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for railroad enthusiasts  
in the scale 1:220  
and Prototype

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# Trainini

German Magazine for Z Gauge



A Festival in Zell (Moselle)

Larry's Masterpiece  
The Waysides

## Introduction

Dear readers,

Welcome to the year 2024! It's hard to believe that twelve editions are already behind us since I addressed similar or at least comparable words to you.

Z gauge is now a whole 52 years old; we are looking forward to another special weekend in Altenbeken in mid-May and before that we have our eyes on the many new products that are waiting for us.



**Holger Späing**  
Editor-in-chief

But stop! Before we look too far into the future, let's pause for a moment. I would like to take another look at what lies behind us. Our time is fast-moving and all too soon we forget what extraordinary experiences we have had or were able to follow.

That's why we always start a new year with a look back. The only thing we deliberately postponed to February was the selection of best new products for 2023. Until close to the end of the year, it remained exciting to see whether any models would still be on sale that would need to be considered in the upcoming decisions. So, this time we're making it exciting...

So first, you can look forward to what this January edition promises. I am particularly pleased that we can report on the V 60 that Ronald "Larry" Schulz has realised for interested Zetties.

His work quickly took on a scale that came close to a new building. All that remained was the "coat" that Märklin had been supplying since 1972. And even that had to be adapted. We expressly wanted to present this effort before Märklin's new design goes on sale and possibly makes a marvellous achievement fade away.

A personal "topic of concern" was our annual focus for 2023. We in the editorial team thoroughly planned and compiled which aspects of landscape design should be highlighted here; in other words, which are important, but tend to be neglected and therefore receive too little attention in technical reports.

New products that were not delivered as planned have jeopardised our plans, and so, today, we are presenting what was originally planned as the final episode. This rounds everything off, but the two missing articles will follow as soon as we receive the products they are based on. We have gone to great lengths and broken new ground, and not in vain.

What remains to be mentioned at this point is the Advent meeting in Zell an der Mosel. After four years, this time it even had something very special about it, although it is always a personal highlight every two years, anyway. Our film is already online, and you shouldn't miss it either!

I hope you enjoy looking at and reading this edition, which also includes our two book suggestions and the latest news, including the first new releases. The big updates will come next month. So long!

Sin-Z-erely,

Holger Späing



Old V 60 pimped out

## Give it everything you've got!

*How can the Bundesbahn's V 60 be described briefly and accurately? Small, robust, and an all-rounder. As such, it remained inconspicuous, because the great fame of an express locomotive was always denied to it. However, it was and is indispensable in modelling, which is why it is so popular. For this reason, the Märklin model from 1972, which was full of compromises, required many optimisations in order to meet all requirements.*

“The smallest production railway in the world – Märklin Mini-Club” is how Z scale was introduced to the public in 1972 with an advertising campaign. The very first locomotive models included item number 8864 with the road number 260 417-1 – a triple-coupled diesel shunting locomotive that had been procured from the German Federal Railways as V 60.

However, customers were only able to purchase it as V 60 (with the road number V 60 107) in Z gauge in 2011. The fortieth anniversary of our nominal scale had almost been reached by then, but even for the 50th anniversary, the model had not changed significantly in technical terms, apart from a new generation of engines.



Ronald “Larry” Schulz: Neither the wheel diameters nor the wheelbases were correct. Despite the 5-pole motors installed later, the running characteristics could never be described as good. This was due to the rigid chassis without a floating axle.

Neither the wheel diameters nor the wheelbases were correct. Despite the 5-pole motors installed later, the running characteristics could never be described as good. This was due to the rigid chassis without a floating axle.

For many model railway enthusiasts, this meant having a highly sought-after locomotive type in the range, but one that was, at best, suitable as an entry-level model in a starter set, due to its poor running characteristics and very compromised implementation. However, this was to change in the end, but without any help from Märklin.

How it all began: 14 April 2020, Forum Z-Freunde International. Ronald "Larry" Schulz, a forum member, receives a request from another writer asking if he could make him coupling rods for the V 60. Larry, who loves filigree modelling as a hobby and always meticulously realises it, got himself a V 60, took measurements and constructed new coupling rods.



**Larry in his home workshop: There are a few customer models of the V 60 on the workbench, which he is currently working on and rebuilding at the time of our visit.**

The Z gauge community was thrilled. But he couldn't let go off this topic. He finally lowered the roof by 0.5 mm and thus already achieved a significantly improved effect of the locomotive. He then continued with the running gear. On 19 April 2020, just five days later, after eight hours of continuous tinkering, including construction and milling, he presented the prototype of a new running gear with a bell-shaped armature motor and dummy shaft: an incredible achievement!

In order for the housing to fit on the chassis again, it had to be milled out accordingly. But as it had not yet been decided which bell-type armature motor would be used, this had to wait for the time being.

In any case, the modified locomotive was to have a clear view of the driver's cab. Forum member Holger Hertlein helped a lot with the creation of the 3D models and created the file formats required for the cast and milled parts.

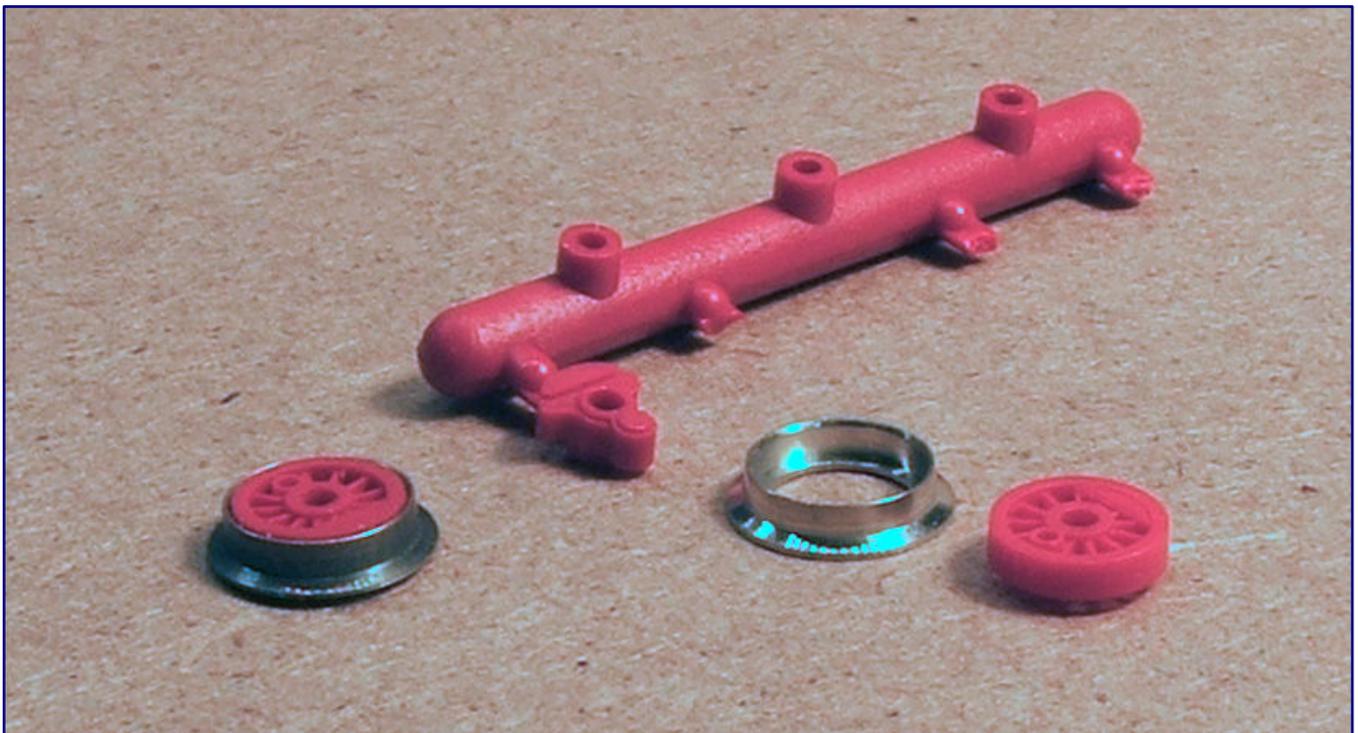
The wheels were also to be adapted, which was not an easy task, as was to become apparent, various wheel types from the Märklin programme were tested and those of the V 36 were found to be good. Of course, replicas of the brakes should not be missing from the new gearbox cover.

## First test run

On 4 May 2020, the time had finally come and the first test run could take place. The project made great progress on the prototype for a planned short run. Larry posted the first test run (without rails) with a new gearbox and bell-shaped armature motor as a video on YouTube. Everything ran smoothly and evenly.

Two days later, the first test gearbox cover was ready. However, at this point it was still unclear how these parts could be produced in a series of 75 units.

A further milestone was reached on 11 May when the prototype was completed. Now it was time to find a suitable source for the series parts. The fact that Märklin did not want to supply any wheelsets was a major shock, as the project was about to be cancelled.



**The wheel tread and the wheel flange are lathed parts, which are supplemented by plastic injection moulded wheel spiders. With the help of this manufacturing process, the V 60 finally also has a dummy shaft.**

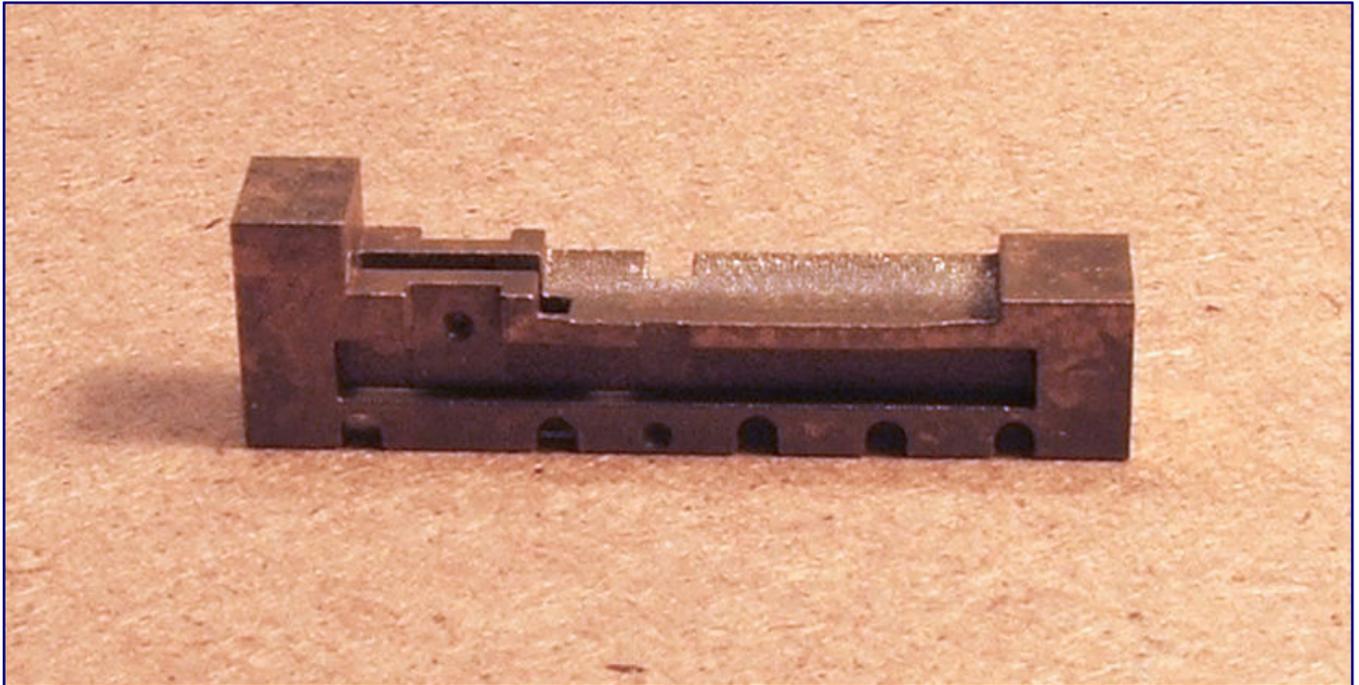
However, thinking positively also means seeing something good in this, because the wheelsets previously envisaged had module 0.3 and would not have been ideal for such a small locomotive. It therefore seemed better to produce the 300 wheelsets ourselves and to do what seemed technically possible here, too.

This was certainly no easy task, as suitable suppliers also had to be found. A model construction company in the Hanseatic city of Rostock finally produced the injection-moulded parts required for the wheel spiders.

Another cornerstone of this project was the subsequent familiarisation with a special manufacturing process for cast parts. The foundry contacted had printed a new wax core for each part to be cast, and then cast it in bronze, using the lost wax process.

This made it possible to produce very even surfaces. With conventional casting, on the other hand, the wax blanks are cast in a silicone mould. These wax tubes can then always become a little crooked when moulded.

This process is at best, of limited use, for gear parts. However, the foundry found after a long search was able to supply parts that could be used almost without reworking. This was almost sensational, the proverbial needle in the haystack seemed to have been found.



After a failure with the foundry, the gear block was made from CNC-machined parts, which were later completed with the end pieces with the buffer planks.

But then there were problems again. The owner of the foundry didn't get back to us and didn't deliver any of the ordered parts. At some point, almost unexpectedly, a large quantity of faulty parts arrived, but they were never invoiced.

Unfortunately, finding a new foundry was unsuccessful. In this situation, Michael Bahls (Bahls Modelleisenbahnen) helped with the crucial tip: If no cast parts are available, then the only thing that resolves the issue, is to have them milled.

The design was therefore changed and the actual gear block was CNC-milled from two parts. The two end pieces with the buffer planks were attached to this block as cast parts.

Of course, many helpers were needed to successfully complete such a project. These included Claudius Veit (Velmo), who drew and ordered the tiny circuit boards for the current collectors. And this even happened twice, because the first batch unfortunately turned out to be unusable.

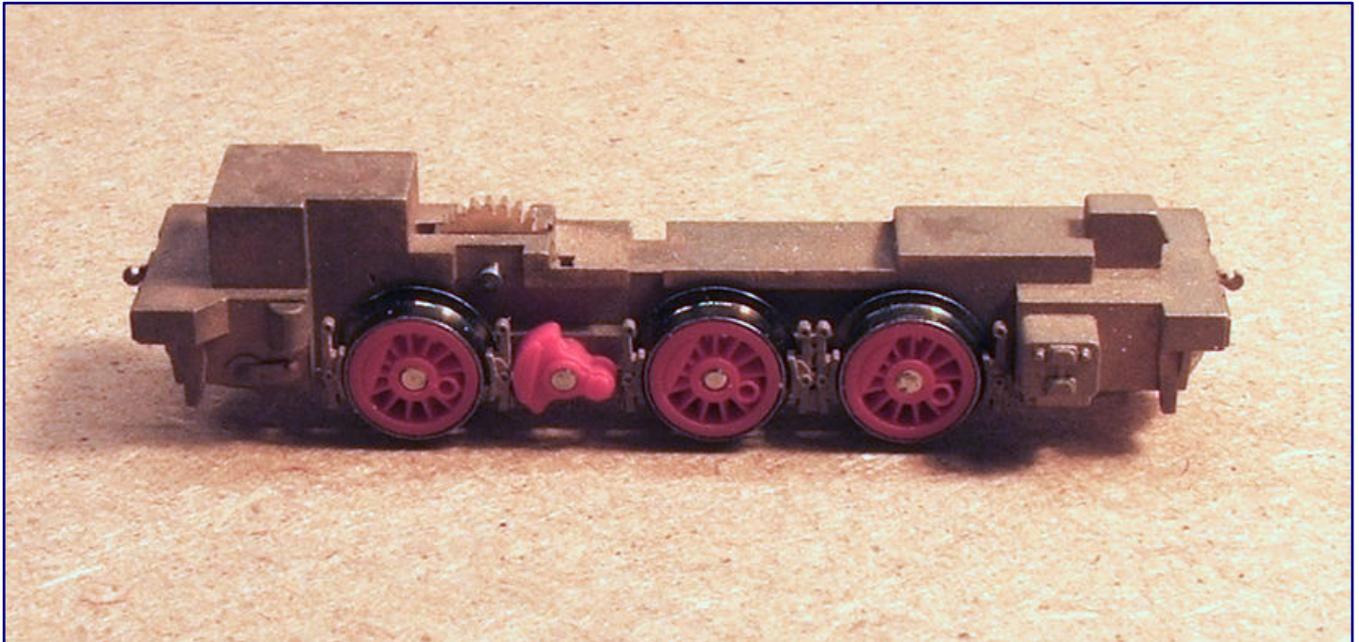
And Harald Freudenreich (ex Freudenreich Feinwerktechnik, now Atelier Barkvieren), an expert in the production of small series models, was always available to answer any new questions that arose. In the end, all hurdles were overcome and the exciting project, which had grown immensely, could be completed.

## Successful conclusion

In November 2023, the time had finally come: the first “dream model” from the small series was ready and could be delivered to its customer. The enthusiasm was huge, as was to be expected after the previous descriptions.

The locomotive, which is almost completely new thanks to the many modifications, does not shy away from comparison with the Märklin model because it is “light years” ahead of it and, of course, finally has the required outstanding running characteristics. You can't really put a price on a model like this and Larry deserves a huge thank you for his insistence on making model railway dreams come true!

Larry wrote down for us just how complex the assembly of the V 60 is. We would like to reproduce his explanations in their original wording: “The assembly of the bogies is a little more complicated than expected.”



**The photo of the test assembly shows the completed transmission block with the exception of the current collectors. A test for smooth running was carried out in this condition.**

I always do a test assembly first. Not every gear works with every other gear. The tolerances are somewhat rough. You have to try a bit to make sure that everything runs smoothly afterwards.

In principle, I first assemble everything without current collectors, check the smooth running, then take everything apart again, insert the current collectors in place, and then reassemble everything. This requires a small auxiliary device, because it is quite tight in the running gear.

Once the motor has been glued in place, it is almost impossible to reassemble the running gear. “I therefore strongly advise against completely dismantling the locomotive.”

The fact that it ultimately took a year and a half for the first locomotive to reach its customer had various reasons, of which only the technical ones have been explained so far. Equally, it should not be forgotten that Larry's bread and butter is not model railways.



He earns his living in Bad Doberan as the owner of the trade fair construction company “eXact Messebau”. After the end of the coronavirus restrictions, he received a lot of orders and often had to interrupt the V 60 project for long periods of time.



Larry has added further refinements to his own locomotive: We see filigree railings and narrower wheel flanges. A little colour makes all the difference in the window area.

It should already be clear that many parts had to be produced differently than originally planned. This was the reason why the rebuilding of the models (assembly) was able to slip into this order-intensive phase in the first place.

Finally, we would like to make a note to all readers who are learning about this project for the first time today. This locomotive conversion can no longer be ordered! Märklin has long since announced a new design of the shunting diesel locomotive (with matching dimensions and features), which is expected during 2024. The need for such a comprehensive rebuild is therefore no longer necessary!

Let's hear from the inventor himself once again: “If I had realised this, this project would never have happened. I am therefore very grateful to the community that none of the interested parties backed out after Märklin's announcement.” This is hopefully a clear sign of how the Zetties stand by each other and feel a friendly bond.

**Manufacturer of the base model:**

<https://www.maerklin.de>

**Model building webpages of the designer:**

<https://www.die-minilok.de>

**Film documentation of the project:**

[https://youtube.com/playlist?list=PLYSRXyUJHhc7CRp69coX-MPcaBeANgObq&si=3mMjQcqt\\_jE](https://youtube.com/playlist?list=PLYSRXyUJHhc7CRp69coX-MPcaBeANgObq&si=3mMjQcqt_jE)

Layout details (part 6)

## To the Right and the Left of the Way

*Traffic routes cut through natural and cultivated landscapes. They form a foreign body that is exposed to the forces of nature from the day of its completion. Little by little, plants are reclaiming their space, wherever they are unchecked and can find a way. And so, routes sometimes become an integrated part of nature. These are the roadside details that are the focus of today's article.*

Our 2023 annual focus theme series on layout details was interrupted two months ago due to scheduling issues. The original plan was to include an article about the placement of figures on a model railway layout.

At the Nürnberger Spielwarenmesse (Nuremberg International Toy Fair) at the beginning of last year, accessories manufacturer Noch surprisingly announced its intention to launch a whole range of multicoloured 3D-printed figures, with June 2023 as the originally planned delivery date.



Today, we look at intersecting traffic routes, such as the railway crossing here near Hüinghausen, and at their immediate surroundings.

Since this is the type of new product that deserves to be explicitly recognised in our articles, we had also planned our articles accordingly. More than half a year has now passed, however, and we have had to reschedule.

Under no circumstances do we want to cancel the two planned articles, and we will submit them therefore as follow-up parts outside the 2023 annual focus theme series, as soon as possible. In the sequential



Tree-lined roads are beautiful to look at and draw the eye to their course when viewed from above. If implemented correctly, this can also be used for good effect on a model railway layout. At the same time, we also see that water towers do not always have to be located at a railway maintenance depot.

numbering, episode 8, which was intended to be the final instalment, therefore appears today as part 6, with which we close our series about layout details.

Our theme today is road- and trackside side details, and they are modelling topic where mistakes are made time and again, and not only by beginners.

Initial enthusiasm during a build often gives way to disillusionment, because all too often a scale depiction of transport routes does not really look realistic but rather contrived and artificial. In order to avoid this, we have prepared this article to analyse and understand the reasons for doing it wrong. This should then allow to derive solutions and increase the awareness of the transitions between nature and man-made structures.

## Many types of routes

Before we look at routes and to their left and right, we should first think about the types of routes we encounter in our environment and therefore also on a railway layout. A meaningful definition of the term will help us in this respect and could go something like this:

“A route is a connection between two geographical locations that is suitable for people, animals or vehicles to move along. In a narrower sense it includes connections on the ground, on bridges, footbridges and in tunnels, underpasses, etc.”

For this reason, we will not consider here air and shipping routes, although we would like to take a look at the banks of lakes and streams that lie at the edge of our footpaths.



In this photo we see different types of routes and intersections that allow the passage of trains, ships and boats, or pedestrians.

Let's start our observations with the banks of bodies of water. At lakes, we often find areas for bathing where the shore slopes gently into the water and is characterised by fine gravel or even sand that is not overgrown with plants. This is certainly also due to the frequency of visitors in the summer months, which is also the growth phase for vegetation.

These are contrasted with steep banks, which are characterised by rocks and require a suitable topography, which does not necessarily have to be alpine in character. In all other places, the appearance largely resembles the banks of flowing waters, which we would like to place more in the centre of attention.



Ditches are man-made and serve to drain water from the landscape. This is why they usually run dead straight, as can be seen here. You can also clearly see that there is a narrow strip without vegetation between the water level and the turf.

We often see streams on model railway layouts where the edge of the turf extends seamlessly into the water. However, this does not correspond to the natural appearance and is more typical of drainage ditches, which are usually dry.

Ditches are also man-made and run as straight as possible. This means that they offer little resistance to the water to be drained off and do not provide any surface for its erosive forces to attack. The situation is different with natural streams and rivers, which run through a landscape in curved lines.



**This stream runs in a slight bend to the right. Looking at both banks, the left bank is steeper than the right one. The viewer's attention is mostly drawn to the area below the branches reaching over the water.**

However, since the water cannot choose the ideal course of the inner radius like a cyclist and lie down in the curve, it constantly flows straight ahead to the bank in the outer radius, only to be deflected in the direction of the course – the angle of incidence equals the angle of departure.

As a result, the highest flow velocity regularly prevails in the outer bend, erosive forces act and erode the bank, while sediments tend to be deposited again in the slower-flowing water of the inner bend.

Typical for streams and rivers are therefore break-off edges in the transition area from the green landscape to the water surface; we tend to find a flatter bank area interspersed with sand and aquatic plants in the inner bend.

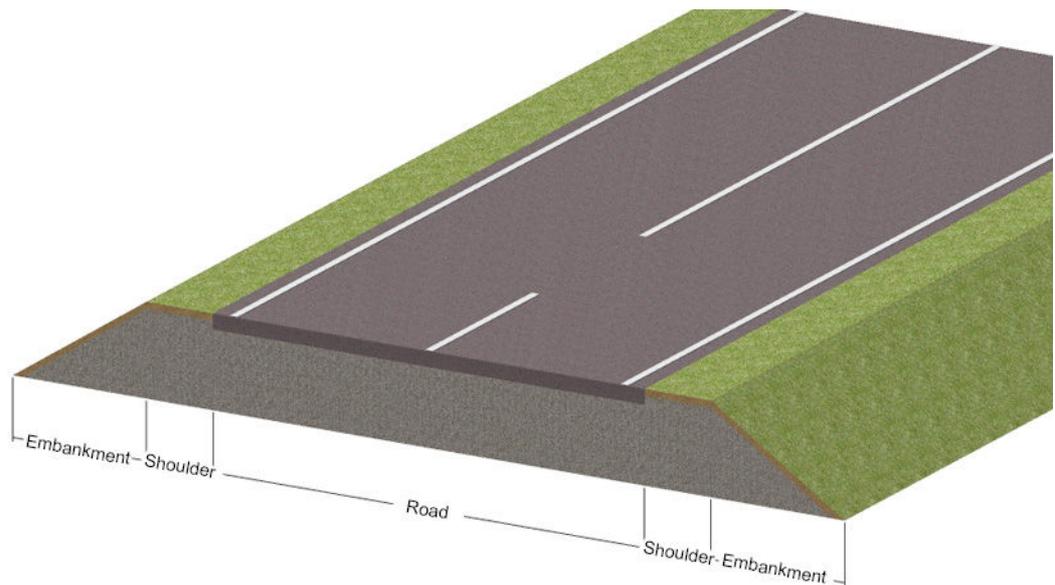
Every model railway enthusiast will hopefully have access to a smaller stream in their immediate vicinity so that they can observe and document what is summarised here. With just a few self-made photographs of a real-life scene, it should be no problem to realistically incorporate a stream into the layout and to utilise the calming effect of water in a targeted manner.

## Road and trail shoulders

One of the most classic ways to build a layout was once a board covered with a grass mat.

Track was then nailed and road tapes glued to the board. The effort required for such a project was minimal, but, unfortunately, so was its exemplary effect.

We've already talked about the variety of shapes and colours in nature in previous episodes, but here we'll just focus on the road. Have you ever followed the construction of a new road?



This is not achieved by tipping and rolling tarmac over a flower meadow. And that is why the model railway should not look as if the village street was once created in this way. It is important that the road subgrade remains recognisable to the observer.



This country road in the Lüneburger Heide in northern Germany provides us with many typical features that are to be considered for modelling as well: The distance between the signposts and guard rails to the tarmac, the higher position of the road in relation to the fields and the tarmac on top of its subgrade.

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The photos on this page show two examples of level crossings of different paths. Here, too, it is important to recognise how they meet and how transitions such as edges are actually created and look. A railway line is often higher than the roads it crosses (photo above), which is why a small incline needs to be created. Two paths or roads, on the other hand, usually approach each other at the same height. Turning is possible, which is why the intersection is rounded off by tangents (photo below).



Agricultural roads and trails make for a very special chapter of modelling. They seem to be milled into a wide strip of meadow between the fields. In addition to tall solitary trees, a typical accessory to be placed on their edge is a wayside cross or shrine (photo above), here concealed by two thuja trees. If we look closely at the unvegetated grooves, tyre tracks from tractors can often be seen (photo below). It is always important to choose a soil colour that matches the region.



The road we are looking at is not absolutely level with the surrounding field or meadow. And the adjoining area does not extend seamlessly to the road surface. No matter how tiny the separating layers may be in terms of scale, they remain perceptible and are also immensely important for the model.

A road is only created by artificially building up an earth body on the subsoil that is flush with the aforementioned subgrade. This substructure is necessary if the height of the road has been changed by embankment filling or if an insufficiently load-bearing subgrade has had to be replaced. The influence of the terrain topography as well as the purpose of the road (bicycle traffic, car traffic, or heavy goods vehicles) become clear.



The layout of a paved path with rain (left) and drainage ditch (right) can be seen here just as well as the many places where greenery penetrates even the compacted subsoil with a gravel layer.

On top of this is the superstructure, which comprises all layers that are structurally necessary for the load-bearing capacity of the traffic surface. For the carriageway of a road, it is usually between 40 and 90 cm thick. Various construction materials are used in the individual layers.

Chippings are usually used under the visible surface course of asphalt, concrete or paving. On unpaved roadsides on rural roads, several centimetres of this can often be seen on the verge. Nature fights to reclaim this strip over the years, starting from the embankment.

Hardy plants without major requirements are then followed by grasses as soon as sparse vegetation has ensured that sand and soil carried around by the wind gets caught and begins to form a humus layer with dead biomass. The question of how old our roads should be, is, therefore, also crucial for modelling.

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Two examples of cracks and patches in the asphalt are intended to inspire reproduction on the model railway. At the same time, they show how nature is returning. Equally important are the use of manholes (photo above) as well as drainage covers (photo below).



In addition to the transition from the carriageway over the verge to the embankment (photo above), the curvature of the carriageway to drain rainwater to the edges can also be seen in this photo. The road by the rape field (photo below) is a special case: The two separate directional lanes can be easily distinguished from each other by cracks, but the delineators set into the carriageway surface are unusual. Nature has already found its place there.

We can recognise a road's age by its colour, which appears increasingly lighter over the years, cracks and frost damage as well as subsequent patches. The overall picture should be consistent and is best determined by taking reality, as an example.

Equally important are roadside features such as trees, crash barriers, delineators (formerly kerbstones or bollards), traffic signs, and also the masts of overhead power lines, which we still find today, especially in rural areas. The correct distance to the edge of the road is important for credible positioning, as is their sequence in the viewing direction from the centre of the road towards the edge.



We discovered this transformer house near Bad Laer in southern Lower Saxony. Relics of bygone times like this are still frequently found in rural areas to this day.

Just as a side note, we would like to point out that a road is not absolutely flat, but is built with a slight incline to one side or with a central saddle and sloping edges. This serves to speed up rain run-off, but is hardly noticeable at a scale of 1:220 and can therefore usually be ignored.

Once ubiquitous, transformer houses rarely appear on layouts from eras III and IV. This is all the more surprising because many of them can still be seen today, even though they have long since lost their function.

## Bridges and viaducts

Where there are traffic routes, they will also cross each other. We encounter various crossroads and railway crossings at the same level. If routes meet at different heights, we need underpasses, bridges or viaducts.

They all have typical features that should also be taken into account in the model to ensure a harmonious overall appearance. For example, it was once considered desirable for engineering structures to blend into the landscape as harmoniously, as possible.

This was often expressed in the use of regional stone types for masonry structures, which can also be visible in the landscape in the form of rocks. It was also important to choose the shapes of viaducts, their possible ornamentation, and the curves of arches in such a way that they had an appealing effect on people and did not give the impression of obscuring the view of the landscape.



**The Altenbeken viaduct is a good example of how the architects have integrated an imposing structure into the landscape. It dominates the view, but still looks harmonious in its surroundings.**

No stone viaduct, whether built of bricks or large quarry stones, will be able to convey a sense of lightness. But our world is not black and white and it was important for the architects of the past to achieve what was possible here and thus have a positive effect on people.

A good example of this is the Altenbeken Viaduct, which spans the Beketal valley with 24 vaulted arches over a length of 482 metres and should be well known to all Z scale enthusiasts because of the biennial international Z scale convention in Altenbeken. It was completed in the summer of 1853 and is therefore also characterised by the spirit of the time in the middle of the 19<sup>th</sup> century.

The unmissable and dominant yet harmonious structure has become Europe's longest limestone bridge and the symbol of the railway town, which even bears it in its coat of arms.

In the 20th century, concrete became increasingly popular as a building material, processed as reinforced or prestressed concrete, allowing tensile and compressive forces to be absorbed. This also meant that engineering structures became increasingly simple and less consideration was given to their effect on the landscape. This can be seen in the area of many concrete bridges on the new and high-speed railway lines of the German Railway.



The “coat hanger”, the Fehmarnsund Bridge, is an example of a 20th century concrete structure. Here too, lightness and harmonious integration into the landscape were the architectural goals.

Only brief mention should be made of underpasses at this point. They are designed in a similar way to viaducts and masonry or cast bridges. However, the decisive feature that sets them apart is their short length, so this is primarily a question of definition.

If larger spans were required, for example to span a shipping lane, steel bridges were usually used. They have an upper and lower chord through which the forces are transferred.

The characteristic arches of round or elliptical shape on longer models can often be seen as a fish belly (protruding downwards) or rising upwards. Both are among the favourite bridge shapes of model railway enthusiasts. This is probably also due to the fact that their builders once attached great importance to making these unavoidable interventions in the landscape as unobtrusive as possible.

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The abutments of the two bridges (photo above) are clearly visible. However, as they are literally embedded in them, the abutments are largely concealed. On the upper bridge, however, one can be seen on the right if you look closely. The situation is different with the steel truss elements that span the Lenne and Ruhr rivers at their confluence (photo below): At their upper end, the piers clearly form the support bench on which the bridge bearings stand out clearly from the background.

They achieved this, which also applies to the box bridges, through the building material and a truss construction method that leaves plenty of space to look through and at the same time does not obstruct the view of crossing trains. When painting was required, inconspicuous colours such as medium or dark grey and green were always chosen.

Striking blue or even red colours, which are deliberately intended to attract attention because the bridge is perhaps seen as a work of art or an architectural aid to urban planning and landscaping, are more characteristic of more modern times. Note: The shapes and colours of any bridge structure are an expression of the time in which it was built!

The abutments are often forgotten or incorrectly modelled in the model. In the prototype, they are of central importance because the brick or cast bases at the ends of each bridge transfer vertical and horizontal forces into the ground. In the transition area to the bridge superstructure, they also stabilise the earth embankment in its position because they also absorb earth pressure forces there. Wing walls, as with tunnel portals, can therefore also be present.



Overpasses are bridges with a smaller span. They are often indispensable on a model railway. If we take a look at this motif, we immediately realise why this is the case.

They form the transition from the earth embankment to the bridge superstructure and must be dimensioned accordingly in order to withstand the calculated forces. When scaled down, however, they sometimes appear to be stepchildren and barely make an appearance – sometimes they are even completely absent and the model rests directly on the earth embankment.

It should be obvious that a bridge constructed in this way, even without additional load, would sink into the ground at the latest at the first major rainfall. Nevertheless, its trough does not rest directly on the abutment.



Temperature fluctuations result in the bridge body expanding differently, i.e., changing its length. It must be dimensioned in such a way that it does not crack the abutments in the event of high temperatures and remains in secure contact with them even in its shortest state.

This cannot be achieved with rigid connections. This is why each abutment has a support bench on which the bridge bearings that support the bridge superstructure rest. The bearings themselves are usually made of metal and have an upper and lower bearing surface.

In between, we find different parts at the two ends: On one side a rigid connection, on the other a roller or spike as a loose connection, which enables the expansion movements. Only those who take this into account in the model and implement it consistently will ensure that their bridges will look prototypical when the layout is completed.

## Along the railway line

We have often come to reflected upon the principle “First came the landscape, then came the railway”. This results in special structures, as only a few railway lines were built through flat terrain.

Special engineering solutions were also required away from valley crossings or tunnels, as trains can only climb gradients to a limited extent. Railway embankments and cuttings alternate along the route. While in some places a more or less high embankment had to be built to level out the track in order to achieve the required track position, in other places hills were in the way.



**A railway line does not always run through such flat land and manage with such a comparatively low embankment.**

They were removed or, in the case of rocks, blasted away to create a passage. The track cuts through the surface of the surrounding terrain.

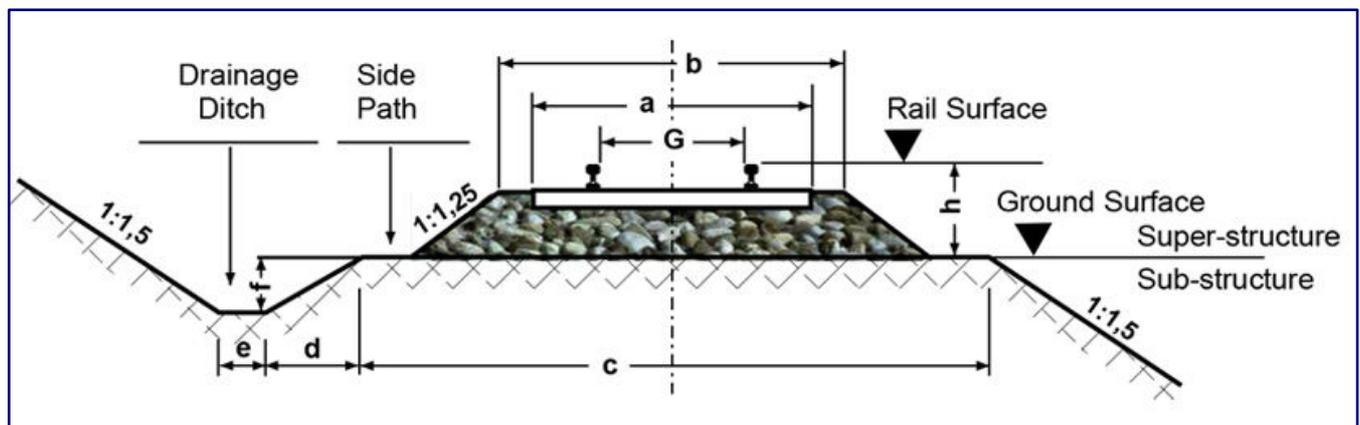
When designing a layout, we should first consider how our railway line could have been built. We then choose whether rugged rock faces should surround it, whether it needs a retaining wall, or whether it is flanked by an overgrown slope.

However, as with the railway embankment, the decisive factor for this edge and its appearance is that the vegetation must be controlled. Due to the risk of fire in steam locomotive operation, the railway lines during that era had unvegetated and cleared protective shoulders, with trees removed as well to prevent the risk of them falling onto the tracks or overhead line in a storm.

Since 1994, however, things have been different, as the railway prefers to save money for this form of maintenance and then close entire lines for days on end in the event of a storm “for safety reasons.” In eras V and VI, vegetation along railway lines can deviate from the approach described above and, sarcasm on, smaller stations can be modelled as botanical gardens.

Railway embankments also fulfil another function: their inclined slope ensures that rainwater can run off the subgrade and avoid erosion. Its inclination is therefore not a completely arbitrary design feature.

Drainage is somewhat more difficult to achieve in a cut in the terrain, as the substructure and superstructure of the track would form the lowest point here. And this is exactly what needs to be prevented on the prototype. The solution, as on roads, is a side ditch that takes over this task and drains off water.



NEM 122 provides important information on the layout of the railway body in the model and how it is integrated into the landscape. In addition to the code letters, a table provides all the important dimensions for each scale. Illustration: MOROP

Railway modelling norm NEM 122, dealing with the cross-section of the railway track for the standard gauge, illustrates the construction method very well and also shows the typical side path along the track. This can be found to the right and left of the super-structure on the substructure, but is often covered by vegetation on less frequented branch lines, and is usually no longer visible.

We do not wish to go into detail today about the correct positioning of catenary, telegraph and signal masts and panels, as this can be derived from prototype photographs with regard to their sequence and respective distance from the centre of the track. In addition, norms NEM 102 and 103 (clearance perimeters) can also be consulted for that purpose.

In this article we wanted to emphasise the edges and transitions between different elements of a landscape. They are of varying natural or human origin, created in a fixed chronological sequence and therefore delimited from each other in a recognisable and typical way.



The track of the Küstenbahn Ostfriesland e.V. heritage railway is surrounded by nature right up to the edge. And the flora is increasingly trying to reclaim the track superstructure. For the model railway enthusiast, this provides important inspiration for the prototypical and believable design of branch lines.

We are usually not consciously aware of them, but they all form a very important feature whose absence we would sense immediately, even if at first we might not be quite able to point out finger at what is missing.

NEM-Norms website:  
<https://www.morop.eu>

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.

## Anlagenvorschläge mit Leben **Ideen für höhere Ansprüche**

**Anlagenplaner und Illustrator Ivo Cordes krönt sein zeichnerisches Schaffens- und Lebenswerk mit einem zweiten Buch, das seine Aktivitäten nun abschließen soll. Aus seinen vielen Entwürfen hat er 24 weitere Vorschläge ausgewählt, die sich in Buchform an Leser richten, die höhere Ansprüche stellen oder erreichen möchten. Lesenswert ist es allemal, zumal es auch ohne Übernahme des Plans viele Anregungen für eigene Entwürfe liefern kann.**

Ivo Cordes  
Modellbahn-Anlagen mit Flair  
Konzepte, Gleispläne, 3D-Ansichten  
24 geniale Vorschläge für anspruchsvolle Vorhaben von Ivo Cordes

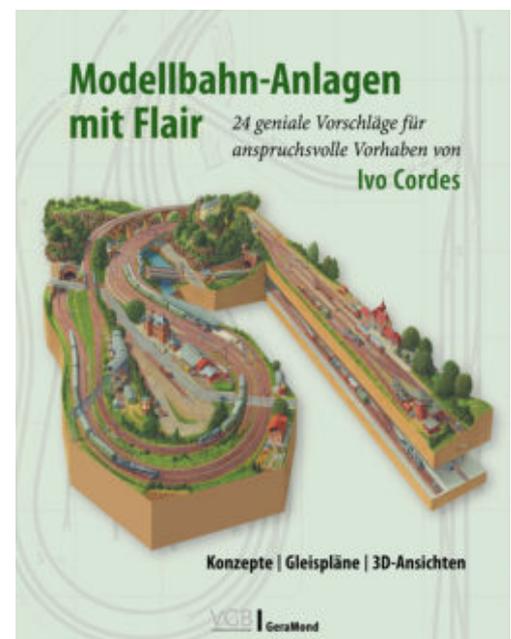
VGB | Geramond Verlag GmbH  
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Gebundenes Buch  
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Ivo Cordes ist ein Name, der langjährigen Lesern der papierhaften Fachmagazine bekannt sein könnte. Aufgefallen sind ihnen dort aber gewiss seine in 3D-Perspektive gezeichneten Illustrationen zu Anlagenentwürfen. Mit dem vorliegenden Buch möchte das Kapitel Anlagenvorschläge nun abschließen, wie er im Vorwort bekundet.



Seine Präsentationsform erleichterte das Vorstellungsvermögen und dürfte bei vielen Modellbahnern erst Lust auf eine eigene Anlage geweckt haben, zugleich auch die passenden Ideen und Ansätze geliefert haben. Und das reicht schon weit zurück, denn zu Beginn seiner Aktivität konnten Computerprogramme für den Hausgebrauch vergleichbare Ansichten noch nicht generieren.

Und heute reichen sie längst noch nicht an das lebendige Bild heran, dass in diesem Buch wiederzufinden ist: Modellbahn ist schließlich ein Thema mit Emotion, was eine digital programmierte Maschine nun mal nicht bieten kann.

Blicken wir auf die Autorentätigkeit für verschiedene Verlage und Redaktionen zurück, dann sollte es erlaubt sein, die Zusammenfassung in Form eines Buches mit Musikalben zu vergleichen, in denen Künstler die besten Werke ihres Schaffens zusammenfassen.

Gewiss ist und bleibt das immer subjektiv, denn Geschmäcker sind nun mal verschieden. Deshalb wollen und können wir – mangels vollständigen Überblicks über alle Entwürfe – uns nicht anmaßen, ein Urteil zu fällen, ob diese Auswahl diesbezüglich „perfekt“ sein kann.

Was sie ist, ist auf jeden Fall vielseitig und ansprechend. Nach dem bereits an dieser Stelle besprochenen ersten Band „Modellbahn-Anlagen mit Pfiff“ folgen nun 24 weitere Vorschläge, die sich deutlich vom ersten Teil abheben sollen.

Ivo Cordes schreibt selbst in seinem Vorwort, dieses Mal die in der konstruktiven Durchbildung anspruchsvolleren Ideen ausgewählt zu haben, die häufig auch thematisch enger umrissen wurden. Übertragen auf die Spurweite Z bedeutet das, dass eine gewisse Vorsicht und Skepsis walten sollte: Gleispläne sollten immer geprüft werden, ob sie in Bezug auf die maximalen Steigungen und Zugriffsmöglichkeiten in verdeckten Bereichen die Anforderungen unseres Maßstabs erfüllen.

Das ist explizit nicht als Kritik zu verstehen, denn kaum jemand wird eine der hier präsentierten Ideen 1:1 in die Realität umsetzen können, weil meistens auch die Raummaße etwas abweichen dürften. Zudem ist auch keiner der Gleispläne, die entworfen wurden, für die Spur Z ersonnen worden.

Die Anforderungen an jeden Modellbahner gleich welcher Spurweite sind aber immer dieselben: Wer Gefallen findet, prüft das für sich Machbare, die eigenen Räumlichkeiten und pickt sich dann die Ideen und Themen heraus, die ihm wichtig erscheinen und realisierbar sind.

Da reicht es schon, wenn innerhalb desselben Maßstabs ein anderes Gleismaterial favorisiert ist. Etwas Anpassen und Umdenken sind immer gefragt, macht eben den Reiz unseres Hobbys aus. Wichtig bleibt, dass niemand überfordert werden soll.

Selbstverständlich erscheint uns das nicht, denn die hier zusammengetragenen Anlagenentwürfe sind für einen meist überschaubaren Platzbedarf aufgestellt worden, aber eben im Vergleich zum vorherigen Band für gehobene Ansprüche.

Viele orientieren sich an Vorbildern und bieten deshalb besonders realitätsnahe Betriebsmöglichkeiten. So ist ein lebendiger Modellbetrieb gesichert, denn der vielfältige Bezug auf echte Vorlagen gewährleistet auch die durchdachten Abläufe des Großbetriebs, die besonders einem Neueinsteiger kaum bekannt sein dürften und sonst schnell zu eigenen Fehlplanungen führen.

Aus den vielen Vorschlägen, von denen eben kein einziger neu ist, picken wir uns zum Veranschaulichen mal einen heraus. Dieser ist wegen der nahen Messe Anfang November am Bodensee geeignet, in vielen Lesern schon gleich ein Bild des Vorbilds in den Kopf zu projizieren: der Hafenbahnhof von Friedrichshafen mit dem Umstieg zu den Fähren in Richtung Romanshorn (Schweiz). Weil der Betrieb einst noch anspruchsvoller und bunter war, wurde das Zeichenprojekt einfach in die Epoche III gelegt.

Aber auch alle anderen 23 Anlagen stehen in den zentralen Punkten – mit anderen Ansätzen, Konzepten und Vorlagen – kein Stück zurück. Mit detaillierten Plänen, Schaubildern, Skizzen sowie Hinweisen zur Betriebsabwicklung liefern sie durch die Reihe alle wichtigen Informationen, die der Leser sucht und braucht.

Und so ist dieses Buch für alle unsere Leserinnen und Leser, die eine Anlage planen oder ihr Können weiter steigern wollen, ein guter Einstieg in zukünftige Projekte. Am Anfang steht der Plan und bei diesem Schritt finden wir hier wertvolle Hilfen.

Erst danach geht es weiter mit dem Umsetzen und Gestalten der Ideen, aber das ist schon wieder ein anderes Kapitel, zu dem es im selben Verlag ebenso gute Ratgeber gibt.

## Übersicht deutscher Schienenfahrzeuge **Das Lexikon aller Traktionsarten**

*Vor allem Transpress macht immer wieder durch Neuauflagen erfolgreicher Eisenbahnbücher auf sich aufmerksam. Im vorliegenden Fall hat das Buch seinen Titel gewechselt, aber auch eine umfangreiche Aktualisierung erfahren. Da es von breitem Nutzen sein sollte, haben wir es uns für Sie angesehen.*

Thomas Estler  
Enzyklopädie Deutsche Loks und Triebwagen

Transpress  
Stuttgart 2023

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Das vorliegende Buch ist die Neu- bzw. Wiederauflage eines früheren Titels (Ersterscheinen 2011), den der Verlag selbst als Standardwerk bezeichnet. Ein weiteres Mal überarbeitet, liegt er nun mit neuem Titel vor uns.



Unsere Leser sollten selbst in ihre Bücherregale schauen, ob der frühere Titel schon vorhanden ist und sich ein aktualisieren auch für sie lohnt. Wir hatten jenes Werk bei früheren Auflagen nicht rezensiert, weshalb wir nun gern zur Lektüre gegriffen haben. Vom selben Autor erschien auch ein vergleichbares Buch, das sich auf deutsche Dampflokomotiven beschränkte und uns gut gefallen hatte.

So war unsere Neugier geweckt und dieser Titel schnell vorgemerkt. Autor Thomas Estler (1958 - 2022) wird diese Besprechung nicht mehr zur Kenntnis nehmen können, denn er ist im September 2022 überraschend gestorben und hat das Erscheinen dieser Auflage nicht mehr erlebt.

Als Fachautor ist er uns aber gut bekannt. Er war auch beruflich im Umfeld des Verkehrswesens tätig und hat deshalb eine ganze Reihe an Büchern zu diesem Thema und auch speziell der Eisenbahn geschrieben. Dabei war ihm durchaus anzumerken, dass er schon von Kindesbeinen an großes Interesse an der Eisenbahn mitbrachte.

Wegen der geschilderten Begleitumstände führte mit Michael Dostal ein ebenso bekannter Schreiber die Aktualisierungen zu einem erfolgreichen Ende. In den seit 2007 verstrichenen Jahren hat sich auf Deutschlands Schienen viel getan, was die Aufnahme einiger neuer Baureihen erforderlich machte.

Beispielhaft genannt seien verschiedene Vectron-Modelle, die Euro-Dual von Stadler oder auch zwei Triebzugfamilien aus dem Hause Siemens. Und auch die TRAXX-Familie von Bombardier erlebte inzwischen einen Generationswechsel.

Mit der Brennstoffzellentechnik hielt zudem noch eine völlig neue Antriebstechnologie Einzug in den Bahnsektor. Das hatte zugleich aber auch zur Folge, dass bei der vorgegebenen Seitenzahl eines Buchs Inhalte an anderer Stelle weichen mussten.

So verweist der Verlag selbst schon im Vorwort darauf, dass sich die Schmalspurdampflokomotiven jetzt nur noch auf die wichtigsten Typen beschränken, die noch im Dienst stehen. Die Lücke zu schließen vermag das Werk, das wir im zweiten Abschnitt gestreift haben.

Die Spanne der Inhalte umfasst laut Eigenaussage die zwanziger Jahre bis heute. Das markiert ein Abgrenzen bei den Fahrzeugen, die in den Bestand der Reichsbahn gelangten und von ihrem Nummernsystem erfasst wurden.

Die unübersehbare Fülle an Maschinen der Pionierzeit bleibt also außen vor, gleichwohl sind trotzdem sehr viele Länderbahnkonstruktionen in diesem Verzeichnis wiederzufinden. Vermisst haben wir da nichts. Deutlich wird diese Zeitepoche übrigens auch am recht hohen Anteil der S/W-Aufnahmen.

In unsere Gegenwart hinein möchte das Buch auf neuestem Stand bis zur Drucklegung sein und das sehen wir auch als erfüllt. Doch einige Lücken sind uns auch aufgefallen: Obwohl der Titel keine Einschränkung auf Staatsbahnbestände beinhaltet, zeigen sich genau hier die Grenzen des Umfangs.

So finden wir beispielsweise Einzelgänger der Bundesbahn, die nach Betriebsübernahmen nur kurzzeitig im Bestand waren, und auch angemietete Fahrzeuge wie die V 320, die DE 2500 (Baureihe 240) oder den Europrinter Es 01 (Baureihe 127), aber beispielsweise keinen Schienenzeppelin oder die AEG 12X (Baureihe 128). Ableiten lässt sich das nur aus der Beschreibung auf der Rückseite des Buchdeckels.

Präsentiert werden dem Leser jeweils kurze Portraits mit den wichtigsten technischen Daten in einer Tabelle sowie Beschreibungen zum Fahrzeugtyp, die einen Überblick über Geschichte, Anlass der Entwicklung und Betriebseinsatz geben.

Illustriert wird dies mit mindestens einem Foto pro Dateneintrag, an dem wir hinsichtlich Auswahl, Dokumentationsfähigkeit und Reproduktionsqualität nichts auszusetzen haben. Thomas Dostal, der die Neuauflage abschließend begleitete, unterzog auch die vorherige Bildauswahl einer kritischen Durchsicht, wie seitens des Verlags zu dieser Auflage angemerkt wird.

Eine gute Idee war es sicher, zu Beginn der Lektüre Abkürzungen und Nummernsysteme der deutschen Eisenbahnen zu erläutern. Diese Ausführungen, die sich von Beginn des Buches bis zur Seite 18 erstrecken, schließen auch die deutsche Länderbahnen und das 2007 eingeführte NVR-Register mit ein.

Da die alten Baureihenbezeichnungen mit dem nationalen Fahrzeugeinstellungsregister weitgehend überholt scheinen und bis heute nicht jedem geläufig sind, ist das Beibehalten dieses Kapitels sehr sinnvoll. Auch Länderbahntypen sind heute nicht mehr für jeden Modellbahnfreund leicht und auf Anhieb zu entschlüsseln.

Zusammengefasst möchten wir für diesen Titel nicht zwingend die Bezeichnung Enzyklopädie vergeben, weil es doch noch viele weitere Facetten des Eisenbahnwesens gibt, die sich dann behandeln ließen und den Seitenumfang immens aufweiten würden.

Ohne Zweifel ist es aber ein brauchbares, hilfreiches und gut nutzbares Lexikon deutscher Lokomotiven und Triebwagen über einen Zeitraum von mehr als hundert Jahren. Es steht dem Dampflokband, der eingangs erwähnt war, in Struktur und Inhalt nicht nach, weshalb wir hier auch abschließend zum gleich guten Gesamteindruck gelangen.

Publishing pages:  
<https://www.motorbuch.de>



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The 2nd Advent Sunday in Zell (Moselle)

## An Advent Gathering

*How we all missed that! Every two years, passionate Zetties meet up in Zell an der Mosel to spend some lovely days in a contemplative Advent atmosphere. Due to the corona break, a whole four years have now passed since the last get-together. The joy of seeing each other again was correspondingly great.*

When the traditional Advent event, officially known as the “model railway exhibition”, had to be cancelled in 2021 because of the restrictions imposed, our world was not right anymore. Many long-standing participants now realised what they were now missing at the end of the year.

The meetings in Zell an der Mosel are and will always be something special. Just before the middle of Advent, when we slowly turn our focus towards Christmas and count down the remaining working days of the year, it's time for one last highlight of our hobby.



After a forced break due to the pandemic, many Zetties eagerly headed back to the Moselle to spend an Advent weekend in a familiar atmosphere very close to the double-decker bridge, to which our gauge has a very special connection, as well as to the DB 181<sup>2</sup> series

Zetties then get in their cars and drive from far and wide to the Moselle, as if they were following a star. As early as Friday evening, the former waiting room of the Zell railway station building fills up with pilgrims from the model railway scene.

Many dialects can then be heard as Zetties from all directions chat about their common interests over good home cooking and a glass of wine. And even if the set-up doesn't start until Saturday, this informal get-together has been a long-standing event.

When they arrive back at the Schwarze-Katz-Halle in Zell the next morning, after having had a good night's sleep, they don't need a full day to set up and commission their dioramas, modules, and layouts. Here, likewise, the personal exchange and marvelling at the construction results is so much more important.

Our magazine was represented on site by two editors (Ralf Junius and Holger Späing) and another helper (Hendrik Späing). And we had come up with something different. This time we wanted to "run" the double-decker bridge in Bullay, which has been in the spotlight for years thanks to Rainer Tielke's model, so we put on our running shoes and walked there at a brisk pace, crossed it, and ran back to Zell on the Alf side of the river.

This should hopefully open up completely new viewing opportunities, as many details can be seen much better. At the same time, the idea of hopefully using a break in the rain during daylight hours to find a drone launch site and record the unique bridge construction from an elevated viewpoint was pretty appealing.



Ingo Sindermann (right) was keen to put ZFI Exhibition Commissioner Sylvester Schmidt (left), who usually prefers to work in the background, in the spotlight and to express his thanks by honouring 40 years of commitment to the Z gauge.

Regardless of how the weekend actually turns out, our readers will hopefully experience the emotions that make every Advent event in Zell an der Mosel so special. It is and remains a meeting of a manageable size with a familiar character, which also can attract model railway friends who only come to look and not to present.

The official highlight, before the public presentation day on Sunday, which is advertised in the surrounding area, is always the dinner on Saturday evening. This time, the last participants stayed up until 1:00 a.m. and were reminded of the hour by the innkeeper.

So there was a lot to catch up on and chat about, which also made Sunday an entertaining day. As a fun run was taking place at the same time as the exhibition this time and the centre of Zell remained closed to traffic, it was quieter than usual in the exhibition hall for large parts of the day. However, this does not mean that there were few visitors. In any case, everyone who had already planned to attend the event, did so.



This **Trainini®** diorama focussed on the realistic design of concrete surfaces and the use of patina markers from accessories manufacturer Noch.

And so, we couldn't complain about a lack of interesting conversations either. We were happy to answer questions about the magazine, take up suggestions and also received a valuable tip on the area of special literature, which will be included here soon.

## Tour of the hall

Before the public part of the event really got underway, Ingo Sindermann took to the stage and asked Sylvester Schmidt, the exhibition commissioner of the organising Z-Freunde International e.V., to join him. Sylvester, who usually prefers a quiet appearance in the background, seemed irritated, but accepted the request without hesitation.

To the applause of the exhibitors present, Ingo then explained that Sylvester Schmidt was celebrating a milestone anniversary and that he wanted to honour him for this, which was met with equal approval by those present: 40 years of commitment to Z gauge were to be honoured here. Dear Sylvester, we would also like to take this opportunity to express our deepest thanks.



These Rokuhan beauties were waiting at our own booth to be operated by the visiting children on the large oval track.

And finally, it was time to get started: As in previous years, we set up a large oval of track with a passing siding at our booth, placed the speed controller and control panel at the front, and invited children to control the trains themselves. There was a Shinkansen E6 and the 0 Series Shinkansen to choose from, like the track material, both from Rokuhan.



This DeLorean DMC-12 from Z-Doktor Modellbau accelerated strongly towards the future on the country road of our diorama.

As expected, the latest racer from the Rokuhan programme also attracted the interest of the Zetties who were present. They admired its bright and uniform interior lighting, the accurate driving behaviour and, above all, the always cohesive train appearance thanks to the movable car gangways. We received praising feedback on several occasions that multiple units are simply one of this manufacturer's core competences.

But we had also planned to bring exhibits to the Moselle that matched the theme of the year. That's why, for example, we presented the "Osterdeicher Weg" diorama, one of our colleague Dirk Kuhlmann's masterpieces. We deliberately chose not to include a train to focus on a film-famous DeLorean DMC-12, which is accelerating rapidly along the country road towards the future.



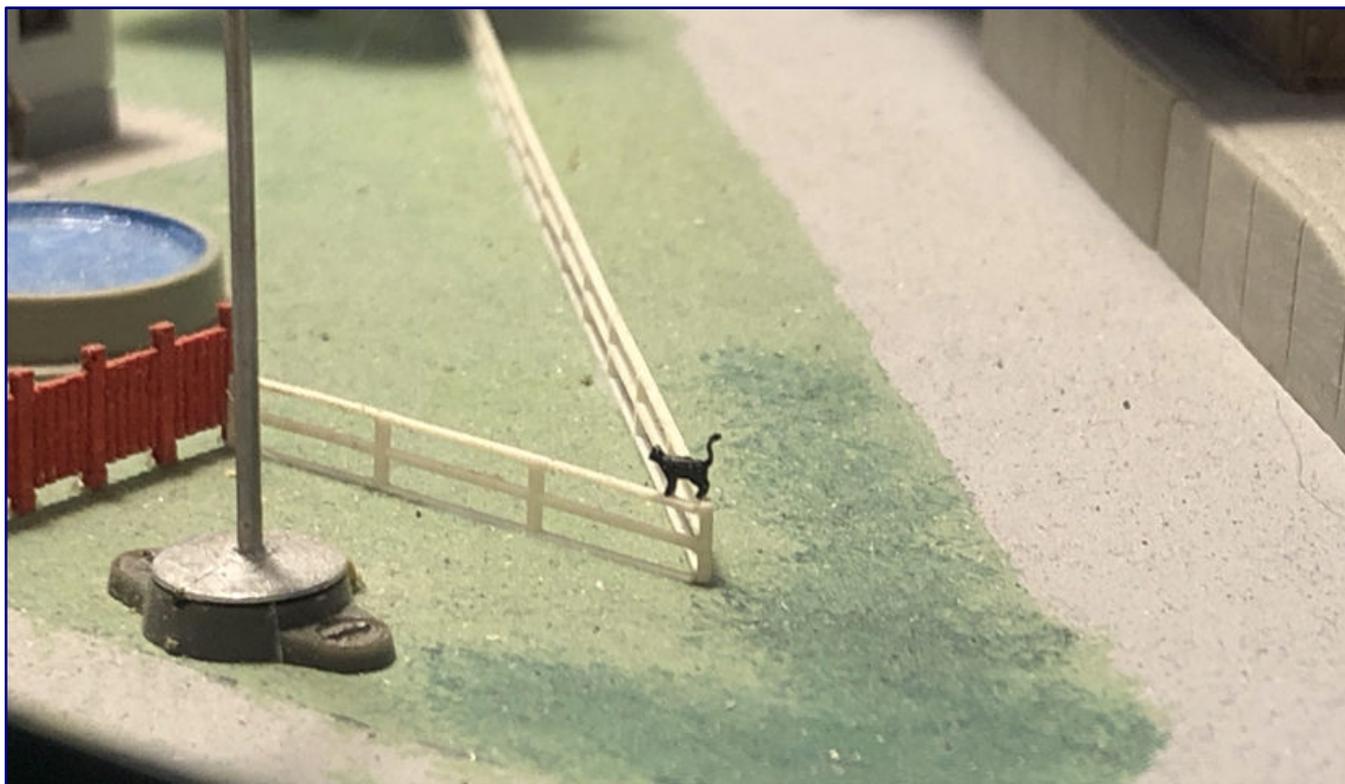
To be able to turn a Big Boy, you need an oversized turntable. Rainer Tielke presented such a model on his diorama.

Our therapy diorama, which completely spared the railways in 2021 and only focused on landscaping with comparatively simple but effective means, also fitted in well with the planned theme.

In contrast, our airport ramp diorama, which shows a section of an airport and will be the subject of an article in our first special issue of *Trainini Spezial*, celebrated its exhibition debut. The Goldhofer aircraft tractor delivered by Herpa just last year was on display.

Our neighbour at the table was Reiner Tielke, who wanted to show his new US turntable, which he built himself. He chose a model whose diameter was selected for the length of the Big Boy, because these giant machines also had to be turned somehow at the turnaround stations. By German standards, it really was a huge turntable!

continues on page 39



Viewers of the retro layout “Schwabenland” (photo above), which deliberately picks up on the design and colours of the 1960s, should not be superstitious. Ulrich Günther’s shunting game (photo below) also encouraged visitors to contemplate and participate.

At best, Torsten Schubert was able to steal the show with his colourful light show, which we had already reported on for Model Railway Day. The latest Z gauge exhibit on show is the burning house with fire brigade intervention, for which he drew on the relief buildings of the Modellbahn-Union.

Peter Rogel and Kai Waibel presented retro layouts at their joint booth, deliberately setting themselves apart from the modern layout design. Track layouts and choice of materials according to historical conditions, in the case of Z gauge, of course, this only goes back around 50 years, but are fully in line with the trends of our time.

Ulrich Günther made a relatively modest appearance. He had indeed taken his Neuschwanstein Castle with him, but without the surrounding layout. Instead, he had built a test oval around the fairytale castle and attracted visitors with a shunting game next to it.



This suitcase by Thomas Heß was geared towards Japanese tastes and appealed primarily to the younger audience at the model railway exhibition.

Dressed up appropriately, Ingo Sindermann also turned his attention to younger visitors with his Dwarf Land, in this case the very youngest visitors to the hall. The Booschot Statie installation, based on historical models from Belgium, with which Pieter Willems and Jan van Casteren had made one of the longest journeys, was destined for their parents.

The completed chemical plant by Claudius Veit (Velmo) is also intended for adults. Although the many trains and lorries on the layout fascinate visitors of all ages, there are also scenes that can only be seen by adults. In addition to a chemical spill, these include the boardroom of the tower block, which really questions the morals of the caste of company leaders.



“Klapplingen” (photos above and below) offers visitors two completely different themes separated by a backdrop.

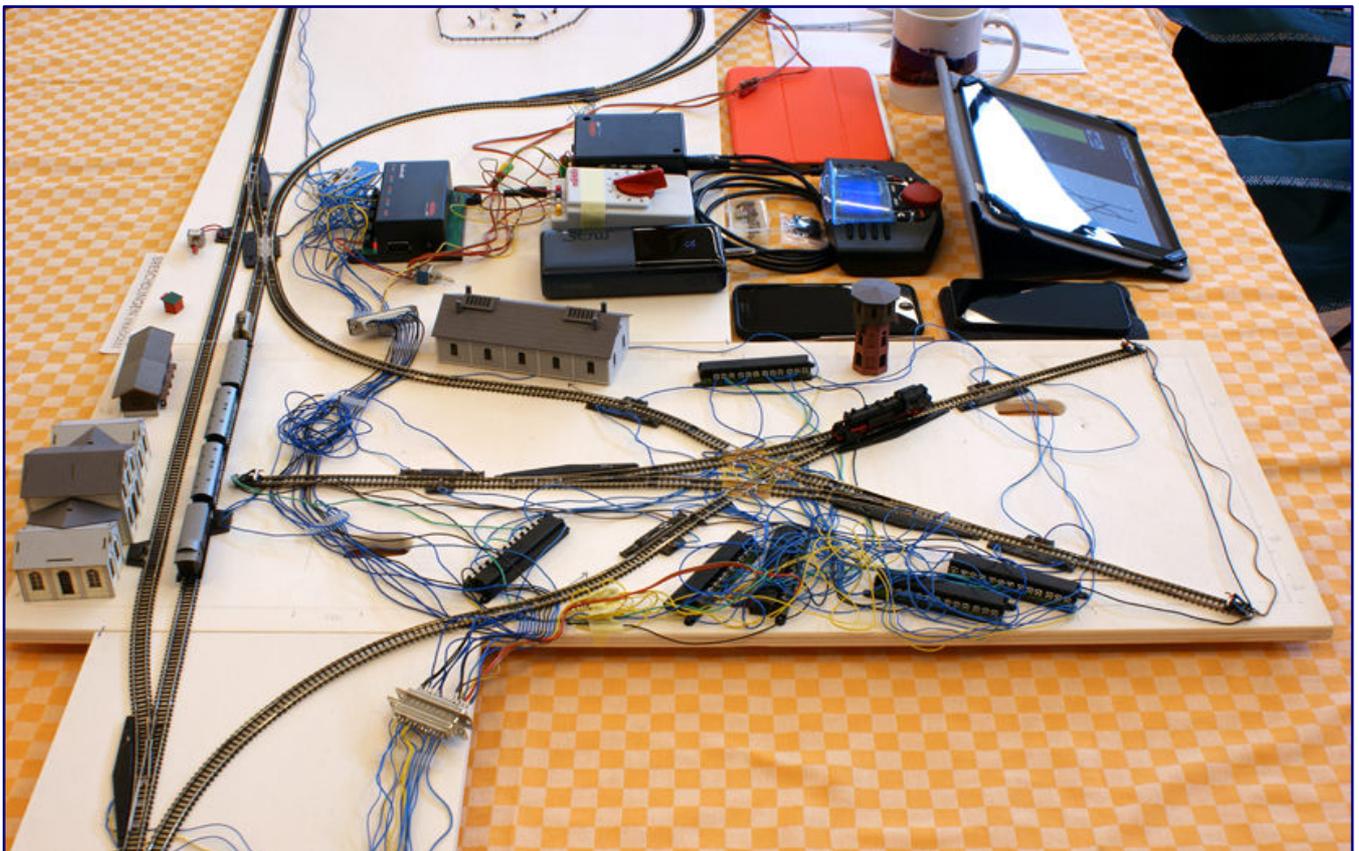
Thomas Heß had three showpieces in his luggage. The “Hello Kitty” suitcase, which presented the corresponding Shinkansen-Shorty model in a colourfully illuminated oval, appealed primarily to girls and their mothers. The “Winzlingen” suitcase, which featured a digital train, tended to attract more interest from male visitors.



Most of the action, however, was right in the middle of these two exhibits on “Klapplingen”, which also ran a much larger number of digitally controlled trains past the visitors, but was also able to appeal to everyone equally with great design scenes.

## One star that...

Based on the model in Mals (South Tyrol), Matthias Vogel has started to develop and build a turnaround star that can also be seen at the edge of a terminus station. In Zell, he had set up a makeshift model, which was used for control and driving tests, but gave visitors and participants an impressive demonstration of what is to take place on the future layout.



It is unmistakably a temporary solution, but Matthias Vogel's turnaround star has passed the test run impressively and is looking forward to the layout that will soon be built.

Editor Ralf Junius took to the stage with his pendulum train box (PeZuBox) and was delighted with the journeys made by the mouse rail bus, which had repeatedly refused to work at previous exhibitions. As usual with him, he directed further objects at the younger visitors, who were able to follow the train at eye level on the small board oval track layout.

His strawberry box mostly presented the “Transparent Train” built on a Shorty from Rokuhan and also offered fruit to the children. However, they were not allowed to take and taste fresh fruit, but fruit in the form of gummis. Most of the young model railway fans were probably happy with this!

Manfred Forst is an artist of paper modelling who presented various buildings and petrol stations made from paper on his dioramas. He also had his coal box with him, which shows a section of an engine terminal in peep-box form.



Manfred Forst also presented many interesting car models in our scale from various manufacturers on his dioramas with paper buildings.

Gerhard Maurer's dream loop layout with its autumnal landscape in front of rock faces is also slowly becoming a classic, with many guests attentively following the long train rides through the station, bends with tunnel sections and parade route.

As a suggestion, we would like to see equally beautiful modules from his hand again, of which we no longer have any current images. We remember the barite pit, in particular, (barite mining), as offering many beautiful motifs for photos.



Right before the start of winter, Gerhard Maurer's "Dream Loop" created an autumnal atmosphere with its shades of yellow and red.



Rainer Helfenstein referred to the trial runs for the Bundesbahn's high-speed services in the 1980s with the class 410.

Gerhard's neighbour Rainer Helfenstein also offered intensive train operation with his modular layout.

The term segment layout would probably be more appropriate here, as the station at the centre of operations, which explains the many train movements, is unlikely to follow any known modular standard and its layout can also be operated on its own.

The visitors probably didn't care, because what mattered to them was what exciting scenes they could discover and trains they could see.

And Rainer clearly made a great deal of effort to fulfil their wishes, including ours when taking the photos for this report.

# Trainini® *International Edition*

German Magazine for Z Gauge

The US system, which is presented by Trafofuchs, made another appearance, but had not yet been seen in this region, at least not in its current stage of development. Oil production and livestock farming alternate in its motifs with railway photographers. Ernie and Bert, who all the children find sooner or later, are also a regular feature.



Michael Boost advertised his offer with illuminated passenger wagons (photo above), but also had an Advent wreath with a snowy landscape and a small layout (photo below) at his disposal.

Michael Boost promoted his electronics programme with a showcase presentation of illuminated models, including interior and end lighting as well as specific effects. He showed all interested visitors the first

samples of a new lighting board that can be operated in either analogue and digital modes, and can be shortened in multiple locations to be used in a wide variety of train car models.

We will certainly soon be able to present this as a new product for this year. All guests who were not particularly interested in technical solutions for nominal size Z were entertained by a small layout and a circle of tracks, on which Michael's trains ran and, sometimes, deliberately created a Christmas atmosphere.



At the 1zu220-Shop booth, the 6284 series crossed the causeway across the sea on the "Det Lille Sommerhus" showpiece.

Our tour is now coming to an end and we are standing in front of the last booth, which is still missing from our explanations. Our own booth neighbour was Jörg Erkel (1zu220-Shop), who had deliberately dispensed with his "vendor's tray" and had chosen his presentation in such a way that he could also see something of the exhibition and at the same time had time for discussions.

Nevertheless, he also had two new products to present: First, the chrome oxide green 631 equipment car (item no. 49.343.71 from FR for Era IV, which went on sale after the exhibition and is no longer available.

The first sample he was able to show was the retractable tarp cover car of the Shimmns type with Wascosa paintwork and inscriptions, which was ordered exclusively from Azar Models. In the meantime, these models have been delivered in a pack of three and are still available. They are covered in more detail in the news items in this edition.

Although seaside holiday motifs did not fit the season, the "Det Lille Sommerhus" diorama is one of the most beautiful in its collection and knows how to immerse all train compositions in a particularly appealing ambience.

There was a wide variety of train operations on the “Wakenfeld” layout, particularly characterised by a range of rail bus sets. It was no coincidence that Jörg had placed two chairs in front of the peep box.

Many visitors accepted this invitation, took a seat and enjoyed the calming effect of passing trains, only to realise by chance that digital operation is taking place here. How else could you explain the background noise of a “red hummer” travelling past them so perceptibly that only the diesel smell is missing?



“Wakenfeld,” on the other hand, was home to the “red hummer.” Thanks to the staging yard behind the scenery, there was an alternating train service which also accommodated the Bundesbahn class 798 / 998 several times, in different formations.

Unfortunately, we have now come to the end of this report far too quickly. And that's exactly how all the participants felt: it was great, but it went by far too quickly time and time again. Now we have to wait another two years and we won't be the only ones who will miss travelling to Zell in less than twelve months.

But we would like to look ahead happily, because the big meeting in Altenbeken is getting all the closer. The time will come again in mid-May and the Zetties will be travelling to the railway town in the Egge mountains from much further distances. The only thing missing will be the Christmas atmosphere of the 2nd Advent weekend!



**Webpages of represented exhibitors:**

<http://www.michas-moba.de>  
<https://www.rainer-tielke-modellbau.com>  
<http://www.trafofuchs.de>

<https://velmo.de>  
<https://www.z-freunde-international.de>  
<http://www.z-lights.de>

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

**Advent Meeting 2023 - Episode 23 on Trainini TV:**  
[https://youtu.be/iE1gLc5j5ZU?si=XsvROF7Jh4raRWk\\_](https://youtu.be/iE1gLc5j5ZU?si=XsvROF7Jh4raRWk_)

A year with Z gauge

## Our annual Review

*Before we turn our attention to the new spring products and new ideas inspire our senses, we take a traditional look back. 2023 was the first year after the big gauge anniversary and also the first that was no longer characterised by the pandemic. Many were therefore drawn back into the company of other model railway enthusiasts.*

There are certain traditions that we start with every year. These include, for example, the new releases of the year, which we sometimes announce in January, otherwise in February. This also depends on how close we are to the end of the year for deliveries that deserve to be considered and evaluated in this respect.

2023 began with the awards. Märklin's V 188 had proven to be an all-round success and attractive, so it should have come as no surprise that it also emerged as the winner of the editorial vote.



The year 2023 began with our editorial awards. Our construction report on the Ardelt 57 tonne crane was particularly well received, while the prize in the Technology category had already gone to NoBa-Modelle.

This was tighter in the area of cars, where a Märklin model was also able to prevail because the Pwgs 41 goods train baggage car was also able to close a large gap in the programme. Because all good things come in threes, we have also honoured Märklin for its complete work, as the reference year marked an anniversary that only this manufacturer, as the inventor, has completely covered with its range.

But the winners in the accessories and technology categories are also worth a brief mention. Artitec is one of the most outstanding accessory manufacturers and has emphasised this with its car ferry for river crossings. In the case of the 57 tonne Ardelt crane from NoBa-Modelle, it was initially not so easy to find the most suitable category.

After all, this model fits just as well in the trolley category, but offers far more application options with its swivelling body and fold-out supports as well as various body options. That's why it competed in the technology category and was the clear winner. Many reader opinions that we received also proved us right here.

And so we finally entered year 1 after the 50th anniversary of the gauge. We started this year with a handicraft contribution from Jochen Brüggemann, who had built some of his layout buildings entirely by himself. The JNR's EF58 locomotive, which Rokuhan had sent into the race as a model and was portrayed by Oleksiy Mark, spread international flair.

The news that Panzer-Shop.nl was discontinuing its Z gauge range due to a lack of demand was met with regret. Fortunately, the decision only lasted a few months before this supplier returned. However, we did not receive any explicit explanations as to why a rethink took place.



The ETA / ESA 150 from Märklin is representative of the toy fair that is taking place again after the pandemic and many great new products that are eagerly awaited. Illustration: Märklin

February is always the month in which all the new spring products are or will be announced, which is why we carefully collate, prepare, and present them in the magazine in as much detail as possible. After all, this issue is also intended to be a reference work for at least the first half of the year.



In 2023, however, we were also concerned about the loss of importance of the Nürnberger Spielwarenmesse (Nuremberg International Toy Fair) for the model railway sector, as hardly any manufacturers came there. Even if there are signs of a recovery in 2024, it remains to be seen how subsequent years will present themselves.

If we look back at the announcements made in the spring, we can see that there are quite a few backlogs. The V 60 and the ETA / ESA 150 from Märklin and the eagerly awaited 3D printed figures from Noch, which were already scheduled for June 2023, are particularly memorable.

Looking back, books rarely seem worthy of a headline. They are the salt in the soup for many model railway enthusiasts, but certainly not a highlight of the year. The situation is probably different with the titles on special travel agency traffic and the Bundesbahn couchette coaches: they are definitely on the wish lists of our scale because they stand out on the layout.

They also awaken holiday memories in older readers that would have deserved to be recreated in a model. Thanks to the meticulous work of Armin Gärtner, this time will not be forgotten and our imagination and longing will be stimulated. In November, we had a personal meeting with the author, which we also reported on briefly, and were able to see for ourselves that the project is almost complete.



Our reader Reinder Rutgers left our readers with astonished faces with his 750 mm 1:220 scale narrow-gauge model railway. Photo: Reinder Rutgers

The northernmost Z gauge meeting in Bad Schwartau will also be remembered for a long time. We reported on it in detail and also produced a separate episode on **Trainini TV**. We personally regretted that none of the members of the editorial team, at the time, could be there – it was simply not possible at the end of January during the preparation of the February issue.

The issues for March and April were received with a bang by many readers. While there were once suggestions from this circle to also report on T gauge, which does not fit into this magazine due to its scale, it was then included in a roundabout way, spread over two issues.

This was triggered by our reader Reinder Rutgers, who had long been enthusiastic about the narrow gauge and had found a way to transfer the 750 mm gauge to our area using the even smaller scale.

He passionately described his deliberations, plans and tests, and then set about building moving locomotives and carriages, as well as creating visually appealing stand models.

He impressively illustrated the diminutive size of his models, which nevertheless boasted many details, and also created suitable backdrops to make them look close to the original and by no means so tiny. Rarely have our readers discussed our articles so extensively outside the magazine as they did here. Even months later, members of our editorial team were still being asked about it.

Märklin offered its first “Message Wagon” for the Z nominal scale on 10 March. It was dedicated to a work of art and motto by the Dutch artist Vincent van Gogh, as was a follow-up model, which followed in the second half of the year and was portrayed in detail by us (**Trainini®** 11/2023). Both together open up a new collector's series that can also appeal to customers outside the model railway scene.



Märklin's “Message Wagons” opened a new chapter for collectors and enthusiasts. Both cars from 2023 were dedicated to Vincent van Gogh.

The On traXS! exhibition in Utrecht always has something to do with art in the broadest sense. We also reported extensively from there, as this was only the second time that a Z gauge layout had been selected for this special event: the “Boisshot Statie” by Pieter Willems and Jan van Casteren, which we honoured.

We also don't want to forget the Faszination Modellbahn, which was held again in Mannheim with a large Z gauge presentation, as we also reported on this exhibition in detail in this magazine.

In April, however, the “Breakdowns” section was occupied by the Märklin 01.5 series express steam locomotive, which initially went on sale without the typical mixing, preheater box – a test report followed



**Märklin did not prove to have a good hand with new moulds last year: The V 320, which was actually very successful, was affected by a product recall.**

together with the V 320. Four months later, we were able to explain to our readers how Märklin improved Germany's largest diesel locomotive.

Viessmann, who entered the hard cardboard modelling market with a small workshop under their Vollmer brand, had done better from the start. They had further developed the building material into Polyplate, which proved to be particularly stable in our test, as well as, close to prototype appearance of the surfaces.

We then enthusiastically gave the small kit an attractive interior and presented the overall result in the magazine. This was so well received by the manufacturer, that we were asked to produce and supply new product photos of the model when it was finally delivered. The result can now be found on the company's own website and will also adorn the product packaging in a new edition.

Another sensation followed in May: we were finally able to present the Märklin bunny box. The Zetties have had to wait far too long for this important driving trailer. The previous model with the Karlsruhe head developed at the beginning of the seventies also appeared until the end with hopelessly outdated light bulbs, which usually only gave a hint of light emission.

In the same month, we reported in detail on the Intermodellbau in Dortmund, which also had a lot to offer for the Z scale – sometimes we just had to search for it. This did not apply to the highlights of the new Miwula section “Patagonia and Antarctica”, realised on a scale of 1:87, the reports from Hamburg on new sights are a worthwhile excursion destination.

In an obituary, we honoured the work of Klaus Hammesfahr for the Z gauge. He was an active member and co-founder of the ZMRR. In this capacity, he was one of the pioneers of networking within our scale for the exchange of ideas and experiences in the 1980.

The Italian supplier GMmodelli Torino made its first appearance in our nominal scale. Initially offering a 3D printed locomotive body for the 1:220 scale, this was soon followed by its first car model.

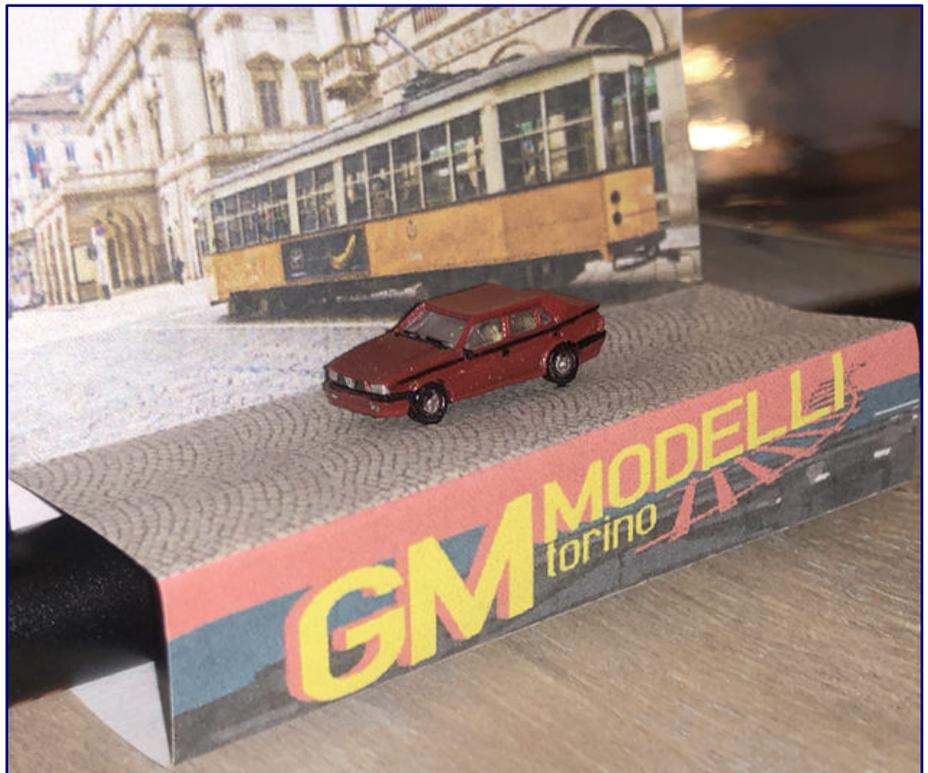
He soon found a suitable sales partner in Germany in the form of the 1zu220-Shop.

The start of the relief house series at the Modellbahn-Union, which culminated in a construction report in December, is also particularly worth mentioning in a review.

Meanwhile, the Czech accessories supplier Yellow Dwarf, which has long been a regular in our magazine's news, has been a talking point month after month.

June marks the official start of summer with the arrival of the summer solstice.

This also had an impact on our theme for the year. Having already focused on nature and the chaos that defines it, we used the early



**GMmodelli Torino is a newcomer to Z gauge and immediately found a German sales partner for its outstandingly successful products in the 1zu220-Shop.**



**In the "Fringe phenomena" series, we look at the many little things that are hardly noticed and often forgotten, but which make up the charm of an installation.**

summer to take a look at the variety of colours and shapes that define the individual seasons and our environment, in general.

At the beginning of the seventies, colours were also a topic at the Bundesbahn. We therefore used the latest pop car exhibition in July to provide an overview of this experimental concept.

At the same time, we also put together when and how it found its way into the 1:220 scale, in order to then also present a self-built loner.



The Intellibox 2neo from Uhlenbrock is a tried-and-tested digital control centre that is popular in Z gauge. We have therefore presented the device, which was released at the end of 2022, in detail in this magazine.

extremely popular topics: The aforementioned steam crane from NoBa-Modelle now also received a detailed building report and thus really came to the attention of many customers and interested parties.

And the “Werdersheim” private layout also made many a jaw drop when the appealing motifs shown on it, were travelled through with the eyes. Incidentally, both reports also received their own episodes of **Trainini TV** to make the many impressions even more vivid with moving images.



Our reports on “Werdersheim” were very well received by our readers. Incidentally, owner Dirk Rohwerder has also immortalised his family name in one of the shops in the town centre, as this photo shows.

Returning to the theme of the year, forgotten and abandoned things (July) and forgotten and dilapidated places (August and October) are worth mentioning as grateful elements for layout design. Digital railway enthusiasts, on the other hand, will probably remember the report on the Intellibox 2neo from Uhlenbrock.

There was also an exhibition that had more the character of a large private meeting to describe in high summer: “Meeting of the regions” was the title we used when we reported on the gathering of two regular clubs in Sindelfingen – incidentally, there was already a repeat at the same location at the end of December 2023.

The August issue then contained two

Jochen Brüggemann also had his say again, presenting another of his own building projects in two parts. We visited the Modelleisen-bahner Soest e.V. (MES 03), who also have an active Z gauge group, to celebrate the club's 20th anniversary. The summer was also an opportunity for visits within the **Trainini®**-team.



In the summer, we were guests at the MES 03 in Bad Sassenberg to celebrate the 20th anniversary of the association and to experience the Z gauge digital layout on display.

We concluded the third quarter with a report on the Black Forest Railway Museum. Contrary to what the name might suggest, everything here revolves around model railways. In addition to the many custom-built 2-gauge models, there is now also a Z gauge layout, which provides contrasts and is the centrepiece of a special exhibition.

We drew attention to gaps in the programme with a conversion project for a Märklin tender. Our idea could close a gap in the programme, make new models possible and finally retire a form that has been “worn out” for over 50 years.

From an editorial point of view, it is definitely worth mentioning at this point that we grew to four people in September 2023 and then to five in December: Harald Fried and Ralf Junius have since joined the editorial team, bringing a breath of fresh air as well as new ideas.

Although not specifically designed for our track gauge, the Mobile Station WLAN, which we presented in October and also nominated for the best new releases of 2023, is nevertheless helpful and offers added value.

Märklin's customers have had to wait a long time for a wireless control unit that can be used as a small control centre as well as a hand-held control unit on a central station. The haptics of the device are likely to appeal to many readers, as a mobile phone with a touch screen will hardly be able to offer the same utility value in practical operation.



As Märklin does not want to consign its hopelessly “worn out” tender mould to the scrapheap, even after 52 years, we already had a construction proposal ready last year. NoBa-Modelle is currently examining whether a model with its own running gear should be offered.

The trade fairs and exhibitions in the second half of the year, which we reported on individually, offered colourful impressions: We started with the Märklintage in the October issue, which we reproduced in colourful abundance. We made stops at all the stations of this exhibition in order to capture the impressions outside of the Z nominal size.

We also processed them in a separate episode of **Trainini TV**, and we have now also published a review of the year, which also includes some new impressions of individual events.



The trade fair season began in September with the Märklintage in Göppingen, which once again included the Southern Germany Z gauge convention. There were also some special wagons for the occasion.

We took a look in a Far Eastern direction in November. We enthusiastically presented the twelve-car Shinkansen Series 0 in the “Hikari No. 1” version from Rokuhan. This was not just for our readers outside our core market of Germany and Europe, as the world’s first high-speed train is also attracting a great deal of attention everywhere else.

That is why we have also focussed separately on its role model and produced a separate feature on our film channel, which also clearly shows the installation of the interior lighting. At the same time, the operating shots on a new diorama by our translator Christoph Maier will leave a lasting impression.



Shinkansen and our translator's diorama are a perfect match! Rokuhan's novelty could thus be successfully staged. Photo: Christoph Maier

The subject of another episode on **Trainini TV** was the model railway exhibition in the Hochdahl locomotive shed (near Erkrath near Düsseldorf). In the November issue, we impressively showed how many 1:220 scale exhibits there were to see and also described in detail how a club was able to consistently organise its most important event with children in mind, and how it met with a correspondingly good and high response from young model railway enthusiasts and their families.

The club model selected by Märklin for the following year is usually also presented in November. With the Wismar rail bus in DB design announced and presented for the first time at the trade fair in Friedrichshafen, the manufacturer seems to have struck a chord with its customers. We also see this vehicle high up on the wish lists of the Zetties.

The report on the trade fair did not follow until December and took a critical look back. While Z gauge was already well represented in terms of space with a large US modular layout, it also presented a multi-faceted picture at the Z-Freunde International stand, but in some places missed the opportunity to attract further attention from walk-in customers with targeted eye-catchers.

We also reported extensively on Model Railway Day. We visited the Hobby Show in Duisburg, which was one of the first events when this worldwide celebration of small railways was launched. It has been held regularly ever since, and always brings together many scales and themes in a very special atmosphere.



Jochen Brüggemann's construction report on camouflaging Märklin turnout drives was the result of a reader's question and request. It deliberately presents a simpler, but also effective, alternative for all interested parties who cannot, or do not want to, swap to underfloor drives.



This photo was taken at the Hobby Show in Duisburg on Model Railway Day and shows the "PeZuBox" layout of our editor Ralf Junius.

All you need is a steady hand and a bit of tinkering. This is also required for Märklin's fourth new model that we were able to present. The Sgns 691 container wagon certainly fills a gap in the range for the modern eras.

It was not without reason that we ran the headline "It doesn't work without faults": The Göppingen-based manufacturer knew how to deliver this new model with avoidable deviations from the prototype. Although it only concerned red buffers and a neglected colour differentiation between the outer solebars, from the customer's point of view, a bland aftertaste remains.

If 100 % of all new moulds show deviations from the prototype, which even a layman can quickly recognise, the company's own claim to have developed Z gauge into a "professional model railway" is again called into question, at least in part. We are therefore deliberately trying to clearly dictate some "house rules" here.

The end of the year is always marked by two events. One of these is the vernissage for the new museum trolley, which traditionally takes place on the 2nd Thursday of December in Göppingen. Our representatives who attended were enthusiastic about the atmosphere and discussions, but we also heard some critical voices from our readers.

The selection of a covered goods wagon was perceived as boring, especially as no delivery vehicle is included. These impressions were reinforced by the Insider Club wagon 2024, which was announced on 8 January 2024 with the spring innovations.

This is another covered wagon and not for the first time one of the Dresden design, which also provided the mould for the museum wagon. According to the opinions we have received, this is perceived as unimaginative and lacking in creativity, a criticism that we have already levelled at the model for 2022. It seems to have gone unheard.

So let's take a look at something that everyone agrees will be remembered as a success. We are referring to the biennial Advent meeting in Zell an der Mosel. We report on it in detail in this issue and the family Christmas atmosphere, which is always worth a trip, is always praised.



This review will end with one final point, which will also look ahead. Our annual focus topic for 2023 did not live up to the editorial team's own expectations. "Marginal phenomena" offered many topics and facets that we specifically wanted to put in the spotlight.

Unfortunately, the postponement of the delivery date for the 3D printed figures from Noch has spoilt our plans. They seemed predestined for the two articles on human and animal figures, which we have prepared and will also accompany with a film sequence.

They were originally due to be delivered in June, but even at the time of going to press for this issue, we had not yet received them. We have therefore made a decision in response to this.

The article originally planned as the last instalment, which was actually supposed to deal with the edges of roads and waterways, will be brought forward. We will submit the two outstanding reports later, but will include them in the counting sequence as soon as the figures are available.

This also means that it is time to name the new focus topic for the year. We are once again focussing on model railway beginners and their needs, but are deliberately taking a two-pronged approach here. Under the title "The path to your first layout," we would like to present two alternatives.

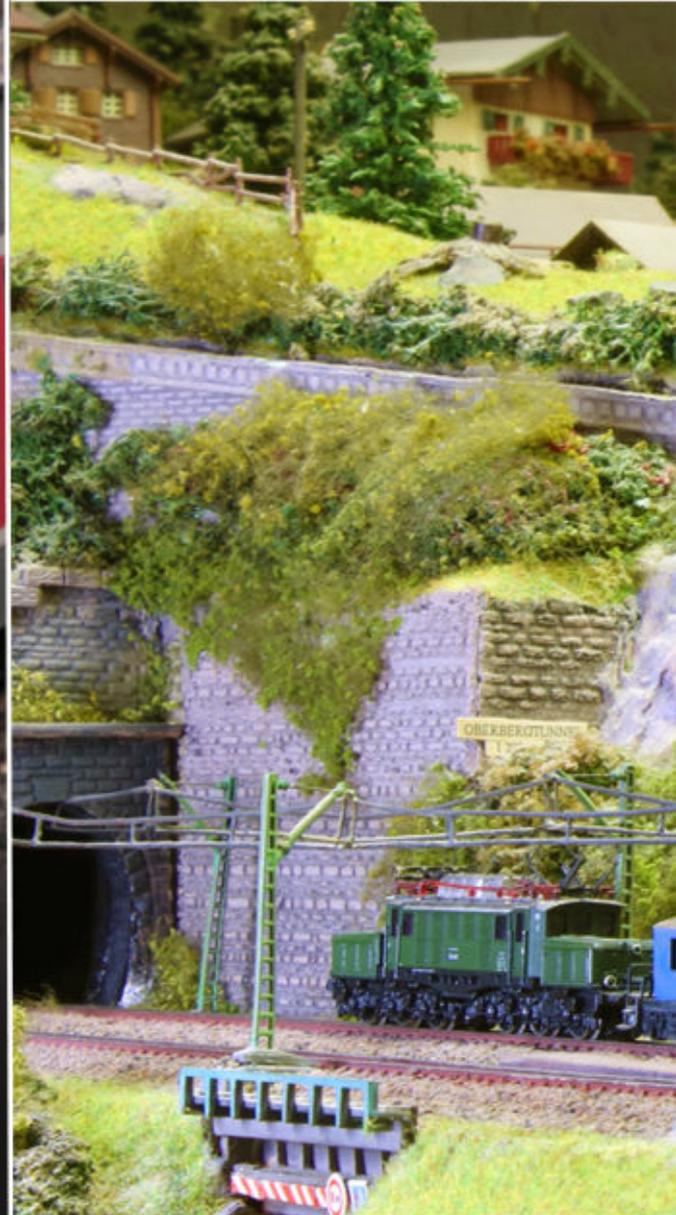
They differ in the craftsmanship and design skills required, but also in the track material used and the season and landscape depicted. So there should be something for every taste and something for every reader that can be used for their own projects.

However, it should also be clear that this cannot possibly be accommodated in a single year without overloading the monthly issues. We are therefore deliberately stretching the reports over two full years for the first time, making it the focus topic for 24 months in 2024/25. You can look forward to it!

Review of 2023 - episode 24 on Trainini TV:  
<https://youtu.be/GeC7yxfsv4?si=x-OmrcekCtI8O1yt>

# SONDERAUSSTELLUNG KLEIN TRIFFT GROSS

50 Jahre Baugröße Z, 1:220  
19. März 2023 bis 17. März 2024



**märklin**



**Schramberg**  
Schwarzwaldqualität erleben



## Besuchsinformationen:

[www.eisenbahnmuseum-schwarzwald.de](http://www.eisenbahnmuseum-schwarzwald.de)  
Infotelefon +49 (0) 74 22 / 29 - 3 00

Gewerbepark H.A.U. 22  
78713 Schramberg



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.*

Every year, a special greeting delights us:

Thanks again for all the good reading material in the magazine, it's fantastic to be able to read so many articles about our gauge. Best wishes to you all!

Martin Zimmermann (Schweiz (Switzerland)), by E-Mail



This sample shows historical train traffic and a railway building at Semmering. Photo: Martin Zimmermann

Answer of the editors' board: The New Year greetings we receive from our reader Martin Zimmermann are a cherished tradition. As the old year draws to a close, they already come to mind and we are eagerly waiting to see which photo will delight us this time. We would therefore like to take this opportunity to publicly thank him and return his best wishes! It's just great to have such loyal readers.

**Request for assistance from a reader:**

I had Oliver Passmann add lighting to a number of Z passenger coaches years ago. Over the years, I have had a lot of fun with them. In the meantime, however, some of the carriages should be overhauled. Because I assume that the Trainini team has the best overview of the Z scene, I would like to ask who does such work today (like Mr. Passmann used to do).

(...) I would like to take this opportunity to thank and compliment Trainini. (I) have been a loyal reader for years and look forward to great reports and information every month. I have already been able to use many a useful tip.

Above all, I admire your voluntary commitment and the time you put into each issue. We readers appreciate what you and your team offer us throughout the year. All the best to you and a successful 2024.

Joachim Karsten, Weinstadt

Answer of the editors' board: We are very pleased about the praise and greetings. As Oliver Passmann, unfortunately, died unexpectedly and suddenly, there was no handover of the company or technology. We are therefore unable to name a permanent successor or suitable maintenance company. At best, a free enquiry to companies that have the necessary technical knowledge will help. We can think of Bahls Modelleisenbahnen (link via our homepage), Velmo (link via our homepage), or Michael Boost (<http://michas-moba.de>)

#### **Faller kit delivered:**

Faller's hard cardboard kit of the Langwies railway station (item no. 282702) has arrived in stores. The Swiss-style building is made from 91 individual parts in seven colours. With its wooden appearance, it fits perfectly on alpine layouts and shows a special design style. The manufacturer characterises this kit, which can be used from Era II, as sophisticated.

#### **Withdrawal from the railway museum:**

After more than 23 years, the Stammtisch Untereschbach e.V. announced at the beginning of January that the association had decided with a heavy heart to give up its beloved location in the Dieringhausen Railway Museum. Instead, it intends to focus on organising events elsewhere in the future.

The model club has been active in the Bergisches Eisenbahnmuseum since 2000 and was present with Z gauge exhibition wagons. The active members showed a colourful cross-section of the history and possibilities of our scale in refurbished freight wagons, in which they also welcomed visitors and were always ready for a chat.



The exhibition car of the Stammtisch Untereschbach e.V. was once clearly visible in the entrance area of the museum.

The sudden departure from this unique form of a Z gauge exhibition is probably no coincidence: The museum hosting the exhibition has now found a new owner in Aggerbahn GmbH.

This is likely to be accompanied by changes in the concept and exhibits, as well as its orientation.

For the Stammtisch Untereschbach e. V., this would have meant new costs that the association did not want to bear, and would not have been able to bear in the long haul, as decided at its annual general meeting.

Therefore, as announced in a press release, the decision was made to discontinue the permanent exhibition at the end of the 2023 calendar year. As a result, the three club-owned goods wagons were also sold.

Its expansion had taken around 3,300 hours of work by the end of 2022. During the exhibition days (Saturdays) from mid-2000 to the end of 2022, around 10,000 people visited this unique presentation. Children's bags were always handed out on the driving days so that even the youngest visitors would remember their visit for a long time to come.

#### Winter new products at NoBa-Modelle:

We are particularly pleased that we can now also show photos of the VT 246 diesel multiple unit (item no. 5231R) presented as an announcement, as this outstandingly successful model appeared somewhat compressed on the CAD representations.



The DB class VT 264 / 624 diesel multiple unit (item no. 5231RF) with the available inscriptions in its original purple-red livery is finished. Photo: NoBa-Modelle

This is not the case with the kits that have now been delivered, which are driven by modified Shorty bogies. NoBa-Modelle also supplies lettering for the purple-red, three-part train, but painting it makes some demands on the buyer, due to the decorative strips and front mask.

If you don't have the confidence to do this yourself, you can now also switch to a ready-made model (5231RF), for which you will of course have to wait a while.

The ÖBB diesel locomotive Rh 2043 follows on the heels of this new product. Three versions are available here: a finished model with its own running gear (5023RF), and a kit without (5022R) and with running gear (5023R).



The ÖBB diesel locomotive Rh 2043 (5023RF) is also an eye-catcher in the Valousek design. Photo: NoBa-Modelle

The new Fiat 500 (6731R) not only fulfils the passion of one half of the tinkerer duo. Any customer who is no less enthusiastic about this traditional and revitalised vehicle should be able to paint it.

The 10 privacy screens (110022) made of resin are suitable for hiding

all the things that small figures on the layout should not see, but the observer should, because they are part of the realistic scene design. Once painted, they are ready for use and waiting to be glued in place.

All new products can be found and ordered on the following webpages: <https://www.noba-modelle.de>.

**Märklin deliveries at the beginning of the year:**

As in previous years, Märklin is delivering some new products to the specialised trade after the Christmas business. This year, the “Pantone Color of the Year 2023” car (item no. 82163) and a container wagon pack have opened the series (82664).

This is declared for Era IV and consists of four two-axle Lgjs 598 wagons and a Bundesbahn Sgs 693. The composition is from around the mid-1980s and is loaded with 20' and 40' containers from various transport companies.



New PANTONE Color of the Year 2023 Car delivered (Art.-Nr. 82163).

The changeover levers of the brake system have not been colour-coded on the models, and the ends of the containers are not printed either. Unfortunately, the four-axle carrier wagon, like all its predecessors in the Märklin programme with type Y25, has been given the wrong bogies (correct: type 664 “Minden-Siegen”).



The new container wagon set is suitable for Era IV and includes three 20-foot containers from the former DDR.

The three 20' containers from the DDR are certainly a plus point, as they represent a première on this scale. Hardly noticed at the time, they also appeared more frequently in the West and brought export goods to the Federal Republic, which were important foreign currency earners for the DDR (East Germany) planned economy.

The two-part passenger car set “compartment coaches” (87042) for the DB around 1958 is still fresh in the race for customers' favour. They already have an interior from the factory and each has a different grey roof colour. The two cars match their predecessors from the set visually, but not in terms of lettering 87040.



The two compartment wagons (87042; photo above) and the 44 1315 in its locomotive shelter (88975; photo below) are also among the new products delivered in January 2024.

The reason for this is that the newly delivered copies have already undergone the class reform. They bear 1st and 2nd or only 2nd class markings, whereas the previous edition still had 2nd/3rd class markings.

The freight steam locomotive 44 1315 (88975) is also currently arriving at the dealers, which is on the Märklin factory premises as a monument locomotive. Its scope of delivery also includes a hard cardboard kit for the underground, which is reminiscent of Märklin H0 packaging and protects it from the weather. The locomotive model is prototypically equipped with disc wheels (front bogie) and spoke wheels (rear bogie) on the tender.

#### News from Wunderland:

Miniatur Wunderland is continuing its “I can't afford it” campaign in January 2024. Every day except Saturdays, socially disadvantaged people can take advantage of free admission until 31 January after making an honest self-assessment.



Waiting times must be accepted, but the operator's website provides information on the most favourable times. Anyone who cannot afford the entrance fee should indicate this at the cash desk with the above statement or present a slip of paper with the same message. They will then be issued with a free admission ticket without being asked.

We would therefore like to mention and honour this commendable action, which is only possible in an economically successful and healthy company, as a special commitment in our magazine.

It is also an extraordinary success for the founding twins that their eventful childhood and youth, which ultimately led to the realisation of the idea for the Miniature Wonderland as they grew up and matured, has been made into a film.

After a successful and sold-out cinema premiere in Germany's third largest screening theatre with almost 1,000 seats, the distribution company has now decided to bring this documentary to cinemas in the rest of the country, as well.

The screenings will start on 7 March 2024 and all visits up to 10 March will also count towards next week's success charts. It is now in the hands of model railway enthusiasts to make this film a success, too.

#### **New Azar special series:**

At the suggestion of the 1zu220 shop, Azar Models (<https://azar-models.com>) has produced a three-part "Wascosa" sliding trolley set (item no. W03-WA3). On the layout, the modern wagons in dark blue-orange design certainly stand out and enrich Epoch VI layouts without any doubt.

This will also ensure that a spelling mistake on the long sides (tarpaulins) was not noticed in time to change this during printing: The German-language page refers to a "goods wagon system".

We think this is worth mentioning because it cannot be ruled out that this would be corrected in subsequent editions, resulting in relevant variants for collectors.



Fans of prototypes should not only pay attention to the paintwork and lettering, but also realise that the new telescopic hood cars from Azar Models (item no. W03-WA3) also differ from Märklin in their basic shape because the origin of the prototypes is not identical.

Equally available are three-packs of SNCF without logo (W03-SL3) and with SNCF-Fret symbol (W03-FR3). A good sample of the latter version was already on display in Altenbeken 2022.

It is also important to note that the terms of the financing plan for the TGV have been amended to accommodate interested parties: The end date on Ulule has been extended to 29 February 2024, the financing target has also been lowered and instalment options have been added.

According to the manufacturer, almost 50% of the new target has now been reached thanks to contributions from Switzerland and Germany. If the campaign target for Ulule (<https://ulule.com/tgv-echelle-z/>) is not reached, the project will be cancelled and the contributions will be refunded. If it is reached or exceeded, production will take place.

Moïse Rogez, owner of Azar Models, emphasised his ambitious plans to our editorial team: "My only goal is to start production of the smallest travelling TGV in the world." He explained that it was not just about this one model. All other Azar models should then gradually benefit from all the technical and technological innovations that have been planned for it.

#### AZL continues on a bright note:

Shortly after the last issue went to press, we received further information from American Z Line about deliveries of new products. So we now have a longer list to work through here.

For example, there are the five-part Trinity RAF column wagons with semi-trailers, which are being added in two versions: with advertising for Amazon Prime (item no. 905201-1) and Triple Crown (905232-1). Two semi-trailers are also available separately (954001-1 / 954008-1).



The Ortner bulk goods wagons are new in shape and will initially appear for the CSX (item no. 905353-1). Photo: AZL / Ztrack

The Ortner bulk goods wagons are being launched as a new design. The first edition is painted metallic and labelled for the CSX. This version is already provided ex works with a load insert whose matt grey painted surface is intended to represent ballast, but cannot be perceived as such due to the lack of angular stone structures. Packs of two (905353-1) and four (905303-1) are offered in this case



The EMD SD40-2 appears in other versions, including for the CSX (64209-3; photo left) and as a tunnel locomotive for the SP (64100-1; photo right). Photos: AZL / Ztrack

The wide-view freight car is now being issued in the red livery of the SCL/LN (921027-1). The heavy passenger coaches are now being followed by a Santa Fe half-baggage coach rolling on three-axle bogies in olive green livery (74028-1 to -3).

The EMD SD40-2 is followed by a few more variants and versions: ATSF (64201-1 to -3), CSX in two roof colour versions (64209-1 to -3) and tunnel locomotives SD40T-2 of the SP (64100-1 to -3) with "bloody nose".

**Something special from Modellbau Laffont:**

Modellbau Laffont delivers a very special model with the semi-relief model of Aachen Central Station (item no. Z8401). The model was found at the company's own production site and appears to be perfectly reproduced.

The Art Nouveau building has been reproduced from the railway side and thus allows a larger station near the edge of the layout to be credibly reproduced and prototypically closed off from the background scenery.



Aachen Main Station (item no. Z8401) as a semi-relief model is an interesting kit for many urban layouts. Photo: Modellbau Laffont

Like all kits from this supplier, the parts are made of solid-coloured architectural hard cardboard and feature the finest and most irregular quarry stone engravings, following the original. This building can be used from Era II to the present day. The scope of delivery also includes a platform, stairway and maintenance walkway.

The original is served daily by long-distance trains of the highest category and is a dividing station in the border triangle of the Netherlands / Belgium / Germany and acts as a gateway to Europe with important international connections.

The manufacturer can be found with its own sales organisation at the following address and can also be found in the list of links on our portal pages: <https://modellbau-laffont.com/c/bausaetze-spur-z-masstab-1-220>.

**Personal visit possible:**

Buying tools is a matter of trust and requires not only advice but also a personal impression of the planned work aid. Jürgen Schirmer from Werkzeuge Peter Post knows this, too. That's why he informed us of his planned trade fair appearances right at the start of the year.

It all starts with Erlebnis Modellbahn in Dresden from 9 to 11 February 2024, followed by the next opportunity to visit a stand in Mannheim, where Faszination Modellbahn will take place in the Maimarkthalle from 8 to 10 March 2024. Intermodellbau at the Dortmund Messe (Exhibition Centre), which will take place from 18 to 21 April 2024, will then offer a traditional opportunity for advice and purchases.

You can find the pages of this provider via our link list on the portal pages or reach them directly at <http://www.peter-post-werkzeuge.de>.



**Yellow Dwarf – completely original:**

Not a month seems to go by without new products from the Czech Republic. Yellow Dwarf (<https://www.yellowdwarf.eu>) has supplied valuable accessories for the weekly market with two different fruit and vegetable stalls (art. nos. 60481 and 60482).

However, the “Car Wrecks I” (60261) seem even more impressive, turning every scrapyard into an eye-catcher for layout viewers. Suitably painted, no-one will pass them by, and certainly will take a close look at vehicle after vehicle.



The “Car wrecks I” (item no. 60261; photo above left) represent a previously unavailable item of equipment, the two weekly market stalls (60481 & 60482; photo below) are similar, but stand out clearly in their detailing. Photo: Yellow Dwarf

**Used models and spare parts:**

Freight specialist Küpper from Aachen, which is looking back on its 30th anniversary these weeks, recently pointed out that, in addition to various spare parts, a number of different freight wagons are once again available as used goods from its own sales department.

Of course, these can also be stocked and delivered by the supplier himself with the goods required by the customer. Interested parties can check the stock directly on the website and put it together in the shopping basket. The manufacturer can be contacted at <https://spur-z-ladegut.de>.

#### Current Micro-Trains deliveries:

Micro-Trains has reissued light passenger coaches with end platforms, called “Business Cars”, as well as observation cars and plans to deliver them this month. MTL is offering the first type of car for the PRR (item no. 556 00 021), the UP (556 00 061) and Norfolk & Western (556 00 240).

The observation car is currently only available in the UP version (551 00 011) and for the Norfolk & Western (551 00 240). The prototype length of both types of passenger coaches is 83 feet. There is also a yellow heat protection car with lettering from the company W. S. Reister & Sons (518 00 861).



Observation trolley (item no. 551 00 011; photo left) and saloon trolley (556 00 061; photo right) in UP design. Photos: Micro-Trains

The “War of the Worlds” series includes a new goods train escort car with a gun on the roof (535 00 510) and an EMD F7A diesel locomotive (980 01 550), which is also painted olive green.

#### Brief review of Artitec:

As already reported in the last issue, Artitec has delivered two new products: the Hanomag K5 crawler loader (item no. 322.039) including mounted driver figure and the 7 tonne forklift truck (322.040). These are now available in the editorial office and can be discussed.

With the deliveries of the last few years, the Amsterdam-based accessories supplier has created a very high level of quality, which the two latest models also fulfil in every respect.

This can be seen in the many details of the models, such as the gear lever or steering wheel (on the forklift truck) and extremely fine attachments, of which, the lifting device and the perforated sheet metal roof of the forklift truck, are particularly striking.

A great deal of effort was also put into the paintwork and lettering, as the colour scheme is multicoloured, which means that not only are many parts set apart from each other, but also operating wear, ensure an authentic impression.



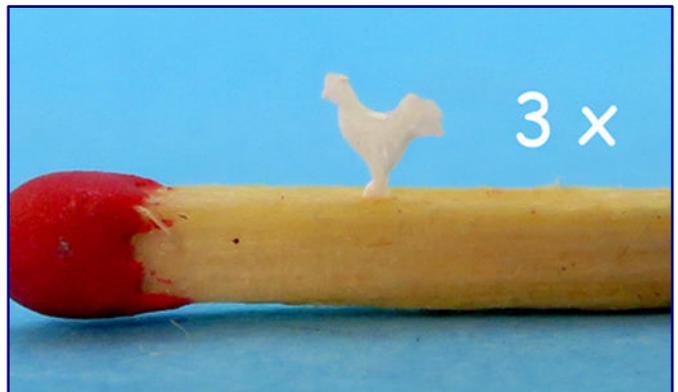
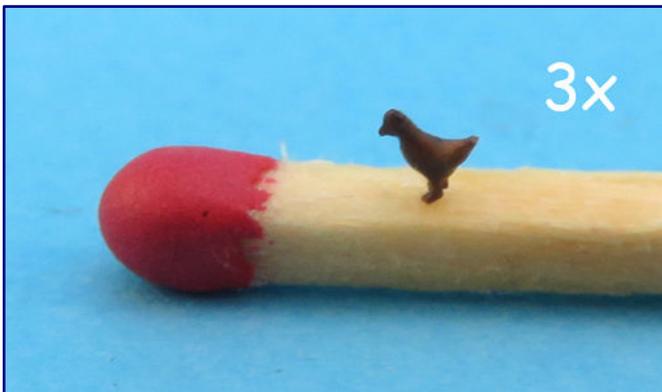
The Hanomag K5 crawler loader (item no. 322.039; photo above) and the 7-tonne forklift truck (322.040; photo below) also match the high quality of previous years.

It is worth having a magnifying glass ready for the caterpillar: otherwise, the manufacturer and type markings are difficult to make out, and the yellow and black warning sign on the lifting mechanism of the clearing shovel could also be overlooked.

On our portal pages, we have placed another photo for you with the corresponding message.

#### News from Klingenhöfer:

New figures and a reissue are available from Klingenhöfer Miniatures. New, for example, are the five brown ducks (item no. Z-TE10-1), which are suitable for reproducing female mallards. The five-part wedding party (EH07) is being reissued to celebrate the best day of your life in style.



The wedding party (item no. EH07; photo above) is a new edition. It is joined by three hens (Z-TH18-b; photo below left) and three roosters (Z-TH19-w; photo below right). Photos: Klingenhöfer Miniaturen

Three self-painting hens are available in the basic colours white (Z-TH18-w), brown (Z-TH18-b) and black (Z-TH18-s). The matching rooster is also available as a three-piece configuration for self-painting on a white base (Z-TH19-w).

To order, the supplier webpages can be found at <https://www.klingenhoefer.com>.

#### FR models already sold out:

The 1zu220 shop (<https://www.1zu220-shop.de>) had two FR models made by the Uwe Schuster assembly service. However, both were sold out as soon as they became known and available. We are therefore only mentioning them here for documentation purposes.



In our opinion, the ocean blue design of the 629 equipment wagon (item no. 49.343.81) should show an Ege biscuit instead of Lettern, but otherwise it is a complete success.

These are two construction train wagons based on the former Pwg 54, which may have been in service from 1974 as equipment wagon 629 in ocean blue (item no. 49.343.81) and the equipment wagon 631 in chrome oxide green (49.343.71), which in our opinion is probably incorrectly labelled with the letters DB instead of an Ege biscuit, which also bears UIC lettering and thus most probably already bore a designed logo in the prototype.

#### Heart and soul at Full Throttle:

William Dean Wright, owner of Full Throttle (<http://www.wdwfullthrottle.com>), professes to be a thriving supporter of the short-lived Penn Central railway company. He attributes this to his childhood home and family background.



The short-lived Penn Central honours WDW Full Throttle with this collector's pack (item no. FT-CLO7B). Photo: WDW Full Throttle

He has now reissued ACF bulk freight cars with cylindrical, covered car bodies (item no. FT-COL7B) as a collector's double pack. One example is designed in the green of the PC, the second in inconspicuous grey still bears the New York Central logo. Together they represent the heyday of the Penn Central after.

The following should be noted about the wagons and the railway company: Due to numerous early mergers, ACF Industries is represented in most states of the northern USA. This vehicle manufacturer is responsible for many innovative freight and passenger cars used in modern railway transport.

The Penn Central (PC) is known to railway enthusiasts as the ultimately failed attempt to unite three traditional competitors (Pennsylvania, New York Central and New York, New Haven and Hartford Railroads). It was active from 1968 to 1976 until its assets, along with other bankrupt north-eastern railways, were incorporated into the U. S. government owned Consolidated Rail (Conrail)(subsequently privatized).

In Germany, FT products are available from Case-Hobbies (<https://case-hobbies.de>), among others.

#### Spring innovations are published:

At the time of publication of this issue, further new products for spring 2024 are also being announced, including the design and accessory products from Artitec and Noch. We have already been informed about an important and central innovation from Wangen and recommend taking a close look at the brochure.



The most outstanding of all the new products known to date is certainly the Märklin class V 90 multi-purpose diesel locomotive (item no. 88510). With this prototype, even manufacturers of larger tracks have had to capitulate to features that the market leader from Göppingen also has the confidence to produce on a scale of 1:220. Illustration: Märklin

Märklin has already presented on 8 January 2024. We can expect a colourful programme that covers different eras with interesting products. In addition to the Wismar rail bus announced at the end of 2023, there is only one locomotive as a new shape.

However, the V 90 heavy shunting diesel locomotive (item no. 88510) is a hit and is already showing signs of becoming a sales success. Märklin can finally realise this locomotive in scale thanks to the slim bell-type armature motors.



The market leader also has the confidence to realise the red and white lanterns in the narrow box on the shunting platform. We will be presenting this new product and all the others in detail in the February issue following discussions with representatives of the manufacturers.

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