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German Magazine for Z Gauge



Fine detailing of the series 94⁵⁻¹⁷

New Wagons Rmms 33
Excellent new products

Introduction

Dear Readers,

a warm welcome to a new season of our popular magazine and all the best for 2019! With excitement and highlights we have finished 2018 and with full speed we start again.

Märklin has just delivered new model versions of its Rmms 33 stake cars, which, to our surprise, were designed in two different shapes. We are really amazed at these announcements for 2019.

But the spring novelties will only be presented in detail and with lots of background information next month as part of our trade fair report from Nuremberg. In January it's time for an extensive test of the beautiful cars that were presented to us so shortly before the end of last year.

I would like to state in advance that the first impression has been confirmed and that the traditional manufacturer from Göppingen has given us exceptionally well-designed models with great perspectives for the future. This is a clear commitment to gauge Z, as we have wished for it!

In all detail we will present the Rmms 33 to you and also look a little to the right and left how these and similar cars can be impressively showcased on the layout. After all, they provide an excellent stage to draw attention to special loads during the layout operation.

This also applies to the 94 series, which by the way is also the focus of one of our two book reviews, while the other title belongs to the freight car theme. The Märklin basic model of the Prussian tender locomotive is regarded as a model that runs well and is outstandingly realised in many aspects.

Since it also has its weaknesses, as we once pointed out in our test report, this locomotive was an ideal candidate for the steam locomotive specialist Michael Bahls. He breathed even more life into our demonstration models and brought them up to date. Only two minor modifications come from our inventory of valuable ideas.

Maybe we can whet your appetite with this article? There should be an unchanged demand for those versatile Prussian locomotives and so far they have not received any product update. If you miss that, Bahl's model trains already has an outstanding solution for you.

Traditional topics in the January issue are the review of the past twelve months and the points that enchanted, impressed and thrilled us during this time. The announcement of the new releases of the year in the categories locomotives, railcars, accessories, technology and literature is both a conclusion and a motivation.

In addition, there is also the section "complete works", in which we would like to honour deserving achievements and persons who would otherwise - wrongly - be lost in the aforementioned categories. Let us surprise you and enjoy reading the first issue of the year 2019!

Sin-Z-erly,

Holger Späing



Holger Späing
Editor-in-chief

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Cover photo:

The Wuppertaler 94 1653 is divided into a route service and makes itself useful in front of a passenger train in the Ruhr area local traffic. Until the mid-sixties, the old Prussians also played an important role in the area of BD Essen, and sister machines are also represented in their depots accordingly.

Märklin's new Rmms 33 Of times and miracles

Over the years, we have repeatedly pointed out gaps in the Z gauge wagon area. The fact that such gaps still exist today is proven by a new item from Märklin that excellently enriches the area of rolling stock. We took a very close look at it and measured it in order to classify it today in terms of role and perspective. Enjoy the extensive analysis of a very successful model.

Märklin's latest new wagon is already known from gauge 1 and it is exactly this gauge that supplied the templates for the 1:220 scale models. But before we turn to the models and would like to introduce them here in detail, we take a short look at their model history.

During the Second World War, industrial production had to be increased considerably and rationalised at the same time. In addition to weapons, locomotives and wagons were also needed to cope with the increased transport requirements. The development of the war locomotive class 52 as a simplified and material-saving successor to the peace version in the form of class 50 is well known.



As with the new Märklin models, the front stanchions of this Kbs-type wagon are inserted from DB AG stock. The side stanchions, are stored in the pockets under the floor on the long side of the wagon.

But similar developments could also be observed in the field of freight wagons, after a transport crisis had arisen with ever longer journeys from Germany to the front. The production of freight wagons, therefore, also had to be increased, at the same time reacting to scarce raw materials and labour shortages. As a result, new wagons had to be built in considerably less time and with less material input.



Motor vehicles of various types were also among the typical loads of low side and stanchion cars. Between 1950 and 1953, the DB equipped 25 wagons with heating cables for Sylt traffic in order to place them between the locomotive and the passenger coaches. In 1955 in Niebüll, a Mercedes-Benz 180 D with a pontoon body was driven onto a stake car of the type Rmmhs 31. Photo: Walter Hollnagel / Eisenbahnstiftung

Since the Reich government did not see the bottlenecks in its own omissions or wrong decisions, in March 1942 it shifted responsibility for the procurement and development of railway vehicles from the Ministry of Transport to the Reich Ministry of Armament and Ammunition, thus depriving the Reichsbahnzentralamt (Central Railway Office) of its leading role.

Many of the solutions found at that time are now indispensable in the construction of freight cars. An example of this is the front brake platform for the handbrake, which can be lowered for cars to drive over, as the Rmm(s) Ulm also showed, which is the subject of this article.

After nine test cars in 1942, series production began in 1943 and continued until the end of the war. The DR later completed further cars from the parts already produced. By zero hour, however, 12,638 of the 13,500 cars ordered from Wumag were delivered. Converted this means that 25 cars were completed daily, and each of them only took about 50 minutes on the production line.

This large number of cars, of which about one third came to DB after the end of the war, combined with their small age made them an important type of construction for the Bundesbahn, which was still in use until 1977. They were originally approved for a top speed of 90 km/h, which could be increased to 100 km/h later.

With a loaded weight of 24.5 tons, they could be used in many different ways: In addition to hay, straw and machinery, they were also used for the transport of many other cargoes. Even in times of war, these were also vehicles: In civilian service, military vehicles were replaced by brand new cars, and trucks and buses were also transported on them.

Tractors, trailers or other agricultural machinery are certainly an eye-catcher in the model. But the extraordinary is also true to the original and thus permitted, as our example of a boat transport shows. In short, low side and stanchion cars are ideal models for bringing variety to the rails.



Also many unusual transports with stake cars are documented and offer various suggestions for use on the model railway. On 29 July 1966, for example, this NS model, equipped with wooden stanchions and shelves, carried a sailboat, and the wagon became the focal point of the train, immediately. Photo: Joachim Claus / Eisenbahnstiftung

Back to the larger prototype: Since Knorr could not supply enough brake systems under war conditions, a part of the Rmm Ulm was put into service as a cable trolley, i.e., without brakes, but with continuous air conduction. When heavy road vehicles were used, permanent damage often occurred, which was due to the fact that the long beams had been modified in comparison to the peacetime versions.

The initially chosen wooden boards, which were intended to save the valuable raw material steel, were also unsuccessful. At the beginning of the construction period, the front and side flaps consisted of steel hollow sections in the upper and lower beams, between which short boards were inserted vertically. When heavy equipment drove over them, they were permanently deformed.

The Special Committee for Railway Wagons (SAE), which was responsible for the development, therefore provided the necessary steel quotas to have the side walls made entirely of steel. But also the design was changed and simplified in the course of time.

The effects and results of these rationalisations become particularly clear in comparison with the Stuttgart Rms with the same axle base and only slightly greater length: the use of steel could be reduced by 26 % to 11.0 tonnes per wagon, per ton load capacity the "Ulm" weighed only 345 kg compared with 620 kg for the "Stuttgart."

One consequence was the increasing susceptibility to damage as early as the 1950s. The corrosion-prone steels and the tight dimensioning of the profiles weakened the cars, which is why many of them were only used as Rmms 33 without stanchions.

DB had 200 of these cars prepared for piggyback transport between Mülheim (Ruhr) and Hamburg as well as Hamburg and Frankfurt (Main), in which they drove trucks and trailers overnight to their destinations. In 1955/56 another 150 wagons were converted for container traffic, 30 of which were universal wagons with the designation Rmms / BTms 33 and could be used both as stake and container wagons. The side walls of the other cars were dismantled.

Since the wagons known as Rmms 33, together with the Rms 31, were the only stanchion wagons to meet the increased traffic requirements, the numbers remained virtually unchanged until 1962. Only when the Rmms 56 and 58 from the conversion and new wagon programme were available in sufficient numbers had their end struck in their old form. When Klm 441 or X wagons were converted and classified as Xltmms 33, the last of these were still in service at DB until 1977.

Characteristics of the models

For the implementation in the scale 1:220 Märklin has taken up two of the described prototypes and designed the stake cars as DB Rmms 33 with both steel (Art. No. 82130) and wooden stanchions (82131). The inspiration for this was unmistakably the already existing models in 1 Gauge.



Fresh from the pack are the models with firmly glued forehead stanchions and two mouldings each packed in plastic bags, from which the side stanchions can be added as required to the models on the track.

The fact that these new freight cars are somehow something special can already be guessed at the sight of the package: Although this is a standard plastic can, Märklin has chosen the long version despite the rather short length of the wagon. Four-axle wagons of modern designs are usually packed in it.

The wagon lies on the left-hand side of a transparent thermoforming insert, protected by a cover produced in the same way. Above it, on the copy with article number 82130, there is a load insert from Duha which, according to the product description, replicates hay bales, but can be identified in colour as straw.

Dimensions and data of the stake wagon Rmms 33 (ex Rmms Ulm):

	Prototype	1:220	Model
Length over buffers	12.000 mm	54,5 mm	54,5 mm
with hand brake	12.100 mm	55,0 mm	54,5 mm
Length of body	10.700 mm	48,6 mm	48,6 mm
Width to side walls	2.800 mm	12,7 mm	12,8 mm
Total width	3.050 mm	13,9 mm	14,3 mm
over steps	3.090 mm	14,0 mm	14,4 mm
Height above SO (stanchions)	3.586 mm	16,3 mm	16,1 mm
Wheelbase	8.000 mm	36,4 mm	36,2 mm
Wheel diameter	unknown	---	4,5 mm
Buffer length	650 mm	3,0 mm	2,7 mm
Ø Buffer disc	370 mm	1,7 mm	1,9 mm
Tare weight	10,3 – 10,9 t	---	6 g
Permissible maximum speed	90 / 100 km/h		
Years of construction (Series)	1943 - 1945		
Quantity built (Series)	12.638 wagons*		

* until the end of the war; completion of further cars 1947/48 for the DR

In the right part of the box two plastic mouldings are inserted, from which the side stanchions can be separated and attached to the model.

Equipped in this way, it no longer fits into the packaging, which is why the stanchions have to be removed again for storage.

While the two stanchions on each front are identical and fixed on both car variants, Märklin has reproduced both pointed steel stanchions (82130) and wooden stanchions (82131) of the same width over the entire length for the sides.

Thanks to this model-correct differentiation, both cars can easily be distinguished from each other even from a distance of some distance.

The heart also leaps for joy when it comes to reducing the dimensions: not only are the proportions well met, but an electronic measuring calliper also confirms that almost all important dimensions have been adhered to exactly. Deviations from the scale conversion are in the range of the expected measuring errors.





The models with steel shelves and straw load (picture on page 8 below) and with wooden stakes and handbrake (photo above) have exactly the same length in the model. Nevertheless, it is surprising how exactly Märklin was able to keep the converted model dimensions.

This shows that Märklin has done a very good job. It should also be clear that no second undercarriage will be constructed for the car with an individually attached handbrake platform and a length increased by 0.5 mm over the buffers. The eye would not be able to see this.

The structures and engravings on the wagon are also very well done. Especially a stanchion car creates some challenges due to the uneven side walls and stanchion pockets, which Märklin also has mastered convincingly.

What is striking for us, for example, is that the inner walls of the car with wooden sides could now also have grooves.

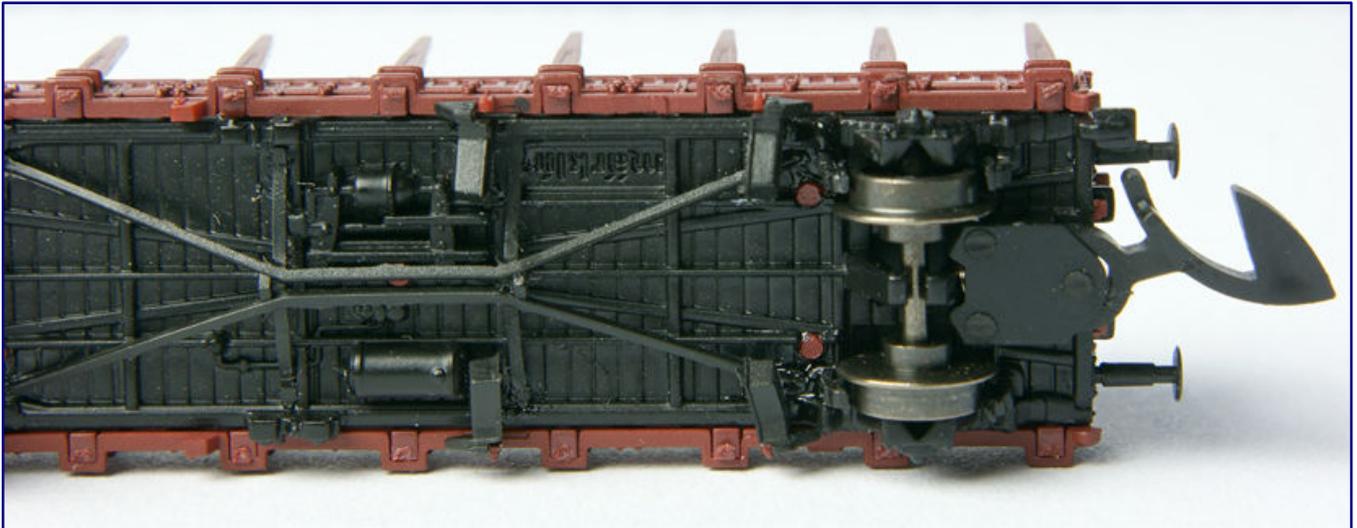
This did not exist before and invites you use this model without cargo to display the interior walls. The model also looks different from the model with metal sides, which is why the manufacturer probably chose this one for the load.



The good detailing also continues on the loading area and wagon floors. In addition to the manoeuvring steps and change-over levers for the brake system, we also find the brackets that can accommodate stanchions that can be inserted into the model.

If you want to operate your wagons with stanchions, you still have a little work to do. However, the waggon no longer fits into the packaging, so these must first be removed again.

The damper was assembled from four parts and set up individually. Unfortunately, clear traces of glue can be found in the corners of the car, which fortunately cannot be seen during operation. But this also shows that the chassis is obviously modular and will be used for other wagon types in the future.



The damper mechanism is made up of four individual parts. Unfortunately, traces of glue can be seen all too clearly near the wheels. But for the first time on a mini club model we find the brake replicas on wheel level.

Very commendable and also to be found for the first time are the brakes in the wheel plane, which will attract the attention of the viewer. Also, air tanks on the car floor were not omitted, and even the construction of the longitudinal beams, typical for the war design, was reproduced.



The excellently engraved inner sides of the wooden on-board car with handbrake platform also deserve praise: in addition to the car floor, which is structured with wooden planks, the inner walls of the on-board walls in particular also deserve praise.

The space problem in the area of the coupler box was also cleverly solved. It is just not enough for the standard shaft. However, instead of reducing the axle base, Märklin has pulled in the shaft at the rear end at an angle to a very small extent. This does not interfere with the function, but maintains the good and scale effect.

The colouring of both cars (and stanchions) is RAL 8012 red-brown, the chassis is RAL 9005 deep black, and we did not expect any other colours. The wheelsets are black nickel plated, as has been the standard from Göppingen for many years now.

The operating labelling was applied by pad printing and stands out in white. Only the chalk fields have a black background. The wagon addresses are correct in size and circumference and are also flawlessly legible. They can also be found on the longitudinal frame in an exemplary manner.



The close-up shows the excellent engravings between the stanchion holders and the brake levers as well as the flawless printing on the sides of the car and on the frame. Some models, unfortunately, have single buffers crooked. However, this can usually be corrected, since they are plugged in separately.

Only the stanchions had no printing. With them the owner abbreviation was written down with "DB" in the upper range. In order to ensure that the printing was fixed, Märklin painted over them with clear lacquer. This is again the case here and ensures a good matt appearance.

Those who want to insert the stanchions should carefully cut them out with a special side cutter (e.g., from Faller) and insert them into the holders with tweezers. They sit there very firmly and do not come out during operation, but can be removed at any time. We have good experience removing the stanchions by using light pressure on fixed stanchions with a toothpick tip from below.

Care and attention are of course required with these small models, of which every Zettie should be aware. How the stanchions are inserted correctly is also explained in a photo in the enclosed manual.

Evaluation and summary

In order to be able to place the Rmms 33 stake car in both variants appropriately in the Mini-Club range, we also have to include low side cars. After all, many of them are identical or similar in construction to the stanchion cars.

This segment had previously been served rather negligently by the large and small series, although there are many attractive themes, including circus transport. The classic in the program was and is the model

8610 from the first year of the Z-gauge. It was so full of compromises and deviations from its original that it had not been considered contemporary for two decades.

The only alternative was the short X 05 low side car, which disappeared early from DB's work train service and was no longer available for public transport. More helpful for model-oriented model railroaders was the stanchion car R 10, which was very well hit, but only with brakeman's cab remains correct compared to the model.



The new stake cars cut a good figure on the layout, regardless of whether they are used as a short block train on the branch line or as part of a longer freight train.

In the more typical Bundesbahn version with brakeman's platform, two front stanchions were missing on this side, which became necessary after dismantling the brakeman's cab and had to be retrofitted. This can be quite noticeable in the train consist. A version without handbrake is still not part of the Göppingen range.

From the point of view of many Z-gauge customers, there were gaps that had to be filled, because nothing can be loaded more beautifully than a low side or stanchion car. The most painful thing was the lack of a suitable model on modern railways from the mid-sixties onwards. The Rmms 33, as a high-speed model with a service life until 1977, remedies this very well.

It can be set up as desired in mixed freight trains, even with changing loads or unloaded, individually or in groups. Short block trains with agricultural machinery, car or truck loading are also conceivable. If you want a longer train, you should consider circus transport: For tariff reasons, only two-axle wagons were used in circus trains.

Problems are not to be expected with the new models, which will soon be supplemented by Era IV models and further Era III representatives from the 2019 novelties programme. They run well and evenly, and their weight is not discernible from the outside.

The rolling behaviour in the test was flawless and with a weight of 6 g such a wagon is not too much for the locomotive. We believe Märklin has made a good model choice, and praise their conversion in different variants and the preventing of a brakeman's cab overload, and also commend the excellent construction.



At the end of this article, the wagon with steel slats and stanchions (82130; left) and wooden boards and stanchions (82131; right) are positioned once again for direct comparison. The example on the right with handbrake platform is nominated for this new design for the best new releases of 2018.

Representing this type of car we nominate the Rmms 33 with wooden shelves (82131) for the new releases of the year 2018 in the category of cars. The result of the editorial selection can be found in a separate article in this issue.

Manufacturer of the model:
<http://www.maerklin.de>

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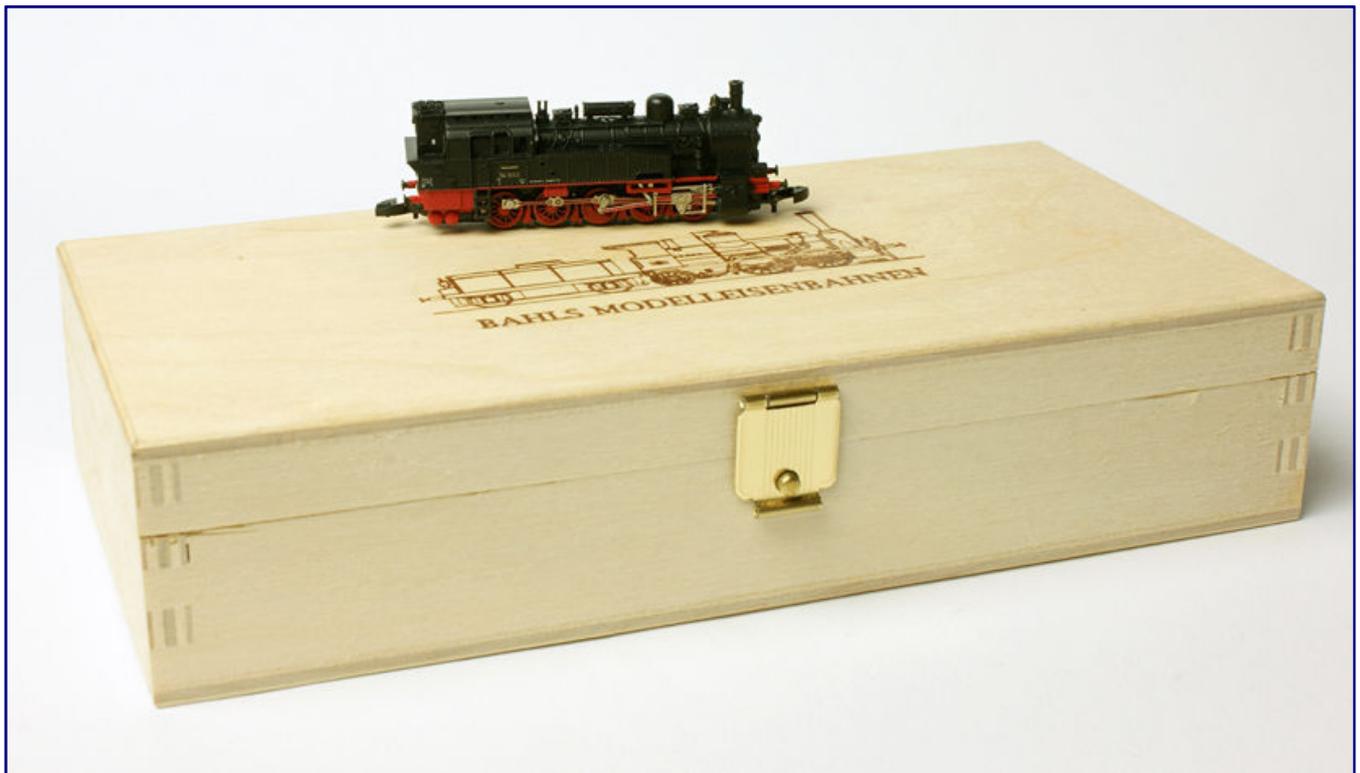
Fine detailing of the series 94⁵⁻¹⁷

Noble Prussians from Blomberg

The better is the enemy of the good. And so today, two thoroughly successful Märklin models are transformed into fine small-series gems that also meet the highest standards. The focus here is on the super range of Bahls Modelleisenbahnen for Märklin models of the 94⁵⁻¹⁷ series and Prussian T 16¹. These models are used on many installations and their reworking makes them even more visible.

It had taken five years for the announcement to become a finished model: Märklin's series 94⁵⁻¹⁷ we had presented it in detail in **Trainini**® 7/2013 as a successful implementation, but already outdated with regard to the linkage.

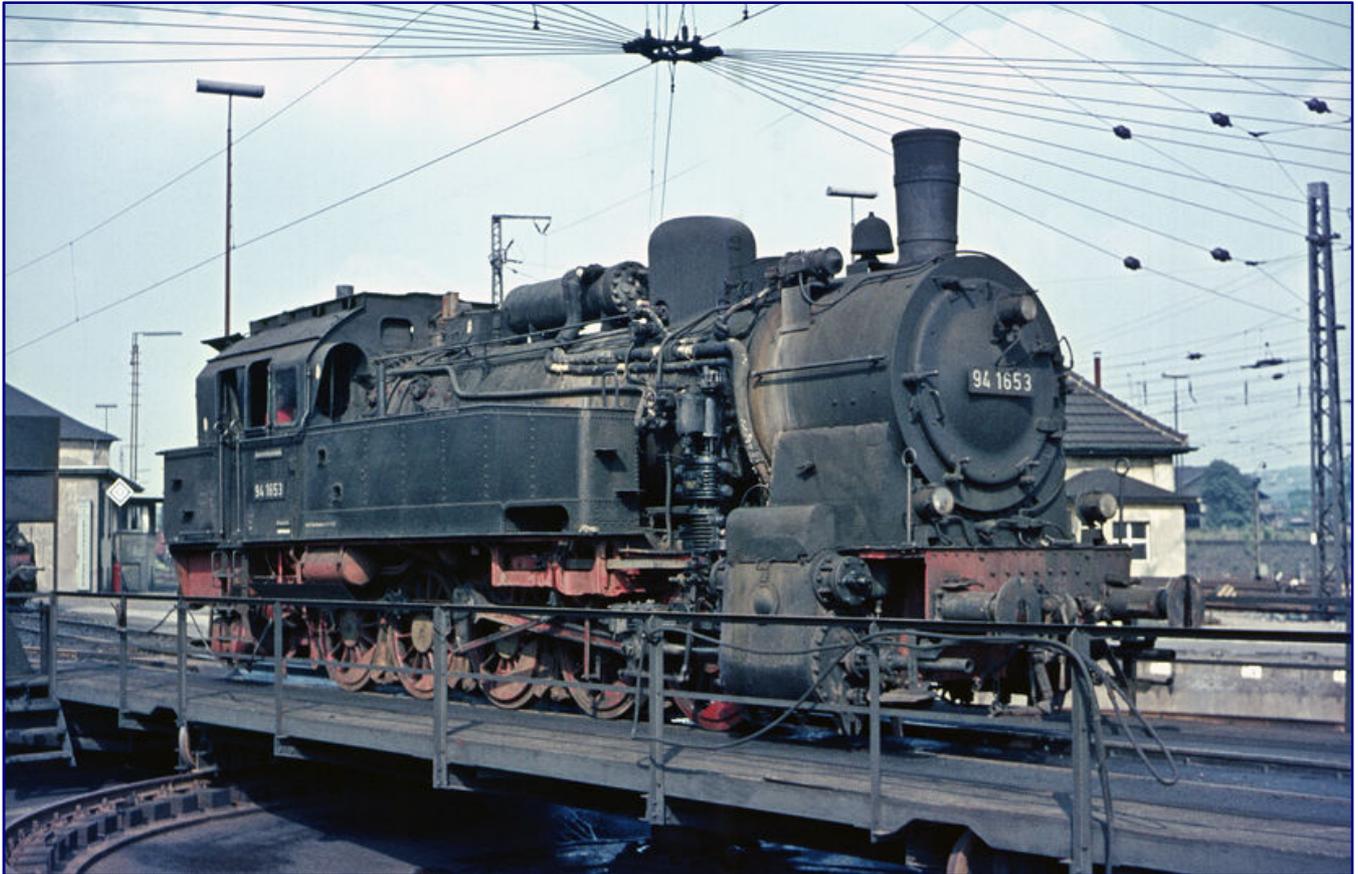
We dedicated separate articles to the big model and the small model. So we delivered a detailed evaluation of the model as well as suggestions for a prototypical use. Five years later, we picked up the miniature again at this point to show suitable superung possibilities.



Based on the Märklin models, Bahls Modelleisenbahnen have been offering finely detailed versions of the tender steam locomotive class 94⁵⁻¹⁷ under article number 5094 since around mid-2018. But we have also done some work on the models ourselves.

Bahls Modelleisenbahnen fixes the small weaknesses, which still go back to the announcement year 2008, when detail controls did not belong yet to the mass production standard. And in order to make a comparison of our two demonstration models possible at all, we are pleased to also be able to show suitable model photos of the finished models.

As a brief introduction, it should be noted that the Prussian T 16¹, the designation of origin of the 94⁵⁻¹⁷ series, was a reinforced design of its predecessor, the T 16. Since it proved itself in every respect, it was procured in large quantities and was still available in the Bundesbahn stock until the seventies.



As a model for the Epoch III model we used the 94 1653, which was photographed here on 24 July 1967, on the turntable of their home Bw Wuppertal-Vohwinkel. Photo: Wolfgang Bügel / Eisenbahnstiftung

It even survived its designated successor, the DB's new class 82 locomotive. It had long since been used not only for heavy shunting service. For almost the entire period of its active service, it also made itself useful as a push locomotive on ramps, sometimes in mainline service in front of transfer trains and even in front of commuter trains on steep stretches, such as in Dillenburg.

This universality, its bulky and characterful appearance and the good driving characteristics as a model make it popular with the Zetties. Many of them have regretted since the first appearance that they have not yet received model maintenance and have returned to the range with complete detail control and then certainly also a bell-shaped armature motor.

How much can be made out of the well running models, we want to show and explain here today. The driving characteristics of the models are characterised by smooth running and good tractive power, especially for a five-coupler.

We don't see any need for improvement here, at best the accommodation of additional weight can never does any harm. All measures that we consider necessary are purely cosmetic nature was photographed.

Our activities start with upgrading the lighting. In the 94⁵⁻¹⁷ series, incandescent lamps are still installed in plug-in sockets ex-works, some of which are covered with shrink tubing that partially shields the light emission.



On 2 April 1971 094 533-7 with P 3214 between Ewersbach and Steinbrücken is on the way on the branch line Dillenburg - Gönners - Wallau. It provided the model for an Epoch IV version of the fine detailing. Photo: Burkhard Wollny / Eisenbahnstiftung

Significantly more economical and also more effective in the low voltage range are the light-emitting diodes

Our editor Bernd Knauf, who died three years ago, had already dealt with this model and identified Märklin's LED lighting inserts of the 01 series as a suitable replacement and successfully tested them.

These can be purchased as „Beleuchtungseinheit vorn“ (“front lighting unit”) under part number E250391.

Thus they found also entrance into our sample models presented here. So that the factory lanterns, which are not exactly

to scale, also look better when stationary, we have painted the light channels of one of the models with



The LED insert of the 01 series can be used to upgrade the direction-dependent front lighting. We have pulled the white shrink tube of the former bulb over the LED and the transparent insert.

white paint, and the second model serves for the time being as a basis for comparison of the lighting effect.

If, on the other hand, you generally don't want to see luminous lanterns on the front buffer beam, you can have them removed during the fine detailing by Michael Bahls and exchanged for functionless dummies. The correct replicas in scale size are then also placed on the buffer plank and enhance the appearance of the front once again significantly.



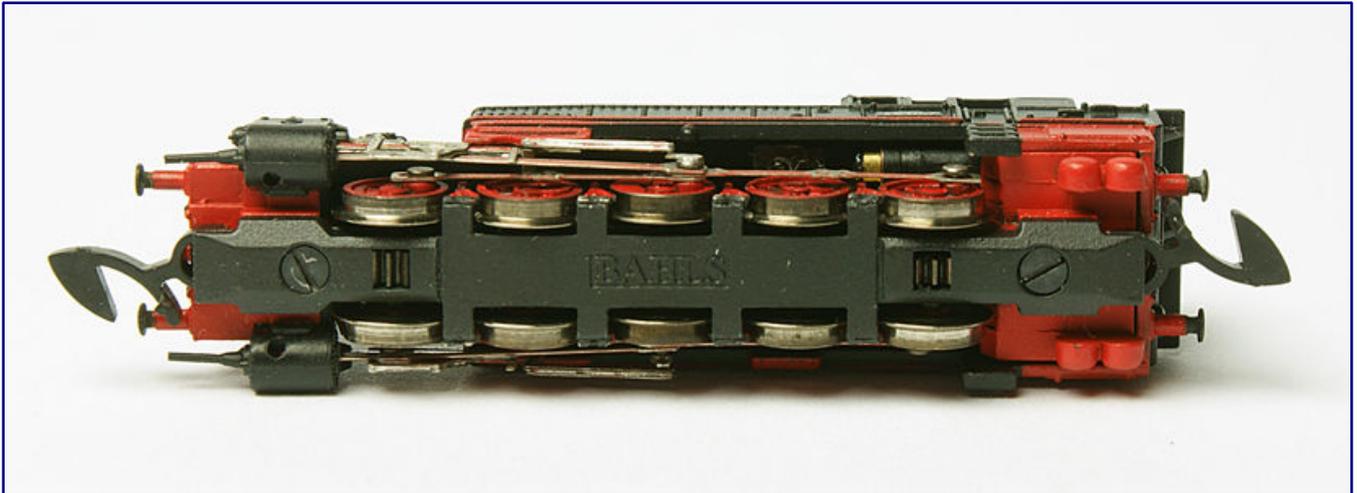
The direct comparison reveals a few differences: The rear model looks a bit better in the front area due to the white backed lower lanterns and the black set off buffer plank equipment. In addition, at 094 533-7 (rear), the chimney top was removed for operation under catenary. On the Märklin model this is only plugged in.

At the front of the locomotive we were satisfied with the correct size of the sleeve buffers with flat and arched plates, the colour of which was correctly red except for the moving parts on the prototype. The factory engravings on the coupling hook and the brake hoses have already been removed from the front and rear of one model with black paint, the other will also be done later.

Further changes to the buffer beam by Bahls Modelleisenbahnen were not necessary. With this set we now focus on the sides of the front buffer beam. It seems that there are no steps to climb up into the shunter.

However, we would like to point out that such an assumption does not have to be correct under any circumstances. This depends on the version chosen: old drawings of the Prussian T 16¹ show the locomotives without steps, which can also be proven by historical photographs.

Later, ascents have been retrofitted - we found at least two types on photographs. We cannot answer the question of whether all the models were actually equipped in this way. So the small-series manufacturer had to make a decision here that we could endorse. Michael Bahls also sets individual special requests when it comes to feasibility in the pocket.



The brake dummies are attached as a folded etched part from below (picture above), so that Michael Bahls can clearly leave his brand mark on the gearbox cover as well. The linkage is fine and detailed, but unfortunately not movable (picture below). Within fine detailing, also cylinders still standing sloped ex-works are directed.

More critical in the area of the front part are in many models problems with the function of the front coupling, because apparently the coupling shaft has a construction error regarding its dimensions. Reworking is just as much a part of the scope of services as replacing it with a fully upgraded buffer beam with coupling hook.

A correction that eliminates a second construction error is also effective: As soon as the housing is placed on the chassis and screwed on tightly, the front boiler support presses on the cylinder block so that it is visibly inclined, as is clearly indicated by the long piston rod protection tubes.

This is the biggest shortcoming of Märklin's successful model. Michael Bahls reworked the chassis block here, so that this phenomenon no longer occurs. Here, we see an important foundation, so that the modified locomotive can exert its full force at the coupling hook.

They consist of the standard program of the steam locomotive specialist, with which he has made a name for himself among his customers: In our opinion, the most visually successful replicas of steam locomotive controls are all made by Bahls.

In 2012, even before Märklin, a full-blown implementation was introduced here that can hardly be surpassed in its filigree and delicacy.

With the 94⁵⁻¹⁷ series, however, there is the problem that such a solution cannot be implemented due to the limited space in the chassis area.

Bahls Modelleisenbahnen therefore uses the technology of his earlier detail controls and presents the old Prussian with a rigid crosshead, leading lever and swinging bar.

On machines with rather small wheels, this is of little importance, especially as the coupling rods still impress with indicated lubricating vessels and bearings.

To the standard of the conversions belong also replicas of the one-sided acting brakes and larger counterweights on the driving axle.



Etched parts were also used to achieve a replica of the rear driver's cab windows that was correct in shape and size.



The larger counterweights on the driving axle and the real carbon coating of the tender also contribute to the realistic appearance. The computer number plates of 094 533-7 are from HOS-Modellbahntechnik.

It is also effective that the Bahls steam locomotive wheels first painted black and then put a second coat of red paint on the spokes, wheel tyres and axle centres. This creates an impressive depth effect and at the same time makes the spokes look more filigree. The body is reworked in matt black, with the steam bell losing its disturbing metal surface.

The back of the locomotive is also worth a look. Here, too, it was not enough to set the functionless, lower two lanterns down completely in black. Here, too, we find exchanged buffers with a true-to-original colour scheme and a real carbon layer in the tender box. In Blomberg, however, many thoughts also circled around how the driver's cab could be upgraded.



Same, but different: the comparison conveys a small hint of the diversity of the appearance of ninety-four at DB. While 94 1653 (front) bears a Bundesbahn lettering, 094 533-7 (back) has a "biscuit" that is screwed on. Also the chimney heights are different. There would have been further differentiation possibilities with the cab ventilation and coal and water boxes.

As we once noticed, the window replicas of the Prussian version without coal box elevation have been considerably better implemented, while the DRG and DB variants showed weaknesses here. With the help of etched parts no window break-through was achieved, but the finely detailed models now carry, like the bigger model, a frame recognizable as such, which changes its "face" for the positive.

The fine detailing work, whose extent always the customer individually determines, are rounded off by signage with new locomotive number. This, too, can be chosen almost freely, with Michael Bahls orienting his proposals on models documented in a suitable building condition.

We have researched our desired numbers ourselves and were able to include all four locomotive pages in our evaluation. One of the models, 94 1653, is supposed to represent the time before 1968 and instead of the DB logo, bear the lettering "Deutsche Bundesbahn." Corresponding signs in etching technology are thus part of the scope of supply of Michael Bahls.

The second model of the 094 533-7 from Bw Dillenburg reproduces the last operating condition as it was read on the locomotive after renumbering according to the registration valid from 1 January 1968. However, we deliberately refrained from reproducing the silencer of the Riggerbach counter pressure brake directly behind the smoke stack. While an etched "biscuit" is still missing to perfect the effect, new number plates can already be found on the model.



As once in Dillenburg, 094 533-7 is here with a passenger train of Donnerbüchsen baggage car and four-axle conversion cars on the way (picture above). However, it is allowed to drive local freight trains (picture below), which can then be put together as desired.

The original originals were once screen-printed and therefore no longer bore raised numerals with a metallic appearance. Their lettering was printed in white on the black plates, but the Bundesbahn did not change the ownership logo for the steam locomotives. They remained on the locomotives as long as they had not been stolen by "railway friends".



Only a few suitable steam locomotives are available in gauge Z for the Langenschwalbach passenger cars. Our 94 1653 may therefore also make itself useful in front of them and take the rather unfamiliar looking passenger coaches out on the track.

Etched plates would be pointless for a locomotive number valid since 1968, but Bahls Modell-eisenbahnen unfortunately has no printed alternatives in its program. One solution is offered by Heinz O. Schramm from HOS-Modellbahntechnik. In scale size and in correct font he is able to print locomotive signs flawlessly according to the customer's wishes.

We made use of this possibility with pleasure and were able to take our 094 533-7 back to the time when it was still used by the Dillenburg Railway Station in the passenger train service on the ramps. We are pleased to be allowed to send the model now also times with change carriages in the tow on the model railway layout.

Manufacturer of the basic model:

<http://www.maerklin.de>

Fine detailing of the basic model:

<http://www.bahls-modelleisenbahnen.de>

Printing of the computer number plates:

<http://www.hos-modellbahntechnik.de>

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.

Baureihe 94 im Portrait

Populäre Kraftprotze

Fehlannonce hieß es, wenn jemand nach einem Baureihenportrait der preußischen T 16 und T 16¹ suchte. In den 45 Jahren nach Erscheinen des ersten solchen Bands gab es nur ein weiteres Buch mit deutlich geringerem Umfang, doch auch das liegt schon wieder über 20 Jahre zurück. Die Erwartungen an den überarbeiteten und erweiterten EK-Band lagen folglich sehr hoch.

Hansjürgen Wenzel
Die Baureihe 94
Die preußischen Tenderloks T 16 und T 16¹

EK-Verlag GmbH
Freiburg 2018

Gebundenes Buch
Format 21,0 x 29,7 cm
464 Seiten mit 650 teilweise farbigen Abbildungen

ISBN 978-3-8446-6017-3
Best.-Nr. 6017
Preis 54,00 EUR (Deutschland)

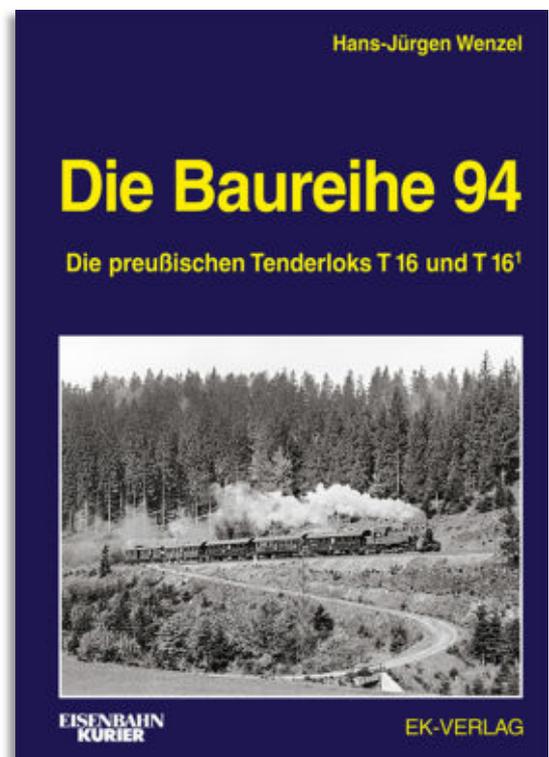
Erhältlich direkt ab Verlag
oder im Fach- und Buchhandel

Kaum zu glauben ist, dass es fast zwanzig Jahre lang keinen Buchtitel mehr auf dem deutschsprachigen Markt zu kaufen gab, der sich der Entwicklung und Betriebsgeschichte der preußischen Tenderlokomotiven T 16 und T 16¹ widmete.

Immerhin gehörte doch gerade die kräftige Weiterentwicklung, die die Schwächen ihrer Vorgängerin mit großem Erfolg überwand, mit über 1.500 Exemplaren zu den bekanntesten und langlebigsten Konstruktionen aus der Länderbahnzeit. Und so ist sie auch bei den Modellbahnern stets beliebt gewesen, zumal sie auch auf der Strecke einsetzbar ist.

Ein von Hansjürgen Wenzel geschriebenes Buch war das erste Werk, das sich der Baureihe 94 derart ausführlich zuwandte. Es erschien bereits 1973 im Rahmen einer Reihe der Arbeitsgemeinschaft Eisenbahn-Kurier e.V., war aber mit 246 Seiten im Umfang noch erheblich kleiner. Das neue Buch ist mit 464 fast doppelt so dick und hat mit den üblichen Baureihenportrait-Maßen auch ein größeres Format.

Freilich haben wir diesen Urahn des heute zu besprechenden Buches damals nicht selbst lesen können, doch es fällt nicht schwer zu erahnen, dass der Zuwachs nicht allein größer wiedergegebene Bildern oder einer geänderten Schriftgröße zugeordnet werden kann. Immerhin stand die Baureihe 94⁵⁻¹⁷ bei Erscheinen der Erstauflage noch bei der Bundesbahn unter Dampf.



Da sie noch kein abgeschlossenes Kapitel im Betriebsmaschinendienst darstellte, ließ sich das Erfordernis einer Erweiterung schon früh ablesen. Dass dies nach der zweiten und letzten, unseres Wissens nach inhaltlich unveränderten, Auflage von 1980 fast vierzig Jahre dauern würde, überrascht uns im Rückblick sehr.

Umso gespannter waren wir zu Lesebeginn, was uns denn nun erwarten würde. War der Ursprungstitel noch durchweg schwarz-weiß bebildert, so enthalten die modernen EK-Werke der „blauen Reihe“ ja immer auch einen Farbteil, den wir und sicher auch alle anderen Leser sehr schätzen.

Die Wiedergabequalität auch hoch betagter Fotografien spricht beim EK-Verlag Bände, bislang hatten wir hier noch nie einen Anlass zur Klage, Werke anderer Verlage werden häufig sogar noch übertroffen. Auch hier finden wir die gewohnt gute Qualität wieder; ein Lob, das auch für die gute und aussagekräftige Bildauswahl mit immerhin 650 Motiven gilt.

Kommen wir zu den Inhalten und dem Umfang des Buches. Die preußischen Fünfkuppler gehörten zu den wichtigsten und bekanntesten Güterzug-Tenderdampflokomotiven, die auf deutschen Schienen unterwegs waren. Neben dem Verschub auf Rangierbahnhöfen bewährten sie sich sowohl vor Übergabe-Güterzügen als auch auf Steilstrecken im Zug- und Schiebedienst. Mit ihnen konnte einst der Zahnradbetrieb auf vielen Strecken durch den Reibebetrieb abgelöst werden.

Die zwischen 1905 und 1924 in mehr als 1.500 Exemplaren gebauten Maschinen waren in ganz Deutschland zu finden. Die Deutsche Reichsbahn hatte sie einst als Baureihen 94²⁻⁴ und 94⁵⁻¹⁷ in ihren Bestand übernommen. Bei der DB stand die Baureihe 94⁵⁻¹⁷ noch bis 1974 im Dienst. Mehr müssen wir sicher nicht an Ausführungen verlieren, um ihre Bedeutung zu unterstreichen.

Hansjürgen Wenzel hat sein Ursprungswerk vollständig überarbeitet und ein neues Standardwerk zu den beiden darin behandelten Loktypen vorgelegt. Die Entwicklung und Technik der Maschinen wird in recht kurzem, aber angemessenem Umfang gewürdigt, auch die Verwandten und Vorgänger im Steilstreckendienst werden angerissen, soweit dies für das Portrait hilfreich ist. Ein Exkurs ist daher auch der Neubaulok Baureihe 82 der DB gewidmet, die eigentlich als Ablösung gedacht war.

Der Einsatz bei den Direktionen wird sinnvoll nach Vor- und Nachkriegszeit getrennt beschrieben, bestimmt aber wie auch bei anderen Werken den Großteil des Bandes. Nicht vergessen wurden aber auch die erhaltenen Museumslokomotiven, mit denen die Erinnerung an diese Maschinen wach gehalten wird.

Eine bedeutende Rolle in der Geschichte dieser Konstruktion spielte auch das Ausland, denn viele Exemplare gelangten durch Kriegswirren und -folgen auch zu anderen Bahnverwaltungen. Nur die an die RAG verkauften Maschinen kommen im Umfeld der an Privat- und Werkbahnen verkauften Lokomotiven für unseren Geschmack etwas (zu) kurz weg.

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

Kräftig erweiterter Klassiker Jede Menge Güterwagen

Vor dreißig Jahren erschien der erste Band der heute legendären Güterwagen-Reihe von Stefan Carstens. Längst vergriffen und inzwischen auch überarbeitungswürdig, hat sich der Autor von einst mit Hilfe durch Paul Scheller an ein zeitgemäßes Buch gemacht, in dem viele neue Erkenntnisse verarbeitet werden konnten. Gleichzeitig wird es in seinen Strukturen an die jüngeren Bände angepasst.

Stefan Carstens – Paul Scheller
Güterwagen Band 1.1
Gedekte Wagen Länderbahn + DRB

Verlagsgruppe Bahn GmbH
Fürstenfeldbruck 2018

Gebundenes Buch
Format 21,8 x 29,7 cm
208 Seiten mit über 600 S/W- und Farbbildungen
sowie 157 Typenzeichnungen

ISBN 978-3-89610-652-0
Best.-Nr. 15088144
Preis 45,00 EUR (Deutschland)

Erhältlich direkt ab Verlag
oder im Fach- und Buchhandel

Auch das an dieser Stelle zu besprechende Buch war ursprünglich als überarbeitete Neuauflage eines längst vergriffenen Vorgängerbands gedacht. Das Erstlingswerk „Güterwagen Band 1“ erschien 1989, damals noch außerhalb der VG Bahn, als Auftakttitel der heute wohl am stärksten verbreiteten Buchreihe über deutsche Güterwagen.

Einige Bücher später und längst in den Einflussbereich der Miba umgezogen, gab es auch Neuauflagen des ersten Bands. Doch hinsichtlich der Struktur hatte sich die als Standardwerk etablierte Reihe im Eigenverlag zwischenzeitlich schon weiterentwickelt.

Überarbeitungsbedarf ergab sich auch daraus, dass mit dem Fall der Mauer auch Informationen aus dem Osten und damit dem Bereich der früheren DR leichter zu beschaffen waren und sich hier verarbeiten ließen. Verändert und erweitert wurden auch die Datenspiegel zu den beschriebenen Güterwagenbauarten.

Ebenfalls nicht unwesentlich war die Erkenntnis, dass auch der im Buch mitbehandelte Modellbau längst über das Jahr des Ersterscheinens hinweggegangen war. Neue Modelle sind erschienen und sollten im Rahmen der Beschreibungen auch Eingang bezüglich Bewertung und Superungsmöglichkeiten finden.

Vorgestellt werden jetzt über 50 Modelle aus verschiedenen Entwicklungsjahrzehnten, die namhafte Modellbauer verbessert haben. Freilich umfasst das unverändert nur die Spurweite H0, Anregungen finden hier durchaus aber auch die Freunde der anderen Baugrößen.

Und so war es im November 2018 dann endlich so weit: Stefan Carstens hatte sich als Mitautor Paul Scheller zur Seite geholt und präsentierte eine umfassende Überarbeitung und Erweiterung des



Ursprungswerks, die den vorherigen Rahmen sprengte und auf zwei Bände aufzuteilen war. Dieser Band 1.1 ist das Ergebnis aller Fleißarbeiten, die Ergänzung durch Band 1.2 soll noch im Winter 2019 folgen.

Das Themenfeld dieses ersten von zwei Bänden sind die gedeckten Wagen und die meist auf gleicher Konstruktion fußenden Verschlagwagen, soweit sie von den deutschen Länder- und Staatsbahnen oder der Deutschen Reichsbahn bis 1945 gebaut wurden. Auch Beute- oder Fremdwagen, die dauerhaft in Deutschland verblieben bzw. nicht zurückgegeben wurden, haben die Autoren in dieses Buch integriert.

Auch die weitere Verwendung und Modernisierung durch die beiden deutschen Staatsbahnen der Nachkriegszeit wird mitbehandelt, solange aus den Maßnahmen keine abweichenden Bauarten entstanden oder die Wagen von Grund auf neu aufgebaut wurden.

So entstand ein Werk, das in seinem Umfang und seiner Vollständigkeit nicht mehr zu überbieten ist, obwohl es gleichzeitig klar gegenüber Band 1.2 mit Nachkriegsbauarten abgegrenzt ist. Dass es sich als neues Standardwerk etablieren wird, steht außer Frage, denn es gibt nichts Vergleichbares im deutschsprachigen Buchmarkt.

Für Modellbahner, die im Eigen- oder Umbau von Modellen tätig werden wollen, sind die 157 Zeichnungen des Bands auch in Zukunft unverzichtbar. So wurden sie neu gezeichnet und bilden wieder eine hervorragende Basis für geplante Projekte. Ihre Wiedergabe ist, wie auch die der Fotos, ohne jeden Tadel.

In den etwa 600 Fotos steckt zudem der Hauptgrund, warum auch Besitzer des Ursprungswerks zugreifen sollten und sich nicht vom alten Buch trennen müssen: Sie bieten nämlich nicht nur eine umfassende Darstellung aller Bauarten, sondern wurden überwiegend auch getauscht, um Wiederholungen zu vermeiden und besser geeignete Aufnahmen einbinden zu können, auf die vor 30 Jahren noch kein Zugriff bestand.

Noch keine Ausführungen haben wir zu den Texten geschrieben: Die Reihenfolge der Bauarten wurde geändert und neu strukturiert. Sie werden nicht mehr nach ihren UIC-Bezeichnungen abgearbeitet, sondern zunächst nach festgelegten Kriterien, orientiert an der Chronologie, zusammengefasst.

So sind Spezial-, Fremdwagen und auch Leig-Einheiten in eigenen Kapiteln zu finden, wie auch die noch nicht einheitlich gebauten Länderbahnwagen sowie die Wagen der Verbands-, Austausch und geschweißten Bauart. Davon abgehoben werden die vereinfachten Kriegsbauarten. Diese Vielfalt deutet sich bereits auf dem Buchdeckel an, auf dem der gelbe Elefantentransportwagen des Zirkus Krone strahlt.

Die gelieferten Informationen sind umfassend, tiefgreifend und gut recherchiert. Dass sie auch verständlich und kurzweilig geschrieben sind, erleichtert den Lesefluss und die Wissensaufnahme. So kommt wahre Lesefreude auf und bestätigt, dass dieser Titel seinen Preis mehr als wert ist.

Und so sind beim Lesen unsere Zweifel verflogen, ob es richtig war, wieder am Beginn der Buchreihe anzusetzen, statt zunächst die noch offenen Themen bei den Kessel- oder Tiefladewagen sowie dem kombinierten Ladungsverkehr abzuarbeiten.

Deshalb haben wir „Güterwagen Band 1.1“ auch für die Neuerscheinungen des Jahres 2018 in der Kategorie Literatur nominiert.

Publishing pages with reference possibility:
<https://shop.vgbahn.info>

The year in review 2018

Colourful and varied

For a long time now, we have also been looking back at the beginning of the year and looking at what has occupied us in the last twelve months on Z-gauge. This review will get us in the mood for what will soon be coming to us and hopefully make our model railway hearts beat faster. Also today we pause and let the past year 2018 pass in review once again.

As in previous years, we would like to start the New Year with a review of the old one. What we really relished in 2018, what demanded our patience and what anniversaries we celebrated should be remembered? This can put us in the right mood for what we are expecting and hoping for, presented in the form of new products and finally delivered.

And this is already the first anniversary of the past year: The Märklin Insider Club celebrated its 25th anniversary.

When it was launched in 1993, the Mini-Club still seemed to be a stepchild. H0 gauge was covered with exclusive products, for Zetties there was just one year old car.

It was not until the following year that they were able to enjoy a club locomotive. The box locomotive 110 155-9 with blue roof and red federal railway logo (art. no. 8834) was by no means a new design, but only a special design.

What difference does the just as blue class 141 make as Insider Model 2018, which unfortunately has not yet been delivered! Such contrasts show why the anniversary was a reason to celebrate!

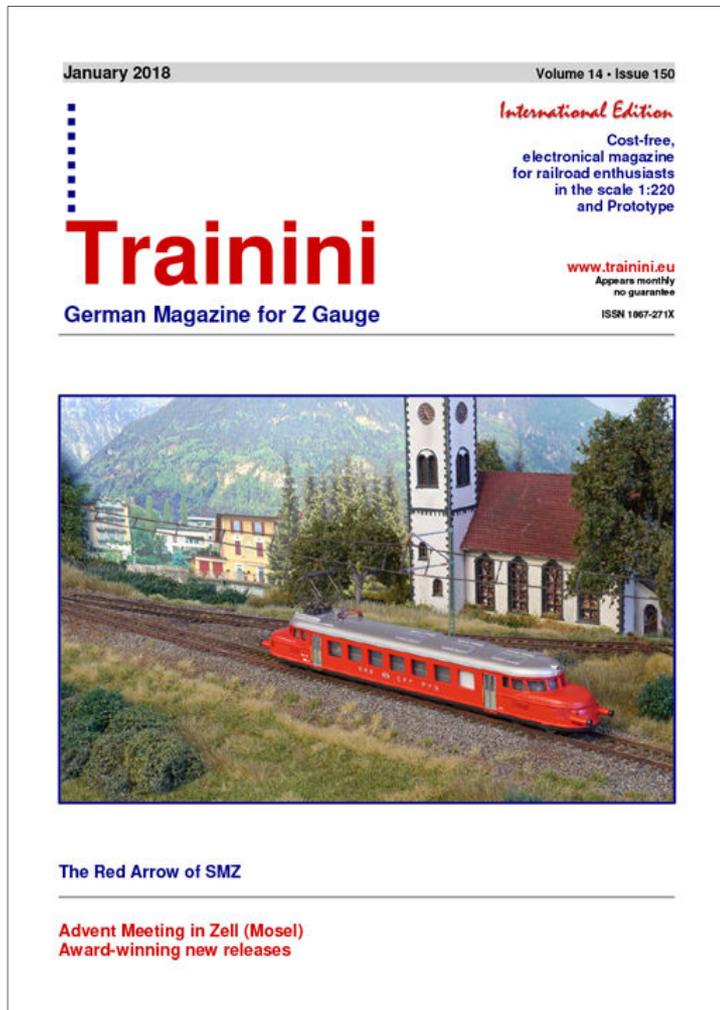
Only the secure basis of loyal customers allows new designs and technological progress, which has also been proven by the delivery of the class 80 tender steam locomotives.

With its higher weight and new drive, it brings power and driving culture to the rails, and its visual implementation also sets high standards. To illustrate this unmistakably, it only needs to be placed next to its sister series 89 from 1972.



In 2018, the Märklin Insider Club celebrated its 25th anniversary.

Märklin's pride in its customer club was evident at every trade fair in the anniversary year: The silver anniversary was toasted with Prosecco or optionally orange juice. But also our editorial staff had reason to celebrate! Starting with the January issue 2018, the *International Edition* joined the German edition of our magazine.



At the same time and shortly afterwards we were able to welcome a total of three new colleagues to the **Trainini®** team: Martin Stercken, a native speaker, took over the responsibility for the English translations, and Alexander Hock and Christoph Maier support him.

The three translators currently work on each issue in the best coordinated and disciplined way.

The praise from our readers confirms this initiative and we are happy to be able to fulfil the wishes of our readers outside the German-speaking world, which have been expressed over many years, thanks to this now established trio.

A first highlight of every New Year is always the awarding of particularly successful new shapes and innovations from the previous season. The editorial decisions for the new publications of the year are always preceded by extensive discussions in order not to forget or overlook anything important.

Among the outstanding achievements of the year 2018 were two that are closely linked to each other and, like no other media event, were well received outside our magazine: the

Z-Car system from KK Produkcja and its technical pioneer Hermann Kammler.

This makes it all the more regrettable for us, and for sure also for the excellent one, that the certificate has still not been handed over and has since been signed by all three editors. There were three reasons for this: Forgetting the certificate when leaving for Altenbeken, the postal delivery times with a view to personal absences and finally the failure to make a planned surprise appointment. But postponed is not cancelled!

Surely you will now think that we are ready for the island? You're not so wrong, because that was already the case in February 2018. We took a trip to Kniephaven and portrayed the Z-gauge layout shown on the OnTraXS! in detail, as the cover picture has already shown.

In March, Märklin's "rocking horse" was finally a big topic. The newly delivered Series 80 was not only a new design that was delivered with a new engine and successful aging, but also an innovation in terms of its production technology: brass precision casting had never existed before from Märklin.

The good response in letters to the editor is certainly also worth mentioning. We are always happy to receive incoming letters from our readers.

Not all of them are intended for publication, but they all provide us with important insights into where the shoe pinches, which topics are popular or desired, and what expectations exist at all.

Today is the right moment to thank you and encourage you all to keep going!

We would like to cite the April issue as a prime example of where such impulses lead: all three main topics came from among our readers. It doesn't matter whether a model or construction project, texts or pictures were supplied: **Trainini®** should thrive for you and with you.



After a long wait, models of the 80 series were delivered to customers. It was the first Märklin (Z) locomotive to be produced using the brass precision casting process.



In the early hours of the morning, wafts of fog are still moving over the Altenbekener Viaduct, but soon it should start very close by and be over with peace and quiet.

The undisputed highlight of the year for gauge Z was the meeting in Altenbeken. By the middle of the month, well over 1,000 people were drawn to the railway town on the Egge Mountains. And as expected, the level of the show was once again greater than the previous edition. This is to engage and encourage, because even in the small scale 1:220, cooking is done with water.

Small tips and experiences put and put many of our readers in a position to create true works of art, where before there was still the assessment: "I'll never make it". This was also proven by the diorama competition of the railway magazine, which started in the middle of the year and apparently surprised those responsible there because of the good quantitative and qualitative response.



The meeting in Altenbeken was international and multifaceted, as these two motifs show: a rural motif of a Polish participant (photo above) and a bridge over the Spree of the Berlin Z-Stammtisch (club)(photo below).

But back to the Z gauge weekend: The many conversations between like-minded people, which are often forgotten or overlooked at an exhibition, are clearly on course. The meeting close to the viaduct is a kind of family reunion with participation not just from all over Europe.

The delivery of two special Märklin novelties was close at hand. The “Heckeneilzug” car wrapping seems inconspicuous at first, but it is the inner values that count. Here all four wagons in three different designs had an interior. We regard this commitment to product improvements as a clear sign from Göppingen.

The Kittel steam railcar was also spectacular on the outside, with its sophisticated simplicity and the finest details that caused great amazement: a small-series manufacturer model at a large-series manufacturer price? The traditional manufacturer has really set new standards here.



The Kittel steam railcar (Art. No. 88145) was a great highlight among the models of the year 2018.

Our big article about the VW Beetle in June did not meet with undivided restrictions. When the tinkering time was over, we wanted to honour this car’s jubilee, which has also played a big role in 1:220 scale modelling off the tracks. But the letters we received also showed that cars on model railway layouts should not be neglected.

At the same time we had placed one of our rare airplane model presentations due to the not always reliably planned delivery dates, but many readers had to miss out on the train at the beginning of summer. Both topics were accompanied by the construction report on the Dörpeder Hof by Archistories for the 1zu220 shop.

The Digital series, on the other hand, was very well received throughout the year. If no contribution could be found in a month, we immediately received reader input and questions as to when and how to proceed. We in the editorial staff then gave a lot of thought to all the feedback described in order to draw the right conclusions from it.

Two other things marked the middle of the year. On the one hand, SMZ from Austria provided an “aha” effect with the announcement of a kinematic close coupling in the model of the Rh 5147, because something like this has never existed in the 46 years of Z gauge.



SMZ attracted attention in mid-2018 with the design of a kinematic close-coupling for Z gauge. For the first time, the Rh 5047 diesel multiple-unit train from ÖBB was equipped with it. Photo: Sondermodelle Z

It was a pleasure for us to be able to count **Trainini®** among Germany's bibliographic heritage in the future. The German and international editions of our magazine were recognized as part of the German cultural heritage and thus added to the compulsory collection area of the German National Library (Frankfurt am Main / Leipzig).

Our cover story in July, in keeping with the centennial summer, sparked a holiday mood and with it a desire for the sea. The contribution of the Museumsbahn Küstenbahn Ostfriesland e.V. was dedicated to this event. (MKO), whose former Doornkaat wagon we reproduced as a model.

This topic has a special appeal, especially since the Z-friends have already turned their international attention to this troupe:

One of their annual carriages carried advertising addresses from Onno Behrends and is today on its way for the MKO in exactly the same lettering.

What attracts us, on the other hand, is the already historical design with which it was once reconditioned and brought to the museum train.



In keeping with our summer holiday, we thematised the Museumsbahn Küstenbahn Ostfriesland e.V. (coastal railway museum). (MKO) with the replica of their former Doornkaat wagon.

For a short time it was on the road together with our model's prototype, but that's another story that you might find in our magazine in 2019 or 2020.

In the same issue, Christoph Maier showed what our focus topics for the year can lead to. On his small table system, Winzlingen, he successfully processed and applied the knowledge he had gained from our big series of topics in 2017.

But in 2018 we dedicated the year to technical contributions with a focus on basic knowledge for digital beginners. It was a good coincidence that Alexander Hock also presented the various Z-gauge engine concepts together with their advantages and disadvantages parallel to this series. Both of the latter authors are now members of our translation group.

The appeal of agriculture dominated August in our magazine. At harvest time we presented the equipment with which farmers could drive on the fields on a scale of 1:220. With the title photo we made it clear that some of them are also excellent loads.

Our readers or we had no idea that one month later Märklin would announce with the Rmms 33 stake car that would be better suited as a means of transport for such purposes than any other previous models of this kind.



In 2018, the Uerdingen rail bus continued to write Z-gauge history: technically revised, perfectly printed and with interior fittings, the basic model from 1973 returned to the range.

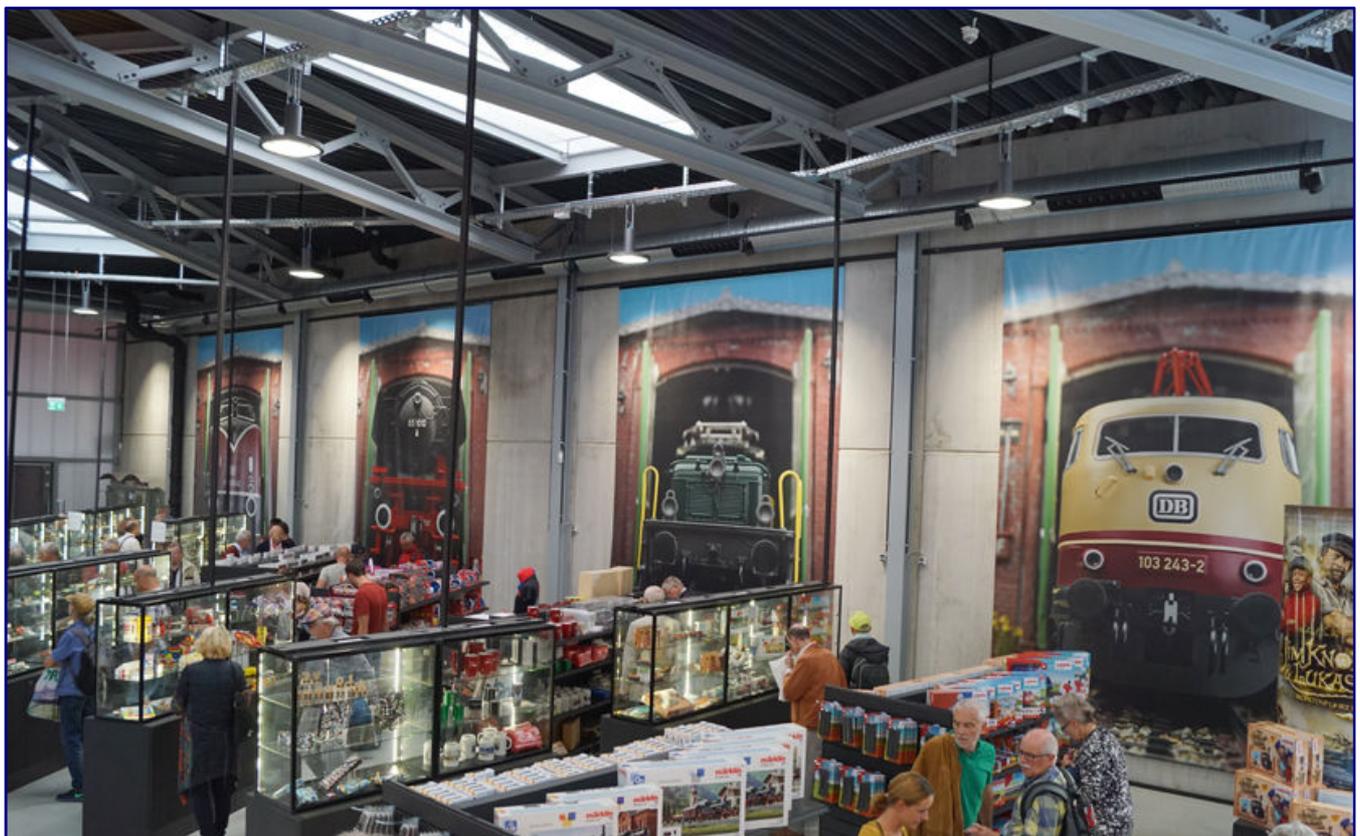
Z gauge history was written by the rail bus from Uerdingen. It appeared for the first time in 1973 and clearly outdid its relative in the H0 program. Some compromises it brought, however, already at that time with itself, and also a prototype error is probably owed to the larger HO model, from which it was probably assumed.

35 years later, a comprehensively revised edition showed how far painting, printing and engine technology have developed since then. The crown probably set the scene for the youngest model with the interior decoration set off by warm-white LEDs, which shone in a smoky blue and was produced using 3D printing.

The Magigras technology, which we turned to in September, also appears innovative. The products we work with have been known for years in their own right for almost all of them. However, the composition and combination with a conductive synthetic resin is completely new.

It takes a lot of practice and skill to exhaust all the possibilities of the French invention. But it is worth it and also a lot of fun. The next step or development is trees using the same working method. After all, they were the topic of the November issue.

An important step for Märklin was the opening of the first construction phase of the new Märklineum (new Märklin museum). About a year before the planned handover of the new premises for the company museum, the large rotunda has been open since the end of September 2018, where the current program of all Märklin brands is shown, museum cars, souvenirs and special items are available, where repairs are also accepted, and spare parts are sold.



The shop and checkout area of the new Märklineum, the first construction phase of which was opened in September 2018, gives the impression of a round locomotive shed with an internal turntable.

A contact point for visitors to Göppingen is also the integrated treasure trove, in which manufacturer's seconds and leftovers from overproduction are sold. The design of the museum as a round shed with cash desk area as a centrally located turntable certainly appeals to all friends of the Märklineum.

FR Freudenreich Feinwerktechnik courageously took the step of realizing a NOHAB in small series. One of the models will also be available as an exclusive edition in the 1zu220 shop. Although it seems to be



perfectly implemented in many details, conscious competition with a Märklin product is still a daring step. The first locomotives will be delivered before the end of this month.

Our look at the freshly delivered V 200 052 from the Krauss-Maffei-Baulos in October showed us a lot of joy about the appealing design and a little bit of displeasure about an avoidable model error.

To this day, Märklin does not seem to have decided whether the mistake in the decorative line at the front will be corrected in the second edition.



But the great shortage of passenger coaches for the years before 1960 is also becoming ever clearer: What should the parade and express locomotive of the time be able to do that was not yet available in colour versions?

The 26.40-metre passenger coaches in the Märklin range can only be used in the 1960s in a way that is befitting the original image.

Our Part 7 from the series "Maintenance & Care of Small Railways" was almost a premiere: After a long time we have continued this series once again.

A brand new NOHAB (photo above; front) was a courageous decision by FR Freudenreich Feinwerktechnik, after all Märklin also has this type in its portfolio. The V 200 052 (photo below), which was delivered with a faulty decorative line guidance in the front area, made the absence of passenger coaches from their early service period painfully clear again.

The response from the readership confirms that there is a great need for such assistance in dealing with the precision mechanical models.

We were ahead of time in November with the presentation of the Raiffeisen warehouse from Märklin, designed by Modellbau Laffont. With Märklin's approval, we completed the trial assembly and gave feedback on the kit and its instructions. This honourable task certainly gave us as much pleasure as reading our impressions.

After all, the result is something very special: such a warehouse can be perfectly integrated into a model railway for shunting and loading tasks, and the hardboard kit is an absolutely contemporary and appealing building.

The portrait of the diorama "Am Mauspfad" (on the mouse path) was meant to get in the mood for our report from the Köln fair, as it was a contribution from the last edition of the diorama building competition, the results of which will be shown at this exhibition.

Our editor, Dirk Kuhlmann, used the article to present his idea of an effective presentation of the regulars' table boards of about the same size. However, these did not play a role at the Internationalen Modellbahnausstellung (International Model Railway Exhibition), which also applied to the Faszination Modellbau in Friedrichshafen. However, Z gauge was well represented at both fairs, which is why we dedicated separate reports to both events.

As a surprise, Märklin presented the Insider annual models for 2019 in November. Once again there will be a Miele freight car, but Era III will now be the perfect time for friends of the most strongly represented model period. Most did not expect the class 0310 express steam locomotive, which cuts a fine figure thanks to the new boiler and is easy to recognise in its design language and remains unmistakable.

We almost seemed to have forgotten one jubilee in the year 2018. May marked the 90th anniversary of the first ride of a Rheingold train. On 23 October 1977, the historic train set was granted the privilege of providing the rolling stock for the last scheduled steam service at the Deutsche Bundesbahn.



At the end of the year we also paid tribute to the 90th anniversary of the Rheingold train with the conversion of the 18 505 and a Märklin product overview, because the train has a long tradition there.

All in all, this resulted in a comprehensive and exciting review of German railway history, into which we also integrated the queen of steam locomotives in the form of the class 18⁴⁻⁵. Our contribution to the conversion of the 18 505 was also very well received by our readers.

With a report on beginners' experiences in the digital field, we concluded the focus of the year 2018. What remains after six parts is the realization that articles on this topic will also be available in the future.

And so we are already forging ideas as to which topics we can use to reach our readership in the new 2019 volume and we are looking forward to delighting and informing you about them. As soon as the spring new products of the large and small series manufacturers' area available to us, we will present them in detail in the next month(s).

Look forward with us to a certainly exciting New Year!

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Editorial award for special models

New products for the year 2018

When a model year is over and the upcoming new products are not yet known, the moment has come to take stock of the past period. As in prior years, our editorial team takes a hard look at what manufacturers have marketed during the last year. After long discussions, we vote, by category, on which products will receive our annual editorial awards.

The agony of choice is always a special thing. Every editor has one vote when it comes to awarding prizes to new publications in 2018. Many considerations and quality criteria are taken into account when we try to find out which of the nominated products deserves an award.

Once we are aware of all the positive characteristics of the different contenders in a given category, picking a winner can quickly turn into a difficult balancing act of weighing up the weak points of each nominated product.

It is usually the small things which make a difference, as you will see. Surprisingly, at the end of our assessment process we often agree amongst ourselves which model or product we want to award the prize for. Nevertheless, we do not take decisions lightly and we have never found it easy to arrive at a decision.



Märklin's steel-blue Z gauge version of the class E 41 012 came too late to enter the competition for the new 2018 releases: The decisive factor for inclusion in our annual awards is always the year a model goes on sale.

In this sense, we are almost glad that Märklin did not compete against itself in the locomotives category, the most prominent of all of the categories. If their class E 41 had been delivered before the end of the year and if their class V 80 had not been delayed yet again, some models which do deserve the spotlight might have been pushed into the second row.

With these introductory words, we now turn to the individual categories and announce the winners:

Locomotives Category

In our opinion, nothing really new in terms of locomotives hit the market in 2018 from the side of the small-series manufacturers. While FR Freudenreich Feinwerktechnik announced a completely, newly designed model of the NOHAB diesel locomotive, it is not scheduled for delivery until the end of January 2019.

Bahls Modelleisenbahnen also did not deliver a new locomotive of its own design last year and instead introduced two Märklin-based super-detailed models to the market: We present the class 94⁵⁻¹⁷ in detail in this issue, but did not obtain a specimen of the class 39 in time to be able to evaluate it ourselves.



The class DT 8 "Kittel" steam railcar of the Deutsche Bundesbahn (art.no. 88145) turned out to be a very impressive model, even if it did not keep everything that had been promised and announced before its release.

The situation is similar with the always extraordinary innovations of Sondermodelle Z. Here, too, no extensive testing was possible, so that we could only do some partial assessments. As for Rokuhan, there was nothing new for the European market and other models also did not meet our eligibility requirements for nominating a product.

In this category it therefore came down to a contest between two Märklin models: the class 80 steam locomotive (art. no. 81352) and the "Kittel" steam railcar DT 8 (88145). Märklin's massive investments into Z gauge innovations paid off and won it the award for the first time in six years.

The class 80 tender steam locomotive is outstanding and shows perfect driving characteristics. Moreover, its inner values and its detailed driving rod mechanism are by now also well appreciated features.

With this tiny locomotive, everything is just a little bit smaller and very tight under the body. Märklin made a brilliant move with this model and introduced, for the first time in its Z gauge range, bodies made with a precision lost mould brass casting technique.

This technique greatly improves the reproduction of very fine detail and makes for a relatively high weight of the body due to the material used. These are the features that made this model a serious contender and earned it a nomination.

Yet, in the end and by unanimous vote, the class 80 lost out to the "Kittel" steam railcar. The Kittel is a true gem and, as editor Joachim Ritter explains his choice, leaves one wondering whether it can really be the product of a large series production process. Its unconventional packaging, which does a good job in protecting all of the finely detailed bits and pieces, gained this model additional points.

The fine details include, above all, exquisite steps and the replicas of coupling hooks and brake hoses on the front buffer beam. Holger Späing highlights these features and adds that such delicate details are a novelty and that it is hard to believe that these parts are made by injection moulding.

The fact that the original use of the Kittel steam rail car was regionally confined to Southwestern Germany does not seem to diminish the demand by hobbyists, although our editorial colleague from the Black Forest is naturally particularly pleased about the release of this model. Its affordable price will have made it even more appealing to customers. All three editors agree that this has turned out to be a really fine Z gauge model of the type we would hardly have dared to dream about in years ago.

Dirk Kuhlmann praises the winner of this category as a courageous step towards taking the mass production of Z gauge models to a higher and completely different level.

Railway Cars Category

As for railway wagons, the competition also boils down to a duel: two freight cars, but from different manufacturers. On the one hand, we have from FR Freudenreich Feinwerktechnik an essentially newly constructed model of a covered Gbs type freight car in FS (Italian state railway) livery (39.441.01). The other contender is a German Federal Railway (DB) Rmms 33 type stake car (82130) from Märklin.

Of the Rmms 33, two technical versions were actually developed at the same time. Märklin released simultaneously models of the original version with wooden sides and the modernised version with metal sides. The models come with removable injection-moulded imitations of the wooden or metal stakes.



The manual handbrake platform can also be used with both models. This creates variety, and prevents repetitions, especially since such freight cars are perfectly suited for a wide variety of different types of cargo for loads.



The two models of the Rmms 33 were outstanding in the 2018 new items programme and proved to be almost perfectly implemented. They therefore rightly receive the award in the category "Cars" for the year 2018.

As this was once a widely used freight car, we gave it our unanimous vote for the best new 2018 product in this category.

We are also happy to note that Märklin is now paying closer attention to detail for those types of cars in its product range where we had previously seen smaller or larger compromises with respect to their prototypes.

Dirk Kuhlmann is therefore right to wonder: "Where else does Märklin want to take its Z gauge line-up in the future"? It will be hard to beat the level of detail (including on the underbody) already achieved.

Accessories Category

Compared to the previous categories it was much more complicated to pick nominees and agree on a winner for the accessories category. We managed in the end, but only by majority decision.

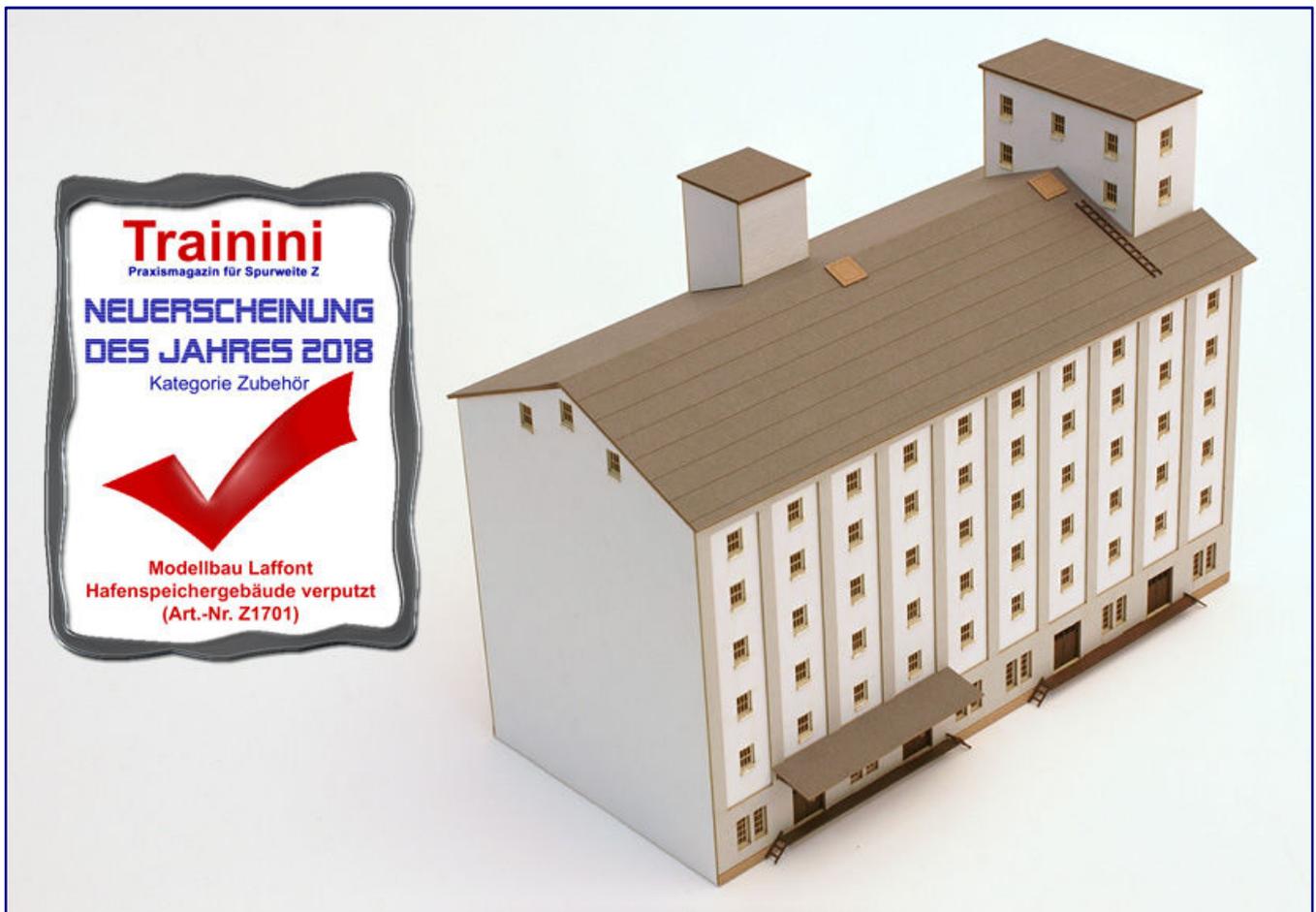
In our discussions we discarded the MF 830 combine harvester (322.018) and the yellow Caterpillar D7 bulldozer, both from Artitec. The only reason for this was that similar models had already been available on the market and that these new models did therefore not fill a major gap.



The Raiffeisen warehouse and market (89705) from Märklin also did not make the final cut, although it is an excellent model, which can also be built on slopes, a feature, which no other manufacturer has included as an option, so far.

There was also Faller's Quakenbrück Town Hall which is a prime example of how different, innovative techniques can be combined within one kit: laser cut cardboard for the building, digital printing details of the façade and 3D printing for the monument in front of the town hall.

The Samba version of the VW T1 bus from Zcustomizer also merits a mention. Unlike most other passenger car models in scale 1:220, it comes with transparent windows. The last vehicles of comparable size with these characteristics were built a long time ago. Joachim Ritter also notes that it is a dream car and a typical representative of these vintage buses.



The stucco finished harbour storage building (Z1701) serves a trend theme of gauge Z and was also flawlessly implemented. For this attractive building kit, the award in the accessories category goes to Modellbau Laffont.

However, in the end and by majority vote, the award went to the stucco finished harbour warehouse (Z1701) from Modellbau Laffont. It is impressive in its size and appearance, as well as its simple, clean and almost timeless design.

Moreover, it caters to a popular current trend of building maritime and dockside themed layouts. We expect this model to do well on the market as it fills a significant gap in the supply of Z gauge kits. Our editor Dirk Kuhlmann, for one, would have loved to include it already years ago in his layouts.

And so this year's deserved award in the accessories category goes to Stefan Laffont from Aachen!



Technology Category

Here we have often had to evaluate curiosities. Like no other category, this one is about innovations that can shape our hobby for years or even decades to come.

In 2018, we were mainly concerned with a new and very effective greening technique, to which we had introduced Magitree from Microrama as the latest offshoot.

But it stood no chance against the close couplers with guide mechanisms designed by Sondermodelle Z and installed in its model of a class RH 5147 diesel railcar.

Our unanimous vote was for this new product, which had previously been considered impossible. Model railroaders of the larger scales have long been used to it, but constructing a mechanism in the tiniest of spaces which allows carriages to be coupled close to each other and yet still be able to take curves without problems had so far seemed out of reach for Z gauge.

The ingenious inventors from Austria have turned the small world upside

down, and have made the impossible possible. "A really great feature, at last translated into Z" is the sober-sounding conclusion of Joachim Ritter.

We are also honouring this achievement because we hope that it will inspire others, above all, of course, the large series manufacturer Märklin. We are already curious to see how the market will react to this exemplary model from Wien (Vienna).

Literature Category

EK publishing house from Freiburg seems to be an annual title contender in the literature category. That's no surprise, since all of their books and films have a consistently high standard in every respect. Two of their publications made it to our 2018 shortlist.

Their DVD "Die Eisenbahn in Hamburg damals (Historic railways of Hamburg)" (8453) is the latest chapter of a new series of regionally themed documentaries which are truly inspiring and quite exciting in their own way. In addition, the film presents a lot of prototypes for which Z gauge models are available.

We were also impressed by the book "Einheitsdampflok der Deutschen Reichsbahn (Standard steam locomotives of the German Imperial Railway)" (ISBN 978-3-613-71561-5) by Transpress. After many

books of rather average quality or with slight deficiencies in the picture reproduction, this title was really a success that we have not forgotten.

Another finalist was the book, "Güterwagen Band 1.1 (Freight cars Vol. 1.1)" (978-3-89610-652-0), from the publisher VG Bahn.

Rather than being a mere re-edition of the former Vol. 1, the structure of the book was adapted to the more recent volumes of the series and expanded in such a way that old and new content had to be divided into two individual volumes.

Enough has already been said about the quality descriptions of covered freight cars up to 1945. The author's name Stefan Carstens stands for itself. Together with Paul Scheller, he has managed a seamless continuation of the other titles.

Nevertheless, in the end we decided unanimously to hand the award to another book - the second among the nominated books from EK-Verlag. "Die Baureihe 403 (The class 403 series)" (978-3-8446-6028-9) is, on the one hand, typical for this publisher's portraits of locomotives, and, on the other hand, quite an extraordinary volume.

Just flipping through the book, one cannot but notice its great layout and fantastic photographs. Anyone who, like Dirk Kuhlmann, had the privilege to travel on this train (before the Lufthansa era) will remember it for forever. The train was unique and so is this book.

Connoisseurs are aware of its close relationship to the class 420 multiple rail transit units, a result of trying to keep development costs within reasonable limits. The EK book puts the relationship between the two series into perspective, and illustrates where independent or different solutions were required. All in all, the book provides fans of the prototype with valuable information that was previously not available in such abundance.

"Complete Works" Category

Every year we are on the lookout to see which "Zettie" or which manufacturer deserves an award for their entire oeuvre. We deliberately do not aim to hand out lifetime achievement awards, because we do not want to award honours posthumously. Moreover, any winner can, in principle, win our award multiple times.





Gabriele and Michael Klingenhöfer are pillars of the Z gauge community and have been active for many years under the brand name **Creativ-Modellbau Klingenhöfer (C-M-K)**. Over the past year, they managed to further improve the design of their animal figures which are incredibly detailed, despite their tininess, as can be seen, for example, with their elephant specimen (which is also their company logo). Photo: Klingenhöfer



Our decisive criterion for this category is a long-standing and extraordinary commitment which has set standards for the hobby. We aim to focus on overall product groups or achievements of a non-commercial type which have nevertheless influenced commercial manufacturers.

This year we have selected the couple Gabriele and Michael Klingenhöfer, better known as **Creativ-Modellbau Klingenhöfer (C-M-K)**. This is the second time in a row that the prize goes to members of the **Untereschbach Stammtisch** modelling club.

With this award we would like to pay tribute to the entire programme of the finest and most scale animal figures. Even the elephant in the logo reveals what the focus of the mission is.

In 2018, Gabriele and Michael took their activities to the next level. In particular, their new the new figures of foxes, chamois, ibex and goats seem unrivalled in detail and quality.

Each of these figures would have deserved its own award, but if we would have put them into the acces-

sories category, they would have gotten lost amongst all the other products there. They are simply minuscule and can be easily overlooked.

Except on a layout that is, where they make for some eye-catching detail and signal to the observer that the model builder has gone the extra mile to produce a fine layout. Isn't it the pleasure of discovering small details which tend to captivate and inspire the viewer? Happiness can be found in little things and we hope for the same from this award.

We warmly congratulate all the winners of the 2018 awards and urge them to not let up in their efforts to delight us in the New Year with great new products, ingenious ideas and extraordinary models that further advance our small track gauge.

The webpages of our winners:

<https://www.ekshop.de>

<https://www.klingenhoefer.com>

<https://www.maerklin.de>

<https://www.modellbau-laffont.de>

<http://www.sondermodellez.at>

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Germany's largest, electronically produced magazine for Z Gauge model railroading



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 see 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 image is our goal. Likewise, here we note any events or meetings with a significance to Z gauge reference, if we are informed in time.

Information on the Trade Fair Report from Köln:

The buildings shown in Trainini 12/18, page 54 (on) Fig. 2 are houses from the "Maggi village". In the seventies Maggi cubes (for broth or gravy) were packed in small cardboard boxes, on which these buildings were printed in 1:220, for cutting out and collecting.



These cardboard houses on a layout shown in Cologne gave us puzzles. Roland Graesser could solve it: They belong to the "Maggi village" and were printed in the seventies on the outer carton of the well-known broth or gravy cubes.

The material of the Maggi houses was aluminium-coated and opaque. But you could make a copy on thin paper before cutting, cut out the original including the window openings and glue the copy onto the back. The houses could then be illuminated.

Roland Graesser (Canada), per E-Mail

Praise and joy over 14 years Trainini®:

I wish you and your families a Merry Christmas and a Happy New Year 2019!

In the last 2 months I have taken the trouble to browse and read all Trainini editions in the archive of 1zu220-Shop. I have to praise you for this successful magazine for Z model railroaders; it was also very helpful for me, because I have now found a few more dealers where I can stock up with accessories.

I would like to thank you very much for this achievement; I keep my fingers crossed for further successful years. I am already looking forward to the next issues.

Mario Schwarz, Augsburg

New Year greetings from Switzerland:

I think a picture of the Inter-City Experimental fits perfectly to appreciate your work, thank you very much for all the extraordinary contributions in Trainini!



With these two photos our reader thanks Trainini® and wishes all readers a good year 2019. Photo: Martin Zimmermann

The photo of the Argen bridge on Bodensee (Lake Constance) leads us into the New Year, I find the construction of the bridge very fitting for the new SMZ railcar. Happy New Year to all of you.

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

With best wishes this letter to the editor also reached us:

Thank you very much for your efforts and efforts to create a monthly edition of Trainini. I don't think there's a better advertisement for Z gauge, and no better publication.

Kyrill Makoski, per E-Mail

Alternative to Grasmaster:

At Case Hobbies (<http://case-hobbies.de/>) the Grassinator (Art.-No. ZTR-400) from Ztrains is offered as an US alternative to the local grassing equipment. This electrostatic device is very similar in shape and design to the Grasmaster from Noch, but is in no way identical to it.



Electrostatic Grassinator (Art.-No. ZTR-400). Photo: Ztrains

The main difference for the user probably lies in the transparent storage container, which is why the user can check the available filling quantity at any time. The sieve inserts supplied also include those which do not release the entire cross-section of the container and thus offer a function which is close to that of the individually available Noch fine applicator.

News from the ALAN control system:

The update 1.2.6 of the operating program, which has been available for download since the end of December 2018, corrects minor errors in the ALAN control, in particular in connection with the level change symbol.

Electronic distribution has been expanded to include LED light bulbs for locomotives, wagons and accessories, allowing the replacement of older E-5.5 threaded light bulbs or BA-5 bayonet light bulbs. The energy-saving and low-heat-emitting LEDs are available in both cold and warm white light colours. They are suitable for operating voltages from 12 to 22 volts and in ALAN operation ensure that the lights remain on even when the vehicle is stationary. The manufacturer can be contacted at <https://toy-tec.com>.

Worthwhile fairs and exhibitions in March:

On 9 and 10 March 2018 the 17th International Lahnstein Model Railway Days will take place. This exhibition is regarded as a small OnTraXS! and impresses every year anew by the exceptionally high level of the exhibits shown, which is why it is highly appreciated by connoisseurs.

Also Z gauge has traditionally a fixed place here and will again be present at this edition with 25 turbines from six European countries. The fine pieces of modelling can be seen on Saturday from 10:00, on Sunday from 11:00 in the Stadthalle am Salhofplatz (56112 Lahnstein).

Until 5 p.m. there will be ample opportunity for viewing, technical discussions and shopping at the participating dealers and small series manufacturers. Also for the physical well-being is ensured.

Only one week later the tour continues in Mannheim. The Faszination Modellbahn will take place in the Maimarkthalle after its move from 15 to 17 March 2019. The fair is open daily from 9:00 to 17:00. **Trainini®**

readers will receive an admission discount of 2 euros on the day ticket upon presentation of the advertisement in this and the next issue.

The Nuremberg fair novelties can be seen here for the first time in public and the Z gauge is to prove once again in Mannheim that it is on a par with the big tracks. With the large modular layout of the US Z Lines Europe, the US railroaders will show how large model railways can be built on a small scale.



This American-style intersection without many structures can be seen on one of the many US modules to be exhibited at Faszination Modellbahn in Mannheim. Photo: Peter Simon

Of course, long trains with multiple tractions should not be missing, and the modules designed by Peter Simon convey the “American dream.” The “Big Boy” and “Challenger” steam locomotives (even with noise decoders) are also used in front of heavy trains and show what can be done in the meantime.

Märklin deliveries at the turn of the year:

New models also came from Göppingen to the dealers at the turn of the year. The “Gotthard Panorama Express” train pack (Art. No. 81594), for example, is now also a product for friends of the Swiss railways. The Re 4/4II series ellok contained therein is now driven by a bell-shaped armature motor.

This also applies to the E 94 freight locomotive of the Deutsche Reichsbahn of the former DDR (88227), which was converted to LED lighting and is offered as part of the current museum series. Limited to 499 pieces, it is delivered in a wooden box and comes with a replica of its AEG manufacturer's board.

The three-part "Staufen-Bräu" (86603) freight car package for Era III is now also available. The cars, which have aged slightly ex works, have two different designs and, in the case of the G-10-based heat protection car, are likely to be secondary uses of an earlier museum car "Brauerei zum Rad" (Brewery at the Wheel).

Important note on Küpper loads:

As information for their customers, from New Year's Eve 2018 Spur Z Ladegut Josephine Küpper advises their customers that responses and answers may take longer than usual due to health reasons. Please understand why we would like to pass this information on to new customers at this point.

Results of the EM diorama competition:

The railway magazine has announced the winners of its diorama competition. The Z gauge was not only very well represented in terms of numbers, but also in terms of quality, as we have already stated in our trade fair report.

Nevertheless, the result of the visitors' vote is astonishing in view of the fact that in the past contributions of size H0 were always visibly preferred when voting. We therefore rate the latest result as a clear success for the small scale, its advantages of designing in the smallest space and the increased acceptance by the public.



The block position 200 by Detlef Wolf was the clear winner of the competition: For the first time in Germany, Z gauge convinced a trade fair audience of its advantages and outstanding quality.

So far, however, only the three first place winners are known which is why further surprises are not yet ruled out. Among them, three Z-scale dioramas could be found in the adult (abbreviation E) and youth (abbreviation J) categories. We congratulate the following winners on their unprecedented success:

<u>Place</u>	<u>Participant number</u>	<u>Name</u>	<u>Diorama theme</u>
1 st Place Adults	E24	Detlef Wolf	Blockstelle 220 (Block 220)
1 st Place Youth	J19	Julia Adass	Rodungsarbeiten (deforestation work)
2 nd Place Youth	J15	Marvin Schneider	Kallentaler Mühle (Mill)



Marvin Schneider is also one of the greats and proved this again impressively with the Kallentaler Mühle (mill).

All three contributions were characterised by great creativity, well thought-out structuring, cleverly applied eye-catchers and skilful landscaping. Julia Adass was also the youngest participant in the competition at the age of nine.

News from Micro-Trains:

Following the fifth postponement of the delivery date, the EMD SD40-2 diesel locomotive is to be delivered to ATSF at the beginning of February 2019. The wagon packing for this railway company will also be available at about the same time. In 2019, Micro-Trains will celebrate the 50th

Photo on the right: Somebody should do that first! Julia Adass is only 9 years old, but has won the competition with flying colours.



anniversary of its Magnematic couplers, which are also used in gauge Z. The new Magnematic couplers will also be available in the Z gauge.

The new products from American Z Line:

AZL continues the product maintenance program for its EMD SD70M and SD70i this month with two SD70M from Union Pacific (Art.-No. 6104-2 / -3) in very small quantities. We have already described the features of the upgraded models in the last editions.



The covered AAR freight wagons from 1937 receive an increase with three deliveries for the Southern. Available are a single wagon (904312-1), a double wagon (904382-1) and a quad wagon (914312-1).



Back in the program are also the 89-foot flat cars, which are again used for military transports and are used in the Trailer Train and DOD. They are loaded with one HEMTT vehicle each M983 and M994, either in olive green with the operator code TTX (91102-1O) or sand-coloured with DODX (911024-6S).

EMD SD70M of the Union Pacific with flag design (picture above) and TTX flat car with military vehicles (picture below). Photo: AZL / Ztrack

The Amtrak Superliner passenger cars in Phase III design are now also available. There is a choice of single seat (72001-1 / -2), sleep (72002-1 / -2), dining (72003-1) and viewing cars (72004-1). Train sets for your own layout can also be put together from two packs of four (72050-1 / 72051-1), which ensure a suitable distribution of the above-mentioned wagon types.



Two packs of four can be used to assemble prototype Amtrak trains in Phase III paint. They have therefore been put together with different cars in each pack, and have different operating numbers. Photo: AZL / Ztrack

You will find further manufacturer photos of the current deliveries under <http://www.americanzline.com>.

Free admission for socially challenged people:

Also in January 2019 the Miniatur Wunderland in Hamburg repeats its action "I can't afford it." Since 2015, on selected days at the beginning of the year, the operators have offered free admission to those people who cannot afford a regular ticket.

60,000 people had already taken advantage of this opportunity before the start of this year's campaign. Nobody has to justify themselves, provide evidence or feel humiliated in any way, the decisive factor is

their own assessment of the personal economic situation. So it is sufficient to make the statement “I cannot afford it” at the cash desk in spoken or written form.

In the meantime, dozens of letters of thanks have reached the Miwula. “For example, I remember a grandmother who was there with her grandchildren, thanked them with tears and said she would still like to pay 5 euros. She simply can't afford any more,” reports Frederik Braun, visibly affected.

“Unfortunately, despite full employment in some regions, there are still many people in Germany who live under precarious conditions. For us it is a great joy that we are in the fortunate position to give these people a beautiful moment,” he continues.

More information can be found at <https://www.miniatur-wunderland.de/leisten>. The dates still offered with appearance of this expenditure are:

Montag, 28. Januar 2019 (9:00 – 19:00 Uhr),
Dienstag, 29. Januar 2019 (9:00 – 21:00 Uhr) und
Mittwoch, 30. Januar 2019 (9:00 – 19:00 Uhr).

New beer wagon from 1zu220-Shop:

The 1zu220 shop continues its Westheimer beer car series. What they have in common is the product-specific design and the underlying car type G 10. All cars have no real life prototypes, but are provided with company labelling for Era IV private cars and are designed in such a way that they can also be enjoyed by railway employees who, for example, would like to design a brewery theme.

Without prior notice at the model railway exhibition in Bad Schwartau on the weekend 19-20 January 2019 a new car was offered in beige paint and with grey aluminium roof “HOBİ Honigtrunk” (Art.-No. 98163) and was very well received.

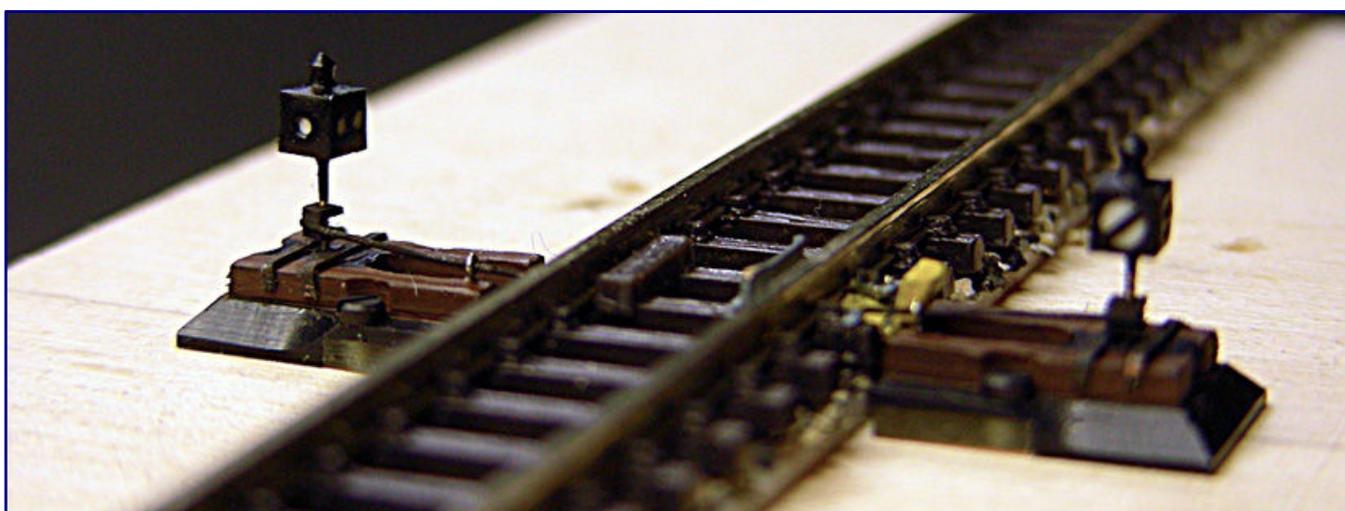
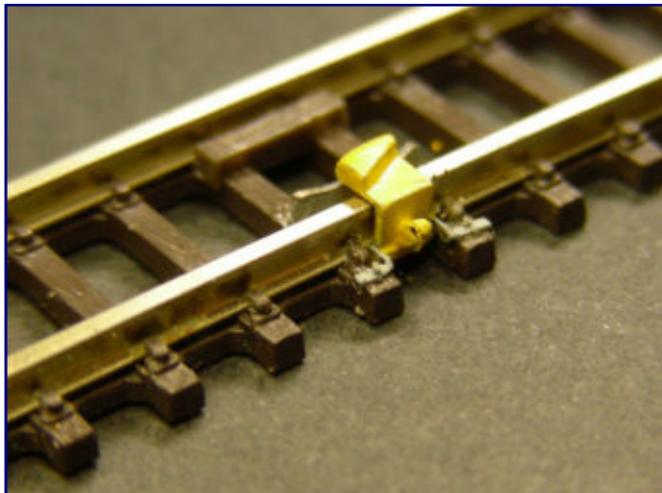


With the beige-coloured G 10 "HOBİ Honigtrunk" (Art.-No. 98163; right) from Märklin production, the 1zu220 shop continues the beer car series that has begun.

This model has also been produced and printed in a unique edition by Märklin. For all who have visited this exhibition, it is now available at <https://www.1zu220-shop.de>, while stocks last.

And it can' be ignored ...:

Götz Guddas doesn't let the fiddling go on! Our reader and Zettie, who has been very well known through exhibitions, has again designed and built at the turn of the year. The result is an extremely filigree and fully functional track barrier for his system divided into segments.



The small photo series shows the filigree individual parts (photos above left and right) including the illuminated lanterns as well as the finished track barrier in on (photo centre) and removed condition (photo below). Photo: Götz Guddas

He has chosen a model with two (movable) lanterns that signal to the locomotive driver from both directions whether the track barrier is on or off. At the push of a button, the yellow-painted locking element, which causes passing wagons or locomotives to derail and thus protects the rest of the line from a runaway train, is removed from the track in a rotary movement.

As such a self-build is unique to our knowledge; we would like to share the photos of the builder, who has also reported extensively in the forum of Z-Freunde International, with our readers.

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