

International Edition

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for railroad enthusiasts
in the scale 1:220
and Prototype

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Trainini

German Magazine for Z Gauge



All Creatures great and small

Improved Rail Transport
Summer Anniversary Party in Kamen

Introduction

Dear Readers,

In this edition, we can finally conclude a series of topics that we had designated as our annual focus for 2023. We decided early on what we wanted to cover and to what extent we thought it was right and appropriate.

However, postponed delivery dates and problems in the production of new products, which should and had to find their place in here in any case, required a rethink.

We didn't want to ignore innovative products that already grabbed our attention as samples in Nuremberg and promised to be exceptional. After all, this series was and is the perfect setting for them and they came closer to our expectations of coherent realisations than previous offers from the large-scale production.

We're talking about Noch, of course, as you've probably already realised. Figures with such a lifelike appearance have never been available from model railway dealers before. And figures, and today we are turning our attention to animals, are an essential part of any layout.

All too often they are placed carelessly and fail to have the desired impression. The geometrically minded mathematician or technician unconsciously places them according to a fixed grid spacing to fill as large an area as possible with the expensive accessory.

We want to break through such static thought patterns by looking at nature, internalize the behaviour of animals and then place them in such a way that they too have a story to tell us. No matter how small they may be, they will not fail to make an impact.

This is an approach "from prototype to model", which is also characteristic of our reader Michael Böttcher. As a former operation service teacher with the German Federal Railways, he has a completely different view of the prototype action and is fascinated by incorporating what he has seen into a story and telling it frankly on the model railway. It will be interesting to see what he has come up with for us.

Perhaps you will feel similarly inspired after reading this edition's gleaning of new products? We have put together some great products that we had already discovered in Altenbeken but were unable to include in the event report.

And finally, when our June edition was in the final stages of publication, there was a great celebration not far from the editorial office: Modellbahn-Union in Kamen turned 25 years old and used its biennial summer festival to commemorate the occasion appropriately.

We were also there to congratulate, celebrate and actively participate. We were able to show our own products in action, give explanatory modelling demonstrations and contribute an attractive children's programme too. Today we look back on these two days.

Now all of us from "Team **Trainini®**" hope you enjoy reading and wish you a great summer.

Sin-Z-erely,

Holger Späing



Holger Späing
Editor-in-chief

The Federal Railway around 1982 **Special Steel Plate Transport**

Michael Böttcher favours model railway operations that are as close to the original as possible. However, he is not interested in the exact reproduction of a specific prototype situation, but rather in inventing stories and freely realising them, for which he then uses the service regulations and timetables of the former German Federal Railways as a guide.

By Michael Böttcher. What drives us in the model railway hobby? The motivations are certainly as varied as they are justified. My main focus, for example, is on recreating prototypical events as realistically as possible in the model – in our case, of course, on a scale of 1:220.

I was recently triggered by an interesting incident that I came across in Hemelingen harbour in Bremen: several heavy goods cars loaded with steel plates were being unloaded using a forklift truck. I found that really interesting. Now it was “only” a matter of constructing a suitable story around the experience and making the necessary accessories.



Viewing this Samms 709 flat wagon loaded with steel sheets provided the idea for today's model contribution. On page 5, the detailed photo (top) shows the load securing, and below it the unloading of a more modern Samms 489 with the help of the forklift truck after opening the securing devices (bottom photo).

The framework conditions were quickly defined, “difficult” circumstances always require flexible solutions, and this was already the case at the beginning of the 1980s. Terms such as “just in time,” communication, teamwork, flexibility, “making a call,” etc., were not yet on everyone's lips; it was simply done.

It tells the story of an unscheduled transport of steel plates from the Bremen steelworks, which became necessary due to the coincidence of various adversities that unfortunately occurred at the same time.

The background of this transport is examined from the point of view of the operations officer. Which regulations, documents, and timetables are relevant? What does something like this look like and what decisions can, should and must be made on the basis of the regulations and documents? Which departments are involved, what is the content of the communication and how is the information channel to those involved? A lot comes together.

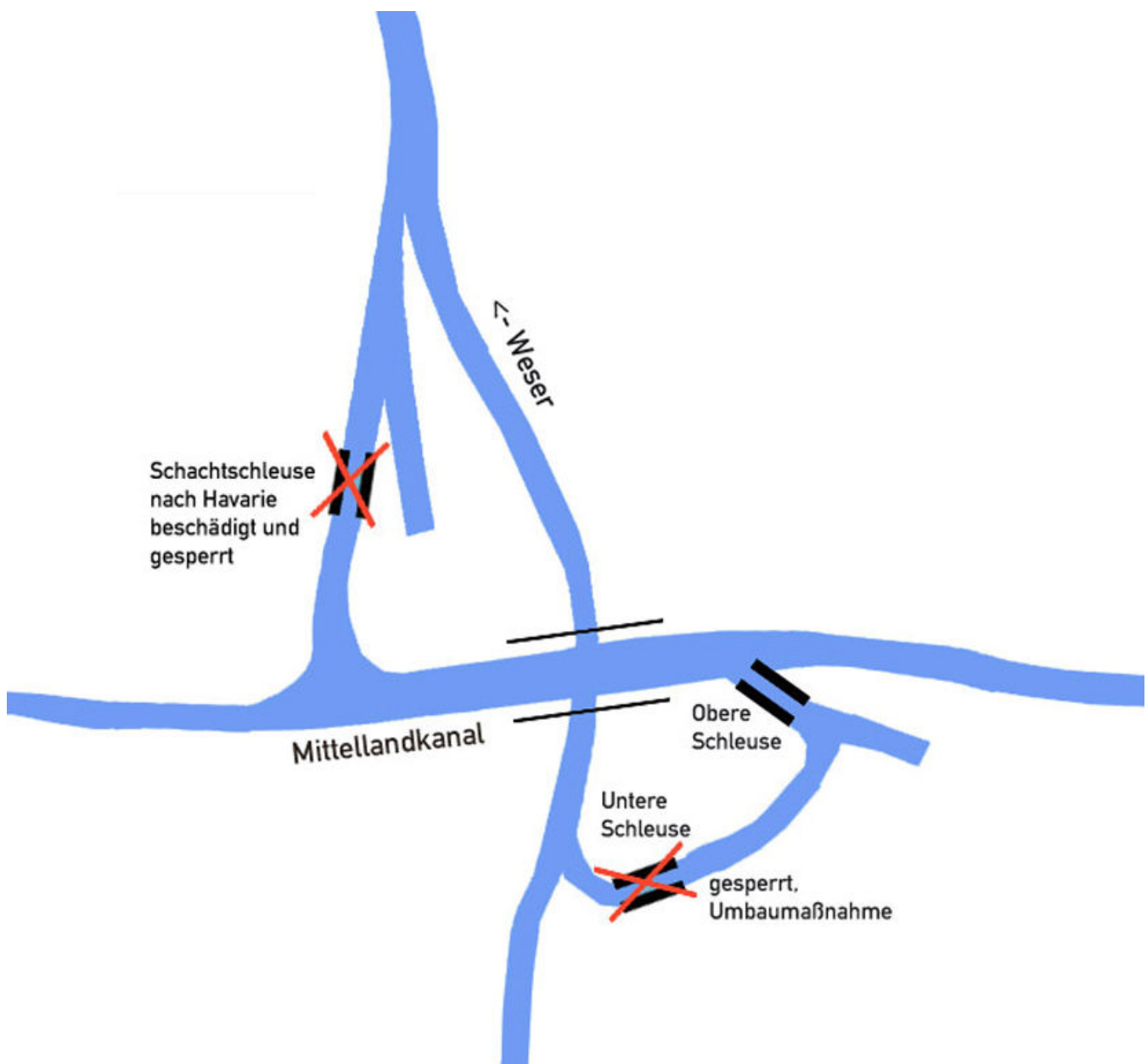


I would also like to point out that this is a purely fictitious story, which will always have more or less large logical and technical gaps, but, in any case, a large portion of tongue-in-cheek. Some of the company documents have also been supplemented or altered by quite freely interpreted facts!

The (pre-)history

A high-ranking employee of the Federal Ministry of Transport has personally called the manager of the Bremen steelworks: "The steel plates must leave your factory for Minden immediately. The train must be on its way by Wednesday 30 June at the latest. Let them attach one more wagon to any train – that's it!"

This brought the conversation to an abrupt end. "Just add one more wagon", was what the railway dispatcher at the steelworks received a little later from the very top. What had happened?

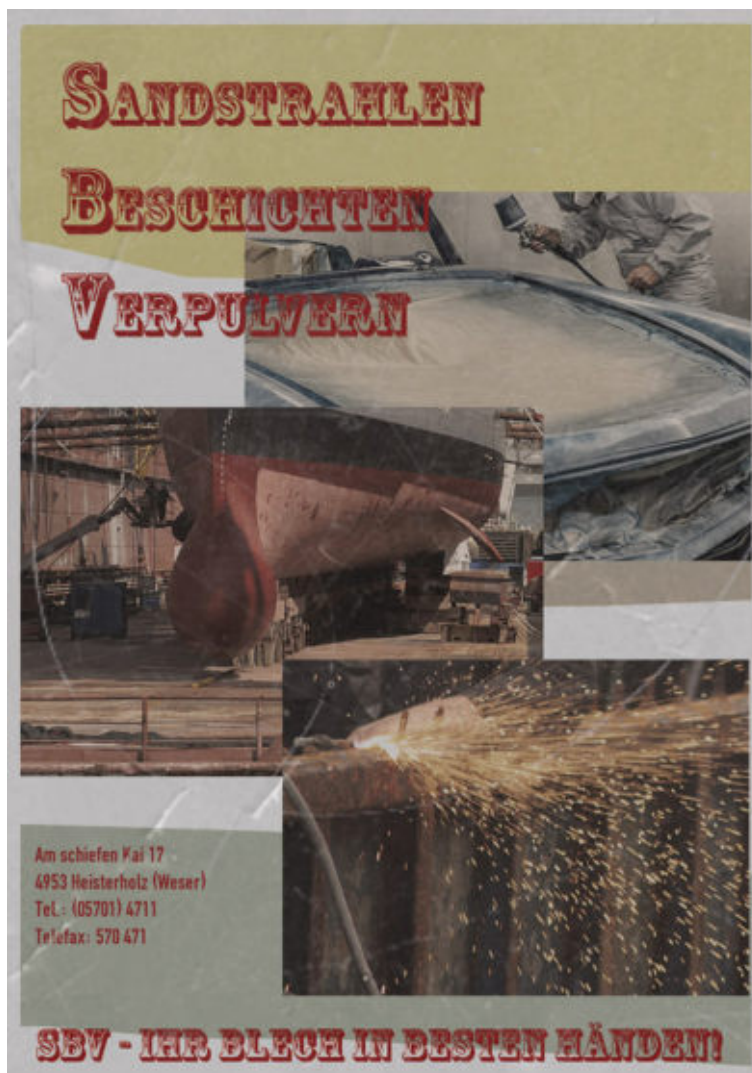


On 23 June 1982, a serious accident occurred in the Minden shaft lock. The large motor vessel GMS Edeltraut crashed almost unchecked into the lock exit gate as a result of a short-term engine failure and damaged it severely.

The consequences were far-reaching. As another lock in Minden ("lower lock") was undergoing renovation work, it could not be used either. The connection between the Weser and the Mittelland Canal was disrupted, not to say interrupted. A real disaster for inland shipping on the Weser and Mittelland Canal federal waterways.

What a mishap! But how to get out of this mess? The lock gate now has to be completely replaced. We are talking about several tonnes of 20 mm thick steel plates that had to be used to create a stable new construction for the lock gate.

Another problem is that the steel plates from the steelworks in Bremen cannot be installed in the same way as they come from there. As water is part of the nature of a lock gate, the steel plates must first be given a waterproof coating.



And this is where the company SBV in Heisterholz (Weser), a few kilometres from Minden, comes into play. The steel plates have to be pre-treated there.

I found an old trade fair brochure for the company in the documents. Well, and as life goes: "Sometimes you're not lucky, and then, you're unlucky too."

Of course, SBV also has a railway siding, but it is currently undergoing a long-planned track renovation that will take at least another week to complete.

This means that the company can only be reached by water (on the Weser).

Due to the damage to the battle lock in Minden, the entire upper Weser is closed to shipping traffic to prevent a backlog of ships. Quick solutions must now be found.

So, the powerful officials of the Hannover operations management (based at the Hannover BD) came up with the following plan:

The steel plates were to be transported on a suitable wagon on a scheduled train from the Bremen steelworks to Minden. There, the wagon was to be abandoned and

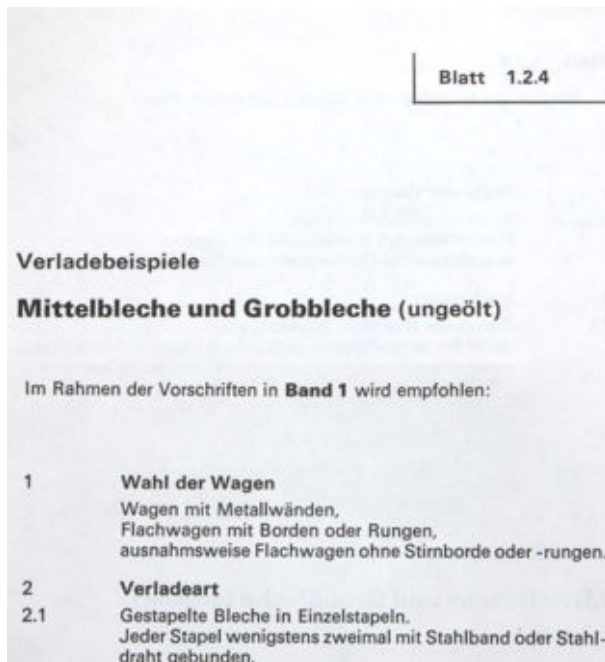
transported to the Hankenberge stop on the loading line by means of a special transfer. From there, it continues by road roller to the company SBV in Heisterholz, 4 kilometres away.

Meanwhile, the DB official at the steelworks is still thinking about the extra wagon. "He's got a clue, the foreman, as if there were any wagons just standing around in the neighbourhood."

This is where the problem starts, because a Samms wagon would actually have been needed for the 79 tonnes of steel plates, but after consultation with the management wagon service, such a wagon was not available at short notice.

There is only one Sa 705 heavy goods vehicle left at the factory, which is not currently in use. And it has neither end walls nor stanchions. So, we first have to see if that's even possible. Exactly the exception we need is quickly found, and that fits the bill.

Let's have a look for a suitable train and consult the GZV (goods train formation regulations). 52740, it looks good, as it is scheduled to run via Nienburg – Minden, so the Bremen – Osnabrück runway should not have had a free timetable path at that time.



Gag 57 237 W Sa B	Neubeckum–Löhne (Westf)–Nienburg– Bremerhaven Seehafen Bremen Zollausschluß
Bremerhaven Kaiserhafen oder Bremen Zollausschluß	Zement. 610 m
Gdg 57 240 S/nS	Bremen Klöckner-Hütte–Nienburg–Löhne (Westf)– Westerholt
Westerholt	Leere Fad. Verk T monatlich durch Erzprogramm 610 m
Gdg 57 244 S/nS	Bremen Klöckner-Hütte–Osnabrück Hbf– Marl-Sinsen–Westerholt
1. Westerholt oder Obereving 2. Leere Torpedowg Hasbergen aus 57279 B bzw 57281 B	Leere Fad. Bedarfs-Flügelpläne Münster–Obereving. Verk T monatlich durch Erzprogramm 610 m

A block train consisting of empty Fad wagons, the so-called “Empty Coaler”. A look at the goods train formation regulations reveals the following: “Deviations must be agreed with the management and the departments involved.” The number is instructed by the Federal Ministry of Transport, so it's a gift.



Finally, a special transfer has to be inserted. Due to the immense time pressure, this was done by telex. This telex was quite something. Let's see what has to be communicated to whom and how. Here are a few points:

- Which railway stations and offices should be notified? Who is responsible for dropping off the wagon in Minden?
- Which department provides the locomotive and the shunting staff for the special transfer? Important: It must be a V locomotive (diesel locomotive) because the loading line in Hankenberge is not spanned with contact wire.

- Which department provides the Culemeyer road scooter and its tractor unit? This department, Kbw Minden, also has to produce a support frame for the steel plates on the Culemeyer at short notice.
- Which timetable is required for the special transfer to Hankenberge?

So here is the telex:

64 minden
sam
sam
26 han db

b 1527 von hannover 27 06 1657

bf bw kbw ma gv ozl ztl
von nienburg (weser) ueber leese-stolzenau bis minden (weser)
bw minden
kbw minden
gv minden
nachr. : ozl essen ztl mainz

betreff apl. ueberf schwerlastwagen

am 30.06.82 ueberfuehrt dgd 57240 einen bel. schwerlastwagen sa705
mit stahlplatten von bremen stahlwerke ueber minden gbf zur
weiterbefoerderung nach hankenberge.
nach entladung hankenberge weitertransport der stahlplatten per
strassenroller zur firma sbv heisterholz (weser).

ankunft minden gbf 14,47. sa705 (reihung spitze) absetzen.

um 15,27 verkehrt ngs 86061 von minden gbf nach hankenberge
fahrplan minden gbf 15,27 hankenberge an 15,33.
hg 80 km/h, last 99t, mbr 64, fzt nach buch 162 seite 148.
rueckfahrt wird besonders geregelt.

bf windheim erteilt bef ad apl halt 57240 in minden gbf.

bf minden stellt rg fuer absetzen sa705 in minden gbf und ueberf
nach hankenberge (mitfahrt auf tfz).
ladestrasse hankenberge freihalten 30.06.82 10-19 uhr.

bw minden stellt vlok und tf br211/212.

kbw minden stellt strassenroller, zugmaschine und -bediener.
strassenroller ist mit tragegestell f stahlplatten auszuruesten.

entladung sa705 durch fa sbv.
ladegeschaeft ist bis 18 uhr zu beenden und ladestr anschliessend zu
raeumen.

beteiligte verstaendigen.

bd hannover bf 13 bfg +

25 han db 1712

64 minden
64 minden

Bohnhof
Minden (West.)
Eing. 28. JUNI 1982
AA

A1 A2 A4 Aufg Gsf Fdc Rg
GV Bw Kbw

At another level, the confirmation of the agreement between the transport service provider Deutsche Bundesbahn and the customer / freight recipient SBC must be regulated. First of all, it is agreed by telephone that the SBV will provide the corresponding unloading device and its operator. Everything must be in official order! Here is the corresponding confirmation telex from the Minden general agency to SBV:

570471 sbv d
311224 db d

fs 1436 von minden (weser) lfsst 28 06 1134

firma sbv
metallveredelung gmbh u co.kg
telex-nr.570 471
4953 heisterholz (weser)

telefonat zwischen ihrem herrn oelgemeier und unserem kundenberater,
herrn boettinger, vom 27.06.82, 15.30 uhr

sehr geehrte damen und herren,

zur schriftlichen bestaetigung des gestern stattgefundenen telefongespraechs
unserer mitarbeiter wird folgendes zusammengefasst:

die dringlichkeit des stahlplattentransportes zur reparatur der
schachtschleuse steht ausser frage, das bundesministerium fuer verkehr (bmv) hat
aeusserste prioritaet und einen entsprechenden aktionsbedarf festgestellt.

wegen der derzeit laufenden instandsetzungsarbeiten an ihrem gleisanschluss
muss die ueberfuehrung der stahlplatten (79 tonnen) von hankenberge in ihr werk
im wege des strassenrollerbetriebes abgewickelt werden. strassenroller,
zugmaschine und fahrer werden durch die bundesbahn gestellt.
sie sorgen fuer eine rechtzeitige bereitstellung des entsprechend geeigneten
entladegeraetes einschliesslich eines befahigtgen bedieners an der
ladestrasse der haltestelle hankenberge. ankunft des uebergabezuges, bestehend
aus einem beladenen schwerlastwagen sa705 von minden, ist am 30.06.82 um
15.33 uhr.

das ladegeschaeft muss bis 18 uhr abgeschlossen sein.

mit freundlichen gruessen

dr. schrullenstock, generalvertreter

generalvertretung minden (weser) +

311224 db d 1673+++
570471 sbv d

The journey begins

Now let's just imagine it's 30 June 1982 and everything is ready. The special transfer of the steel plates on the Sa 705, lined up at the head of train Gdg 57240, can start at the Bremen steelworks.

23

Gdg 57240 Bremen Kiöcknerhütte - Nienburg - Löhne Gbf (-Westerholt)
Ttz 140 Last 1600 t Mar 75

		57240					
1	2	3a	3b	4	5	4	5
	40	Kiöcknerhütte	2,5		12,15		
		Abzw Bremen-Inlandfl II	0,3		20		
			2,5				
			2,3				
		- ZBF A 73 - Bremen Rbf Bve	0,0		24		
			12,1				
10,8		Bremen Rbf Bvf	11,2	+12,26	39		
	60	Bremen Rbf Bvp	10,1		42		
9,1		Asig	9,1				
	40	Bremen Rbf Baf	8,9		44		
		Bremen Hbf Bgw	7,4		48		
6,7		Zsig	6,7				
	60	Brm Hbf Bgn/Bgm	6,5		51		
		Brm Hbf Bgo	5,8				
		Brm Hbf Bhw	5,4		53		
		Bremen Hbf	5,1				
4,5		Bremen Hbf Bhl	4,7		54		
	80	Abzw Vahr	2,1		57		
			2,0				
			2,0				
0,4		Abzw Hasledt Bk50	0,4		13,01		
	50						

27

		57240					
1	2	3a	3b	4	5	4	5
	80	- ZBF A 67 -					
		Nienburg		0,0		14,01	
		Langendamm	E 60	4,4		07	
			A 60				
		Schäterhof		7,7		10	
		Estorf		11,1		13	
		Landesbergen		14,9		16	
		Leese-Stolzenau		20,7		21	
		Schlüsselburg Hp		24,9			
		Heimsen		28,9		28	
		Döhren Hst		33,0			
		Windheim		36,3		34	
		Lahde	A 60	40,8		38	
		Hankenberge Hst		45,0		42	
		Minden Gbf		51,6		47	
				51,7			
				63,1			
		- G-Bahn -					
		Minden Pbf		64,4		48	
65,6							
	100	Porta Gbf		68,5		52	
		Sbk 171		69,9			
		Sbk 173		71,2			
		Vennebeck		73,9		14,56	

Book timetable for Gdg 57240 (photo left) and the relevant section from Nienburg to Minden (photo right).





We encounter Gdg 57240 for the first time shortly after the junction to the “Nato railway” (photo on page 12 below) and at the intermediate stop in Windheim (photo above), where the driver accepts the Ad command.

Befehl A
 Zug / Sperrfahrt S 7240

a) fährt ohne Ausfahrtsignal aus

b) fährt vorbei am – Halt zeigenden – gestörten –
 Einfahrtsignal Sperrsignal /
 Zwischensignal Sperrsignal /
 Ausfahrtsignal Sperrsignal /
 Deckungssignal der Deckungsstelle
 Blocksignal der Block-Abzweig-stelle
 Selbstblocksignal Nr. / / /

c) fährt ohne Signal – ein – weiter

d) .
 hält außerplanmäßig in
 Minden Gbf. 1 Wagon
 absetzen

Windheim, den 30.06.1982, 14 Uhr 40 Min
 Der Fahrdienstleiter Erhalten (1 mal)
 Bos Schulte Borna Tf
 (Name, Dienststellung)

Gültiges unter Benützung der Quereinmalen!
 Nichtzupassendes ins umrahmten Teilschlag streichen!

405 14 Befehl A 95 x 340 mm Bk 100 5c50
 405 14.1 desgleichen 95 x 210 mm Bk 25 5c50

01

The weather conditions are similar to the real summer of 2024: mixed, a bit of everything. Here we meet the train just after the junction with the “Nato railway” (Nienburg – Minden), the Nienburg – Hannover line can still be seen in the background.

In the meantime, Gdg 57240 has reached Windheim, where it is briefly called Hp0 - train stop. There, the driver accepts command A for the unscheduled stop at Minden Gbf to set down the steel plate wagon, as specified in the insert telex. We would not like to withhold a copy of the document that the Windheim dispatcher has kept from our readers (photo left).

After a short stop, it's “bon voyage” again, the two railwaymen say goodbye, the dispatcher pulls the exit signal and the journey can continue.

A short time later, our goods train passes the Hankenberge stop, where the Sa 705 with the steel plates is supposed to go. But there is no chance of setting it down here yet. There is still absolutely nothing going on in the area of the loading line. Gdg 57240 continues towards Minden.

Please do not be alarmed that the block signal for the opposite direction shows “drive” (photo page 13 above). In the meantime, it has been switched through and therefore only signals passage.



Gdg 57240 passes Hankenberge (photo above), but is unable to set down the flat wagon destined for this station. A little later, both the Culemeyer road roller and the “unloading device” from SBV have arrived at the loading line (photo below).

But a little later, there is a hint of activity in Hankenberge. Both the Culemeyer team and the “unloader” from SBV have now arrived. A brief discussion ensues and the DB driver is a little taken aback.

“Moin. A forklift truck? What do you want with it?” “Moin too, loading steel plates, what else? That's what we always do at the factory.” “Well, if you say so. Can I leave the trailer like this? Otherwise, say now that I want to go back later...” “Right, leave it like that.”

That takes care of that as well. Shortly before Minden, a last look at 57240, here it rolls past a loading point that has been “left open” in the meantime, which the local goods train with the single wagonload of steel plates will pass again later on its way to Hankenberge.



Gdg 57240 passes a loading ramp that has now been left open at a so-called alternative connection point (Awanst).

At around the same time, the 212 that will later be required in Minden is still travelling on a branch line with a transfer. This consignment will also reach Minden goods station shortly. Now that both trains have arrived in Minden, things have to move quickly. The 140 of 57240 sets the steel plate wagon down and back onto the train. Brake test, update the paperwork – on we go.

The 212 then accepts the Sa 705. Brake test, the train dispatcher hands over the wagon list and the brake note, the driver opens the book timetable with the comparison plan and the train is ready to go. The exit signal shows “drive,” the driver presses the hand wheel of the driving switch, the train starts to move and a few minutes later passes a familiar spot.

There, the colleague from the rubber track is also travelling quite quickly. The two drivers meet briefly, greet each other and continue on their respective journeys. Finally, the short journey of the local goods train draws to a close as it reaches the entrance to Hankenberge.

continued on page 17



A class 212 diesel locomotive is travelling with a transfer on a branch line (photo above) and accepts the Sa 705 when it arrives in Minden. As it also passes Awanst, now in the opposite direction, it encounters a railway bus (photo below)

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Now the points still have to be unlocked. The shunter collects the necessary key from the signal box. After the shunting department has pulled up to the points, the train is pushed to the loading line. The shunter is at the head, more or less in accordance with the regulations, and gives the Ra2 “come here” signal.



Shortly afterwards, the entrance to Hankenberge (photo above) is reached. After unlocking the points, the heavy goods vehicle is pushed past the road roller and onto the loading road (photo below).

A short time later, the department is ready for the forklift driver to start work. In the meantime, the three railwaymen, engine driver, shunter and Kaelble driver, have gone off for a pot of coffee: “Do you need any more help? We’re off, then...”



The unloading process is routine. The forklift picks up three sheets at a time and transports them to the road roller, on which they are then deposited.

“Bullshit” he thinks to himself and just gets going. The steel plate unloading routine obviously seems to work. After all, it’s not the first time his colleague at the stacking fork has done this. The end of the work

is in sight. The forklift carefully drives up to the trolley, picks up three plates, “shuffles” them into position and places them on the Culemeyer. Precision work, skilful is skilful!

Half an hour later, the work is actually finished, the Sa 705 is unloaded and the Culemeyer is loaded with the steel plates. The load is not stacked as neatly as on the railway wagon, but for the few kilometres on the road at crawl speed, it should be fine.

The load is lashed down and the Kaelble starts to move. The forklift truck is already on its way, after all, the steel plates have to be unloaded at the SBV plant. The railwaymen from the goods train also want to get going again, it's time for the end of the working day. With the forklift truck, he has pretty much ripped up the wooden frame on the heavy goods wagon, but the nails are still in it, which should still fit for the few kilometres back to Minden.



The passing of D 739 still has to be waited for before the shunting unit can pull out of the loading siding to start its return journey. However, the diesel locomotive will only be able to switch to the other end of the train in Windheim.

In the background, D 739 from Bielefeld to Hamburg-Altona is rushing towards its next stop at Leese-Stolzenau. The driver wants to get going, after all they still have to go to Windheim to change trains: “So, we can get on track behind that one. Is the wood on the back still solid? When the express train is through, unlock the points and I'll pull ahead.”

“Yes, master.” Behind the express train, the two of them finally pull away and everyday life in Hankenberge is back to normal. An eventful working day draws to a close.

All photos and illustrations: Michael Böttcher

Information on the Minden waterway junction:
https://dewiki.de/Lexikon/Wasserstra%C3%9Fenkrenz_Minden
https://gewaesser.rudern.de/_detail/minden-11.png?id=wasserstrassenkreuz_minden

New products review

New Products Show in May

At the beginning of May in Altenbeken, several important new products for our gauge were showcased that could not be included in the report from the event. We therefore want to give them the space they deserve in this section and present them to our readers in more detail after the event.

The French manufacturer Azar Models celebrated an exhibition premiere in Germany. Owner Moïse Rogez already has extensive experience in modelling, having previously manufactured and sold drones. As a supplier of model railways, however, he is still quite young, which is all the more reason for him to make a name for himself with spectacular models and innovative ideas.

His financing project for the French high-speed TGV train, which was launched at the end of 2023 and successfully completed in February 2024, attracted a great deal of attention. Having such a large project financed not by banks but by customers and other private lenders deserves respect. It was not easy to expect that it would be successful because it was a premiere.

Of course, there is now great interest in the progress of this project, as it will probably be some time before the first moulded samples are ready. The French world record train was given its own display case in Altenbeken, in which it was presented in seven prototypical parts.



With the BB 67400 in the "Isabelle" livery, one of the announced novelties was already running on the Azar Models demonstration layout. The covered wagons on the coupling are also the first samples of a novelty presented for the first time in Altenbeken.

It was hard to believe that the hand samples on show were still 3D printed examples! Delivery is scheduled for 2025, and at that time two units of this train can optionally be coupled. Analogue and digital versions will be offered, and both versions have fine pantographs made of injection-moulded plastic in common – they were still missing on the sample shown.

The product features listed also include electrically connected bogies, although this has not yet been described in more detail in relation to the Jacob bogies of the intermediate wagons: Does it serve to draw



It could be available shortly after this issue is published: The SNCF Corail coach also makes a perfect addition to the German class 181², which Rokuhan realised almost ten years ago.

current across all axles or should current be drawn at the front depending on the direction of travel in order not to run over disconnected stopping sections in analogue operation?

There are no questions about the interior design of all intermediate carriages, which also includes the bar car, which is effectively emphasised by interior lighting. The head and tail lights on the power cars shall also alternate depending on the direction of travel.

The Corail coach, which was presented in the 1st class version, needs no explicit explanation at this point. The interior fittings were clearly recognisable and the paintwork and printing definitely demonstrated its status as a production release sample.



This is the current status of the French TGV project at Azar Models. In this case, all components still come from the 3D printer.

These wagons, which will be offered as wagon collection, are also being injection moulded and should be available next month. In view of their (also cross-border) significance, we will then also present them in detail in **Trainini®**.

However, two further models that are no longer new construction models will be available in July. We already presented the SNCF diesel locomotive BB 67400 in **Trainini®** 7/2022. Two years later, the previous versions are now being reissued using a production technique with plastic injection moulding and a changed road number. The “Capitole” and “Isabelle” colour variants are completely new.



Three livery variants of the BB 67400 were presented (top row in the photo above), including “Isabelle” on the far right, which had not previously been offered. One row below, are the CC 65000 with newly designed single-arm pantographs mentioned in the text and two versions of the CC 72000 diesel locomotive. Two further designs of the 67400 are already scheduled for delivery (photo below), including the “Capitole” (on the right in the photo) for pulling a historic set for the first time.

The six-axle diesel locomotive of the CC 72000 series was shown as a 3D printed sample with complete paintwork but is also expected to be available soon.

The “Logserv” and “FRET SNCF” livery variants of the tarpaulin-covered wagons are planned for September. They differ from Märklin's design, which will certainly only be noticed immediately by good prototype experts but is certainly relevant. Finally, the CC 65000 is expected at the end of 2024 and has been announced in various versions – we have already been able to show factory photos of this six-axle locomotive in a monthly edition.

Samples of models that are part of the project schedule for next year were also presented. First and foremost is the French-built NS Series 1600 locomotive, which is travelling for the foreign subsidiary of Deutsche Bahn in the livery shown. Azar Models had indicated to us that production would depend on interest and possible pre-orders to be able to determine the economic viability of this variant in advance.



The NS 1600 series, which has been transferred to Deutsche Bahn's foreign subsidiary (photo above), will only be produced if there is sufficient interest. Another project for 2025 is the four-axle, covered SNCF freight wagons in four different designs (bottom row in the photo below).

The last project not yet mentioned by Azar Models for the coming year is four-axle, covered SNCF freight wagons, of which four variants are planned: the historical version in the usual brown freight wagon livery, in yellow for horse transport, in the green of the FRET and a grey private version from Sernam.

Such wagons are eye-catchers in every freight train, as they can be found internationally and their length is rather unusual for German eyes, because the Deutsche Bundesbahn had relied exclusively on two-axle wagons. Things were different in France and Italy, where the large area was appreciated and significantly extended in this way.

Creative products from Trafofuchs

It was mentioned several times in new product presentations that Trafofuchs is gradually converting well-known figures to 3D printing production, but new ideas are also constantly being hatched. There were also some of these to be seen in Altenbeken.

Among them was the Olsen gang, a well-known film trio that also encountered the railway. A collection of travellers not only complements the great demand for different figures for busy platforms, but also featured designs that are not part of the usual stock of the large-scale series.



The travellers (above) stand out clearly from the familiar Preiser figures in terms of their outfitting and posture and thus vivify the platform even more. The Olsen gang (below) also has a real railway connection from the movies.

The dark blue dressed rider of a red trike is still one of the latest new products, even if it is no longer quite “dew-fresh”. Birgit Foken-Brock, thus, offers one more figure for modern layout themes.

Children's playgrounds are one of the neglected layout themes that can, however, create beautiful eye-catchers. These include not only the otherwise neglected children's figures, but also play equipment such as slides, seesaws and climbing frames with swings. At Trafofuchs, everything is part of an item that was also shown in Altenbeken.

Central squares form a visual centrepiece on many layouts, both with village and small-town motifs. They are often brought to life and filled with a weekly market. Many booths can be found in the Trafofuchs programme for this purpose, but new products are also constantly being added.

Pushed sausage and ice cream carts can certainly be found elsewhere, but a mobile service counter, i.e., a sales trolley on a delivery van chassis, is simply too typical and commonplace for the popular market stands. Two new models with a rear double axle were on show.



Photo above:
The children's playground with figures (photo above) closes a gap in the range that has existed again for many years. Once upon a time, etched play equipment was offered by 1zu220-Modelle.

Photo below:
A wide range of products vitalise beach promenades, holiday resorts, fairgrounds and the weekly market (top row). Typical sales trolleys for fish (bottom row left) and bread and sausage products (bottom row right) are not to be missed.

One of them replicates a fish store, while the other is a meat and sausage shop. They look great among the fruit and vegetable stands and the many shoppers with bags in their hands that are part of the accompanying product range.

Car models close gaps

Only a few suppliers currently have car models in their programme. They often sell rather small quantities, and there are also high postage costs due to shipping from abroad. It is therefore to be welcomed if further gaps are closed and there are alternatives that also allow purchases at exhibitions.

This is the case with Raffele Piccolo (Genoa), who has been active for some time under the brand name "MrZtraX". He has been taking part in the events in Altenbeken for years, and now also has an impressive line-up that is very broadly based.



The 1965 version of the VW Beetle makes its way into the MZX (MrZtraX) lineup, complemented by the "VW Baja Bug" as a pimped-up beach buggy (right in photo). The Volkswagen Transporter T 3, which is also offered in various versions (left in photo), is likely to be in demand, too. All car models are 3D-printed from transparent resin.

He started with a few movie cars in particular, which brought him a lot of attention. This was followed by everyday cars of the present and past, which are missing from many layouts. He also presented some of them in May 2024.

We were particularly excited about the VW Transporter T 3, the last one with a rear engine. Although this concept seemed outdated when it first appeared, it was very successful because it was a good-tempered car that proved itself in many forms in everyday life.

Thus, one- and two-colour Caravelle versions, a camper van and two panel vans with company advertising are reminiscent of this. Raffaele presented the predecessor T 2 in the form of two special models for the "Puppenkönig Bonn" (closed panel van) and as a platform lorry with an oversized squeaky duck.

The VW Beetle has probably already been part of every car model supplier's range, so the Type 1 from 1965 was also introduced here in various colours. The road vehicles were supplemented by various versions with long exhaust pipes and on high wheels, called the VW Baja Bug.

He also had the Japanese market in mind, as several new products were shown that are almost unknown in Europe: Honda Z360, Honda S-MX, Toyota Crown as a police car, Honda City Turbo II, Toyota FJ



Mr. Bean's Austin Mini in this famous film scene (photo above left) has long been a classic in MrZtraX's range, but is shown here in close-up to illustrate the high detail reproduction and effect of the clear windows. Brand new and not yet delivered are the "Beetles under tarpaulin" for prototypical loading of the new Off 52 car transport wagons from Märklin (photo above right). In Japan, the Zetties will certainly be pleased to see typical motor vehicles (photo below) that are part of their everyday scene. Illustration top right: Mr ZtraX / Raffaele Picollo

Cruiser and the Mitsubishi Fuso small lorry. If you want to design your layout according to Far Eastern motifs and address Shinkansen traffic, for example, you can't go past this offer.

It is explicitly worth taking a look at the pages of MrZtraX and also at his current delivery listing (with product images), which contains many more models and also announcements for the near future. We obviously still have a lot to expect from this supplier!

The webpages of the three manufacturers:
<https://azar-models.com>
<http://www.mrztrax.com>
<http://www.trafofuchs.de>

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Eintrittspreis: Erwachsene 3,50 €

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Layout details (part 8)

All Creatures great and small

A model railway layout should and must look alive, and well-placed figures play a decisive part in this. We have already dealt with this in Part 7 of our series on layout details and learned that it is not only the number of figures that matter, but also their careful selection and correct positioning. The same applies to animal figures.

What would life be like without animals? We encounter them every day, even in the concrete jungles of poorly planned cities, be it pigeons on church towers and in public squares, dogs on a leash, or feral cats.



Up close and personal with the animal world: If you want to depict wildlife, pets or domestic animals on the layout, you have to learn to observe and understand our animal contemporaries.

We will leave out even smaller creatures at this point, because one thing should already be clear: a model railway without animals is almost inconceivable. If we change from urban environments to the more frequently seen branch line themes, animal figures become even more relevant.



Two bright red macaws (top right) and a grey heron (left) cavort in this Cuban motif, while a worker fights off two alligators (centre) with an iron bar.

In the countryside, we encounter far more wild animals in the woods and meadows, but also farm animals that play a central role in the food supply. It is clear therefore that far more and different animal figures need to be included in scenes set in the countryside compared to a city theme.

Animals all behave very differently towards the observer. In any case, their size, their characteristics as herd or solitary animals and the colour of their fur or feathers are major features to take into account.

Many animals camouflage themselves and do not want to be discovered in their habitat, while others need to stand out from their conspecifics or wear markings with warning colours. Just think of the fire salamander, which we rarely spot, but it stands out when we do.

We can therefore use our figures skilfully and purposefully to draw attention to a scene or specific area of our choice. Similarly, we can also deliberately create hide-and-seek games that invite our layout viewers to take a closer look at detailed areas and entice them to go on a discovery tour.

The diversity of what is nowadays available on the market also allows us certain freedoms. For example, with the variety of available figures it has long been possible to include, if one wanted to, an entire zoo or wildlife park on a layout. Landscapes outside the European or North American continent with their fauna can also be depicted.

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Photo above:

A photo safari to the dried-up waterhole on the back of an elephant cow is a rather unusual theme. At the end of the expedition, we encounter African herd animals looking for water. The wild elephants are all cows whose herd is led by a lead cow. The bulls live as loners.

Photo below:

We may encounter the dromedary in a Z gauge zoo, but it is also suitable as a “ship of the desert” caravan animal in the Arabian desert, as show in this skilfully executed scene.

For example, elephants, dromedaries and even crocodiles are part of the existing product range. Some were perhaps initially intended as circus animals after the company Luetke Modellbahn added a circus tent and wagon to its range at an early stage, thus covering a very popular theme for eras III and IV. At the same time, however, they also opened up new scope for creativity.

Some Z scale enthusiasts also like to use these to misappropriate animals or to reproduce unpleasant everyday events. The raccoons from the Klingenhöfer miniatures range serve as an example here.

Who offers animal figures in 1:220 scale?

With a little skill, some animals can certainly be converted from existing figures. For example, the unicorn as a fantasy and fairy tale animal could certainly be derived from a horse.

A snake or slow worm is made from thin enamelled copper wire that is slightly thickened in the head area and recoloured if necessary.

Deer, sheep, horses and cows found their way into programme of large volume producers early on. Some of them had already been reissued several times and in different versions at Faller, Merten, Noch, or Preiser, but are currently not consistently available.

This is why small volume producers have been quite active in this area of the market. Here too, not all creations from the past are available from manufacturers. KoMi-Miniaturen and Rolfs Laedchen should be mentioned here, and Trafofuchs also has some animal figures in its range.

The most important supplier here is Klingenhöfer Miniaturen, which also produces animals that are not to be found in the domestic environment but belong into zoos or also serve foreign themes that are located in other climate zones.

Therefore, are not easy to hunt and eradicate. If to appear authentic on a European layout, they should, therefore, be placed discreetly.

Raccoons surely do not look out of place on North American scenes, but escaped zoo and farm animals have also settled in Germany and been able to move into sustainable habitats.

This eye-catching animal can therefore be used as a detail that is sure to attract the attention of many a spectator.

However, many people are not even familiar with this animal and not aware that it has been around in Europe for many decades. This is probably because raccoons are nocturnal, and,

Miniature birds

Other exotic birds on layouts are parrots. These colourful and eye-catching birds are perfectly at home in South Sea motifs with palm trees, but the macaw available at Rolfs Laedchen is actually at home in the South American rainforest. There they live in large flocks, with the birds deliberately keeping a greater distance from each other. Only pairs tolerate greater proximity to each other and then like to engage in grooming each other.



The ring-necked pheasant, which is also native to Germany (in two nominate forms), is still missing as a 1:220 scale figure. Photo: MakaraSK (CC-BY-SA)

A South Sea motif therefore tends to depict ornamental birds, which are also popular in our latitudes. Every now and then, some of these intelligent animals escape captivity and cannot find their way back in a completely strange environment.

In the city of Düsseldorf, a whole colony of collared parakeets has evolved from escaped captive birds. It's hard to not notice them as they have learnt to look for suitable food and to survive a German winter.

The event on which this is based can be used to create an interesting layout scene. Jürgen Tuschick has equipped the station of his latest layout Heinzenberg, which is located in Hesse, with a bright red macaw.

There is no doubt that this magnificent specimen is now missing somewhere and anyone who discovers the scene will instinctively look for the owner, who is perhaps following his escaped favourite bird with a bird cage.

Other very exotic birds can also help us to attract attention. The blue peacock, which originally comes from South Asia and belongs to the pheasant family, is a very popular bird. Roosters are particularly popular as park birds, but such a figure is not yet available on a scale of 1:220 – it is certainly not easy to realise either.

The situation is different with the pink flamingo, which originates from Africa. They are always found in large groups and usually stand at regular intervals in the shallow banks of standing water, often on just one leg.

Their bright feather colour, ranging from white to pale pink to light red, makes them stand out so clearly against the dark green of the water that they become a visual focal point. This can also be used deliberately, as they are certainly not out of place in a well-kept park.

But there is also a suitable market offer for native waterfowl species of which the grey heron and the white stork are the two largest representatives. The heron is solitary and can remain motionless in one position for a long time while it lies in wait for prey. It can be placed well in the planted margins of a standing body of water, where it is not immediately recognised, which also presents viewers with another challenge.



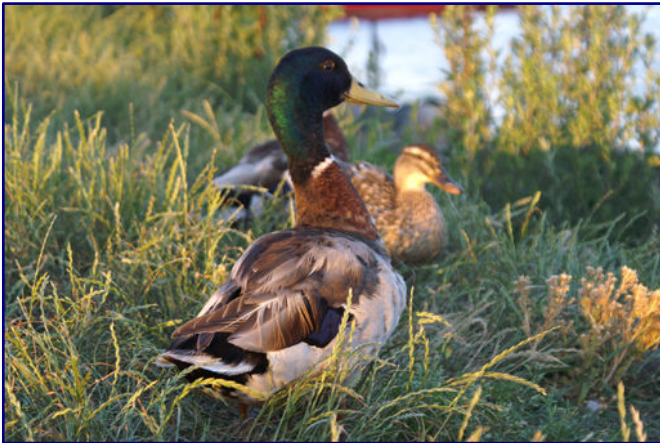
This grey heron has settled on the top of a gable in its typical perching posture. When approach by people this shy bird will fly away immediately.

Placing them on fields is also a good way to add some variety to an otherwise monotonous looking patch of land. As they do hunt for mice (and presumably hamsters too) in spring and summer, putting several specimens on a field at some distance from each other will make for a realistic looking scene.

The stork prefers wet meadows as well as riparian areas, but otherwise has a similar food spectrum, which includes frogs and other small vertebrates. However, it tends to roam its territory when it is looking for food. Stork nests are also popular on model railway layouts and can be put on top of chimneys and church towers where they are clearly visible.

As long as there are no eggs to incubate, these birds can always be found in pairs on the nest. Typical is the “clattering” of their beaks with their heads tucked back on their necks. Often there is not just one breeding pair in a village. Where storks settle, whole colonies can often be found.

This also applies to the mallard, our most common representative of this waterfowl family. Occasionally we find such specimens along a small stream, and they are often found in large numbers on the slow-flowing banks of rivers and on lakes and ponds. During the breeding season, pairs can often be clearly



Comparison between the real thing and the model: For both the mallard ducks (top row) and the white swans (bottom row) the correct posture as well as the distance between the animals should be taken into account when using them on a layout.

recognised within these larger groups because the distance between them is noticeably smaller than the rest.

With their snow-white feathers, the majestic mute swans immediately catch everyone's eye. They also rarely appear alone and usually travel in pairs. A few figures are sufficient here, otherwise viewers will soon no longer know where to look. They do not have to be placed in the water, but also look sufficiently appealing in the grass by the shore.

Forest and field animals

Forest birds hardly need to be modelled because they often live in hiding and are rarely visible. For example, owls sit motionless in trees during the day and are perfectly camouflaged due to their colouring.

However, it is certainly attractive to give their largest representative, the eagle owl, a place on the layout. It can be perfectly fixed on one of the highest branches of a fir or spruce tree. A cursory glance over the treetops will not spot it, just like reality. But its silhouette stands out recognisably from the branches of the needles when viewed from the right angle or when the light falls. And this is moment that you see it.



Owls can be easily identified by their typical physique and sitting posture, as shown by the male snowy owl (photo left), which incidentally belongs taxonomically to eagle owls. The eagle owl itself is only slightly larger and can be recognised, even at a scale of 1:220, by its typical feathered ears (photo right).

Suddenly the observer realises that there is life in the (model) forest after all. This also draws attention to other forest dwellers, which we will come to later. But first we would like to talk about pigeons, crows and seagulls.

Ring doves and turtle doves are also originally forest birds, but followed humans into the cities and discovered new habitats there that their natural predators did not dare to enter for a long time.

As scale models, they are small and grey and therefore hardly contrast with the road surface. However, when they are set up in sufficient numbers, they can no longer be overlooked, and are just as much a part of our lives.

In the fields, rooks and ravens do the same. They usually appear in large flocks, with their black colour making for a visual impact.

Only the buzzard-sized common raven is a solitary bird, which is no less conspicuous, but easier to reproduce due to its size.

Gulls are to the sea what crows are to inland areas. The largest native gull species, the herring gull, is available



The track barrier signal clearly shows how it is appreciated by herring gulls as a perch. Although mainly found in flocks on the coast, gulls are also a quite common sight inland.

as a 1:220 scale model. They are also frequently found far from the coast, so that they can also be used to populate a harvested field, even mixed with crows. One thing is certain: without these two bird species, rural scenes can hardly be depicted in a believable way.

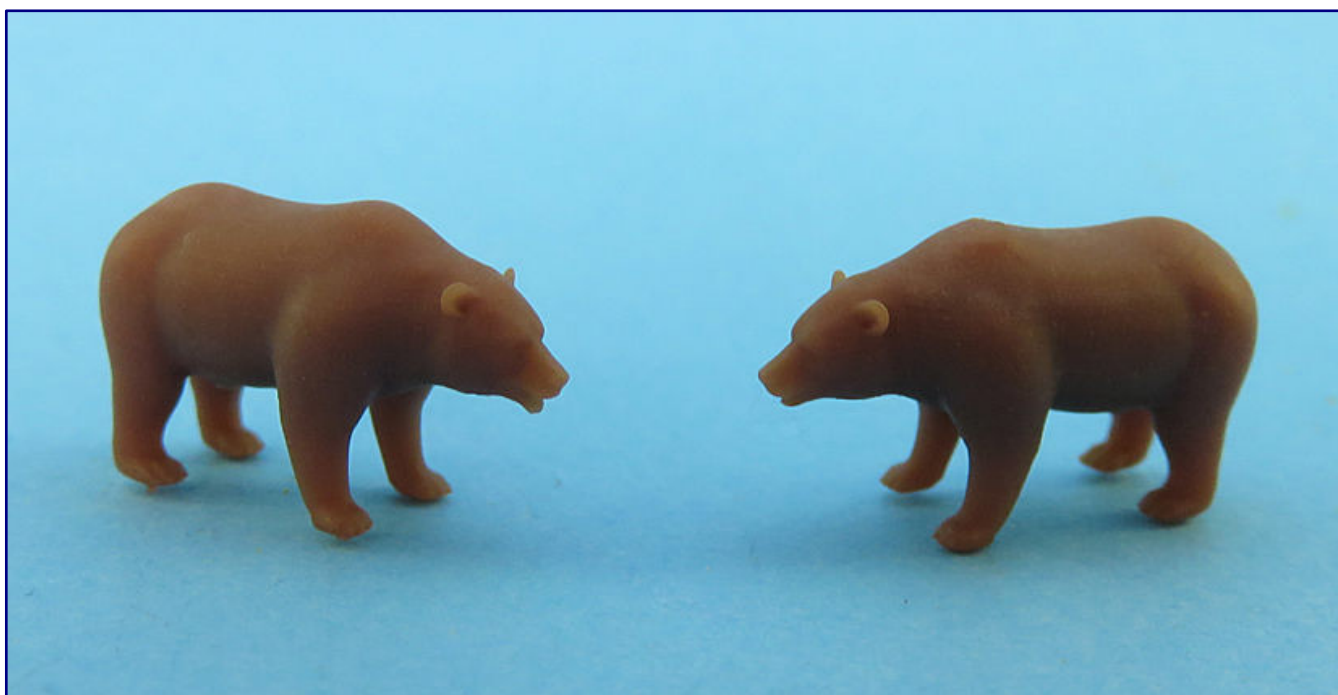
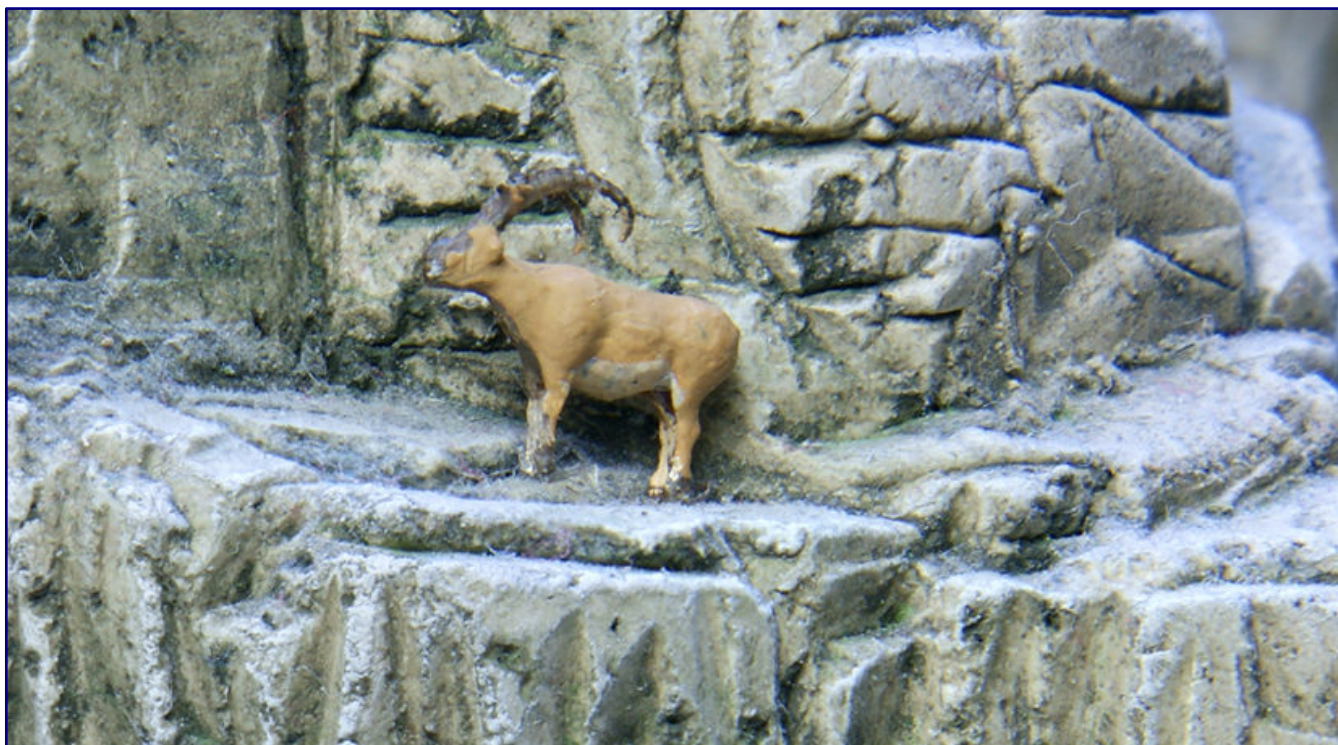
Let's now switch from the coast to the high Alps. As mountains and tunnels are also very popular layout themes, the production of matching animal figures was only a matter of time. Chamois and ibex are typical mountain goat species that will breathe life into the rocky terrain.



Herring gulls in a salt marsh on the coast (photo above) and pigeons at the railway station (photo below) in the model show how important it is to also include relatively small animals on a layout for achieving a coherent picture

It should be noted that chamois live in herds of up to 30 animals, while an old male ibex is a solitary animal. The brown golden eagle may be circling above, clearly recognisable by its fingered wing tips and majestic wingspan of over two metres.

The brown bear can also move into a modern layout. Here, excitement could be added to the layout by recreating what we would not want to encounter in real life: The predator is attracted by a group of hikers having a sandwich break and being unaware of the danger sneaking up to them.



Alpine ibex (photo above) and brown bear (photo below) are used on layouts based on Alpine motifs, unless a zoo is the theme. Photo (below): Klingenhöfer Miniaturen

Squirrels look downright cute. And although they are sometimes on the ground, the slightest disturbance will send them up the nearest trunk. When used in meadows and fields or in the greenery of a settlement, there is no problem in making them recognisable to onlookers. After all, the reddish-brown fur provides some contrast to the darker wood colour.

When building a diorama a few years ago, we were amazed at how well camouflaged a fox is in the undergrowth. Even its fur, which is almost identical in colour, is far from inconspicuous. Nevertheless, it is hardly noticeable in the forest, especially as the forest floor is not covered in green throughout.



Spot the animal: The squirrel shown here is so skilfully placed in the tree that children are more likely to find it from their perspective than their parents. The ensuing discussions about such details will keep people glued for longer to a layout.

If this loner is placed in the layout, it should contrast sufficiently with its surroundings. This is best achieved by choosing green areas where the fibre length of grass blades is not too high.

The theme of stags is also likely to gain popularity now that Noch has ensured wide availability with the release of its 3D Master Figures range. Unfortunately, its injection moulded predecessors by Merten have not been available for over twenty years, meaning that for a long time this theme could only be covered by small volume production.

Roe deer, like stags, are herd animals. Where one animal is found, the others are usually not far away. This is especially true for the females with their fawns. They only venture out of the forest at dusk and can then be spotted in lighter areas, usually in tall grass, but also in fields.

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A proud fallow deer observes its surroundings (photo above). As these animals also like to spend time in open areas during the day, they are relatively easy to photograph. Red deer (photo below), which tend to favour the forest, were recently released by Noch. A comparison between a real stag and the scale model standing on the upper slope of the photo below, shows how lifelike the new figures have become.

Depending on the species, bull deer are solitary animals or live in smaller, all-male groups close to the company of females. This is particularly the case with fallow deer, which are ideal for model railway purposes, because they rarely seek the protection of the forest and are also more likely to be found in open pastureland during the day.



Here, we see an elk and a grey heron in their natural habitat, on a scale of 1:220. It is well worth giving such a biotope sufficient space on a layout.

In contrast, moose, which are the largest deer species in the world and are native to Scandinavia and North America, are always solitary animals. We must not forget wild boar, which live in packs in the forest. Fortunately, the wild form of our domestic pigs tends to avoid humans, as these animals can be very dangerous with their powerful tusks.

Cattle and “miners’ cows”

With the focus on branch lines and agriculture, the classic domestic animals have been a focal point of the Z scale figures ranges since its inception. Cow and horse figures have always been available, together with sheep.

We certainly don't need to give hints for modelling stables, because here people determine the space and distance between the individual animals. The same applies to the use of carriage and riding horses.

But it gets interesting when we look at the pastures, because there the animals are left to their own devices. Each species has its own typical behaviour, which should also be recognisable in the model. If this is not done correctly, people will immediately notice that something is not quite right, perhaps without even knowing for what reason exactly.

While the intelligent domestic pigs seem to have a life of their own and sometimes lie next to each other or wallow individually, almost all other domestic animals (meaning farm animals as opposed to pets) are classic flight animals. If they sense danger, they take flight.

The only difference is whether they tend to do this alone because they are sufficiently fast or seek the protection of the herd, which makes it more difficult for a predator to recognise a single animal as prey and attack it.

Sheep often stand closely together in larger groups, but with groups within the overall herd maintaining some distance from each other. In the event of danger, the animals seek close proximity and try to move away. Around the perceived danger point, often the sheepdog leading the flock when moving, a conspicuously large distance can be seen radially – a sight that is particularly impressive when seen from above.



From a bird's-eye view (photo above) it is easy to see how sheep are spread out in the pasture: They tend to gather in larger groups, but with some distance between them. Harald Hieber has successfully realised the typical movement of a guided flock of sheep on his layout (photo below). The location of the sheepdog can be recognised immediately from the direction of movement.

A common modelling mistake is to use far too few sheep figures, which is due to the usual packaging sizes containing only a few specimens. Preiser has reacted to this in its 2024 new products programme and announced a set of 60 sheep – without the dog and shepherd. It remains to be seen how many years will pass before this set will actually become available.



Horses as flight animals keep a greater distance from each other in the pasture (photo above). Noch (photo below) currently has the best models of these animals on the market and their 3D printed miniatures could hardly look more lifelike.

Until then, we note that a flock of these wool donors needs to be sufficiently large, and that their direction of movement and flight must be clearly recognisable from the observer's perspective, in order to make an authentic looking scene. This is completely different with warm-blooded horses, which can reach a high running speed. Their behaviour on the pasture clearly shows a hierarchy, at the top of which sits the lead mare.

The distances between the horses are usually quite large, making it much harder to recognise groups. This ensures that each specimen does not get in the way of its neighbours with its need to feed on grasses and meadow herbs.

They are less likely to flee because, unlike sheep, they do not have to fear attacks from other animals. Lambs in particular are at risk from attacks by crows and birds of prey, which also explains the fearful and cautious behaviour of sheep.

The donkey, once a very popular carrier of loads, also has a pronounced sense of danger. Cheaper than a horse, but strong and persistent, it still has a reputation for being particularly stubborn. In fact, this behavioural pattern manifests itself when the intelligent animal has identified a danger and wants to avoid it.

A single one of these grey animals is typically enough on the layout, as today they are kept almost exclusively by enthusiasts, often alongside ponies. The donkey's role as a source of meat is hardly relevant any more, but has not completely disappeared. As with horses, however, they are only rarely used for food production.



Nowadays, the intelligent, but stubborn, donkey is usually kept as a single pet or together with ponies.

Cows are also a special case. We usually encounter smaller herds in the pasture, as the large farms regularly restrict themselves to keeping the animals indoors. In addition, only females with their calves and young bulls that are not sexually mature are allowed outside.

While a calf is always close to its nursing mother, the cows are otherwise spread out over large parts of the pasture. During feeding breaks or in the evening, however, they are also closer together unless they are led back into the barn overnight.



Cows are very curious animals (photo above) and, as grazing animals, show no fear of humans if they are used to their presence. The best Z scale models to date have been from Faller and Preiser (photo below).

Close contact with conspecifics is negligible in daylight, because the cow, which appears so sedate, is by no means slow when it has to flee or decides to attack in defence of its offspring.

With regard to passers-by lingering at the pasture fence, it should be noted that cows that are used to the sight of humans do not fear them at all. They are gripped by curiosity and will even seek to get close to them.

For the model, this means a differentiated approach: For eras III and IV, when agriculture was not yet so industrialised and grazing animals were still the norm, the miniatures can also be seen to be familiar with humans. If we switch to the present day, many cows keep a recognisable distance because encounters with humans are a new experience for them.

At the end of this section, we come to another domestic animal that is one of the most intelligent in the human environment: the domestic goat. When many households were still considered self-sufficient, even away from farms, it was a valued pet.

It gave milk and meat, but cost considerably less to buy and maintain than a cow. Alongside pigeons, chickens and rabbits, it was the typical animal kept in the small stables behind the houses in miners' settlements. It is not surprising, therefore, that it was colloquially referred to as the "miner's cow" in the Ruhr region.



A clever creature: the "miner's cow" (photo above) is one of the most intelligent domesticated animals! Klingenhöfer Miniaturen offers authentic looking models of them (photo below).

Today we mostly know them as petting animals from zoos, where they are bred to provide meat for predators. Only rarely are they kept without a specific purpose, where sufficient meadow areas are part of the property.

On the model railway, they can be used alone or in smaller groups, depending on the era. When grazing, they spread out over a larger area, like to climb on whatever they get the chance to and immediately come running to crowd at the fence as soon as a person approaches.

Small animals and exotic species

Rabbits and chickens have just been mentioned. Kept indoors, they will hardly catch the eye of the observer. A built-up outdoor enclosure next to the house, in which some dwarf rabbits hop about and attract attention with their different fur patterns, certainly add interest to the environment on a scale of 1:220.

The model railroader should know that rabbits are not solitary animals but live in packs and exhibit pronounced social behaviour. The individual "hutch rabbit" from earlier times, which also belonged to a higher weight class and was only kept for slaughter, should not be used as a model here.

Rabbit figures are unlikely to stand out in the open. Wild animals tend to be inconspicuously marked so that they are not noticed close to the ground. As martens, foxes and birds of prey are among their predators, they always try to avoid detection from a distance or from above.



Fox and hare say goodnight to each other makes for an idyllic scene on the layout. In real life, however, such an encounter is likely to play out differently.

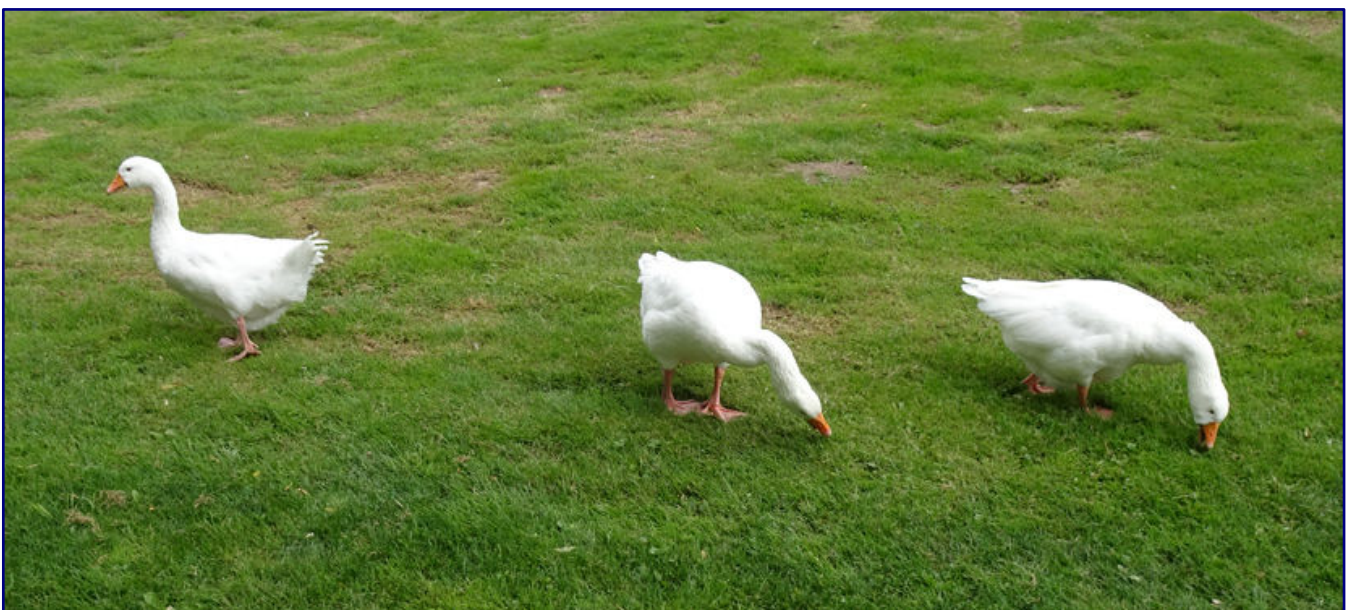
The larger brown hare is somewhat different, recognisable by its significantly longer hind legs and spoon. They live in fields and are solitary animals. Bucks can be seen fighting over females in the spring, and after the harvest they are easier for us to see as they sprint quickly across the field.



The camera is rarely at hand when a hare runs past you so calmly and seemingly fearlessly.

A figure positioned in this way might be noticed only at second sight, but then arouses curiosity and evokes a familiar experience. The same applies to the male ring-necked pheasant, which is also striking and beautiful to look at. It is not yet available in Z scale, but therefore offers an opportunity for a new model for small volume production.

Another noteworthy species are the snow-white domestic geese, which were a typical sight on Era III village ponds or backyards or even the village street, a time when motorised private transport was rare enough to pose a real danger to them and vice versa.



The domestic goose is a useful modelling theme due to its sufficient size and striking white plumage. However, most animals are only granted a very short life.

Today, domestic geese are often kept in flocks in free-range farms. They appear there as young birds in spring, grow up over the summer and end their lives early as St. Martin's or Christmas geese. During these nine months, however, we can also enjoy the sight of them on the model railway.



No farm scene is complete without geese and chickens! Even if at least the geese are quite hidden here, they quickly draw the attention of the observer.

The lake frog that we mention here is unusual. Produced to scale by Trafofuchs for one of our projects from summer 2022, it is at best perceived as a speck of dust at first glance. And yet it has what it takes to be an eye-catcher on a pond. The frog amphibians like enjoy the sun on a water lily leaf.

They can also be used as models in exactly the same way. Depending on the size of the body of water, there may only be a few specimens or an entire frog concert may be organised. The observer will notice them in rising or setting sunshine because they then stand out from the flat surface of the water and floating leaves.

But this is precisely the moment that captivates our viewers and inspires them to search for interesting details. Once we reach that point, people are sure to spend more time at our layout. The decisive factor here is always the mixture of quickly discovered animal scenes and casually guiding of the eye to more extraordinary hidden details.

We would like to end this article with a trip to the German North Sea coast. Seagulls, which are plentiful and impossible to miss on the coast, were already a topic at the beginning. But there are also two other animal species that are an integral part of the Wadden Sea fauna and are favourite among so many holidaymakers: Harbour seals and grey seals.

While do not know of any grey seal figures, harbour seal miniatures are available as unicoloured grey specimens. Recoloured in brown, they can also serve as American sea lions, because most animals are similar in size and obvious differences do not matter at a scale this small.

continued on page 50



Did he realise that he was going to get a 1:220 scale mini-me? Wide awake, but apparently patient, the pond frog (photo above) observes the photographer. As a result, two specimens, a large female and a smaller male, can be seen on the diorama (photo below) surrounded by water lilies.

The different ways of moving on land should also not play a role in the model, as the animals are depicted lying down. Adult harbour seals always keep a fixed distance of at least a body's width from others. On sandbanks, however, they like to line up at a fixed parallel distance in order to rest.

If this theme is taken up for a coastal layout, there is one particular detail that matters: A distinguishing feature of harbour seals is the black spots on their back. And similar to a zebra, each animal has its own unique pattern which should be taken into account when painting your harbour seal figures.



On a sandbank somewhere in the North Frisian Wadden Sea: a group of harbour seals resting after hunting, while two specimens compete for the best spot in the sun.

We very much hope that this last part of our 2023 annual focus topic series on layout details has provided you with a lot of interesting information and will inspire you to add those little but easily overlooked things to your layout.

However, it is precisely these details that are so often forgotten or incorrectly executed during layout construction. If the latter happens, it might disrupt the overall coherence of a layout, albeit without one quite being able to recognise the problem.

If we can contribute even just a little to avoid such mistakes in the future and to help the average modelers to improve the authenticity of their layout, then we will all have achieved a lot! As a supplementary contribution, we are also planning an episode on layout details for **Trainini TV**.

This will pick up on suitable real-life situations, capture them on video and primarily take a bird's-eye perspective, which should allow us to take a critical look at our layout and ask ourselves what we can do to improve it. But this we should know by now.

Suppliers of animal figures (Z scale):
• <https://www.faller.de>
• <https://www.klingenhoefer.com>
• <http://www.komi-miniaturen.de>
• <https://www.noch.de>
• <https://www.preiserfiguren.de>
• <http://www.rolfs-laedchen.de>
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Note for English readers: The literature section that follows is not translated into English because the original texts of the books involved are in the German language. The original German is left here for information purposes only.

Durchs Watt und auf die Inseln **Kleinbahnen der Nordsee**

Es ist wieder Urlaubszeit und wir haben für Sie einen dazu passenden Titel gefunden. Schauen wir auf Eigenbauprojekte, die in unserem Magazin vorgestellt wurden, sowie kommerzielle Angebote, finden wir auch einen engen Bezug zu unserer Baugröße. Warum nicht ein bisschen in der Sonne träumen und das Urlaubsgefühl dann mit in den Modellbahnkeller nehmen?

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Eisenbahnen auf Insel & Hallig

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Stuttgart 2024

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ISBN 978-3-613-71706-0
Best.-Nr. 71706
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Das vorliegende Buch erschien bereits 2012 mit identischer Buchdeckelabbildung, aber einer abweichenden ISBN. Das schicken wir unserer Besprechung voraus, um Irritationen bei unseren Lesern zu vermeiden, um das Abgrenzen der beiden äußerlich gleich wirkenden Bücher zu erleichtern.



Vermutlich ging es dem Verlag auch nur um die Neuauflage in aktualisierter Form, doch Autor Reiner Preuß, der auch für viele weitere Titel verantwortlich zeichnete, starb bereits 2015. So stand der ausgewiesene Schmalspurkenner für diese Aufgabe nicht mehr zur Verfügung.

Auf den aktuellen Stand zu bringen war überwiegend das verwendete Bildmaterial, denn erforderliche Modernisierungen der Kleinbahnen, die hier behandelt werden, sind bereits vor der Jahrtausendwende aus Regionalisierungsmitteln erfolgt. Die verbliebenen und bis heute betriebenen Inselbahnen sind also bis heute auf einem zeitgemäßen Stand.

Damit haben wir den wesentlichen Unterschied zur ursprünglichen Auflage bereits herausgearbeitet: Das Bildmaterial wurde grundlegend geprüft und mit solchen Aufnahmen, die erst nach 2012 entstanden sind, grundlegend aktualisiert. Die textlichen Inhalte sind deutlich weniger betroffen, aber ebenso nicht einfach blind übernommen worden.

Das wird besonders an jüngeren Ereignissen deutlich, die kurz vor und zum Teil auch erst nun nach der Corona-Zeit stattfanden: Die Inselbahn von Borkum und der „Molli“ in Bad Doberan (Ostsee), die beide auf der seltenen Spurweite von 900 mm fahren, hatten einen temporären Fahrzeugtausch vereinbart. Damit sollte der Tourismus in beiden Regionen gefördert werden.

2019 reiste deshalb eine der Dampflokomotiven auf die Nordseeinsel, um dort ein Technikdenkmal vorzuführen, das dort sonst kaum eine Rolle spielt. Erst im letzten Jahr war der Gegenbesuch eines Wismarer Schienenbusses an der mecklenburgischen Küste möglich.

Und damit sind wir auch schon mitten im Thema: Inselbahnen waren einst eine Lebensader für die Eilandbewohner in Ost- und Nordfriesland. Heute haben sie diese Bedeutung weitgehend verloren, die verbliebenen Bahnen sind viel mehr eine Touristenattraktion.

Das vorliegende Werk widmet sich der Geschichte und Gegenwart der Inselbahnen zwischen Borkum und Sylt. Eingeschlossen sind Lorenbahnen zu den Halligen und auch der Personen- und Autotransport über den Hindenburgdamm nach Westerland.

Was vielleicht nicht gleich jedem Interessenten präsent sein mag, aber wichtig zu wissen ist: Der Buchtitel verweist darauf, dass hier nur diejenigen Bahnen behandelt werden, die an der Nordseeküste zu finden sind. Mangels Gezeiten gibt es in der Ostsee kein Wattenmeer, entsprechend fehlen die Küsten- und Inselbahnen von Bad Doberan bis Stralsund und Rügen.

Dafür beschränken sich die Inhalte nicht auf öffentliche Strecken in schmaler Spur: Thematisiert werden, soweit ausreichend Informationen vorlagen, auch militärische Bahnen und eben die Normalspurverbindung auf die Insel Sylt.

Die meisten Inselbahnen sind längst Vergangenheit und wecken folglich eher Erinnerungen oder sprechen nostalgisches Empfinden an. Sehr interessant ist immer auch der geschichtliche Aspekt, der im Rückblick abgearbeitet wird und erklärt, warum die Bahnen überhaupt gebaut wurden.

Deutlich wird so auch, mit welchen Problemen die Insulaner angesichts von Versandung und Sturmfluten zu kämpfen hatten oder welche große Bedeutung einer Kleinbahn für das Entwickeln eines erfolgreichen Tourismus zukam.

Bedroht waren sie von der zunehmenden Individualmotorisierung, sofern auf den Inseln erlaubt, wie auch vom Bau neuer und geschützter Häfen oder Anleger näher am Hauptort der Inseln. Im Bereich der Halligen blieben die Feldbahnen hingegen unentbehrlich, weil sie dort vor allem dem Küstenschutz dienen, der eine staatliche Aufgabe ist.

Dort sind diese Bahnen kein Mittel für den Personentransport, sehen wir von Sonderrechten für die Bewohner mal ab, die mit Privatvehikeln auf Schienen aufs Festland (und zurück) gelangen. Spürbar wird nun hoffentlich, welche Spannung in diesem sonst kaum beachteten Thema stecken kann.

Das zum Erhalt der Urlaubsgefühle nach dem Sommerurlaub erforderliche Umsetzen von Impressionen ins Modell, sollte Anlass und kein Hindernis sein. Schließlich gibt es auch im Maßstab 1:220 zumindest gebrauchte verfügbare Modelle für Feldbahnen. Und die typischen Inselbahnen sollten im Eigenbau auf Basis von Spur-T-Material auch möglich sein – in **Trainini®** wurde schließlich schon gezeigt, wie es funktioniert!

Lassen Sie sich inspirieren von aktuellen und historischen Aufnahmen und wertvollen wie fachkundigen Beschreibungen der verbliebenen und verbliebenen Bahnen, die sich bis heute ihren Charme bewahrt haben.

Beispielsweise auf Langeoog können sie heute noch zwischen Fähranleger und Inselhauptort mit der Bahn pendeln – und das sogar rollstuhlgerecht. Dabei weht eine frische Nordseebrise durch die Nase, die vielleicht auch Erinnerungen an so populäre Bahnen wie die Sylter Verkehrsgesellschaft mit Wismarer Schienenbus und Borgward-Leichttriebwagen weckt. Leidenschaft geweckt?

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

Dampf-Erinnerungen **Bitte einsteigen!**

Bereits fünf Mal zuvor hat Ton Pruisen bewiesen, was er altem Filmmaterial – 50 Jahre und älter – technisch zu entlocken weiß. Aber auch die Auswahl der verarbeiteten Sequenzen hat uns schon das eine oder andere Mal verblüfft. Alles schon mal dagewesen? Keinesfalls, wie Sie auch hier im sechsten Teil der DB-Reihe schnell feststellen werden. Unsere Reise geht los!

Ton Pruisen
So war sie damals, die DB – Teil 6
Dampf an Rhein und Mosel

Nord Süd Express GmbH
Hattenhofen 2023

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Ende 2023 erschien diese Folge 6 der DB-Filmreihe von Ton Pruisen. Dieses Mal nimmt der begeisterte Dampflokker seine Zuschauer mit auf eine Reise, die in Köln beginnt, den Rhein flussaufwärts führt und dann dem Moselverlauf folgt.

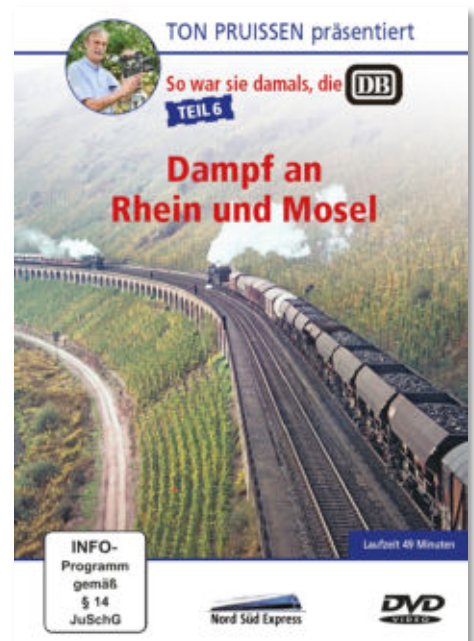
Spannende Filmmomente sind dabei wieder garantiert, denn ausgewertet wurde nicht nur eigenes Material, sondern, konsequent den vorherigen Teilen folgend, auch das von befreundeten Filmern, die auch mal in den Sequenzen auftauchen, die bei gemeinsamen Ausflügen entstanden sind. Geschickt eingebaut wurden auch Fotografien aus passender Zeit von den behandelten Orten, die dank der Zoom-Funktion lebendig werden.

Zeitlich reicht die zeitliche Spanne des Gezeigten von der ersten Hälfte der fünfziger Jahre bis in den Anfang der Siebziger. Gerade die ältesten Aufnahmen sind wohl unwiederbringlich, auch wenn unter ihnen auch diejenigen sind, die qualitativ etwas aus der Reihe fallen.

Verblüffend ist in der Gesamtsicht aber wieder einmal, wie sehr sich der hohe Digitalisierungs- und Nachbearbeitungsaufwand bezahlt gemacht hat. Immerhin sind auch die jüngsten Aufnahmen schon über fünfzig Jahre alt, doch wirklich anzusehen ist es ihnen allenfalls am überwiegenden Schwarz-Weiß-Teil.

In dieser Qualität haben wir zuvor noch nie historische Eisenbahnfilme vorgelegt bekommen und hier bestechen sie jetzt auch noch mit einem größeren Anteil an Farbaufnahmen, als es sonst üblich ist. Alle wurden sie in einem einzigartigen wie aufwändigen Prozess mit modernster Technik gescannt, digital bearbeitet und gereinigt sowie professionell vertont.

Explizit hervorzuheben ist auch, dass hier nicht altbekannte Dokumente wiederaufgelegt wurden, sondern Unbekanntes aus den privaten Archiven geholt wurde. Das macht den gesamten Film gleich doppelt wertvoll.



Widmen wir uns im Überblick nun dem Inhalt der filmischen Reise: Der holländische Eisenbahnfilmer fährt mit uns vom Rhein an die Mosel, schaut dabei unterwegs aber auch nach rechts und links. So sind auch die Hohenzollernbrücke in Köln, das rechtsrheinische Köln-Deutz mit dem Bw Deutzerfeld und die Rheinuferbahn der Köln-Bonner-Eisenbahn wichtige Filmthemen. Es folgt das Mittelrheintal, wo auch die damals noch alltägliche Dampfschiffahrt festgehalten wurde.

Unsere Fahrt setzt sich fort über Koblenz Hbf, wo wir den Laufweg ändern und auf die Moselstrecke einbiegen. Zuvor gibt es aber noch einen Ausflug auf die Lahntalbahn und nach Dillenburg sowie nach Mayen. Auch hier konnten tolle Schmankerl festgehalten werden.

Auf dem weiteren Weg nach Trier Hbf, wo unsere Reise enden wird, erleben wir einen weiteren Schwerpunkt der Dampftraktion in den sechziger und siebziger Jahren. Den erleben wir auch im Bw Ehrang, einer damals wichtigen Betriebsstätte.

Ein Erlebnis ist auch der Abschnitt der Moselstrecke, auf dem wir nacheinander den Kaiser-Wilhelm-Tunnel, die Doppelstockbrücke Bullay, den Prinzenkopftunnel und das Hangviadukt Pünderich passieren. Lesern, die das zweijährige Adventstreffen in Zell (Mosel) besuchen, sollte dabei warm ums Herz werden.

Gewiss machen nicht nur die durchfahrenen Landschaften, die wir unter anderem aus dem Führerstand einer Baureihe 44 genießen, den Wert dieser DVD aus. Dampflokomotiven der Baureihen 01, 03, 03¹⁰, 18³, 23, 38, 42⁹⁰, 44, 50, 86 und 94 erfreuen uns. Besonders die Neubaulok der Baureihe 23 ist zahlreich in diesem Film anzutreffen.

Die Baureihe 03¹⁰ der DB mit Neubaukessel wird uns in Köln Hbf schon in ihren letzten Dienstjahren begegnet sein. Sie macht sich auf den Weg in Richtung Hagen, wo sie in jenen Jahren vollständig beheimatet war. Bewegte Aufnahmen von ihr sind selten.

Noch schwieriger dürfte es sein, solche Dokumente von der Franco-Crosti-42⁹⁰ zu finden. Ton Pruisen hat beide Exemplare dokumentieren können, wobei wir in einem Fall ein größeres Zugeständnis an die Filmqualität machen müssen – deshalb darauf verzichten, wollten wir gewiss nicht! Und die letzte Sequenz mit einer solchen Lok ist auch phantastisch anzuschauen und entschädigt das sogar.

Gleichermaßen besonders sind Aufnahmen des ausfahrenden Rheingold-Express, bespannt mit der Baureihe 01. Der Zug verlässt Koblenz Hbf im Jahre 1956 und erinnert uns Modellbahner an eine frühere Zugpackung von Märklin. An Stellen wie diesen wird der große Nutzen für die Modellbahn deutlich, der sich beispielsweise auch an den Beladungen der vielen Güterzüge zeigt.

Teilweise auch beim Bekohlen und Wasserfassen erleben wir König Dampf. Besonders hervorheben müssen wir 001 150-2, die wir im Zugdienst erleben: Sie war ab 1935 bei allen großen Eisenbahnjubiläen dabei und blieb bis heute erhalten. 041 334-4 kommt die Rolle der letzten Lok ihrer Baureihe mit Altbaukessel zu.

Doch nicht nur Dampflokomotiven sind hier zu sehen: Willkommene Ausnahmen sind der ET 85 in Koblenz, ein roter Brummer VT 95⁹ und ein betagter ETA 177 im Alltagsdienst. Einen Rahmen für das letzte Filmdrittel spannt eine DGEG-Sonderfahrt mit 18 316 aus Minden, einer ehemaligen badischen IVh. Sie taucht an verschiedenen Unterwegshalten mehrfach auf und wäre für sich schon einen Kauf wert.

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

25 Years of Modellbahn-Union Let's have a Party today

In 2019, the Modellbahn-Union celebrated its first summer festival in Kamen, Westphalia. This was supposed to be the start of a biennial in-house exhibition, but the pandemic forced a cancellation. Fortunately, this did not happen in June 2024, as the occasion was also the 25th anniversary of the distributor. We were there.

The current branch in Gutenbergstraße, just a short walk from Kamen railway station on the Dortmund - Hamm (Westf.) line, opened in 2019. Its predecessors were shops in the pedestrian zones of Kamen and later Dortmund.

However, after the merger with N-gauge retailer DM-Toys at the latest, these shops would probably have been bursting at the seams, as the nationwide mail-order business required more and more storage space. And this seemed to have been found in the industrial zone close to the city centre. The company celebrated the successful move with a summer festival, which was also attended by several manufacturers.



Our magazine also took part in this year's summer festival, at which the Modellbahn-Union celebrated its 25th anniversary, with a children's handicraft programme, exhibits and model building demonstrations. Editor-in-chief Holger Späing, Kristin Späing, Hendrik Späing and editor Ralf Junius (from left to right) looked after the interested visitors.

This was supposed to be a prelude to inviting customers from near and far to the south of the small Westphalian town every two years. However, the coronavirus pandemic caused an unplanned



The actual exhibition area was formed by a tent city, while the shop took centre stage and it also invited customers to make purchases.

cancellation of the second edition. The event was only able to resume in summer 2022, but heavy rainfall dampened the mood here, too.

On 28 and 29 of June 2024, everything finally fell into place: many manufacturers had responded to the call to Kamen, the Modellbahn-Union had a lot to offer and **Trainini®** also expressed its thanks for the good cooperation with a children's craft station and model building demonstrations.

The Summer Festival 2024 thus developed into a meeting place and venue for good technical discussions and exchanges between model railway fans. We were also able to meet and get to know some readers over the two days, who were happy to give us feedback and suggestions. This is also the occasion to look back on the event in more detail here.

Although the focus was not on Z gauge, it was worth a visit because manufacturers and products relevant to our scale were also represented. It was also worthwhile to think outside the box and return home with new ideas.

Visitors were able to pick up suitable inspirations from the very first stand they passed: Markus Schiavo, a well-known and much appreciated "niner," had set up here. On a scale of 1:160, he presented his "Cinema City" layout, which was modelled on an American theme.

It keeps its viewers busy for almost hours, as they continuously discover new scenes from famous Hollywood movies, children's and adult series, comic books, and the world of rock and pop. At no point is it kitschy, because all the figures are so well integrated that they don't impose themselves on the viewer but are there to be discovered.

continued on page 59



Well-known comic and film stars came together in Kamen, at least on a scale of 1:160 on Markus Schiavo's "Cinema City" layout.

As the festival was also well supported by the manufacturers, we are pleased to take a brief look at those of them who are also active in or for Z gauge. The market leader Märklin, who had travelled to the event with a small H0-gauge show layout, has to be mentioned.



Märklin presented a sample of its pre-series locomotive of the V 200⁰ series, which clearly differs from the series machines in some details: Compressed air whistle in front of the driver's cab instead of a macrophone (train air horn) behind a cover, round head and taillights at the bottom and a different roof equipment. Such a model would also be extremely interesting in Z gauge.

The sales representatives did not have anything in 1:220 scale in their exhibits, but the hand sample of a pre-series locomotive of the V 200⁰ series certainly sparked desire for our nominal size. Fuller as much as Kibri / Viessmann / Vollmer reminded us with their presence of the suitable range of products, which could also be purchased on site in the shop.

Conversation and demonstrations

It was worth visiting the Weinert-Modellbau booth, as many of the products on display there are also available for Z scale. This led to a dialogue about the filigree Bundespost telephone boxes that Rolf Weinert himself had built as test pieces.

This was always the case, he explained, as no products were sent to customers, if he had not first convinced himself of their function and utility value in this way. Incidentally, the telephone boxes were soon delivered.

The visit to the RTS booth was also very promising for us. In addition to high-performance turfing ("RTS-Greenkeeper"), the manufacturer's programme also includes design materials and seminars. Grass fibres with a length of only 1.0 mm appear to be very helpful for our scale when short-cut meadows are to be reproduced in the gardens of the miniature figures.

To apply needles to fir and spruce trees, the lengths on offer are even shorter: the range also includes fibres just 0.5 mm long, which naturally raised the question (still to be clarified) as to whether this could be an even better alternative for an English lawn.

After training are completed, RTS seminars are now also held in Kamen. Participants learn about working techniques and use RTS products and tools. We were invited to attend such a seminar in October and will report on it to our readers.



RTS presented its product range and gave demonstrations with the Greenkeeper (picture above), behind it you can see the Faller representation. The brochures and books by Stefan Carstens were also on sale (picture below), with Joachim Reinhard from Wagenwerk providing expert advice. At the back left you can see a preprint of "Güterwagen Band 10."

The company "Wagenwerk" was also represented by Joachim Reinhard as a replacement for Stefan Carstens, who was sick. Located close to our editorial office, it was almost a matter of course to have a nice chat with him.

On display at the booth was an advance print sample of “Güterwagen Band 10”, which author Stefan Carstens has announced for autumn 2024. The topic will be the German low-loader wagon types, a very exciting and still underrepresented group of wagons in Z nominal scale. We will present this book in detail once it is published, but this much can already be revealed, the content will absolutely appeal to our readers!

The call to Kamen was not only answered by Modellbahn-Union customers from the local area. Many wanted to take advantage of the opportunity to obtain information on site, exchange expertise and then make their purchases in person. As a result, long queues formed in front of the shop throughout both days, which is why those waiting in the high summer temperatures were also provided with mineral water free of charge.



Our booth neighbour was the rail transport company National Express. In addition to providing information on job and career paths in this company, the booth staff also sweetened the day for visitors with free popcorn, biscuits and natural energy drinks.

Outside, there were additional booth areas where a raffle, special offers and in-house products were presented. We would just like to remind you that there are also many exclusive items for Z scale that are produced using light-cutting technology or 3D printers. They can be used to design landscapes or buildings.

It may actually be possible to complete rolling stock very soon, but we won't reveal any details at this point. Instead, we refer you to our interview with Head of Marketing Marcel Hagemann in episode 29 of **Trainini TV**.

Incidentally, the big role model was also represented at the summer festival: National Express, a company whose RRX train services are provided virtually on the doorstep, was present. Visitors who travelled by train should have already made the acquaintance of National Express on the way.

The matching models of the Desiro HC multiple unit from Siemens were presented by the Modellbahn-Union at one of its own booths. However, the German branch of the railway company from the United Kingdom had come here to promote job profiles on the railway and, in particular, its company.



Modellbahn-Union itself presented a fully painted and printed sample of its own H0-gauge novelty, the Siemens Desiro HC. The prototype of this RRX model train (Rhine-Ruhr Express) is also in service with National Express and in this case runs on the RE 6 line to Cologne / Bonn Airport.

The good wage conditions, which were actively supported rather than boycotted, were emphasised to attract and retain skilled workers. The talks were sweetened with popcorn, biscuits, and a ginger energy drink. Here, too, it became apparent to us that a look inside the company with a subsequent report could be quite useful.

In dialogue with visitors

Our own booth was also intended as a thank you to the organiser for his quick and generous help last year, when we were virtually overrun by children at the EHEH's All Saints' Day exhibition in Erkrath-Hochdahl and ran out of craft materials after the first of three days of the event.

We therefore wanted to offer the popular coaster-making activity here as well. As this was also actively highlighted, the response was particularly good on the Saturday. Many children took advantage of the free offer at the **Trainini®** booth to create a path on the surface of such a paper coaster, to grass over the surrounding area and to design it with their own selection of Modellbahn-Union and Noch products.

Right next to our booth, children could also colour in templates or create a badge ("button"). During the breaks when the glue had to dry, Ralf Junius invited the children to steer a train (rail bus with mouse motifs) on his regulars' table photo diorama and to trigger various noises during the journey.

This demonstration piece was decorated with Modellbahn-Union's half-relief houses made of hard cardboard, creating a close link to the organiser and its product range. On a second club layout, Ralf promoted an idea that goes back to Thomas Buchner and presented various options for how they can be individually filled and enhanced with content.



At **Trainini®**, children were guided through the process of designing a coater themselves. Many creative ideas were born in the smallest of spaces over the two days of the event.

But as expected, adults made up most of the visitors. That's why we had planned early on to do some modelling demonstrations and to push ahead with our riverside diorama.

We received many questions from visitors about the impressively realistic-looking water on the unfinished presentation and photography display. Holger Späing patiently explained the transfer from reality, for example in the choice of colours, the basis of the water surface, the creation of the water layers and the use of an illusion technique.

The new 3D printed figures from Noch, other design materials from this manufacturer, working with the Gras-Master 3.0 Profi and creating flower areas with products from Woodland Scenics were also demonstrated.

As a result, we were always sure to attract a great deal of interest. In addition to praise for our magazine, for which we would like to take this opportunity to express our sincere thanks, the many dialogues in both directions were also very helpful. In this way, we also learn about the wishes of our readers so that we can incorporate them into future annual planning.



On Ralf Junius' club photo diorama, the children were allowed to operate the rail bus themselves, past the backdrop of half-relief houses from the Modellbau-Union.

In two years' time, when the next edition of the summer festival is due, we will certainly be there again, because we definitely enjoyed it and the dialogue with the other exhibitors that followed on both evenings was also very valuable to us.



Webpages and offer of the organiser:

<https://www.modellbahnunion.com>

Exhibitors with Z gauge relevance:

<https://www.faller.de>

<https://www.maerklin.de>

<https://www.noch.de>

<https://www.preiserfiguren.de>

<https://www.rts-greenkeeper.de>

<https://www.stefancarstens.de>

<https://viessmann-modell.com>

<https://weinert-modellbau.de>

<https://woodlandscenics.woodlandscenics.com>

Trainini TV Episode 29:

<https://www.youtube.com/TraininiTV>

märklin



Tag der offenen Tür

Einlass ins Werk von 9.00 - 15.00 Uhr.
Buspendelverkehr zwischen 8.30 - 18.30 Uhr
von Parkplatz EWS-Arena.

13. und 14. September 2024 in Göppingen

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Märklin öffnet in Göppingen die Türen zur gläsernen Produktion. Für alle, die schon immer hinter die Kulissen schauen wollten. Erleben Sie Werksführungen durch die Fertigung, die Entstehung und den Baufortschritt der neuen Märklineumsanlage und der Sonderpräsentation 40 Jahre Digital. Für die ganze Familie ist etwas geboten.

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Alle weiteren Infos finden Sie unter www.maerklin.de

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.

Error correction to the article in Trainini® 6/2024:

I have a small comment on the Altenbeken contribution: The streamlined Texaco tanker lorry from JMC Scale Models is an American vehicle.

The prototype is the Diamond T tanker "Doodlebug" and was built in 1933 by the Diamond T Motor Car Company for Texaco and presented at the 1933 World Exhibition in Chicago. Six vehicles were built, none of which still exist today.



We made a mistake when labelling this unusual-looking vehicle.

Manfred Forst, by E-Mail

Editor's reply: The comment is correct and justified, so we would like to thank you very much. When writing, the author had confused this tanker lorry with a British vehicle that was as unusual as it was special. In that case, however, it was a post-war design that only led to a single prototype.



Our reader from Japan would soon like to present his own SNCF TGV.
Photo: Goushi Koike

A fantastic offer from Japan:

I am one of your magazine's readers in Japan. I have made a TGV Sud-Est (south east) model by using 3D printed body, so I would like to share the information with all of you. (...)

In case of you allow to publish this article. I have understood and allowed your editing and agreed to cut or add for any portion or all. Please let me know if you have any questions and/or need any other information. Danke!

Goushi Koike, Cyuo-ku Tokyo (Japan)

Editor's response: We are very pleased about this offer and, above all, the information and photos provided. We are sure that our readers will be delighted. That is why we have already contacted them to prepare this construction report and incorporate it into our further planning.

Praise for customised figure designs:

In the report "Marginal phenomena (part 7)," reference is made to the company Trafofuchs, which manufactures (miniature) people according to individual wishes. I can only confirm what the report says, that Mrs. Birgit Foken-Brock responds to personal wishes and then realises what the customer wants. If further figures are desired or needed, Trafofuchs is my first port of call.

Hartmut Schnittjer, by E-Mail

Ztrack relocation underway:

Ztrack is not only an American trade magazine for our gauge, but also a sales platform for new and used Z gauge goods as well as the wholesaler and distributor for all AZL products, including Rokuhan in the USA.



This is what the new building that Ztrack is currently moving into looks like.
Photo: Ztrack

Owner Rob Kluz reported an enormous lack of space due to the many new products taking up storage space, as well as customers. It was therefore clear that the company's own shop had to be expanded quickly.

This process was completed at the end of June with the acquisition of a new property, which is now also the correspondence address for dealers. The building should be ready for occupancy by the start of the new model railway season.

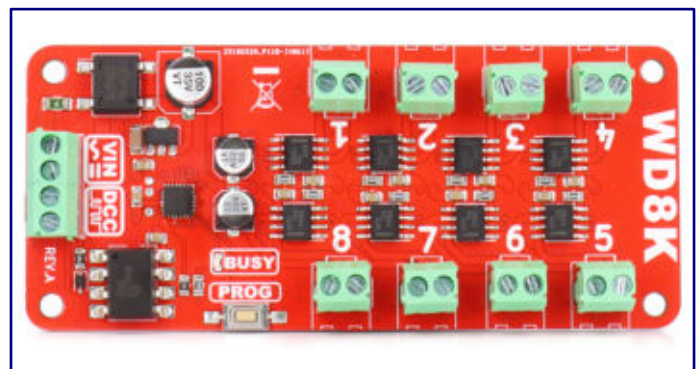
Compared to the previous office, the space has almost doubled and there is room for further growth.

Point decoder at the Modellbahn-Union:

Inexpensive and powerful DCC points decoders were developed and produced for Modellbahn-Union (<https://www.modellbahnunion.com>) in Germany. They are offered as eight-fold copies in three versions.

They are available for WD8D double-coil point machine drives with screw connection (item no. MU_J00003) and for WD8K two-pole drives (as with Rokuhan) with plug (MU_J00001) and screw terminal (MU_J00002).

The decoder is addressed conveniently at the touch of a button. Complicated CV programming is, therefore, not necessary.



This DCC turnout decoder with screw terminal (item no. MU_J00002) can switch eight Rokuhan turnouts digitally. Photo: Modellbahn-Union

The outputs are assigned consecutively, starting from the freely selectable start address. Thanks to linear addressing, there is no need to divide the outputs into blocks of four.

The outputs of the decoder are protected against overload and overvoltage. In addition to the decoder, the scope of delivery includes a mounting and fastening set for circuit boards with 4 screws and spacers as well as the operating instructions.

We would also like to take this opportunity to draw your attention to the landscaping seminars in Kamen, which can be booked via the website. They will take place on the following dates from 8:30 to 17:00: 7 September, 5 October, 2 November, and 2 December 2024 (Model Railway Day).

A club and the fire brigade:

The Stammtisch Untereschbach e.V. is always good for a surprise. In Altenbeken and at other exhibitions, it presented a detailed replica of the Untereschbach fire station.

Built within three years by association chairman Dietmar Stähler and equipped with vehicles from the 3D printer, it was now time for a presentation in the real fire station in front of firefighters and representatives of the town of Overath.



Presentation of the fire brigade diorama at the volunteer fire brigade in Untereschbach by association chairman Dietmar Stähler (far left). Photo: Stammtisch Untereschbach e.V.

Not only did they marvel at the impressive replica with more than 1,000 figures, but they were also amazed at the idea of choosing an open day as the theme. This made it possible to combine both historical and current fire service and THW vehicles and to integrate a showcase of modern firefighting. The attractions shown on the diorama form a fitting backdrop for such an event on a 1:1 scale.

Five Märklin deliveries in July:

When the customers of the specialist dealers are on holiday, Märklin fills their shelves. Let's hope that the following models will soon find their way to the Zetties and make room for everything that is still to be expected later in the year.

A few days before the European Championship final in Berlin, the class 185² electric locomotive (item no. 88488), intended as a suitable special model, went on sale and is sold out at the factory. As a special feature, this locomotive without a road number and inscriptions has genuine gold-plated single-arm pantographs.



The special locomotive for the 2024 European Championships (item no. 88488) went on sale just in time and is sold out at the factory.

The "Carbide Bottle Wagon" (82092) set is intended for Era IV and can be used to recreate an eye-catching and prototypical transport between the SKW Trostberg plants. The five freight wagons differ from the first edition from 2002 in that they are fully equipped with a brakeman's platform, lettering with UIC numbers and a slightly different colour of the carbide bottles.

The car type used for this new product is also used for the Märklin 2024 (80834) magazine car. The lettering was adapted to a fictitious private car and in this case the loaded container shines out at the observer in the blue identification colour of the magazine.

With the eight-part "Sgns container wagon" freight wagon display, a new shape from the previous year can be usefully extended to form a modern KLV block train. The included carrier wagons are assigned to different railway administrations, therefore also have different colours and are also loaded very differently to match: Container types, owners and lengths vary. This means that not all of the wagon's stands are always utilised, which further breaks up the train's appearance.

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The carbide bottle wagons (82092; photo above) for Era IV, which go very well with a V 90, are very interesting for connecting journeys. The new display (86241; photo centre) consists of a total of eight different and differently loaded container wagons, from which we would like to show the SNCF wagon (photo below) individually, as an example.

The pack with six pairs of conversion wagons (item no. 87061) is now also available in the display. These are well-known pairs of three-axle conversion wagons, which are offered individually packaged twice each in the arrangement AB3yge 756 / B3yge 761, B3yge 761 / B3yge 761, and B3yge 761 / BD3yge 766.

The three compartment cars of the Prussian-Hessian State Railways (87568) offer a small special feature. The two brown-painted models labelled for 3rd class as well as the brown-green designed car with 1st / 2nd / 3rd class have prototypical spoked wheels, which are hardly recognisable as such in the Prussian standard bogies.



Shortly before the editorial deadline, the wagon packs with two Off-52 pairs each (86235) for Era III arrived at the dealers.

Shortly before the editorial deadline, one of this year's new models based on the Omm 52 open car followed with the two pairs of Off 52 (86235) unloaded car transporters. They are the successors to the 86221 pack from 1999, which, like their base model at the time, were clearly too long.

Both pairs of wagons are closely and firmly coupled in the centre, the upper deck is completely red-brown in contrast to the previous range and has a railing in an early design. We will take a closer look at this new product as part of a test and also compare it with its predecessor model.

The last new product for this month is the hard cardboard kit "Jagstzell Station" (89708), exclusively designed and manufactured by Modellbau Laffont for Märklin. The model is based on a typical Württemberg station building, which has been used in a similar form at many stations.

New items from GM Modelli Torino:

This model making supplier from Turin has further expanded its still young website (<https://www.gmmodelli.com>). Pages for the current catalogue, used goods and a picture gallery have been added. The range can now also be browsed in German and English.

Exclusive model in Westheim:

The Uwe Schuster assembly service has produced a new version of the Eanos open goods wagon from FR Freudenreich Feinwerktechnik exclusively for the 1zu220 shop (<https://www.1zu220-shop.de>). The model (item no. 352.337.01), which was produced in 45 units, has a brown paint scheme and is labelled for the CFL. However, the model originating from Luxembourg can be seen throughout Europe.



The special model of the Eanos open goods wagon for the 1zu220 shop (item no. 352.337.01) is in service with the CFL. Photo: 1zu220-Shop | Jörg Erkel

A model was selected here without a handbrake and without a protective bracket for the brake system changeover levers on the car floor.

AZL locomotives and a new design:

At AZL, July brings some new locomotive variants, but also a new freight wagon. We start with the models of diesel locomotives: The EMD SD40-2 arrives with railway-specific equipment in the colours of L&N (item no. 64205-1 / -2). As the SD40T tunnel locomotive, it also appears at the same time for Southern Pacific with a "bloody nose" and the "Speed logo" (64109-1 / -2).



The EMD SD60 (item no. 65023-1; photo left) required a new body, the Union Pacific EMD SD70ACE (63109-9; photo right) is travelling in a special livery. Photos: AZL / Ztrack

A new body was required for the EMD SD60, which now runs for the SOO Line (65023-1 / -2). In contrast, the EMD SD70ACE of the Union Pacific is offered with only one road number in the historic livery of the Western Pacific (63109-3B). Following the template, this also applies to the "Powered by our People" version (63109-9) from the same stable.

The ALCO RS-3, which is now returning to the programme, can be selected with two operating numbers and is on the road for the Spokane, Portland & Seattle (63335-1 / -2). Please note that only a few units are available from the manufacturer and that a further locomotive is expected shortly.

The Ortner bulk freight cars are painted blue with GATX lettering. They are available in packs of two (905356-1 / -2). The Ontario Northern freight car with a wide-view cab is very nice to look at (921025-1 / -2).



The 4180 bulk freight cars with compressed air unloading (916034-1; photo left) are a new design, the Ontario Northern wide-view goods train escort car (921025-2; photo right) impresses with its harmonious colours. Photos: AZL / Ztrack

The closed 4180 bulk goods wagons with compressed air unloading for dust goods are now being delivered for the first time. This first version appears for the CB&Q. The models now available are offered in a pack of four (906004-1) and a pack of two (916034-1).

According to the manufacturer, these are its most detailed freight wagons to date, which primarily relates to the wagon floor. According to the manufacturer, this leads to the models swaying when travelling, which is to be prevented by replacing an enclosed bolt.

Photos of all new products can be viewed at <https://www.americanzline.com>.

Fascination Modelling in Friedrichshafen:

Faszination Modellbau in Friedrichshafen will open its doors on 70,000 m² from 1 to 3 November 2024. Many branches of model making will be represented there, with the large Hall A1 and the smaller A2 reserved for model railways. The trade fair would then like to once again adorn itself with the brand "International Model Railway Exhibition."

In addition to functional model making, model railways and steam engines, the real steam hall meeting can also be found there again. Visitors to BodenSee (Lake Constance) can expect demonstrations and exhibits as well as hands-on activities.

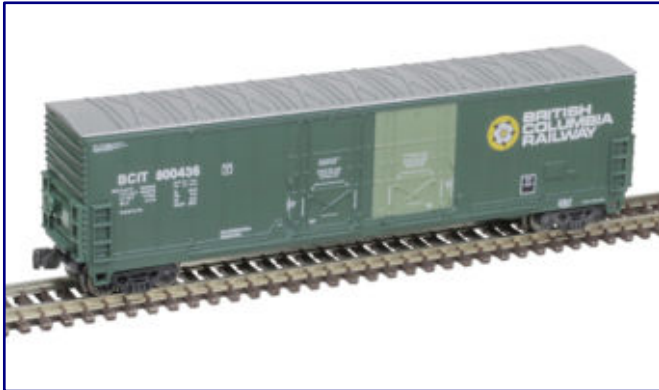
Once again, layouts of all gauges are promised, as well as stands from all leading model railway manufacturers. However, participation from the small series has recently been meagre, with just as little information currently available as on the expected Z gauge exhibits.

First Atlas wagon model:

Atlas Model Railroad (<https://shop.atlasrr.com>) entered the Z gauge market a few years ago with a new flex track, followed by turnouts and a double crossover. We also reported on this in detail at the time.

In the meantime, this supplier has expanded its commitment and delivered its first wagon model. The model was the 53-foot-long, covered goods wagon with double revolving doors from Evans Products. These doors opened up a large area for loading and unloading. Manufactured in the sixties and seventies,

the wagons were popular for transporting timber and paper. But tinned food and other foodstuffs were also typical loads.



Still available from the factory are these two versions of the Atlas wagon novelty from British Columbia Railways (item no. 75000001; photo left) and Union Pacific (75000008; photo right). Photos: Atlas Model Railroad

Only four of the announced variants are still available from the manufacturer, all others are sold out but can still be found in specialised shops: British Columbia Railways (item no. 75000001), Northwest Hardwoods (75000006), and Union Pacific (75000008 / -9).



Z gauge club car 2024 from Schorndorf:

For the second time, the Schorndorf Z-Stammtisch in Baden-Württemberg has had its own car produced and printed by Märklin. A Swiss sliding wall wagon was selected, which was printed with a motif from EDV-Schuler and a reference to the regulars' table and the calendar year, i.e., it has no prototype.

Schorndorf club car 2024 (item no. 8657.056). Photo: Z-Stammtisch Schorndorf.

remaining items can be purchased from Manfred Frey. Contact should then be made via [m.frey2\[at\]arcor.de](mailto:m.frey2@arcor.de).

The Märklin item number is 8657.056, any

New mould for Rokuhan:

Ztrack and Rokuhan have worked together to bring Rokuhan's first US model to the world, according to a statement from the US.

A USRA tender steam locomotive for light shunting and transfer service with the C axle arrangement (US axle formula: 0-6-0).

The first version of the planned new product is labelled with three different road numbers (item numbers T040-1 to -3) for the Baltimore & Ohio. The American standard locomotive according to USRA standards was built in a total



USRA-Rangierdampflok 0-6-0 der B&O (Art.-Nr. T040-2). Foto: Rokuhan

number of 255 units and equipped with different tenders. The model depicts the condition at the time of commissioning.

The replica has claw couplings compatible with AZL, Micro-Trains, and Full Throttle, and a functional headlight. A minimum radius of 195 mm is recommended. Delivery is expected for September 2024.

Open house at Märklin:

Visitors can look forward to many impressions of the creation of a model railway vehicle at will be open from 9:00 to 15:00 on both days.



Märklin is once again inviting visitors to an open house at its main factory in Göppingen in September.

The most important departments then show what they have to offer. From the die-casting department to post-processing, electroplating, painting and final assembly, all the steps that a new model goes through until it is ready for delivery can be experienced. The employees also explain all the work steps and answer visitors' questions.

The supporting programme includes various children's games with and around the railway, and food and drink will also be provided. The Märklineum, which tells the story of the Märklin company, is also open. The latest information will be updated on the manufacturer's website.

Wood chip transport with WDW:

The model for the current collector's set (item no. FT-COL69) at WDW Full Throttle was provided by the transport of wood chips. It contains two open bulk goods wagons with raised sides.

Their prototypes ran on the Green Bay and Western Railroad (GBW) and the Maine Central Railroad Company (MEC), which was known as the "Pine Tree Route". With their yellow and green paintwork, the two wagons have a striking appearance that immediately makes them stand out and places them in the northern forests of America.



Wood chip trolley in a pack of two (item no. FT-COL69). Photo: WDW Full Throttle

We should know the following about the prototypes: When the railways recognised wood chippings and bark as lucrative transport goods, they converted older hopper wagons with box bodies in order to be able to transport larger quantities of this light load. Wooden superstructures, steel extensions and parts recovered from defective wagons were used. The manufacturer can be contacted at <http://www.wdwfullthrottle.com>.

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