	741	4362
	Avm	15	" "	"	"	"	"	"
	Avm	16	" "	"	"	"	"	"
	Avm	17	" "	"	72	"	745	"
b)				<u>720</u>				
	Avm	18	" "	"	"	"	"	"
	WRmz		" —Zürich	"	72	"	746	4361
1)	ARDm	26+	" "	"	"	"	"	"
	Avm	25 k	" "	"	"	"	"	"
	Apm	24	" "	"	"	"	"	"

▼ **ab Frankfurt u Basel**

a) So, auch 26. XII., 23. IV., nicht
24., 31. XII., 22. IV.

b) Fr—So auch 21. XI., 21., 26. XII., 1. I., 19., 23. IV.,
1., 30. V., nicht 24., 31. XII., 22. IV., sonst Bd

1) Abt 5 ☒ Freiburg—Basel SBB,
Abt 6 ◊ und ☒ bis Basel Bad Bf

Ⓜ 34091 So

Sequence plan for TEE 72 "Helvetia" from train formation plan A for express trains, valid from 1 October 1972. Illustration: Sammlung Oliver Strüber

From TEE to the IC

When the Intercity was introduced at the DB for the 1971/72 winter timetable under the motto “Germany at two-hour intervals”, the TEE 73/72 was integrated into this new IC line system. It became part of Line 3 Hamburg - Basel with an extension to Zurich.

As a result, it also made a new system stop in Fulda. And the series 103 locomotives that had just been delivered soon became DB's new showpieces in fast long-distance transport, even before the Helvetia.

The 1973 summer timetable then brought a further change: the southbound TEE 73, shortened to seven carriages, swapped its timetable position with the IC 177 “Diplomat” and now ran one cycle, i.e., two hours, earlier.

IC 179		Helvetia					
Hamburg-Altona (12.36) — Hannover — Frankfurt (M) — Mannheim(— Basel Bad Bf (20.39/41)) — Basel SBB — Zürich HB (21.57)							
)4(*** (bis HH Hg 200 km/h) 214% 500 t							
max 15, AA 14, FF 13, RM 14							
▲ ab Hamburg-Altona und Mannheim							
a)	Bm	263 +	Hmb-Altona — Basel SBB	584	572 ¹⁾	13371	2513
aa)	Bm	263 +	.	170	.	14075	2517
	Bm	264 +	.	178	178 ¹⁾	01157	2514
①	Bm	265	.	.	.	.	.
	Bpm	266	.	.	.	.	.
	Bpm	267	— Basel SBB	.	178 ¹⁾	01159	2516
b)			Zürich	.	195	.	.
	Bpm	268	.	.	.	.	.
	Bpm	269	— Zürich	.	195	01154	2515
②	Bm	270	.	.	.	.	.
③	WRmz		.	.	.	.	.
	Avm	272	.	.	.	.	.
	Avm	273	.	.	.	.	.
	Avm	274	.	.	.	.	.
	Apm	275	.	.	.	.	.
▼ ab Frankfurt (M)							
a)	Fr, auch 4. IV., 15. V., nicht 5. IV., 17. V.						
aa)	Sa, auch 5. IV., 16. V., nicht 29. XII., 6. IV., 18. V.						
b)	So, auch 11. VI., 26. XII., 1. I., 8. IV., 16., 27. V. bis Zürich, sonst bis Basel SBB						
①	Abt 1 Frau u Kind, Abt 2 u 10 ♀						
②	Abt 11  Freiburg — Basel SBB, Abt 12 Dst						
③	bewirtschaftet durch SSG						
1)	Basel Bad Bf 17588						
■ 12/13 ■							

Sequence plan for IC 179 “Helvetia” from train formation plan A for express trains, valid from 3 June 1984. Illustration: Sammlung Oliver Strüber

With the introduction of the two-class system IC '79 (advertising slogan “Every hour, every class”), DB then revised its long-distance travel offer particularly thoroughly. A large proportion of the long-distance express trains still running as TEEs were now converted into ICs, including the Helvetia.

It now ran under the new train numbers IC 178/179; both car classes were separated by the dining car between them - the so-called block train formation. The southbound train now even started in Westerland (Sylt), whereby it was classified as a D train (D 179) on its first section to Hamburg-Altona and was hauled by a 218.

At the head of the train, an ABm 225, which normally does not run in IC traffic, rolled to Frankfurt (Main), followed by a Bm as a course coach to Saarbrücken, and, following this, the IC coaches. In Niebüll, another coach was added to the D 179, which an NVAG locomotive had brought with train 6 from Dagebüll (connection to the ferry to Föhr).



On 23 July 1988, 103 160 in front of EC 78 "Helvetia" (Zurich HB - Basel SBB - Mannheim - Frankfurt / Main - Hannover - Hamburg-Altona) shows itself to the photographer next to the A 6 near Hockenheim. Photo: Helmut Röth, Eisenbahnstiftung

It and the ABm 225 were discarded in Hamburg-Altona, while the Saarbrücken coach remained loyal to the Helvetia, now running as IC 179, as far as Frankfurt (Main). However, this was only a short episode, because already in 1981, all course coaches were dropped, as well as the extended train run from Westerland, the Intercity continued to run between its previously known end points under the same number.

A small break in the summer of 1986 was the change to the two-digit train numbers IC 78/79, before the Helvetia became an EC (Eurocity) the following year. The changes brought about by the ICE service, which started in 1991, were more significant. With a view to the first two new lines (NBS), the Bundesbahn adjusted the Intercity network. DB temporarily abandoned the direct connection Hamburg – Zurich by the EC Helvetia and forced a change of trains in Mannheim.

However, persistent protests by customers led to the revival of the Helvetia as early as 1992, which now once again connected Alster and Limmat as EC 70/71, albeit in a timetable that had been changed once

again in order to save on train sets by optimising running schedules. This was due to the severe shortage of rolling stock that had occurred as a result of the fall of the Berlin Wall. The new timetable for both train directions did not cause enthusiasm and good frequency.

EC 79		Helvetia	
Hamburg-Altona(12.49)-Hannover-Frankfurt (M)-Mannheim (-Basel Bad Bf(20.35/38))- Basel SBB -Zürich HB(22.00)			
*** 212x 550t			
max 15, AA 14, FF 14			
⚡ ⚡ ⚡			
(bis HH, RM - RK Hg 200 km/h)			
↑ ab Hmb-Alt			
Wi	a	Avm 265	Hmb-Alt Zürich 78 78 01172 2476
		Apm 264	" " " "
		Avm 263	" " " "
		Avm 262	" " " "
	01	WRmz	" " " "
	02	Bm 260	" " " "
		Bpm 259	" " " "
	03	Bpm 258	" " " "
	04	Bpm 257	" " " "
	b	Bpm 256	" Zürich 01173 2477
			BaselSBB
Sm		Bm 255	" " " "
		Bm 254	" BaselSBB 01171 2478
	c	Bm 253	" " " "
Wi	cc	Bm 253	" " 70 576 14071 2467
↓ ab Frankfurt			
a)(Sa) nicht 19.XII.-02.I.,01.-03.IV., 22.V.		01)bewirtschaftet durch SSG	
b)Fr+So nach Zürich HB, sonst nach Basel SBB		02)Abt 11 DSG Mo-Sa Hannover - Frankfurt sowie Freiburg - Basel SBB, Abt 12 Dst	
c)Fr+So auch 08.,16.VI.,23.,30.XII., 31.III.,04.IV.,11.,23.V.,nicht 07.VI.,25.XII.,01.I.,01.,03.IV., 22.V.		03)rollstuhlgerecht	
cc)Mo auch 05.IV.,24.V.,nicht 04.IV., 23.V.		04)Beschilderung Hmb-Altona - Basel SBB und Basel SBB - Zürich HB	
		05)Abt 1 Frau u Kind, Abt 2 u 10	
		zu Spalte 6: Basel Bad Bf 24588	
11/12 10/12			

From 27 September 1987, EC 79 "Helvetia" was in service according to Train Formation Plan A for Express Trains - Sequence Plan as per this document. Illustration: Sammlung Oliver Strüber

After several ICE 1 sets had been approved for Switzerland, things started to move again in the summer of 1993. Since 27 September 1992, the ICE "Panda" Hamburg- Altona — Zurich was the first international ICE to travel to Switzerland, with departure times close to the old IC times, at least in the southbound direction. The new ICE 70/71 "Helvetia" finally started on 23 May 1993. Two train sets were again used for it, but from summer 1995 the train journey already ended in Basel SBB instead of Zurich, the opposite direction was served unchanged.

In 2002, DB decided to abandon almost all train names. This also meant the end of the Helvetia as the name-leading train. Connection and train numbers remained for the time being, but this was soon followed by another change in the timetable. The ICE connection 70/71, in the meantime, with a train run extended in both directions to Chur, has however remained until today.

Information about the train run on the internet:
[https://de.wikipedia.org/wiki/Helvetia_\(Zug\)](https://de.wikipedia.org/wiki/Helvetia_(Zug))
<http://www.heinrich-hanke.de/eisenbahn/reisezuege/helvetia.htm>

VT 04 501 with Velmo upgrade

Cutting Edge Digital

The simple digitisation of models with the help of Velmo's products is one of our readers' repeatedly expressed requests for contributions. Fittingly for the round F-train anniversary, we have now found a Märklin model whose upgrading seems particularly sensible. In this way, in addition to the anniversary reporting and the desired topic, we can also create an understandable link between analogue limits and digital possibilities.

Anyone who owns a model of the SVT 137 "Hamburg type" (Deutsche Reichsbahn) or VT 04 501 (modernised version of the Bundesbahn) express railcar will certainly have often wondered what thoughts went through the designer's mind when he designed this vehicle.

Unfortunately, it looks to the owner like "wanted, but not able": On one side a heavy half with motor, inside just stuffed with chassis block, drive and circuit board and at the other end a lightweight with see-through possibility.



For the planned digital conversion, we only need our basic model of VT 04 501 (Märklin 88870), the Velmo conversion parts (item no. SDS219229) and a screwdriver. Immediately after checking that the delivery is complete, we can get started.

For full annoyance, an interior light only shines from this half, while the other remains completely dark. "All or nothing", we would like to say, but Märklin never wanted to get rid of the birth defect of these models. But what is the vehicle supposed to represent credibly in this layout?

Composition of the decoder type designation at Velmo

There are three to four important pieces of information encoded in the factory designation of Velmo digital boards that the customer needs to understand if they want to order a matching part number directly from the range. We explain this with our example of the SDS219229:

- S The first letter indicates the type of decoder (L = locomotive decoder, S = sound decoder, F = function decoder).
- DS The first letter indicates the type of decoder (L = locomotive decoder, S = sound decoder, F = function decoder).
- 21229 The number combination corresponds to that which Märklin also used for its circuit board. If the decoder is suitable for several variants with different markings, Velmo uses the identification of the first product delivered.

Deviating from this, the train for which it is intended is encoded as a reference for function decoders (e.g. "SBAHN" or "ICEXP"). In the absence of a number, this designation was also used for the locomotive decoder for the 1812 series from Rokuhan/Noch ("RN181").
- A Addition of a possible variant of the decoder (not applicable in our example)

The prototype had no sleeping compartments and, if half the multiple unit had had to be closed due to defects, would certainly not have gone on the route. The lack of capacity could not have been compensated for internally with average capacity utilisation.

The lack of consistency or the failure to make a clear decision in this construction has always been a source of irritation and concern. And we know that we are not alone in this, because there are many approaches to make this shortcoming invisible or to remedy it.

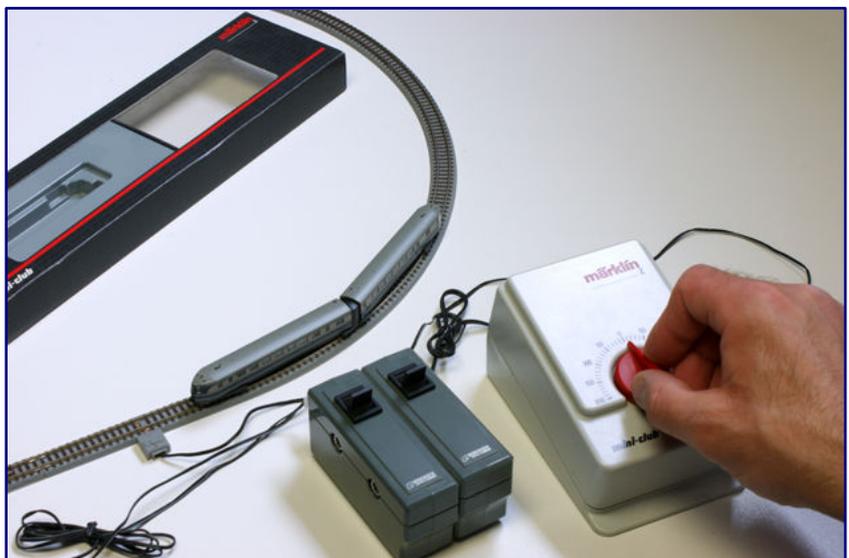
For us, the best option of all that would be conceivable here was and still is digitisation with Claudius Veit's exchange boards. Velmo has "upgraded" even more in the last

few years and has long since proven that even operating noises are no longer part of the digital fantasies of Z-gauge.

The standard protocol today is DCC, but the multi-protocol decoders can also be addressed in the SX1 and SX2 data formats if desired. In the case of VT 04 501, which we have as a model with item number 88870 in pigeon blue-grey livery, it also acquires operating sounds, but in addition even an interior lighting that also includes the motorised half of the vehicle.

So what was probably considered impossible in Göppingen, Velmo has not only questioned, but also solved. We have obtained the exchange parts confection and will now install them in our model.

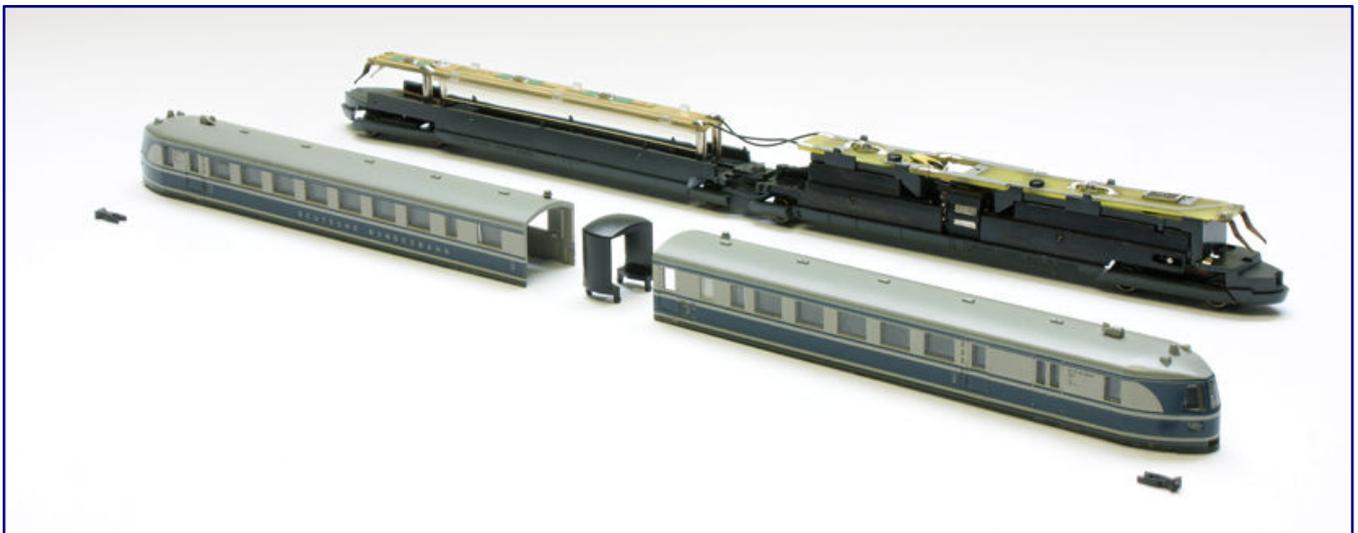
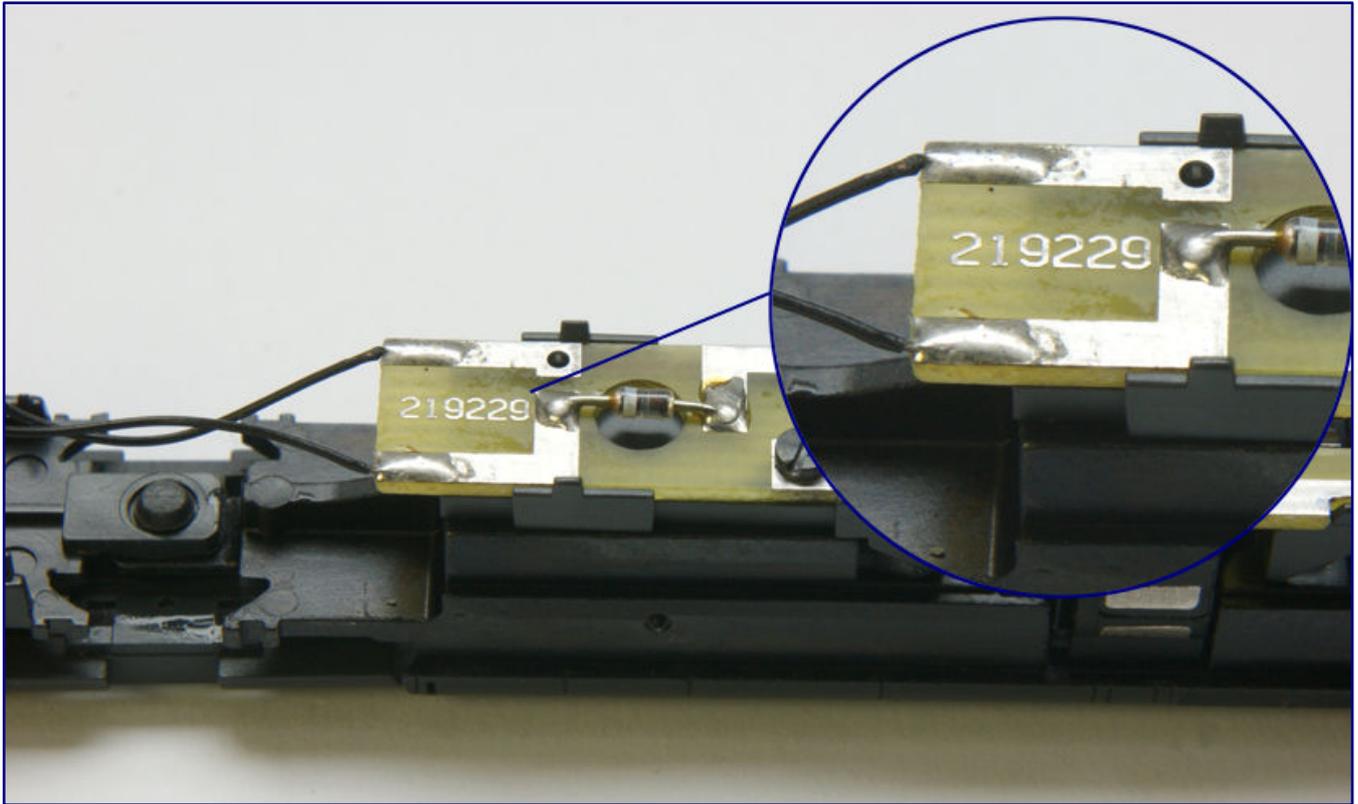
The multi-protocol sound locomotive decoder SDS219229 included in the set fits all Märklin multiple units of the Hamburg type that have a circuit board with the numbers 219229, SW141 210B or SW141111B. There it replaces both circuit boards for analogue operation in the multiple unit.



Before the conversion, there is still an analogue test run: the train should run perfectly, because digitisation does not cure mechanical problems!

Decoder installation made easy

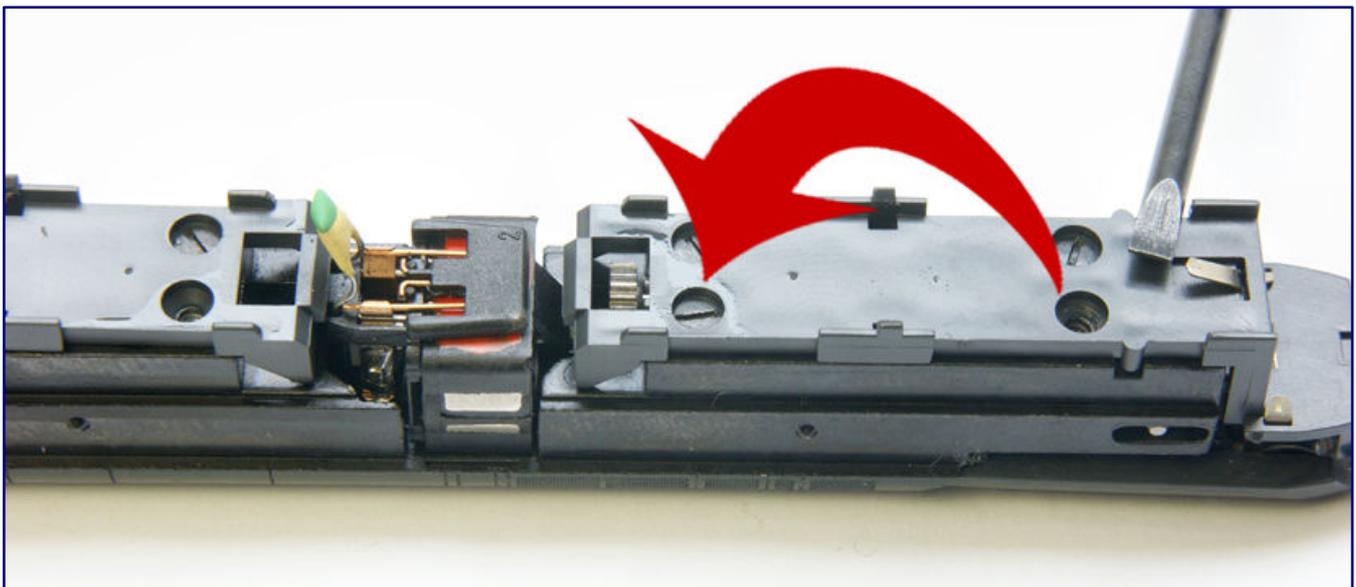
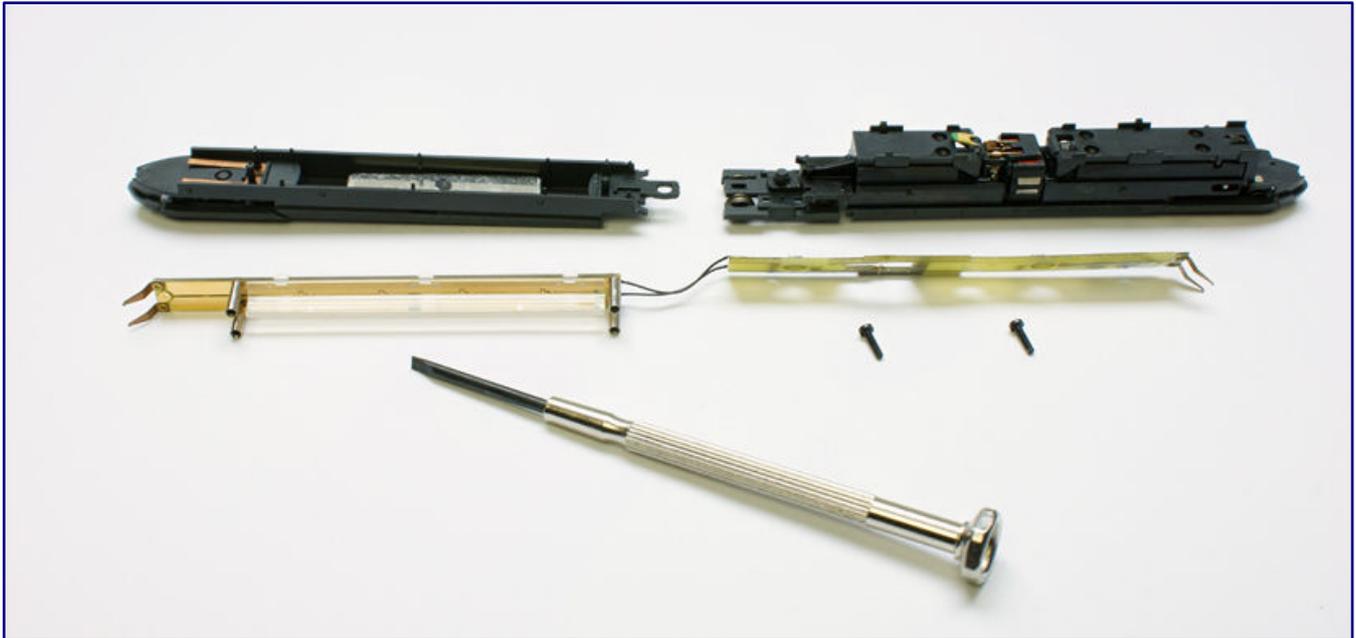
Our digital conversion begins with an (analogue) test drive, because conversion is not a panacea to help a poorly running model achieve good driving characteristics. So, we make sure of the technical condition and possible need for maintenance.



The number printed on the standard board (photo above) leads to the appropriate exchange part at Velmo for the planned digitisation. For the installation we have to get to the inside by pulling off the Scharfenberg coupling, spreading and removing the two housings and finally the transition that is plugged onto the Jakobs bogie (photo below).

It turns out that the selected model has good track contact, runs smoothly and without any noticeable disturbing noises, all previous light functions are given and the driven chassis does not heat up either. So we can start the conversion without any worries. If there were any abnormalities, cleaning with lubricant, and possibly a brush replacement would have been necessary.

Instead, we can now remove the two power car housings, after we have first pulled the plugged-in Schaku dummies at both ends. The operating instructions enclosed with the model provide information on where and how to spread and remove the plastic housings.



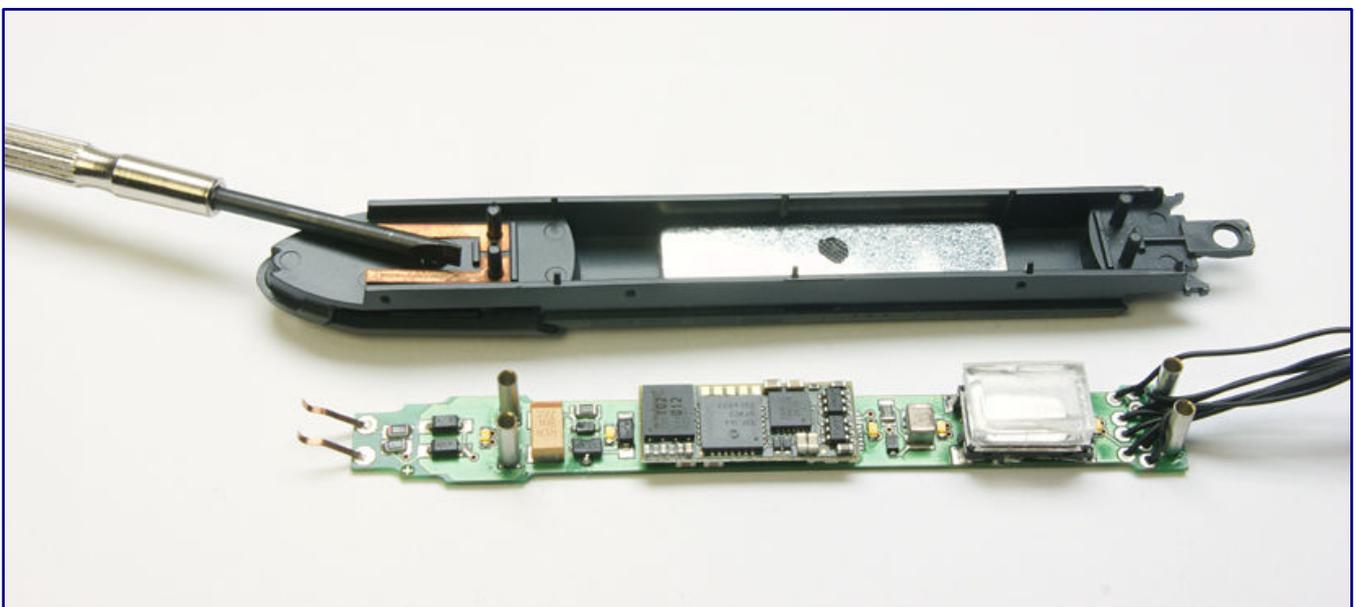
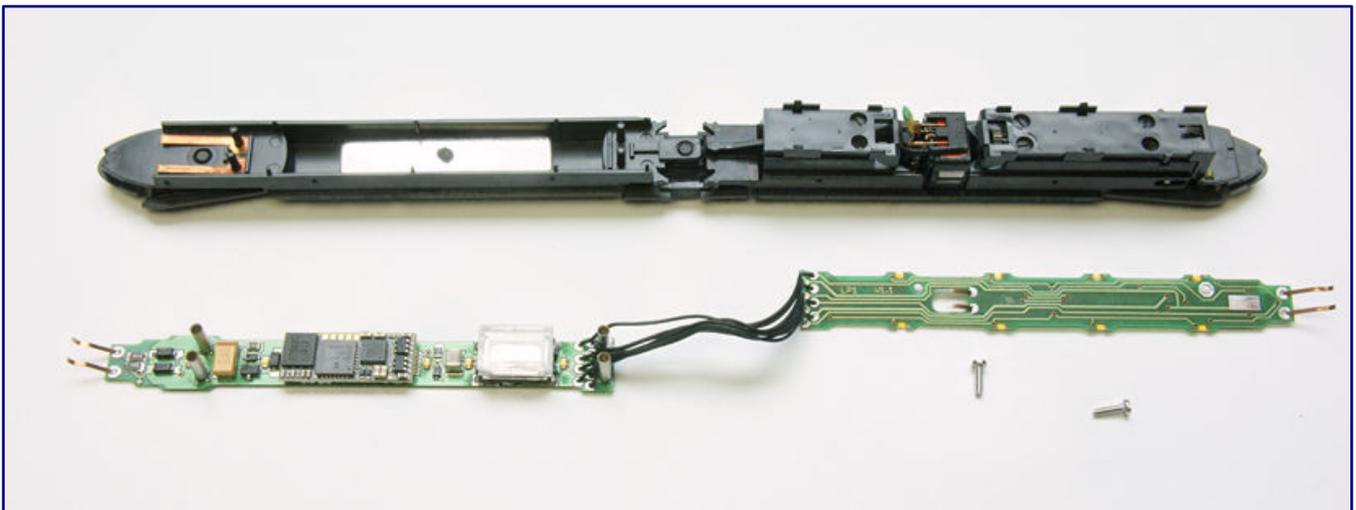
On the motorised carriage, the circuit board can be removed after loosening two screws; on the non-motorised part, the lighting circuit board is plugged onto plastic pins with four sleeves (photo above). In our case it sat there very tightly and had to be lifted off carefully after we had also loosened the holder from the bogie pin as a precaution. The next step is to move a short, countersunk screw from the front right to the rear right on the exposed gearbox block (see arrow marking in the photo below).

It is advisable to take souvenir photos of both halves of the train beforehand, which can later tell us which housing belongs on which chassis and how the Scharfenberg couplings are correctly re-inserted. In the age of mobile phones with cameras, this should not be a problem. As a last preparatory step, we also pull off the transition from the middle Jakobs bogie to the top.

Now we can loosen and remove the two screws of the circuit board on the motor carriage. After that, the circuit boards of both train halves can be removed. On the motorised part, the front, small, countersunk screw is then moved, as shown in our photo.

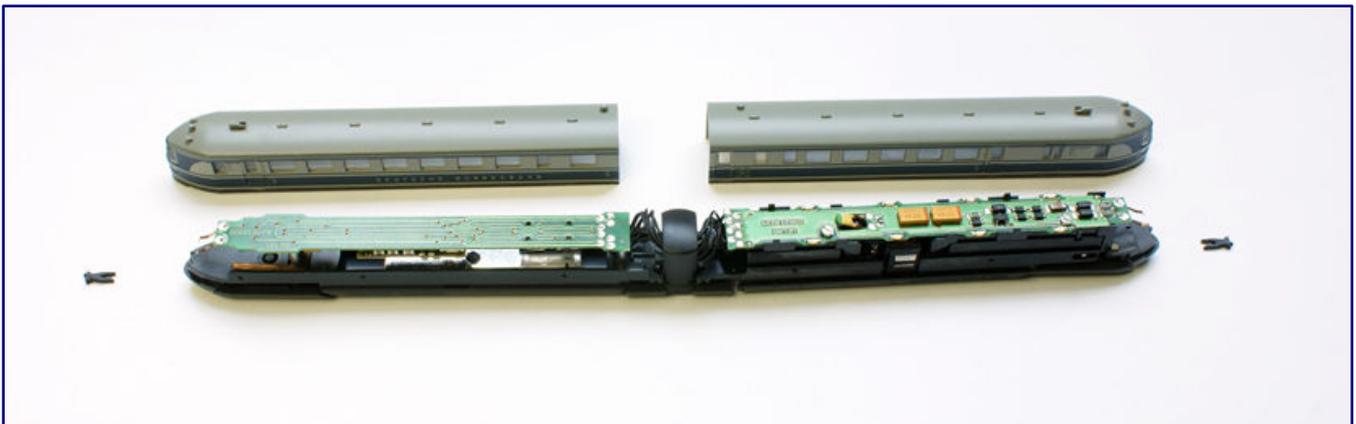
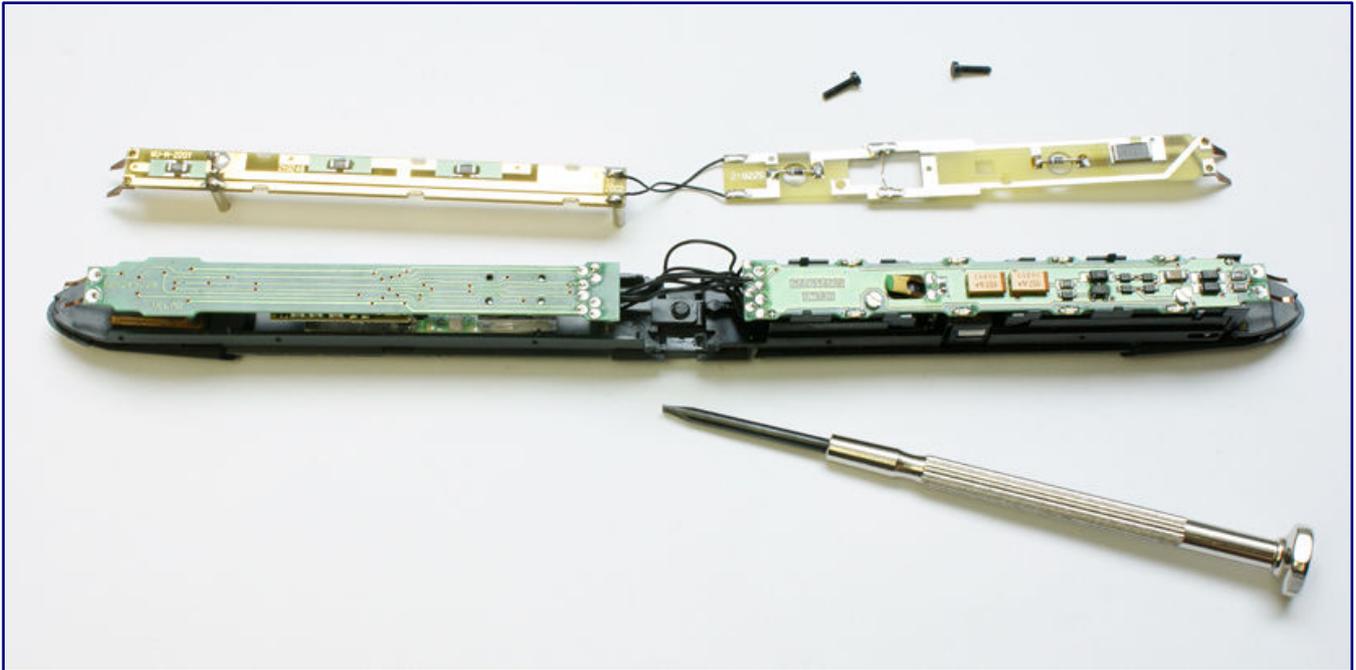
On the non-driven train section, the factory lighting board is plugged onto plastic pins with plug-in sleeves. Pulling off should be done carefully and without pressure to the sides so that these retaining pins do not break off. We keep the removed parts, because they would be necessary, in case we ever want to dismantle them.

When inserting the locomotive decoder, there are a few things to keep in mind. In order not to mix up the assignment of the two circuit boards, we first place them next to the train and look where the cut-out for the interference suppression capacitor of the motor set is to be found. This board is the one for the motorised part, the stranded wire connection will later disappear under the transitional replica.



Before installation, we place the digital exchange boards next to the model and use the future holding points to make sure that the two halves are correctly assigned and in the correct installation position (photo above). If the board is only to be plugged into the part without the drive, it is important to ensure that the sleeves are placed carefully and absolutely vertically and pressed down until they are securely in contact with the spring plate underneath (photo below; position indicated by the screwdriver).

With this, the correct alignment has been found, and the bottom and top sides should also be clear when we look at the installed SMD light-emitting diodes of the (new) interior lighting. The LEDs require special



As soon as the circuit board is fixed on the motorised part with the enclosed screws and securely plugged on at the other end, the conversion is finished. The circuit boards removed and longer factory screws go into the spare parts box (photo above). Now the reassembly begins in the reverse order of the disassembly. First, the carriage transition is put in place, the strands are passed through cleanly and with sufficient room to move, and the plastic part is then pressed into its holders (photo below).

care so that they are not accidentally torn off when installing the boards. This is especially true if we are about to snap the PCB onto the chassis.

But first we bend the aforementioned interference suppression capacitor on the motor vertically upwards to make the following work a little easier. Now we carefully place the circuit boards and first guide them into their lateral guides on the motor trolley. Once we have found the correct position, we press them lightly and snap them into place on the chassis.

On the non-driven part of the trolley, we make sure that the sleeves of the PCB are placed absolutely vertically and then carefully pressed all the way down until the contacts touch each other well. Afterwards we can push the suppression capacitor on the drive part down into the cut-out.

Directly afterwards, we check the position of the motor connection wires on the Velmo board. As with the analogue circuit board, they must rest securely on the two interference suppression capacitor connections, but must not short-circuit each other, i.e. they must not touch each other. Once this has been

successfully achieved, we screw the PCB onto the motorised part of the vehicle using the screws supplied by Velmo.

Under no circumstances should the original Märklin screws be used, because the new board is thinner than the dismantled analogue version and therefore has shorter screws as a fixed part of the delivery.



One after the other, the wagon housings are put back on and then the dummies of the Scharfenberg couplings reinserted. The VT 04 501 is now ready for a digital function and driving test.

The subsequent assembly is done in reverse order to the initial disassembly: fitting the transition on the centre bogie, then pressing on the two superstructure housings, and, finally, reinserting the Scharfenberg couplings.

Test and commissioning of the digital model

Before we put our model into operation, we would like to add an important note that is important for all readers who want to enjoy a digital model for the first time:

Not all digital command stations available on the market are factory set for the needs of Z gauge.

The digital voltage of the control unit must then be reduced to a level that is compatible with Z gauge in order not to risk damage to the decoder, model or operational infrastructure.



The test begins with reading out the decoder address on a programming track. We can ignore the fact that the factory DCC address 3 in the unit's memory is doubled for the time being.



In the digital function test, we check the reaction to driving commands, the light changing and switching functions and, subsequently, also the operating sounds. Since no faults or problems are detected, individual setting changes can follow.

This is especially true for the current flow, from which the control unit assumes a short circuit and switches off the track voltage with a short time delay. With selected control units, the time delay can even be preselected.

Our first test is done in programming mode with reading out the factory address (here: 3). Since the built-in D&H SD18A decoder is pre-configured ex works for the respective Märklin model, no special settings should be (and are) required here. It really can't be simpler than Velmo makes it for its customers.

Those who want to adjust individual parameters according to their own needs after the first check will find information on the possibilities, configuration variables (CV) and setting values as well as possible error patterns and causes in additional operating instructions. Velmo is also known for providing good customer service via e-mail contact for individual problems.

We would like to briefly name a few typical problem areas that the manufacturer itself mentions: The number of programmed decoder speed steps must match the entry of the address to be controlled stored in the digital central unit.

The same applies to the distinction between the historical, short addresses and the long addresses introduced later. Even if there are discrepancies between the settings of the decoder and the central unit, this will lead to malfunctions.

Otherwise, only the following parameters seem to us to be necessary and sensible for conceivable adjustments:

- Change the locomotive address (because “3” is the factory setting for almost all providers);
- Setting a maximum speed (for possible insertion into an electronically controlled system programme or aligned with the prototype maximum speed);
- Adjusting the starting and braking deceleration (for optimal operational flow and safe stopping before signals showing stop); as well as,
- Volume for the operating noise (for good perception without annoying third parties).

For example, we changed the address in CV 1 (short locomotive address) to the value 4 in order to exclude an overlap with the next new acquisition. At the same time, according to the programming instructions downloadable from the manufacturer's web3pages, we have changed the value under CV 29 (basic settings) so that our decoder listens to the long address (CV 17 / CV 18), which we have subsequently assigned to “604”.



We have changed the short DCC address from 3 to 4, but the vehicle is to be addressed via a long address (604), which we also store in the CV settings. As soon as the vehicle is configured, we save its settings on a locomotive card (Modellbahnunion). This saves us from having to create a new layout on other control centres, because we can have the data read in straight away.

For digital switchers, it should be briefly mentioned at this point that changed properties of locomotive decoders are stored and therefore also remain when the operating voltage is switched off.

This also applies, for example, to the last selected direction of travel. All settings can also be changed as often as desired and, if necessary, can be returned to the factory settings by means of a reset function.

continues on page 54

Illustrations on page 53: Assignment of various values to the 7 bits of CV 29 (illustration: Velmo operating instructions) and the calculations required to store the new value 46 instead of 14 so that the decoder listens to the long address.

CV29 - Grundeinstellungen		
Bedeutung	Wertebereich	Voreinstellg.
Bit 0 - Fahrtrichtung drehen	0 - Fahrtrichtung normal 1 - Fahrtrichtung gedreht	0
Bit 1 - Anzahl Fahrstufen	0 - 14 Fahrstufen 1 - 28, 128 Fahrstufen	1
Bit 2 - Analogbetrieb	0 - Analogbetrieb aus 1 - Analogbetrieb erlaubt	1
Bit 3 - Rückmeldung erlaubt	0 - Rückmeldung aus 1 - Rückmeldung erlaubt	1
Bit 4 - keine Funktion	0 - muss immer 0 sein	0
Bit 5 - Erweiterte Adresse	0 - verwende CV1 1 - verwende CV17,18	0
Bit 6 und 7 - keine Funktion	0 - muss immer 0 sein	0
Wert für Register CV29		14

CV 29 - Grundeinstellungen

Bit	0	1	2	3	4	5
Dez.wert	1	2	4	8	16	32
Werte	0	1	1	1	0	0
		↓	↓	↓	16	
		2	4	8	16	= 14
Soll erw. Adresse	0	1	1	1	0	1
		↓	↓	↓	↓	
		2	4	8	32	= 46

↳ Bit 5: Erweiterte Adresse

- 0 - verwende CV1 (kurze Adr.)
- 1 - verwende CV 17,18 (lange Adr.)

Each locomotive decoder offers (different numbers of) memory locations for the many control options, fine adjustments and functions. Depending on the data protocol in Selectrix, they are called parameters (par), characteristic values, or, common under DCC, configuration variables (CV).

If these are to be programmed subsequently, no physical access to the decoder is required. The model does not have to be opened. All the digital model railroader needs is his control unit and a programming track. The programming track, which is separated from the system current, protects against unintentional overwriting of the data of other decoders that are on the layout in their models at the same time.



VT 04 501 has been successfully converted and is ready for use on the layout. At the platform, it is waiting to depart.

In retrospect, all that remains to be said at this point is that the digital conversion with the Velmo solution is a matter of a few minutes and does not place any demands on the operator that would not already be present with the maintenance of their own vehicles.

Neither soldering skills nor knowledge of electronics are required, and no permanent changes need to be made to the initial model. At the same time, this also means that we can rest assured that we can restore the model to its original state at any time, as long as we keep the analogue parts that have been removed.

However, to ever seriously consider this thought seems inconceivable to us. With more individual functions, our model has become much closer to the prototype. The operating noises of the engine or even the horn, the compressor and the closing doors are already a blast.

Besides, it would still be possible to use it in analogue mode, if we were to accept a slightly impaired controllability. And then the point of criticism from the introduction would still pay off: All or nothing - our VT 04 501 now has interior lighting in both train sections, which we can also switch off. From now on we will certainly no longer do things by halves!

Basic model:
<https://www.maerklin.de>

Digitisation services:
<https://velmo.de>

Source of supply for locomotive cards:
<https://www.modellbahnunion.com>

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Guide to Model Railway Photography (Part 2)

Photo editing and optimising

In our June issue, Dirk Kuhlmann explained what minimum equipment is required for taking good model railway photographs. But first and foremost, successful images always also depend on the person behind the viewfinder. Consequently, there were also tips and hints for making the right choices on motifs, backdrops and composition. Today, the second and last part of our mini-series deals with the key aspects of photo editing on the computer.

By Dirk Kuhlmann. In the second part of our small photo tutorial, we want to take a closer look at photo editing software. In addition to the well-known Adobe Photoshop, there are many other good software solutions available from specialised shops.

In addition to these fee-based solutions, there are a number of free image editing programmes, of which, GIMP is probably the best. However, all providers have one thing in common: getting started with editing is usually complicated and discouraging for many amateur photographers.



Following up on the explanations given in part 1 of our series, we are now taking a photo which we will immediately edit with a simple software.

As a result, model railway enthusiasts often are not quite satisfied with their images. Although one may have gotten a nice shot of a beautiful scene, it frequently might lack that final touch of perfection, so to speak.

Types of graphic design software

Graphics software is a generic term for computer programmes that are used to create (design) or edit (change) digital photos, drawings and graphic elements on the computer under screen control. These include image editing programmes (image editor), painting and drawing programmes or vector graphics programmes (drawing editor).

A distinction is made between two types of computer graphics: Vector and pixel based. Vector graphics describe figures as line connections of different points, which also connect to form areas. Because of this, their enlargement does not result in any loss of quality. They are used, for example, to digitally save geometric figures. Well-known representatives of these programmes are Inkscape or Corel Draw.

Pixel-based graphics, on the other hand, are composed of many individual pixels with colour information. Because of this, the file size can be reduced in a compression that involves a loss of quality. This technique is mainly used to digitally save photographs. The programmes GIMP and Adobe Photoshop Elements mentioned in the article belong to this group.

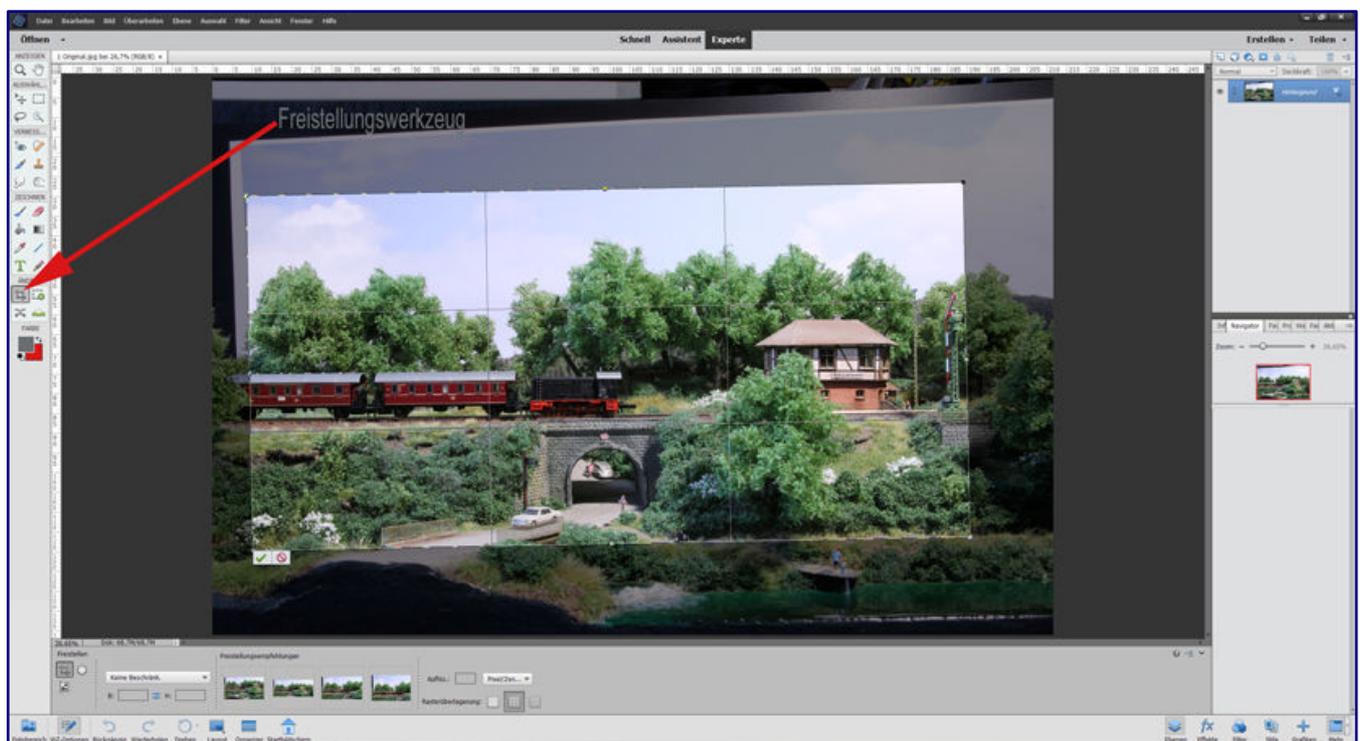
Unfortunately, even so-called and fast network solutions or automatic image enhancement options are not always satisfactory. What do we do now?

Unfortunately, even so-called and fast web-based solutions or automatic image enhancement options are not always satisfactory. So, what do we do now?

Using the example of a single image, I will guide you through the further editing process in relatively simple steps and only with the respective software tools for manual photo re-editing.

Step 1 -The Original Photo

I chose Adobe Photoshop Elements 2021 (abbreviated: PSE) for demonstrating my approach. It is important to note that there are actually no major functional differences between commercial and free software solutions. Adobe PSE sits right next on my computer to its professional big brother (Adobe Photoshop CS) and should be completely sufficient for what I am trying to show you here.



I now call up our example photo in the so-called expert mode. Under the tab "Revise" we find our applications. The function for selecting only a section of the picture is called "cropping tool" and is located on the left bar.

Step 2 - The Photo in PSE

With the cropping tool it is now possible to display only the desired section of the entire photo and to cut off the surrounding elements. You do not have to follow any rules, simply let yourself guide by your own taste.

By the way, the cropping tool has two very different modes: On the one hand, you can cut away parts of the borders at the top and bottom as well as on the right and left. This also allows you to change the format of the photo.

If, however, the original image format (for photos often a 4:3 width to height ratio) is to be retained in the selected section, the mouse pointer is pressed simultaneously with the shift key when cropping. The defined section can then also be moved on the original image with the mouse (grab the frame with the mouse pointer in the centre of the section) before the selection is confirmed by clicking on the green tick.

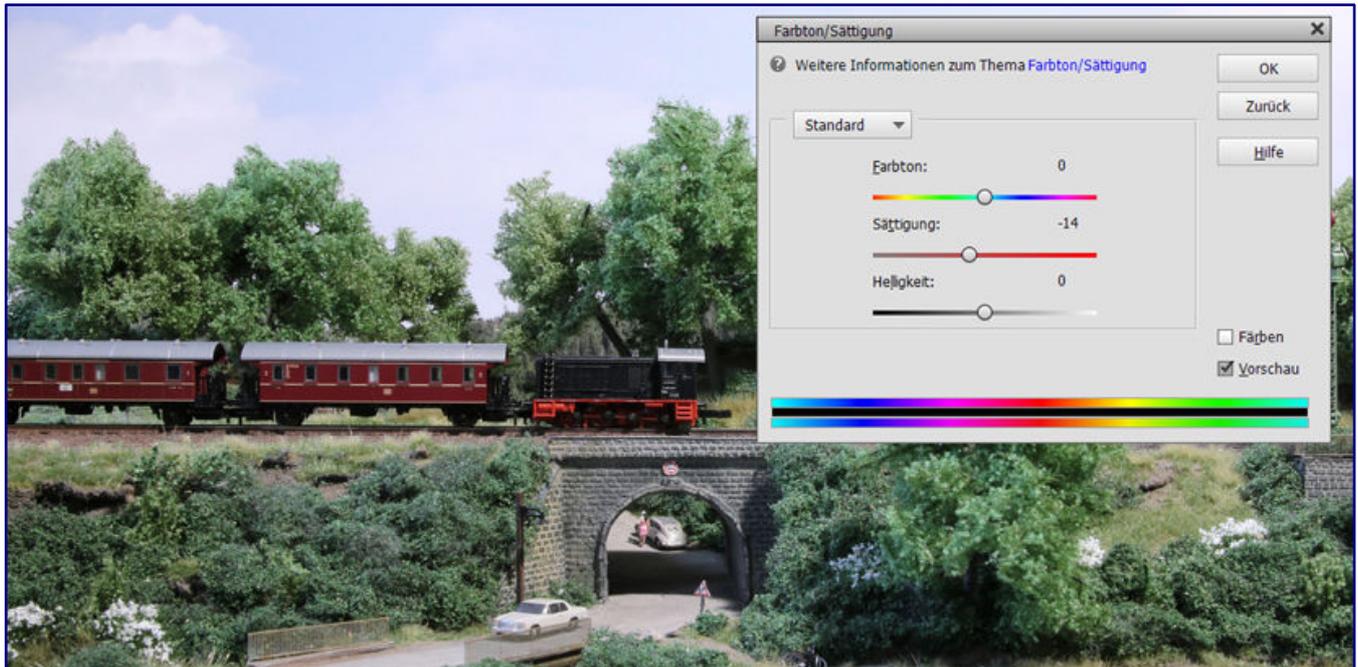


The cropped photo (see the image on the previous page for how to do this) is only the first, but crucial step for assessing the overall effect.

The cropped photo gives a first but decisive impression of its effect. And if the selected crop should not turn out as successful as expected, the undo function (under the “Edit” tab) can be used to return to the original image and the process can be repeated endlessly.

Step 3 - Colour correction and decolourisation

Most photos of model railway layouts are probably taken under artificial light. It is not surprising, therefore, that the colours sometimes look a bit strange. Especially with so-called mixed light, when different light sources with different light colours (measured in Kelvin) act on the scene at the same time, the automatic white balance camera setting quickly reaches its limits.



Via the menu selection “Adjust colour” in the tab “Revise” we reach the colour settings. In the example case we reduce the saturation from the basic value 0 to the new -14.

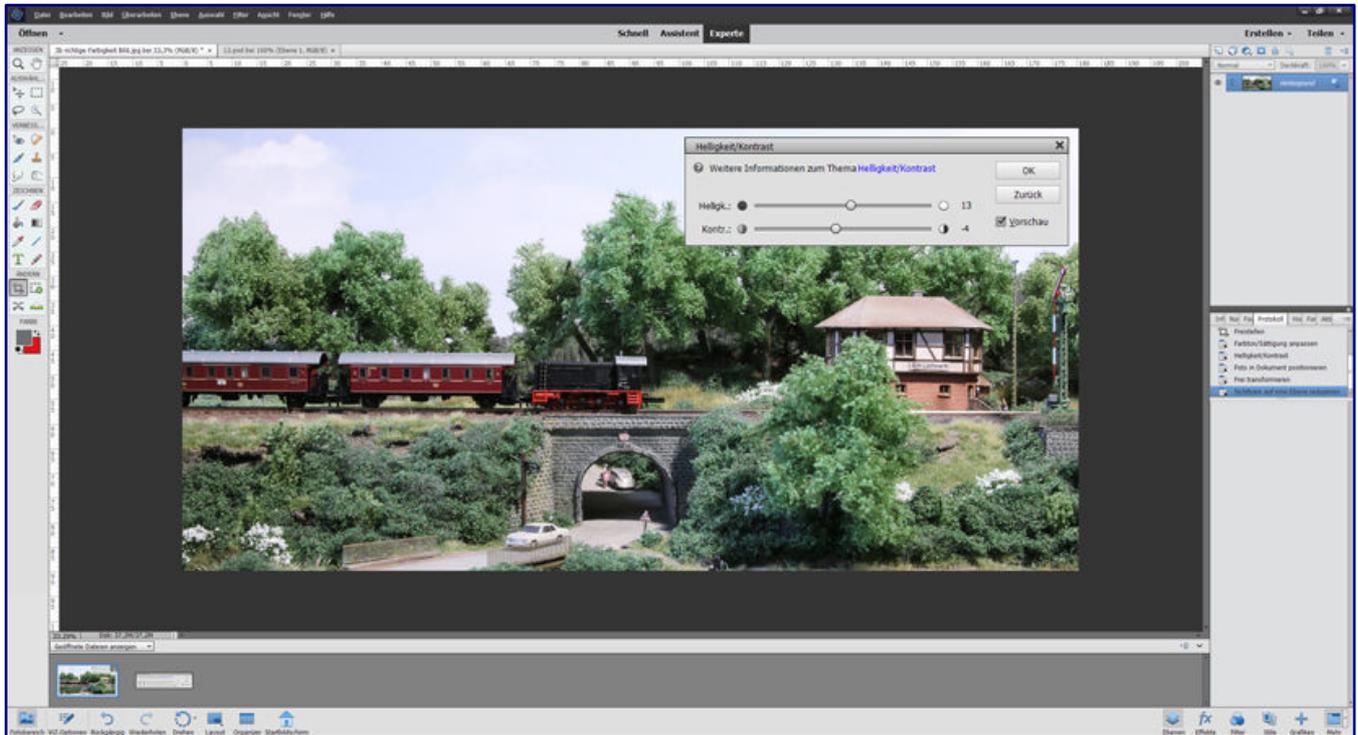
Here, all programmes have an automatic colour correction built in. A quick click and the process continues. However, many photos are still downright dull because of excessive saturation. We often see these results even in professional magazines. The only thing that helps here is a discreet decolourisation / desaturation. Under the selection “Adjust colour” in the tab “Revise”, the problem is solved quite quickly.



Oversaturated photos are a typical problem in model railway photography, often caused by the use of integrated or camera mounted flash units. The changes towards a more realistic impression after this correction step are clearly visible.

Step 4 - Lighting and contrast

Even with the best lighting, a beautiful photo can sometimes appear too dark or too bright. Here, too, corrections are possible, but easier with underexposed photographs. Extremely overexposed images, in which only white areas are visible where there should actually be fine details, are the only ones that can no longer be salvaged.



With “Adjust lighting”, also found under “Edit”, we correct minor exposure errors and ensure a balanced impression (photo above). Contrasts can also be softened or increased in this selection, if necessary. The result of this step is shown in the photo below.



Fortunately, such mishaps happen much less often today in the age of digital photography than they did in the analogue age: In the past, a completely wrong exposure metering became obvious only once the film was developed and it was too late for a second attempt. Today the screen on the back of a camera will immediately reveal major errors.

When reworking a minor exposure error, which usually occurs when areas of the picture are very differently illuminated, the function “Adjust lighting” in the same programme tab comes in very handy.

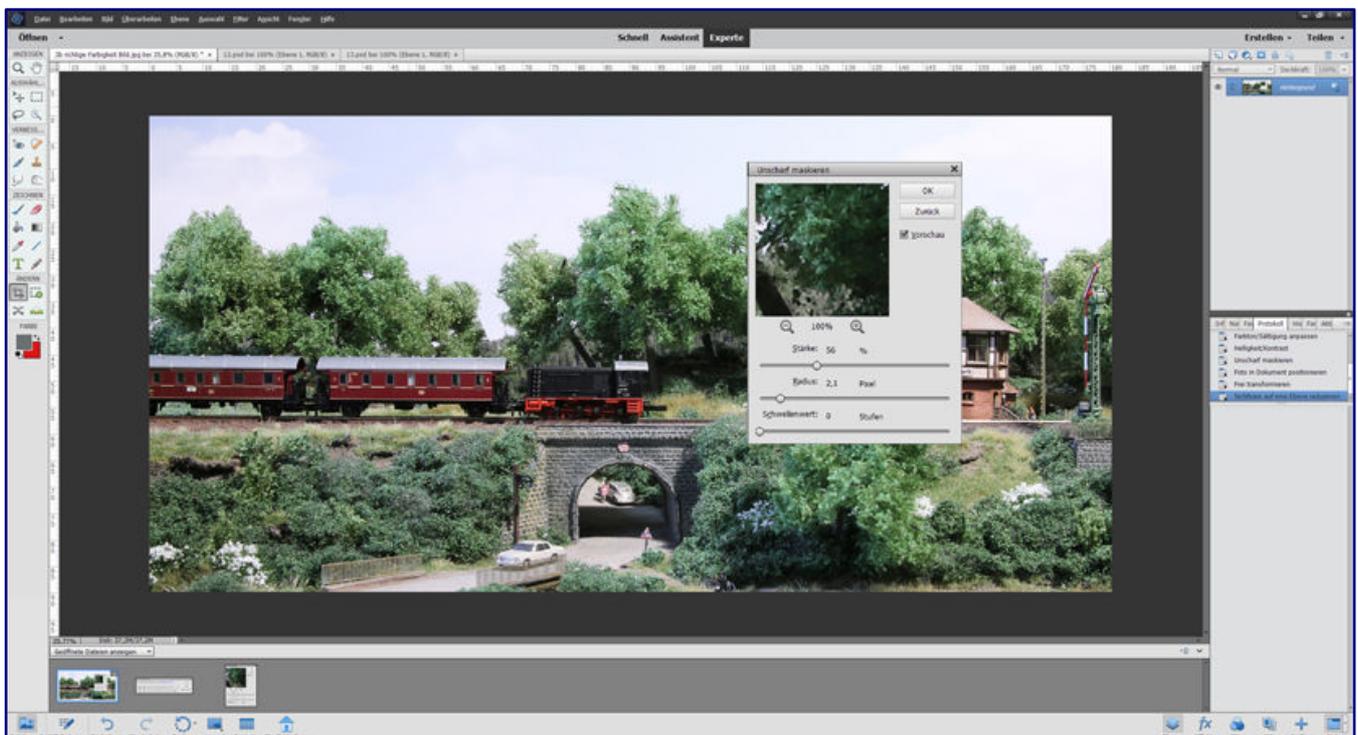
Even a contrast that is too hard can now be softened a little. Just try out different image effects here, because a shot without or with too little contrast will otherwise quickly look boring or like an optical “fabric softener” that would make any tension disappear in a foggy soup.

Step 5 - Sharpen the Photo

As a final point, we sharpen our photo a little. The aim here is not to make sure that the last and smallest inscription of a Z-gauge locomotive can still be read, but to create a pleasing overall impression of the photo. We remain in the same programme tab and now first select “Unsharp Mask.” The following basic values have proven to be a good starting point:

- Strength 56 %
- Radius 2.1
- Threshold value 0

By the way, don't be misled by the strange terminology.



We have reached the last step and are sharpening our shot a little more. After that, everything should fit for a perfect overall impression.

Step 6 - Save the result

Now we already have our final result. The final edited photo should now be saved in the highest level with a new file name. This way, the original photo is always preserved and would be available unaltered for future creations or interpretations.

As you can now easily see, it is only a few steps to a beautiful result. In the first part of this short series, I had already demonstrated the most important steps for taking good model railway photograph.



The edited photo meets our expectations and can thus be saved on the hard disk. To ensure that the original file is always retained for other projects, the edited photo is given a new, i.e., a different file name!

Thus, in this article, all the intermediate results look quite appealing. However, it remains important to emphasise that all this can only result from an already good photo. You should always take the time to carefully select the motif, the lighting, the perspective, etc. A series of pictures with different camera settings (exposure series) can also be helpful.



In the early days, this was also ideal for me as a creative starting point for further excursions into image processing. Of course, in the course of almost twenty years, various special programmes have been added, but for a “completely normal” reworking, I like to fall back on this procedure again and again.

The cover shot of the September 2020 issue of Miba magazine shows a section of the Z-gauge layout “Bad Rothenzell.” You may not believe it, but this photo was edited exactly according to the steps listed above.

The mood, the light and the colourfulness also convinced the editors. Why don't you try it yourself and surprise our editorial team with your contribution for a wonderful cover for a **Trainini®** issue or for our annual photo calendars.

Photo editing software:
<https://www.photoshop.com>
<https://www.gimp.org>

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.

Mercedes-Benz W 123

Verkaufswunder aus Sindelfingen

Als noch nicht diskutiert wurde, ob Daimler ohne Benz auftritt und wie die Firmengründer im Unternehmens- und Markennamen vertreten sein sollen, da schlug die Geburtsstunde eines besonderen Fahrzeugs. Der Mittelklasse-Mercedes W 123 war eher bieder und geizig ausgestattet, aber grundsolide und für seine Qualität geschätzt. Evolution statt Revolution prägten seinen Ursprung und seine Geschichte, die im folgenden Titel zusammengefasst wird.

Alexander F. Storz
Mercedes-Benz W123
Das meistgebaute Modell 1975 - 1986

Motorbuch Verlag
Stuttgart 2021

Gebundenes Buch
Format 21,0 x 28,0 cm
144 Seiten mit 200 teilweise farbigen Abbildungen

ISBN 978-3-613-04370-1
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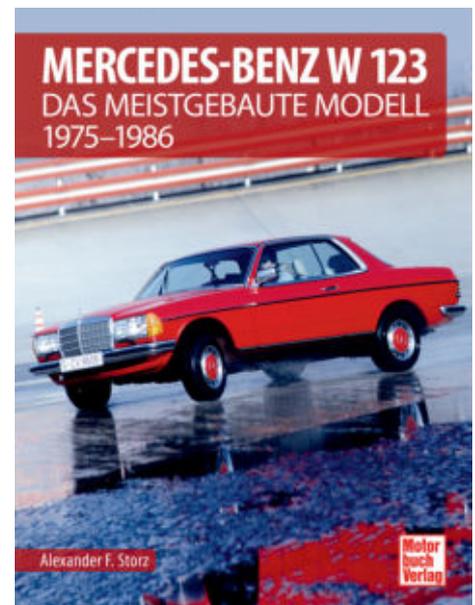
Autor Alexander Franc Storz hat im Verlag zum vorliegenden Titel bereits einige Auto-Fachbücher veröffentlicht. Schon mit dem Band zum Vorgänger des hier behandelten Modells aus dem Hause Mercedes-Benz hatte er uns begeistert.

Als Journalist im Bereich Automobilhistorie, tätig auch für verschiedene Fachmagazine, ist er ohne Zweifel die richtige Person für dieses Buch. Im Fokus steht dieses Mal das größte Erfolgsmodell aus dem Hause Mercedes-Benz, denn kein Auto wurde dort so häufig gebaut wie der W 123.

Auch 25 Jahre nach dem Ende seiner Produktion kennt wohl jeder dieses Fahrzeug: Es ist im Ausland, vor allem auf dem afrikanischen Kontinent, bis heute präsent, war das typische Taxi, mit dem vermutlich jeder schon gefahren ist und hat sich auch als historisches Fahrzeug bis heute gehalten.

Der Verlag drückt dies in seiner Titelbeschreibung wie folgt aus: „W 123 - ein Buchstabe, drei Ziffern, mehr braucht es nicht, um eine Legende zu beschreiben.“ Dem ist nicht viel hinzuzufügen, außer dass Kenner ihn heute als wohl besten Mercedes verehren, der je gebaut wurde. Er galt und gilt bis heute als perfektes Beispiel für schwäbische Wertarbeit.

Dass das aber nicht ganz korrekt ist, kann der Leser diesem Titel schnell entnehmen: Erstmals wurde ein Mercedes-Mittelklassemodell auch in einer Kombiversion angeboten. Die durfte freilich nicht so heißen, weil sie eben kein Handwerkerauto sein sollte, sondern ein „T-Modell“ (T für Touring) für Kunden, die aufgrund Lebensumstände oder Sportgeräte mehr Ladefläche brauchten.



Jedenfalls kam diese Karosserieform nicht aus Sindelfingen, sondern wurde immer im früheren Borgward-Werk Bremen gebaut. Und auch diese Version hat nicht wenige Verehrer, die den Bremer Ausführungen eine noch höhere Qualität als den schwäbischen „Originalen“ zusprechen.

Sicher ist es spätestens jetzt zu bemerken, dass hier kein technischer Aufsatz vorliegt, der jede Komponente genauestens unter die Lupe nimmt, Entwicklungshintergründe und -ergebnisse vorstellt und Vergleiche zwischen diesem Auto und seinem Vorgänger anstellt.

Das große Thema des Buches ist vielmehr der Mercedes-Benz W 123 im Alltag statt auf Hochglanzprospekten. Genau das macht auch den Nutzen für Modellbahner aus. Die gut ausgewählten und bestens wiedergegebenen Aufnahmen kontrastieren zwar auch Daimlers Marktpositionierung und Kundenwahrnehmung, viel stärker erinnern sie aber an die Zeiten, als uns dieses Fahrzeug alltäglich begegnet ist.

Das liefert Anregungen, natürlich auch Erinnerungen und Ideen für das Gestalten auf der Modellbahnanlage und auf Dioramen. Schmerzlich bewusst wird uns an dieser Stelle, dass der W 123 bis heute eine echte Programmlücke im Maßstab 1:220 darstellt.

Es gibt entweder gar keine Modelle wichtiger Ausführungen, Uraltaufgaben sind längst nicht mehr zeitgemäß oder es reduziert sich auf das deutlich seltener anzutreffende Coupé (Märklin), das auch nur selten angeboten wurde. Vielleicht mag dieser Buchtipp daher auch Kleinserienhersteller anregen, hier Abhilfe zu schaffen?

Das wäre auch dringend erforderlich, denn immerhin war das Erfolgsmodell von 1975 bis 1986 in Produktion, heute fahren nicht wenige der jüngsten Exemplare mit einem H-Kennzeichen immer noch herum und erfreuen uns auf Ausstellungen.

Eine enorme Vielfalt wird uns bei der Lektüre präsentiert: Viertürer-Limousine, elegantes T-Modell, zweitüriges Hardtop-Coupé und sogar ein gestreckter Achtsitzer ab Werk, dazu Sonderaufbauten und -fahrzeuge für Polizei, Feuerwehr, Krankenfahrzeuge oder auch Leichenwagen.

Und obwohl die große Zeit des Tunings glücklicherweise an diesem Modell noch vorbeiging, hat der Autor auch deren Auswüchse zusammengestellt und dem Leser nicht vorenthalten – eine wahre Schocktherapie. Wenigstens einige der Cabrio-Umbauten und die AMG-Modifikationen nehmen sich da ansprechend aus.

Mit viel Sachverstand und Liebe zum Detail präsentiert der Autor alle diese Fahrzeuge im früheren Alltag, als Versuchsträger und Rennwagen, auch weit über Deutschlands Grenzen hinaus. Das unvermeidbare Maß an Technik ist in Tabellenform am Ende angefügt.

In Summe sind wohl alle Facetten unterhaltsam und laienverständlich zusammengeführt worden, womit der Band jeden Eisenbahnfreund ansprechen kann, dem es nur um Passion für alte Technik und „Beiwerk“ auf seiner Modellbahn geht.

Und bis wir diese Epoche der deutschen Automobilgeschichte auch im Maßstab 1:220 umfänglich darstellen können und solange wir eine wichtige Vorlage schmerzlich vermissen, vermag unser dieser Titel doch wirksam zu trösten. Er lädt halt zum Schwelgen und Erinnern ein.

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Baureihe 103 - stärkste Lok der DB Paradepferd der Bundesbahn

Für den Dienst vor TEE- und auch F-Zügen wurde sie entwickelt, 1965 in Form von vier Probelokomotiven in Dienst gestellt und ab 1970 dann in Serie beschafft: die Baureihe 103. Rund 30 Jahre bestimmte sie den schweren Fernzugverkehr der Deutschen Bundesbahn und ihrer Nachfolgerin Deutsche Bahn AG. Auch heute ist ihre Geschichte nicht auserzählt. Der EK-Verlag widmet ihr gleich zwei Bände, um sie umfassend vorzustellen.

Christian Wolf / Christian Ernst / Uwe Clasen
Die Baureihe 103 – Band 1
Vorgeschichte, Entwicklung & Technik, Einsatz der Prototypen

EK-Verlag GmbH
Freiburg 2017

Gebundenes Buch
Format 21,0 x 29,7 cm
240 Seiten mit 374 teilweise farbigen Abbildungen

ISBN 978-3-8446-6030-2
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Christian Wolf / Christian Ernst / Uwe Clasen
Die Baureihe 103 – Band 2
Einsatz der Serienloks, Versuchsdienst und Verbleib

EK-Verlag GmbH
Freiburg 2017

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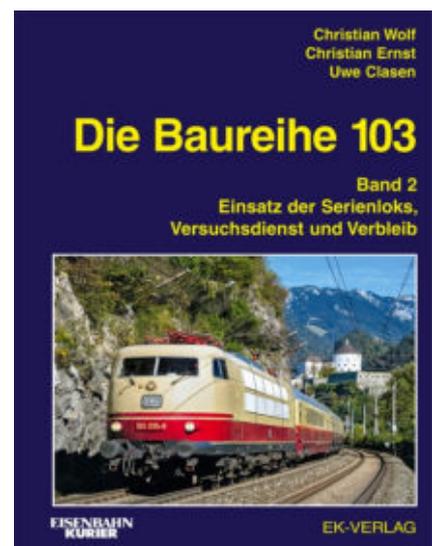
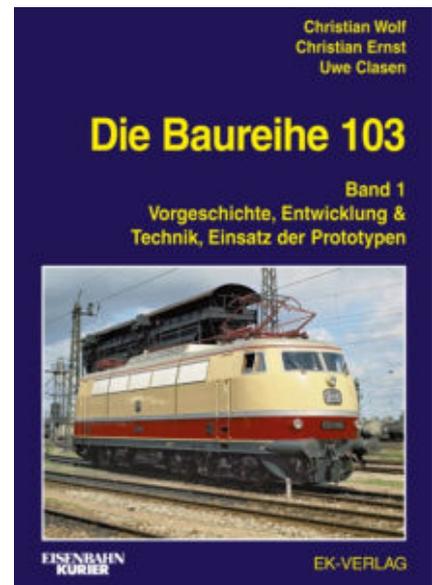
ISBN 978-3-8446-6031-9
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Erhältlich direkt ab Verlag
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Einige Jahre ist es her, da haben wir Baureihenportraits für die ehemalige Paradelok der Bundesbahn vorgestellt. In ein neues Format gebracht und geringfügig angepasst, fanden sie damals eine Wiederauflage.

Auch in der EK-Baureihen-Bibliothek darf ein umfassendes Porträt über die legendäre Baureihe 103 natürlich nicht fehlen. Und hier richten sich die Autoren traditionell an einen anspruchsvolleren Leserkreis, der mehr Tiefgang bei technischen Beschreibungen, Beheimatung und Einsatzgeschichte erwartet.

Insofern sind die heute vorgestellten Titel kaum mit jenen zu vergleichen, die wir schon einmal rezensiert haben. EK-Bücher sind, dem Beschriebenen folgend, halt auch dicker und deshalb zwangsläufig auch teurer. Dass dieses Geld gut angelegt ist, bestätigen aber gerade diese zwei Bände wieder einmal. Es sind Standardwerke, die niemand wieder aus der Hand geben wird!



Steigt über die Jahre der Wissensdurst oder Informationsbedarf, lässt sich mit den blauen Büchern aus Freiburg nichts falsch machen. Deshalb stellen sie immer wieder eine klare Kaufempfehlung dar – so auch heute.

Bereits 2017 sind diese beiden Bände zu einer Lok erschienen, die für den internationalen TEE-Verkehr, aber eben auch die leichten F-Züge vorgesehen war und deshalb so gut zu den Themen dieser Ausgabe passt. Dass sich ihr Einsatzprofil so deutlich in Richtung schwerer Intercity-Züge verschieben würde, konnte niemand ahnen, als 1965 die Prototypen und ab 1970 die Serienmaschinen in Dienst gingen.

Schon Ende 2002 hatte der EK-Verlag eine einbändige Erstauflage präsentiert, als die letzten Vertreterinnen sich gerade von der Schiene verabschieden sollten. Erforderliche Aktualisierungen und auch ein konsequentes Fortschreiben bis in die Gegenwart konnte damals niemand ahnen. Sie haben sich zu einem Umfang von fast 500 Seiten summiert und dadurch das Aufteilen auf zwei Bände erzwungen, die wir kurz beschreiben wollen.

Band 1 beschreibt die Vorschichte, also das Umfeld des Entstehens einer so leistungsfähigen Lok. Dazu gehören auch die Erfahrungen im Probetrieb, die zur Technik sowohl der E 03 (103⁰) als auch der Serienausführung 103¹ (kurze und lange Ausführung mit 115 bzw. 30 Exemplaren) führen. Bauartunterschiede, Farbgebungen (inklusive Studien) und Instandhaltung werden im weiteren Verlauf ebenfalls abgehandelt.

Eine Überleitung zum Band 2 stellt dann die Einsatzgeschichte der vier Prototypen dar. Dieser knüpft nahtlos an und widmet sich vorrangig jener der 145 Serienmaschinen, fortgeschrieben bis in die heutige Zeit, denn die Geschichte ging zur Jahrtausendwende längst noch nicht zu Ende.

Versuchsdienst, Ausmusterung sowie Verbleib heute noch existierender oder sogar aktiver Exemplare ergänzen die vielen Informationen. Beispielsweise ist die für eine deutlich höhere Geschwindigkeit zugelassene 103 222-6 heute bei Rail Adventure und gehört längst noch nicht zum alten Eisen. Statistiken und wichtige Daten dürfen in EK-Baureihenportraits nicht fehlen und fanden daher auch Eingang in den Abschluss von Band 2.

Wie können wir diese vielen Eindrücke geeignet zusammenfassen? Lesen wird es sich wohl so, wie auch bei vielen anderen Büchern aus diesem Verlag: hervorragend zusammengestellte und perfekt reproduzierte Bilder, die alle Inhalte und Stationen der langen Geschichte umfänglich repräsentieren, dazu anspruchsvolle Texte und Informationen mit Tiefgang, ohne langweilig zu wirken.

Zweifelsfrei sind auch diese beiden Bücher die Standardwerke für die Baureihe 103 und werden es wohl auch auf lange Zeit bleiben. Und diese kleine Einschränkung gilt auch nur vor dem Hintergrund, dass die Geschichte der Baureihe 103 auch heute noch nicht endgültig beendet ist und in einigen Jahren sicher ein weiteres Fortschreiben erfordern wird.

Der Vergleich des aktuellen Doppelbands zum Vorgängerwerk zeigt eine in vielen Bereichen neue oder erweiterte Bebilderung, darüber hinaus auch eine neue oder überarbeitete Aufmachung der Inhalte. Und das führt zu einer kleinen Korrektur des zuvor Geschriebenen: Vielleicht gibt jemand doch ein solches Buch aus der Hand – dann aber sicher nur, um das Buch von 2002 gegen die fünf Jahre jüngere Doppelausgabe zu ersetzen.

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Staying in the conversation (part 4)

Trafofuchs - News from the Fox's Den

Trafofuchs is one of the most important small series manufacturers for Z gauge and can already look back on fifteen years of history. Currently, the programme and the manufacturing process are undergoing a decisive change, as the duo of Volker Brock and Birgit Foken-Brock will explain in the following. But the question of where the company name actually comes from is always the big question.

By Birgit Foken-Brock. Customers and trade fair visitors often ask us where the company name "Trafofuchs" actually comes from. After all, we neither deal in transformers nor are we called Fuchs (translator: German for fox).



Behind Trafofuchs is a duo consisting of husband and wife team Volker Brock, who is mainly responsible for products with lighting, and Birgit Foken-Brock (in photo), who got famous in the Z gauge scene for her creative design of figures and scenes - including some celebrities. Photo: Trafofuchs

In 2003, when we needed an alias to register on an electronic auction platform to buy accessories for our first Z gauge layout, Volker's eye fell on the Märklin transformer. At the same time, our son had a toy fox hopping over the still bare tracks. Both impressions combined in his mind to form the term "Trafofuchs" - our later brand name was born.

continues on page 69



The last two celebrities to be transferred to 1:220 scale by Birgit Foken-Brock were TV presenter Carmen Nebel (picture above) and her guest Bernd Stelter (picture below). The presenter and entertainer, who was born in Unna, had the honour of presenting her with her own miniature as a gift during her ZDF Christmas show. As a memento, he received his 1:87 and 1:220 scale miniatures set up against the background of the studio set.

As newcomers to the Z gauge community, we didn't know where to find suitable decoration material at the time and we started to tinker ourselves, first with simple trees and small cottages. When Volker brought a pack of Preiser figures to paint one day, there was no stopping me. Reminded of my art studies, I picked up a paintbrush, while Volker used his knowledge as a PC technician to turn to lighting vehicles with LEDs.



Over the years, working life has provided many and also very popular inspirations for different figures, here of a miller and his journeymen.

In 2006 we officially founded the company Trafofuchs and over the years built up our extensive range of approximately 300 different Z gauge items. The spectrum ranges from illuminated decorative parts, such as St. Andrew's crosses, warning beacons and lights, to emergency vehicles with flashing warning lights and unlit cars.

For more life on the layout, I am constantly expanding our selection of figures: from the railway station to various situations in town and country, to various scenes in working life and the well-earned after-work hobby and sport.

In addition to traditional costume figures, milled carriages and figures for Era I, there are also many decorative parts for Wild West layouts. And of course, winter and Christmas layouts can also be enlivened and enriched with our products.

Although we discovered more and more of our colleagues' offerings over time, we have by and large succeeded in covering crucial gaps in the assortments and avoiding parallel developments. This was facilitated by the fact that for many years model railway modellers considered Preiser's assortment to be sufficient and, on the other hand, probably no one dared to tackle the tricky subject of figures.



Many developments were also based on models from the American market. Staff and guests on the US rail ferry are just one example. And Trafofuchs customers appreciate the quality offered even and especially in times of Far East counterfeits.

Today, with the oversupply of bad Far East counterfeits of Preiser figures, things look a little different. But our customers do seem to appreciate quality. Some of our articles, such as the speeding postman on his service bike, canoes or our ice cream vendor with a small ice cream van, have been in our assortment since 2006 and they are still frequently ordered.

Many of the items have been improved over time, depending on technical possibilities. New products are also constantly being added because customers specifically ask for them.

Request show for individualists

We try to respond to these individual requests and produce matching figures according to photos or descriptions. This is always a variation from the actual serial production, means our catalogue offers as announced on the internet pages.

Since we only offer ready-assembled and painted figures as well as models, each item has to be handled many times. But the customer can then take them straight out of the box and put them on his layout.

For many years I redesigned unpainted Preiser figures and adapted them to the corresponding situation. This often required major “surgery” with scalpel and superglue, whereby anatomical knowledge from my naturopathic training helped me a lot.



A large and important part of the programme is not the “off-the-shelf” products, but figures developed according to individual requests, such as these three Mexicans taking a siesta on the ship.

The close relationship with the Preiser company as a supplier, however, also brought problems. When no more Z gauge figures were available for five years, Trafofuchs was only able to survive because model railway modellers from all over the world sent us their remaining stocks of figures so that we could keep the business going. We are still grateful to them for that!

Three quarters of a year ago, I made my first experiments with 3D printing and very quickly realised the opportunity this technology offered to become independent of suppliers. However, I soon had to realise that models I found on corresponding platforms were mostly not suitable for Z scale.

These figures were also too static and “constructed” for me. Of course, if you complain, you have to do it yourself. Modelling figures with the help of computer programmes was initially unfamiliar and difficult, especially as the programmes were not necessarily self-explanatory.

Since I am more used to working with my fingers than with the computer mouse, it took some practice. It is a long way from a virtual ball to a printable figure with countless recursions and improvements.

The Future with 3D Printing

But my excitement for this young technique is huge. At last I can design figures from scratch the way I want them to be. For example, it makes a difference whether I glue a box to a figure's belly subsequently or whether the posture is designed from the beginning so that it looks natural when carrying the box.

I often have to stand myself in front of the mirror or ask the family to assume a certain posture so that I can then recreate it plausibly and authentically on the computer in the CAD programme.



With increasing business success and sustained delivery problems from Preiser, the need to become independent of this supplier grew. CAD design and 3D printing offered a solution, which led to the ongoing rearrangement of the delivery programme. This is demonstrated here by the example of the ice skater, which we see as many printed blanks and a finished piece. Photo: Trafofuchs

Step by step, as a result of these activities, many compositions and individual figures will be replaced by our own 3D designs in the future. For example, we have already completely changed the winter assortment!

For many years, we have also been offering products made of etched or milled parts. But since we can't do everything ourselves, we have found and involved suppliers for this. This additionally increases our popular assortment with attractive articles or parts.



Milled and etched parts required for figures and models come from suppliers. In this way, they too have played a decisive role in what Trafofuchs has been valued for over the past twenty years.

But, no matter what technique, whether cast, milled, etched, printed or as a reconstruction of polystyrene figures, in the end everything has to be painted. Besides good red sable brushes and paints, it is also important to have a suitable workplace. My worktop is so high that my forearms always rest on it. Freehand brushing doesn't work as well as working under time pressure.

In general, we take a lot of pleasure in making the many small details, which we also incorporate into our products. And Volker and I sincerely hope that all our customers will see this in the products we deliver.

Setback by a deluge

A few days after writing this article, the company premises in the basement of our house in Erfstadt were flooded by penetrating rain and seeping water. Fortunately, we managed for the most part to push back the gushing floodwaters over a period of hours, as well as to bring the movable inventory and equipment to safety or put them on pedestals.



Trafofuchs got off lightly during the flood, but the private rooms and workshop in Erfstadt were damaged. Necessary repairs now hinder ongoing production and require customers to wait longer. Photo: Trafofuchs

But even though the water was not too high, the damage is unfortunately substantial. Since no craftsmen are currently available in our region as a result of the massive and severe damage, we will have to repair most of it ourselves.



Birgit Foken-Brock paints new figures in her workshop. This picture was taken before the flood, because the workplace is temporarily located in the garden shed. Photo: Trafofuchs

In the meantime, I have set up a makeshift workshop in the garden shed, which was also flooded but has since dried out again. Unfortunately, our customers still have to expect somewhat longer delivery times, as we are more than well occupied with coarser work than Z gauge.

Please be a little more patient with us than we would otherwise demand or wish while we carry out the urgently needed repairs to preserve the fabric of the building. Because there is one thing you need not worry about: Despite flooding, Z gauge will not perish!

Webpages of this supplier:
<http://www.trafofuchs.de>



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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.



The following letters to the editor reached us on the basis of the first delay message from June, which we had communicated on our pages.

For the first time in the history of **Trainini®**, we have not been able to complete this edition within the month for which it was intended.

This will also have an impact on at least the September issue, which we will probably shorten and also postpone by a week.

This turbulence was triggered by a death in the family of our editor-in-chief, which has unfortunately subsequently occurred.

Understanding from the reader's side:

I also wish you and your editorial colleagues and your family's strength and confidence that you will eventually overcome the strokes of fate in your private environment, and I hope with you that the people affected can recover again.

Of course, everything connected with that has priority, then there are the professional obligations and the other demands of everyday life; the hobby just has to take a back seat. The fact that despite all the stresses and strains you still managed to deliver the two latest issues of Trainini on time before the end of each month (and you are not obliged to do so!), and with a considerable amount of content, deserves my respect!

In view of the circumstances described, I did not expect this; I am all the more pleased about it. Perhaps the editorial work will also help you to get your mind off things, at least in between, during this difficult time.

I hope that (as far as possible) all Trainini readers will continue to wait with patience and forbearance for the coming Trainini issues, even if there should now be major delays and/or cuts in content. (...) I wish you a quiet weekend, to take a deep breath!

Jochen Brüggemann, by E-Mail



Good wishes from the Netherlands:

Hello, my name is Robert Thalbruck, yes, from the Dutch Website op-zet.nl. But I'm also a true follower of your very inspiring Trainini! Such a Pity that we have to wait, but of course even more for you who try to make it month after month and normally with such a fantastic result!

I sincerely wish you strength with your health problems and be aware that you're not alone in this. Get well soon!

Robert Thalbruck (<https://op-zet.nl>), by E-Mail

First hobby repairs after the flood:

I'm sure you've heard about the storms here in the region, which have caused much more serious problems than defective model railways.

After a good two weeks of helping in the disaster area, today I sorted through a friend's items that were not to be disposed of and came across his Z-gauge railway. Since everything is dry again, and I didn't find much rust, I want to try to get the locomotives running again bit by bit, but as a half-novice I'm finding it a bit difficult. (...)

The article on three-axle bogies in locomotives provided very interesting detailed knowledge. (...) Thanks to your email, I found the article immediately and devoured the whole issue. It's nice to look beyond the gauge and to admire the work of your editors.

By the way, the first locomotive is alive again, of course, the old BR 89, a grateful test object because it didn't end up in the mud. So, it seems to be possible in principle. (...)

Axel Müller, by E-Mail

Praising feedback from the manufacturer:

I have been reading your magazine with respect for the last two evenings! As an H0-railroader, I am already enthusiastic about what you can do in Z-gauge! Many years ago, we were at an international meeting of Z gauge railroaders in Geseke. (...) We don't have much to offer for Z gauge, but it was a very nice weekend, organised in the best possible way.

I would like to thank you for including us in your current issue. I wish you and your team continued success and always good ideas. Model railways are the most beautiful hobby in the world! May the world and our hobby remain with us for a long time to come.

Roland Kühn, Fohrmann-Werkzeuge GmbH, Görlitz

20 Years Miniature Wonderland:

On 16 August 2021, the Miniatur Wunderland Hamburg looked back on its 20th anniversary. Unfortunately, no celebration took place due to the pandemic restrictions, but, nevertheless, the operators fortunately knew how to draw public attention to themselves.

After Miwula opened its doors to visitors in the summer of 2001, it has grown quickly and steadily to eventually even become Germany's most popular tourist attraction. Incidentally, the founders Frederik and Gerrit Braun have also managed to make model railways respectable for large audiences with their excellent show layout, where the railway plays a rather, albeit central and important, secondary role.



It is astonishing and admirable what the two Braun brothers (outside in the photo), here with VIPs at the opening of the Italy section, have put together in Hamburg.

It all started on 16 August 2001 with the three sections Knuffingen, Austria, and Central Germany, which were soon joined by other themed landscapes such as Hamburg, USA, Switzerland, Knuffingen Airport, Italy (since 2018 with Venice), Monaco, and soon South America. 36 million euros have been poured into the currently 1,499 m² facility in around 1 million working hours so far.

It has already attracted 20 million visitors, most recently around one million per year. Today, 360 employees look after the well-being of the guests, who also accept long waiting times for a visit, as well as the facility and its operation.

The anniversary celebration was cancelled with a heavy heart in consideration of the current restrictions. Instead, the creative team has put together a three-minute anniversary film that summarises the highs (and lows) of the last twenty years in an exciting way. It can be seen at the following link: <https://youtu.be/qjhVSB6GLKk>.

Exclusive single garages from Archistories:

Exclusively for Ztrack, Archistories has designed and produced new single garages based on US models. They were designed in the style of 19th century farmhouses, which have met with great enthusiasm. They can be built as a supplement to these, but can also be set up individually.



As an example, we show the sand-coloured garage (art. no. 426070-S) from all sides, which also makes the included tool hook-in bar visible. Photos: Archistories

The colour of the solid-coloured hard cardboard kits is matched to the houses (the Ztrack article numbers are in brackets): dark blue (426070-DB), grey (426070-G), light blue (426070-LB), yellow (426070-LY), green (426070-O), red (426070-R), sand-coloured (426070-S), and white (426070-W).

Joy and disappointment with Märklin deliveries:

In the last few weeks, many new products have arrived at the dealers, but some of them do not arrive in full numbers right away. One example is the class 41 oil multi-purpose steam locomotive (item no. 88275) for Era III, which is the 2020 insider model. A detailed test of this locomotive is planned for the October issue, when perhaps the Era IV version will already be available and will allow a comparison of the different details.



Despite small faults, the class 41 oil (item no. 88275) looks very successful and will undergo a detailed test in October. Behind the G 10 it has coupled a stake car pack Rmms 33 with car model (82132).

On the other hand, the steam locomotive class 85 from the bronze fine casting edition (88932) is completely delivered with transparent protective lacquer. Visually, it impresses with a reduced inscription range, which is intended to emphasise the colour contrasts between the metal and the parts laid out in black.



The side view with the round company sign under the DB biscuit identifies 220 085-5 (88206) without a doubt as a locomotive from the Krauss Maffei construction lots. But Märklin seems not to have noticed this, because only the side views of the model are correct.

The delivery of the class 220 in purple livery (88206) for Era IV has also begun. The 220 085-5 came, like the prototype for the 88203 model, from the Krauss-Maffei construction lot. Characteristic for this was



The comparison with the model of the V 200 150 (left), which was also built by KM, proves that the 220 085-5 (right), which has now been delivered, has the wrong trim line inlet: only MaK deliveries had the wider-looking version, the correct one would be the clearly more pointed-looking inlet of the sister locomotive, recognisable without a magnifying glass and particularly embarrassing for the manufacturer, because of the repetition of this mistake.

the more pointed design of the trim lines on the fronts, which continued after their dismantling also with the painted-on trim lines and also reached the MaK machines.

Märklin has unfortunately, despite explicit editorial advice in the announcement, even with reference to correctly executed H0 models in this respect, for the second time implemented the decorative line course recognisably incorrectly according to MaK delivery condition. We illustrate this with a comparison photo to the V 300 (same front shape), which was also built by KM.

In our view, this cannot be a question of cost and thus an economic compromise. In our opinion, customers may expect a prototype-correct model, especially in view of the demanded purchase price of more than 200 Euros, otherwise the prototype selection would simply have to be adjusted to a suitable MaK template. This repetition mistake is incomprehensible for us, the manufacturer disappoints us all the more here.

We were pleased with the bottle green painted standard luggage wagon Pwi-30 (87521), a "blunderbuss" without DB logo, and also the themed pack "coal loading" (82337) consisting of an open freight wagon of the O 10 formation type with real coal load. Especially the enclosed Fuchs excavator 300 with high driver's cab looks very appealing and is suitable for depicting an emergency coal loading at the depot.

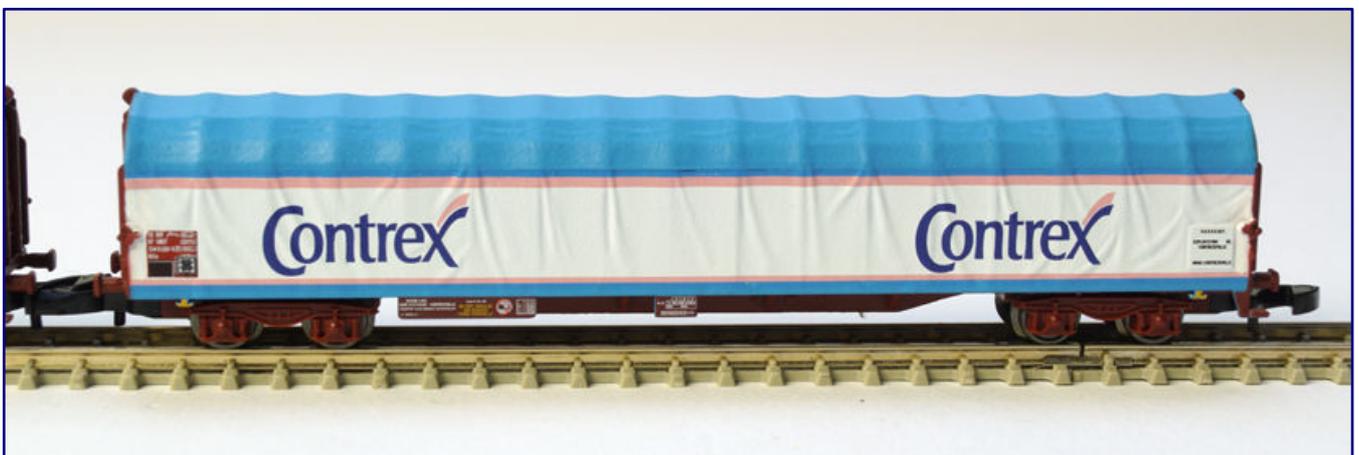
In the meantime, the friends of Era VI were treated to the sliding tarpaulin wagon pack (86356), consisting of two wagons Shimmns-tu 718, one of them with advertising logos and the slightly aged sliding tarpaulin wagon Shimmns 718 of DB Cargo (86357). All of the wagons are classified with DB Cargo and painted in traffic red.



Although it does not contain any new moulds, the themed pack "Coal Loading" (82337) looks appealing to enrich the supply tracks of a depot with it.

The three-part car set consisting of two DB Rmms 33 stake cars (82132) and a car model for Era III, which still comes from the 2019 spring novelties, has also arrived in the shops. One is without handbrake with wooden shelves and wooden stanchions, the other with brakeman's platform, steel shelves and pressed sheet metal stanchions.

According to the enclosed instructions, the end stanchions can now also be pulled down for the first time, which we succeeded in doing on one example, as the photo shows. The new product also includes a light blue Hanomag delivery vehicle with platform.



The bottle-green Pwi-30 baggage car (87521; photo above) and the Rils sliding tarpaulin car with Contrex advertising logo (from 82427; photo below) are also among the current deliveries.

Also arrived is the three-part DR freight car pack (82268) consisting of two Gbkl covered freight cars (ex "Dresden" type of association) and a Klms 3430 low side car. One of the covered cars for Era IV was intended for transporting tetraethyl lead and is therefore equipped with yellow sliding doors and corresponding warning signs.

Also available are the SNCF sliding tarpaulin wagon pack (82427) with three attractively designed Rils-type wagons and advertisements for the three mineral water brands Evian, Vittel and Contrex, as well as the hard cardboard kit "Freight wagon MCI-43 parked" (89012).

International Spielwarenmesse (International Toy Fair) Flood fundraising campaign:

In Nürnberg (Nuremberg), too, the dramatic photos from the German flood areas moved the staff. Spielwarenmesse eG therefore wanted to support the people affected in their reconstruction efforts as far as possible. That's why it called on its employees to take part in an internal fundraising campaign in which every euro was quintupled by the company.

Within a very short time, a sum of 9,000 euros was collected. The donation went to an alliance of several aid organisations, such as the Arbeiter-Samariter-Bund (ASB), CARE Germany or the Malteser Hilfsdienst, with the "Aktion Deutschland Hilft". The initiative significantly supports the emergency services on site during the rescue and clean-up operations.

An important detail from NoBa-Modelle:

Tiny, but important they are: We are talking about trashbins, which should not be missing on model railways. At the suggestion of our editorial team, NoBa-Modelle has now constructed typical US representatives. Of course, we would almost like to say that these bins, which are 3D printed from resin, are hollow on the inside and can therefore also be filled with a bit of rubbish.



Typical representatives of US-style bins are these NoBa model designs that will soon be available for purchase. The 3D printed models are hollow on the inside and designed with a removable lid, so that they can be filled, prototypically.

Soon, they will certainly appear on the pages of this supplier, and be activated for purchase.

Waterway design with Noch:

The range for watercourse design has been supplemented by Noch 2021 with two new products that have now arrived in the trade. One of them is the new water colour composition (art. no. 60878) with five coordinated, ready-to-use colours.



New set of water colours (art. no. 60878).
Photo: Noch

They can be precisely dosed and mixed with the help of dosing tips to create application examples such as a mountain lake, pond in the forest, beach or even a lagoon by the sea. After drying, they can also be painted over and doused with the hot melt water pearls from the same company.

The model water “colour” (60877) is easy to handle: It is simply poured into the prepared body of water in a layer of 2 to 3 mm and left to dry. After about 12 hours it has hardened and shrunk by half its volume. What is new about this water, which is already known in principle, is in this case the blue-green colouring ex works.

Micro Trains Deliveries:

MTL plans to deliver only one model this month: Part 6 of the “Sweet Liquid Series Molasses Gilbert (530 00 540) dedicated. This address is on a 39-foot tank car with a filling dome.

The wagon was built in 1926 and is insulated and heated for the H.J. Gilbert Company from Savannah (Georgia). Molasses, a raw material made from sugar for various foodstuffs, was transported in this wagon.

Micro-Trains products are distributed by Case-Hobbies (<http://case-hobbies.de>), among others.

Locomotive design for vehicle repair:

A newly designed class 218 locomotive now symbolises the history and future of vehicle maintenance in Cottbus (FZI) at Deutsche Bahn AG. 218 497-6 was chosen to build a bridge from steam locomotive refurbishment to ICE maintenance in the future with a livery supported by Märklin and Piko.



This is how the new class 218 in FZI special design, supported by Märklin and Piko, will look in Z gauge. Photo: Märklin

The highly different design on both halves of the locomotive is the result of a creative competition among FZI staff. Märklin and Piko will offer the models in different scales. For Z gauge, Märklin's implementation (item no. 88807) will have a bell armature drive and direction-dependent lighting with warm white and red LEDs.

Modellbau Laffont announces a new product:

Modellbau Laffont (<https://www.modellbau-laffont.de>) has announced yet another new product in 2021 with the Ludwigsau-Friedlos stopping point (art. no. Z3601).



The half-timbered stop south of Bebra (Hesse) dates from the 1920s and is located on the double-track, electrified main line between Bebra and Fulda.

The building, which is made of solid-coloured architectural hardboard, can therefore be used in epochs II to VI.

Finest roof tile engravings are a special feature worth mentioning of the small building with the dimensions 35 x 19 x 25 mm (L x W x H).

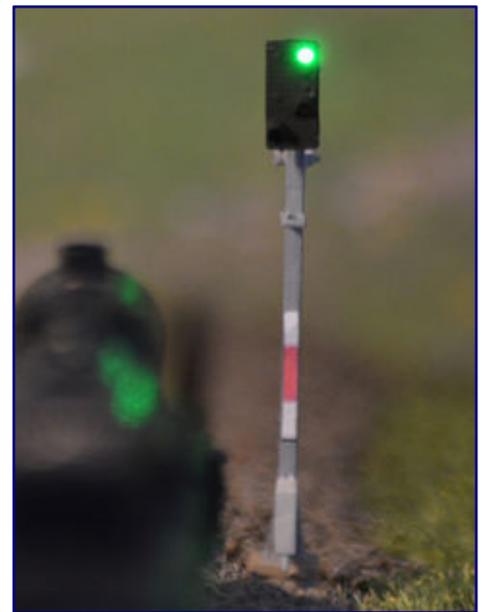
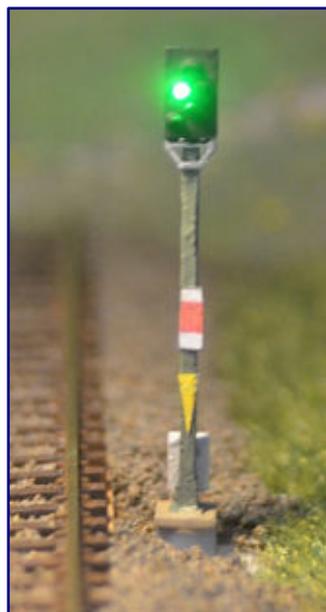
It will be available from the manufacturer as early as the end of September 2021.

The Ludwigsau-Friedlos stopping point (art. no. Z3601) is a quaint, new product that will be released by Modellbau Laffont. With a little creativity and imagination, there are plenty of possible uses in the most diverse eras. Photo: Modellbau Laffont

Expansion in the signal programme:

The Austrian supplier ZDC Z Dream Collection, which presented its trade

fair innovations in the February issue, has expanded its selection of ÖBB signals for Z gauge. As of now, the ÖBB main signals in the design set up from 1980 are available in a three-handle version, as well as a double signal.



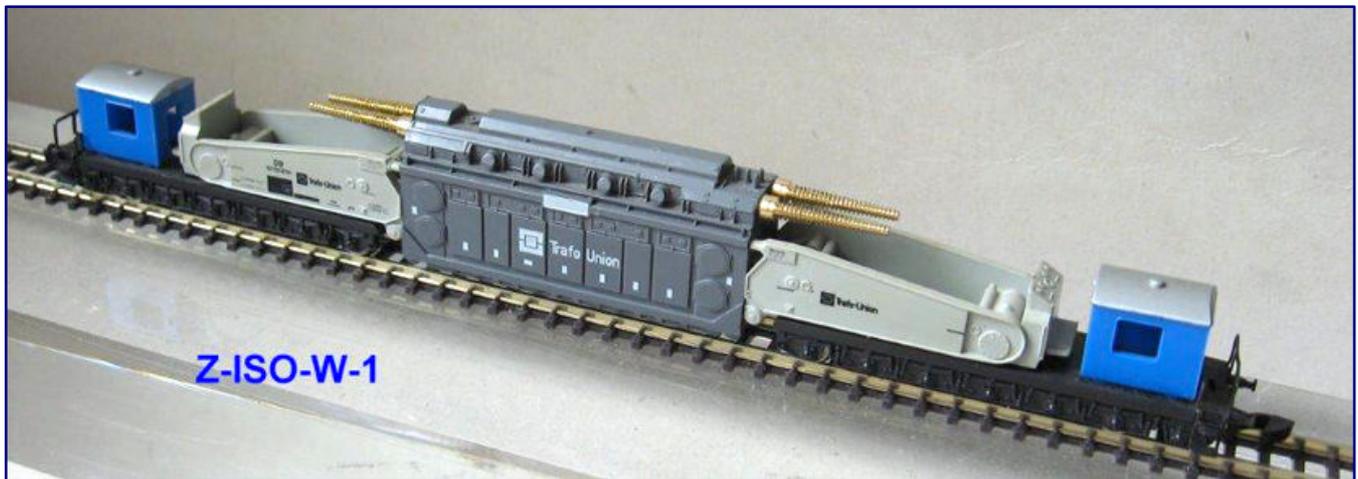
On the basis of two ÖBB signals (photos on the left and right) as well as a Ks multi-section exit signal of the DB (photo in the middle) we would like to show the programme extensions by illuminated and controllable finished models. Photos: ZDC Z Dream Collection

The production of the German Ks signals (combination signals), the modern design of the Deutsche Bahn AG, which can also be found on high-speed lines, has also begun. Until now, they have represented an absolute market gap in Z-gauge.

We therefore hope and are confident that this idea by Michael Koppensteiner will enjoy great popularity and can advance Era VI in Z gauge well. The manufacturer can be found on the internet at the following address: z-dream-collection.jimdosite.com.

Load upgrade from Aachen:

Gauge Z loader Josephine Küpper from Aachen (<https://spur-z-ladegut.de/>) is currently offering brass insulators (4 pieces per pack, item no. Z-ISO-W) to complement Märklin's 8620 transformer transport wagon. The use of these realistic looking parts is easy: cut off the plastic insulators with a sharp knife, drill a suitable hole in this place, glue it in - done!



The brass insulators by Z gauge loader Josephine Küpper are intended as exchange parts or replacements for the stock ones. Photo: Spur Z Ladegut Josephine Küpper

New products at AZL in August:

Offered by American Z Line in August are single A (63009-2) and combined A-B (63009-1) units of the EMD F7 in Wabash livery. These locomotives are now offered individually in the Santa Fe war bonnet livery as A (63001-4 to -10) and B unit (63001-X).

The longer EMD E7 is in the colours of the Illinois Central. An A-B set (64616-1) and a single A-unit (64616-2) are also available.



The EMD E7 in Illinois Central colours (item no. 64616-2; photo left) and the R-70-20 refrigerator car as "Cold Train" (914807-1; photo right) are two of the current AZL deliveries. Photos: AZL / Ztrack

The R-70-20 refrigerator cars are now available with NRDX adjuster labelling as a sky blue painted "Cold Train" and are offered individually (914807-1) and in packs of two (914837-1) and four (904807-1). The black 8,000-gallon tank cars for the Union Oil Company of California (915009-1 / 915039-1 / 905009-1) are also offered in the same configuration.

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

Deliveries from FR Freudenreich Feinwerktechnik:

A total of 32 machines of the Ma series of elocomotives were built from 1953 onwards, and for a long time they were the workhorse of the Swedish railways SJ. FR Freudenreich Feinwerktechnik had announced this locomotive as a main novelty in 2021 and has now delivered it. No more models are available from the manufacturer.



The pantograph colour decides whether the Ma 828 of the SJ (item no. 46.136.01), produced by FR Freudenreich Feinwerktechnik, is in its last operating condition, or as a museum locomotive. This is the museum version. Photo: Thomas Tegtmeyer

It was available in analogue or equipped with a DH05C decoder, which is connected to six soldering points. Thanks to its weight of about 60 grams, the model also pulls quite a lot of wagons.

The brown SJ version Ma 828 (item no. 46.136.01) was produced as the current museum locomotive with grey painted pantographs and red scissor pantographs in the last operating condition of the SJ.

Fewer new products at Model Railway Decals Andreas Nothafft:

At the moment there are rather few new products to report at Modellbahndecals Andreas Nothafft (<https://www.modellbahndecals.de>), but again they have tried to serve all eras as far as possible. If you would like to order them for Z gauge, please contact the manufacturer and have them scaled to fit:

- detailed coat of arms of the K.Bay.Sts.B. (Art.-Nr. 8184),
- Complete lettering for a refrigerated van Berlin of the DRG (6621)
- Complete lettering for a sulphuric acid tank wagon of the Winkel chemical factory in the Rheingau region of Germany. (6622)
- Complete lettering for an oil tank car of the Hagen-Eck main depot for operating materials, used by DB (6623), and

- Lok-Komplettbeschriftung für eine der beiden Metropolitan-101 der DB-AG (6624).

We have left out of this list labelling that can no longer be reproduced decipherably on a scale of 1:220. Regarding the sulphuric acid tank car, we add that there are no suitable Z-gauge models of it, ex-works, but they could certainly be converted to Märklin running gear with the help of 3D printing.

Regarding the fictitious inscription of a Corona vaccine wagon, Andreas Nothhaft has added the information that from now on 1 euro per item from the sales price will go to the Railway Foundation, which we also like to see supported as an important partner of our activities.

New advertising car from the 1zu220-Shop:

The 1zu220-Shop (<https://www.1zu220-shop.de>) continues its Westheimer beer wagon series in prototypical design. Again, it is not only intended to appeal to collectors, which is why another wagon was chosen that could have run like this on the Bundesbahn. As we think it is definitely a success.



For its new advertising wagon (item no. 8600.176), the 1zu220 shop has resorted to a different wagon shape, as the beer brand does not seem to fit into the range of previous examples and this model has a historical template in the H0 size range.

Since the series on the current Westheimer products has been completed and he should therefore also consciously maintain some distance from them, the special model produced by Märklin pays tribute to a historical brand.

The choice fell on an ordinary refrigerator car, which was designed after a now 40-year-old H0 template and whose model anniversary is in focus. It bears the logo "Hirsch-Bräu Pilsener" (art. no. 8600.176), and is available now, while stocks last, exclusively from the 1zu220-Shop.

More new products from NoBa-Modelle:

As already announced, the Jaguar 860 maize choppers have now arrived in the range, available as a residual print model (art. no. 6620R) and as a finished model (6620RF). Other models from the agricultural sector have also been added to the range. These are the tractor trailer rear tipper (6602R / 6602RF) and the Unimog U 1450 (6210 R / 6210RF). Not far from the field you will find the 5 wild boars (13001R) at the edge of the forest.



Again, rows of new products at NoBa-Modelle: The Jaguar 860 maize chopper (item no. 6620RF; photo above) has now been delivered, to its right you can also see the five wild boars (13001R). Among the commercial vehicles, the Unimog U 1450 (6210RF; photo below left), and various versions of the Mercedes-Benz LP 608 (6382RF to 6385RF; photo below right) have been added. Photos: NoBa-Modelle

One of the main innovations is the cubic Mercedes-Benz LP 608 truck, which is available in a wide variety of versions: Flatbed with 4,200 mm (6381R) and 3,200 wheelbase (6383R / 6383RF), furniture van with 3,200 mm wheelbase (6382R / 6382RF), flatbed/tarp (6384R / 6384RF), flatbed with open tarp (6385R / 6385RF) and as a tow truck (6386R / 6386RF).

A Finn dinghy on a slip car (10485R) is also available for boating enthusiasts, while motorcyclists will be delighted with the Harley Davidson Captain America (6963R), Billy Bike (6962R) and Easy Rider (6961R). We would also like to inform readers who are not familiar with track gauges that a programme for the scale 1:160 is currently being developed.

This brings us to the area of construction, which will also be enriched with some new products: MAN tractor unit 6 x 4 (6016R / 6016RF), available also with semi-trailer (6923F) and semi-trailer and excavator (6924F). The three-axle drop deck semitrailer (6070R) is also available separately, as is the excavator



A complete package is the ready-made model consisting of MAN 6 x 4 tractor unit with semi-trailer and excavator (6924F). Photo: NoBa-Modelle

with crawler chassis (6509R / 6509RF). This section is completed by a rubble skip (2010R), the prototype of which has a volume of 7 m³.

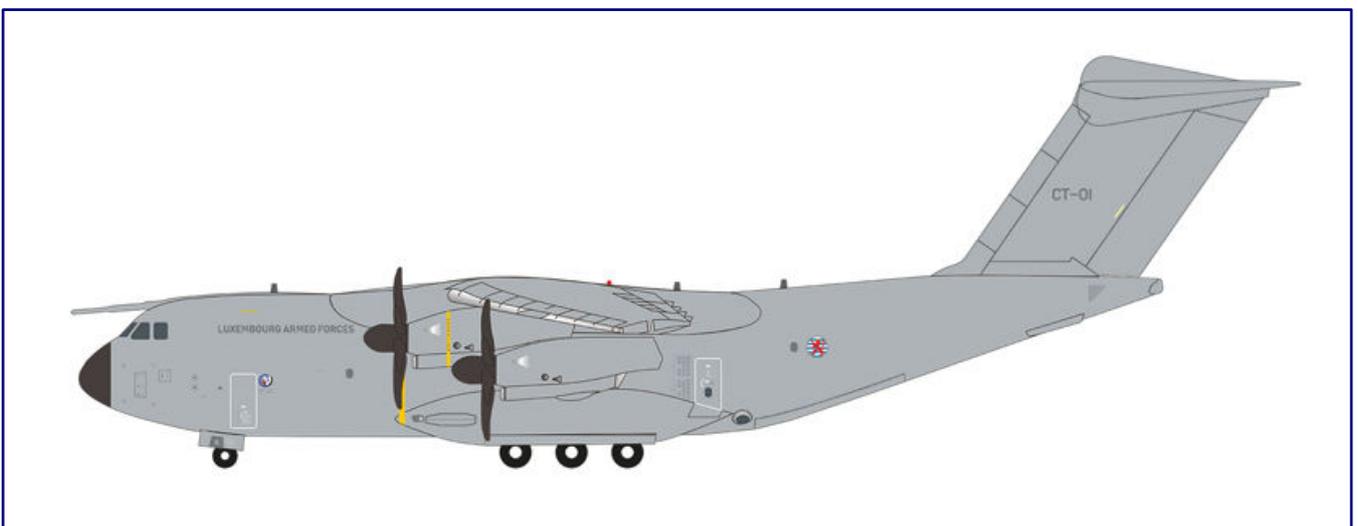
The GT4 articulated railcar is now also available as a rolling tram (5709R). Photos of all new products and ordering options can be found at <https://www.noba-modelle.de>.

New Christmas campaign follows:

Märklin has announced to its dealers that it will again launch a Christmas campaign in 2021. Details are not yet known, but it is to run under the name "Finally, be small again." As in previous years, the aim is to introduce newcomers and those returning to the world's most beautiful hobby during the Christmas season with a coordinated and clever campaign.

New aircraft models for the end of the year:

From the Herpa Wings and Snapfit new products in 1:200 scale, we have again made a selection of those models that are or were found at European airports and do not exceed a length of 30 cm. Further new products for the months of November and December 2021 can be found on the manufacturer's pages (<https://www.herpa.de>).



The Airbus A400M "Atlas" was recently in the media again because of evacuation flights. At Herpa it will soon appear as an aircraft of the Luxembourg Air Force (art. no. 571722). Photo: Herpa

The only military model we would like to mention is the Transall successor Airbus A400M "Atlas" in the version of the Luxembourg Air Force (art. no. 571722). The list of civilian aircraft, on the other hand, is somewhat longer:

- Condor Boeing 727-200 (571647),
- Olympic Air Bombardier Q400 (571661),
- Interflug Ilyushin IL-62M (571708),
- Rada Airlines Ilyushin IL-62MF (571715),
- Pan American World Airways Douglas DC-4 (571739), and
- KLM Lockheed L-1049G "Super Constellation" (571746).



Among the civil aircraft, this holiday plane is very interesting: the livery of the Boeing 727-200 (571647) from Condor's inventory followed the original livery proposal for the then parent company Lufthansa. Photo: Herpa

In the Snapfit segment, only the Hungarian Air Force Airbus A319 (613422) falls under the above criteria.

Märklin cooperation with collection insurer:

The model railway manufacturer Märklin and Artima, the art and collections insurance of Mannheimer Versicherung AG, have entered into a cooperation. Since 2021, model railways have also been included in the art and collections sector of this insurer.

Anyone who feels addressed by this may find a tailor-made solution here beyond the usually inadequate cover provided by household contents insurance. According to a press release, Artima developed its own set of conditions for the needs of the target group of model railway collectors and landscape builders in regular exchange with experts from Märklin.

It is an all-risk insurance for locomotives, wagons and individually built model landscapes and constructions. The few exclusions are explicitly listed in the conditions. Electrical and digital accessories are covered, as are the reconstruction costs for the model layout landscaping, after a claim. More favourable special conditions apply for members of the Märklin customer clubs.

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