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Busy Times in the Alpine Foothills

A Perfectionist from Sanitz
Unusual Cargo Load Ideas

Introduction

Holger Späing
Editor-in-chief

Dear Readers,

we are already seeing month two of previously unknown limitations and hardships, but finally a gradual end seems to be in sight at least. But nobody can seriously estimate when our everyday life will be normal again.

Perhaps, or should I say hopefully, this everyday life will bring a totally different normality than we can imagine today. If we are honest with ourselves, then our modern times have also brought along many habits that we certainly do not love.

In the last few weeks, almost forgotten values and desires have dominated our lives, which we hope we will never let go again. I myself have found more time for my family without having to neglect my work.

We cooked and played together and I also found time to do more handicrafts or to do exactly that again with my children. This is a delight for me, because joint model building kills several birds with one stone.

Perhaps you too have found time to resume, advance or even complete projects that have already been put aside? If you write to us, we would be happy to present these results here and perhaps motivate further readers.

We would like to and will certainly be able to provide you with suggestions again in this edition. We present the Omm 32 open freight car from FR Freudenreich Feinwerktechnik, which is certainly inviting to be loaded. And this is already a starting point for creativity, which we would also like to stimulate with a contribution on various cargo loads.

Therefore we were looking for the extraordinary and hope to meet your taste with the various suggestions and products. And I can tell you that we are far from running out of ideas. With this article, we would like to congratulate Duha models on their anniversary, because the Czech supplier has been in business for twenty years now.

Karl-Heinz Wobschall and his “Bergheim” layout shows us what the Zetties themselves have to offer as part of the annual focus on “readers' layouts”. We have already visited him twice, but the fascination for his work is unbroken.

And also our editor Dirk Kuhlmann reaches into his bag of tricks again. He pursues the requirement of good planning as the starting point of every layout. This time, however, he goes a step further back and makes us aware of how impressions and ideas inspire our creativity.

We only have to get aware of them, structure them and transform them into a concept to make them tangible. This is actually not difficult, but we must also tackle it and simply take a bold approach. Good model making also needs time and I now wish you time to read about it!

Sin-Z-erely,

Holger Späing

Editorial

Model

Prototype

Currently no items

Design

Technology

Currently no items

Literature (not translated - only in German)

News

We thank Artitec, Baumann-Modellspielwaren and Modellbahn Union for their support with the cargo (loads) article.

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Cover photo:
Rarely do we experience such activity in Bergheim, as in this photo. While the Intercity is only passing through, and the heavy freight train will not stop, the class 212 is waiting for a blocked track to be cleared, so that it can deliver freight cars. Photo: Karl-Heinz Wobschall

The Linz type model from Freudenreich

A Quick-change Artist

The open cars of the Linz district, later found in the Bundesbahn's stock as Omm(r) 32, owed their high number of units to the massive armament of Germany from 1933 onwards. Originally intended for military vehicle transport, they could easily be converted into flat cars. After 1945, they made a career in bulk transport during the economic miracle. FR now puts them on the rails in 1:220 scale.

Two developments characterised the development of freight wagon construction at the Deutsche Reichsbahn Gesellschaft from the 1920s onwards: the standardisation of elementary components of freight wagons, and modern welding technology.

The Allgemeine Wagen-Normen-Ausschuss (Awana; General Car Standards Committee) had already been founded in 1919 to rationalise the manufacture and maintenance of cars. Its task was to enforce the application of the Deutschen Industrienorm (DIN; German Industrial Standard) in wagon construction. Its work was not only directed at screws, nuts, threads or profiles, but also at exchange parts, such as buffers or couplings.

Open freight wagons have always played a large and important role in the railway. Here, in Rostock Überseehafen (Overseas Harbour) on 22 June 1964, you can see, among other things, specimens from the former Lin type. Photo: Bundesarchiv, Bild 183-C0622-0004-003 / CC-BY-SA 3.0

The basis of the exchange construction, whose developments were to replace the association designs of the railways in national sovereignty, was also close manufacturing tolerances. They made it possible to install all parts and components in different vehicles without any special adaptation work. With the foundation of the Reichsbahn, this had still not been possible, despite standardized parts.

On the basis of the new standards, replacement designs of open freight cars for 20-tonne load weight in rivet construction were developed from 1927. It was not until the mid-1930s, that welding technology found its way into wagon construction, and provided a further boost, as it enabled significant weight advantages to be achieved. This resulted in a significantly higher payload for the wagons with an identical permissible gross weight.

The open freight cars of the Linz type district discussed here today are also offshoots of these two developments that shaped the era of the Deutsche Reichsbahn. They became necessary when, after the political changes of 1933, the economy in Germany picked up again as a result of government contracts, mainly for armament purposes.

With the economic revival, the transport services of the Reichsbahn soon began to rise again. The most important objectives in the construction of new freight cars were higher permissible speeds and larger loading capacities.

In the Villach and Linz open wagons developed in 1937/38, too, the weight savings combined with greater stability as a result of the welding technology made it possible to increase the load capacity and lengthen the loading space by a whole meter (loading length 8.72 m). However, there were considerable differences between the two wagon types, which resulted from their intended use.

This reconditioned Linz also took part in the anniversary exhibition in October 1985 in Bochum-Dahlhausen. It is a representative of the design, as built, from 1941 to 1943. Photo: Manfred Kopka (CC-BY-SA-4.0)

While the Villach was a classic open freight car with 1.55 m high and fixed side walls of modern design, the Linz version had only 1.00 m high and removable side walls. This possibility revealed its actual purpose, as it was exclusively for military reasons: From 1939 onwards, the Reichsbahn had to provide the Wehrmacht with 42,900 open, mainly detachable cars for transporting troops and vehicles.

For this reason they also had 72 mm thick floor boards, usually 55 mm, and so-called “tank hooks” on the beam at the ends of the body. The load could be lashed down there, as well as at the eyelets in the side walls. The ability to change track gauge also made it possible to use them on Russian tracks.

In the first design, in which 6,130 Ommr Linz were built between 1939 and 1941, the cars had internal longitudinal beams that were reinforced in the area of the middle of the car like a fish belly. In addition, a spatial, internally tapering truss structure provided stability. It had the outer shape of a four-sided pyramid, with the tips pointing downwards.

Like the Ommru Villach, a second design had underframes with external longitudinal beams and spatial trusses. It was built from 1941 to 1943 in a number of 18,605 units and already had some roller bearing wheel sets. Versions with fish-bellied longitudinal beams and flatter trusses remained experimental units.

After the Second World War, about 6,000 units of both series types entered the inventory of the Bundesbahn, which classified them as type Omm(r) 32. Beginning in 1952, it began to equip its cars with new roller bearing wheel sets.

A substantial reduction in stock of almost 2,000 units took place between 1958 and 1961, because during these three years, cars with external longitudinal beams were converted to Omm(r) 42 with 1.50 m high and solid sheet metal walls, a type of car that can be found in the KoMi-Miniaturen range.

At the end of this conversion programme, 2,145 Omm 32s were still in the DB's stock, which was almost halved again within two years. In 1974 the last cars were taken out of service, but some of them were still used as service cars until 1978.

First look at the model

FR Freudenreich Feinwerktechnik has added two more open carriages to its range this year, after models of the Omm 55 and “Klagenfurt” with the types Omm 32 (ex Linz) and Ommr 33 (ex- Villach). Both of them are completely new in terms of shape, because their running gear is not completely identical, either.

“Fresh out of the box” the two open cars as type Omm 32 of the Deutsche Bundesbahn for the era III (item no. 49.339.02) were tested.

Data and dimensions of the open freight wagon Omm 32 (formerly Linz):

	Prototype	1:220	Model
Length over buffers	10.100 mm	45,9 mm	45,9 mm
Largest width*	3.020 mm	13,7 mm	13,6 mm
Height above rail head	2.251 mm	10,2 mm	10,5 mm
Car body length**	8.800 mm	40,0 mm	40,0 mm
Wheelbase	6.000 mm	27,3 mm	27,3 mm
Wheel diameter	940 mm	4,3 mm	4,4 mm
Weight	10.400 kg	---	5 g
Years Built	1939 - 41 / 1941 - 43		
Quantity produced	6.130 / 18.605		
Decommissioning	through 1978		

* Width on the door case strut
** Dimension without end struts

Today we are only looking at the two cars of the type Omm 32 from the stock of the Deutsche Bundesbahn (German Federal Railway; item no. 49.339.02) and will have a separate look at its brother “Villach” with higher side walls, which was also developed at the same time as the prototype, as soon as a DB version of it is available.

When the transparent box with the familiar white rigid foam is opened, the two freight cars attract attention equally well: they make a cleanly processed impression, are perfectly painted and show razor-sharp addresses, some of which can still be read without a magnifying glass.

So there is no doubt that we have models here in the well-known, almost perfect FR quality. But the devil is in the details, which is why we also use magnifying glasses and callipers to get to the bottom of even the tiniest detail. This much is already revealed here: We have found no defects.

On the contrary, even the removal of all important measurements from the models reveals mostly spot landings to the tenth of a millimeter. However, where there are minor differences to the calculated value, we must also take into account rounding to one decimal place as well as possible measurement errors. We have probably never had such a correctly converted wagon in a test before.

The models follow a proven design: The body is made of polystyrene, and the chassis is made of metal. The two cars have the car numbers 803 033 and 800 127 (not in the photo).

The design of the car has been implemented in the usual FR Freudenreich Feinwerktechnik design for models with higher quantity expectations: The box body consists of five polystyrene parts glued together; the chassis consists of etched, folded and soldered metal parts. They also ensure the necessary weight and a low centre of gravity during layout operation.

The tip-bearing and smooth-running wheelsets, dark nickel-plated as usual, are insulated on both sides and, therefore, keep the chassis isolated. They are, like the coupling shaft with pressure spring and the system coupling, FR's own parts, but are one hundred percent compatible with Märklin.

Finest implementation

If we look at the new models under the magnifying glass, we also find many fine details that add to the pleasure of these freight cars: On the injection-moulded parts, the lashing and rope eyes on the long sides have been reproduced, as have the end wall fasteners or the "armoured hooks", previously mentioned in the model text.

The typical plank structure of the side and end walls is also well reproduced, including the injection-moulded box struts (without further profiling) and diagonal reinforcements in the door area. The doors with the finely engraved upper chord on top are also a perfect match for the original, and their locks are only minimally simplified.

Fine details characterise the models, which are accurate to a tenth of a millimetre in all important prototype dimensions: shunter handles under the buffers and brakes at wheel level (photo left), as well as the correctly reproduced truss behind the fish belly, rope eyelets, and tank hooks (photo right).

This is not to be understood as a point of criticism, because the absolutely exact scale would probably not have been maintained in any other case. We would also like to praise and emphasize that the loading doors have also been lifted off the inside of the wagon body: a feature that can certainly be perceived from the usual viewer's perspective when a wagon is travelling unloaded.

We also like the separate handles on each side, which were also correctly set off in deep black according to the former German Railway paint scheme. The only conceivable improvements to the car body are the separately attached and three-dimensional labelling boxes, as with Märklin, they are reproduced here, in print.

The impeccable impression is also continued in the area of the running gear. Here, features such as the correct reproduction of the elaborate trussing tapering towards the middle or brake replicas on wheel level are particularly noteworthy.

But we also found brake change-over levers, single hooks on the reproduction of the axle brackets, the roller bearings typical for later DB operation and shunting brackets under the buffers. The only thing

missing is a small air reservoir, which was located far outside and could also be seen on the model. Correctly implemented were the internal longitudinal beams with the fish belly under the loading doors.

FR Freudenreich Feinwerktechnik has therefore reproduced a car from the first series and thus deliberately created a further difference to the “Villach”, which appeared almost at the same time, although this type of construction originally only made up just under a quarter of the total stock in the Linz district.

A further advantage of the FR innovation is that the door structures in the load compartment are rarely seen on similar wagon models.

The fact that no other longitudinal and transverse beams or brake rods have been reproduced under the car floor will only bother purists, at best, as these parts would not be visible during operation anyway. A little more striking on the prototype were only the box supports between the fish belly and the door area, which could not be moved on the model because of their small size and the required material thickness.

Brake corners, all labelling for weights, lengths, loading capacities, railway administration and operating number are applied flawlessly. However, the vehicle frame is not printed and the label box has only been reproduced by printing.

Very good overall picture

All of the above features and the excellent image of the defining details are rounded off by a clean colour scheme without dust inclusions. While the entire chassis area including buffers is painted in RAL 9005 deep black, the box body is characterised by the equally correct RAL 8012 red-brown.

It doesn't always have to be a full train. Here is a class 55 locomotive with a tender and a shunting radio antenna, which earns its mercy especially in shunting service, with a short handover on mainline service.

The company labels are printed flawlessly in white, with a black pad printing underneath in the area of the chalk field and the slip box. As is usual with FR models, there are no company addresses on the long beams, because these cannot be reached with the pad printing machine. Also, the brake adjustment device, including the lever, was not colour-contrasted.

Even in a mixed freight train, the two Omm 32s make a good group of cars. Here, they go on their journey with a V 200.

In the overall consideration of all criteria, FR Freudenreich Feinwerktechnik has created an almost perfect model with a lot of potential for further car numbers and variants, which should not be missing in any full train and will also cut a fine figure with addresses of other railway administrations.

It can easily be combined with the “Villach”, other models of open cars from the same company, but also from Märklin, and then provides a welcome change, especially in long coal trains, which should be typical on an Era III layout.

Harald Thom-Freudenreich has shown a “good nose” with this design and has miniaturized it in an impressively correct and almost uncompromising way. We are therefore honouring this achievement with a nomination of the model for the best new releases of the year 2020 in the “Cars” category.

Manufacturer of the model:
http://www.fr-model.de

New cargo ideas for more variety

For industry and agriculture

It's simply time to take a look at loads for different cars offered by Märklin and other manufacturers. In addition, Duha, an important supplier, is celebrating its 20th anniversary this year. So we are taking various new publications as well as announcements as an opportunity to give our readers some loading ideas that can add variety.

Flat, heavy-duty, low-sided, stake and open freight cars are predestined to start their journey on the model railway layout with a varied load. In contrast to sliding wall or covered freight wagons, their loading areas are generally well visible and thus ideally suited to attract the attention of the observer.

The prerequisite for this is, of course, that the model railroader on display avoids monotony and knows how to create interesting eye-catchers. Although bulk transports of coal or ore, such as those offered by Spur Z Ladegut Küpper for various types of wagons, are also noticeable, our focus is somewhat different this time.

All freight cars with readily visible and not completely closed loading areas invite you to make life on the model railway layout more varied. This includes not only cars on the track, but also loading scenes, like here with the new Omm 32 from FR Freudenreich Feinwerktechnik. Photo: Dirk Rohwerder

Bulk goods are often transported in full trains or can be found in larger groups of wagons in long trains. At this point, we would particularly like to see coal inserts for the new, open wagons of the “Villach” and “Linz” types (presented in the previous article) from FR Freudenreich Feinwerktechnik, a specialist like Küpper seems to be just right for this.

However, a wagon loaded in this way does not arouse interest by its special appearance, but rather by the multitude of wagons lined up next to each other with the same bulk material. All together they create a dominance, which is created by the recurring, almost identical image when all the units in the train “leave.” This is good and right, because it very effectively underlines the former role of the railway in the model, as well.

Today, however, we would like to look for a different emphasis. This involves individual wagons or small groups of wagons of up to three units that are to be part of a longer through freight train. As they do not have the same dominance as a full train and appear shorter, they are more suited to offer something special to the eye: This can be unique or just a dash of colour in the otherwise brown monotony.

The reason for our idea was that since our last article of this kind some beautiful models have been newly launched on the market or could be delivered in the course of this year after an announcement at the International Toy Fair 2020.

With the two Omm 32 from FR, the oil barrels from Artitec (Item No. 322.013) and transformer fox figures we have recreated a typical loading scene: While Heinz heaves the heavy barrels from the loading area of the Büssing truck and puts them on the wagon, his colleague Klaus, who is also nearby, prefers to limit himself to giving instructions. Alfred Jedermann, the local loadmaster on the left in the background, follows the events at the loading area, in disbelief.

We are thinking especially of Märklin's stake car of the type Rmms 33 different designs (item nos. 82130 & 82131; announced 82132) and as the later Klm 441 (train set 81772), which was already in use, without stanchions.

These cars make a particularly good impression on layouts because they were once widely used and avoid the earlier compromises of the R 10 from the same manufacturer. However, this type of wagon should also be considered where its carrying capacity is not overstretched.

Where “strong guys” are in demand, the six-axle heavy-duty trucks of the SSym 46 (82352) type or the overdue, and, meanwhile, also announced, four-axle sister type SSy 45 (82229) come into play.

Since these models are not yet available, the earlier implementation by Schmidt (98912) or the different versions implemented by eNKay-Design (ED0011) can be substituted.

The flat cars of the standard type Res 687 (82583) and the special type Spns 719 with double stanchions (8655), both of which were produced by Märklin, also guarantee high load capacities. Their prototypes are also regularly used in mining traffic today, and do not necessarily have to be found in a complete train.

That's a broad field of application, and we're taking a first look at the suppliers whose products we'd like to present ideas for today: Artitec, Duha models (in the distribution of Baumann model toys) and Modellbahn Union.

Modellbahn Union - still new to Z Gauge

Still quite new among the providers for Z gauge loads is Modellbahn Union from Kamen in Westphalia. This part of the company belongs to DM-Toys, a dealer specialized in N gauge for years, which also serves other gauges under the mentioned name and acts as a manufacturer.

The first and successfully working load for the scale 1:220 was the “ship engine” (MU-Z-A00155), a long engine block without any add-on parts like intake and exhaust valves, camshafts or pistons. With 18 visible cylinder blocks in V-arrangement, this load is a real hit.

The ship engine (MU-Z-A00155) of Modellbahn Union reaches the customer as an unpainted 3D printed model, as shown on this picture. Before it can be used on the layout, it still needs to be painted, ideally in light grey and applied with a spray gun, so as not to cover the finely resolved structures, and thus maintain their appearance.

So, it is not hard for the viewer to believe why a heavy duty truck has to be used here. Besides its load capacity, however, a sufficient length is also required. Meanwhile, the engine, which is produced in 3D printing, demands a colour scheme from its buyer.

Depending on whether it goes on its journey by train as scrap metal or as a supplier part for an engine manufacturer, preferably also a shipyard, it is painted in a single light grey colour or provided with rust and traces of run-off water.

The transport of a ship engine has of course its special charm on port railway tracks and on the quay. But its use is by no means limited to layouts with coastal motifs, as the engine manufacturers are spread all over the country, and the transport routes to the shipyards are often long.

Anyone who wants the transport to be reproduced completely correctly in the model also has to deal with the model's load securing instructions and ensure that squared lumber is placed underneath (see photo on page 14) and ropes are used to secure the load. The Miba Model Railway Practice Special Issues “Model Railway Loads” of Volumes 1 to 3, which were published by VGB between 1999 and 2006, also offer suggestions, in this respect.

As a side note, we would like to mention the load inserts for Märklin's Eanos-x 052 open freight wagons: In addition to various types of wood, cut boards and gravel, these are mainly bricks (MU-Z-F00009) and bricks (MU-Z-F00010). They meet the demand for something special and are also suitable for single wagons in freight trains.

Artitec - a heavyweight

The Dutch accessories supplier has become a real heavyweight of the nominal size Z in the last few years. After offering various resin buildings and ship kits more than ten years ago, things became temporarily quiet around Artitec, even if only in terms of the 1:220 scale.

The specialists have been back from Amsterdam for a few years now, and year after year they have been burning a veritable firework of new products. In addition to buildings and vehicles, the current focus is on various design articles.

For example, the oil drums (322,013) in their four colours can be used to give an open or low side car a colourful load (see photo on page 13). In fact, rolling hoop drums used to be transported by rail in this way in the past. They also enable an attractive reloading scene between the railway and the road on a ramp or loading road.

The AEG transformer (322.021) is also already provided as a load at the factory. Nevertheless, it did not seem to be a matter of course to reproduce the insulators in the removed state (to the right of the transformer) and to load them separately on the loading frame.

The AEG transformer (322.021) is also intended by the supplier for rail transport, as it is already equipped with a loading frame at the factory to secure it and other parts against slipping. In contrast to many similar loads which we have seen across different gauges, its insulators are dismantled and reproduced on the rack separately loaded.

We consider this much faithfulness to the role model to be extremely contemporary, because compromises are actually not necessary here. In view of the high prototype weight of a high-voltage transformer, we should only choose the carrier vehicle with care: A stake car is out of the question here; instead, specialised cars, in the form of heavy-duty wagons, are required.

Transports of agricultural machinery always offer variety on the rail. Even today, some of them are still transported to their destinations by rail, because their width, height and low maximum speed make them hardly suitable for travelling by themselves or on a truck.

On main and branch lines, however, they can become a perfect eye-catcher: Nobody will look past a group of low side cars when they are loaded with several tractors of the same make and colour.

With the Someca tractor (322,017), Artitec has a model in its range which is not used widely in Germany, and which seems to be suitable for this purpose. However, the Ford 5000 (322.300) tractor, which is also well-known in Germany, will be even more clearly recommended, as it also provides a nice contrast to the reddish-brown freight cars in terms of colour.

A yellow bulldozer (322.019) travelling by train is certainly not an everyday sight - then as now. But it is precisely the appeal of the unusual, that often provides special eye-catchers. And in the decades when the railway was still the most important means of long distance transport, there was almost nothing that was not transported by rail.

Contrast is also a suitable keyword for the bulldozer D7 (322.019), which immediately attracts attention with its yellow colour and may also appear alone on the train wagons.

Loading combine harvesters and letting them travel to the agricultural machinery trade had already occurred to us when MO-Miniatur once presented the Claas Europa. The prototype manufacturer from Harsewinkel, near Gütersloh still loads on the railways today, although modern vehicles only comply with the clearance gauge of the railway when the rear wheels are removed and the cutter bar is laid down.

With the early developments of the sixties, things looked different. But unfortunately this was not the case for the MO-Miniatur model and the Märklin freight cars that had already been released. But we were pleased to find out that the Massey-Ferguson MF 830 (322.018) can be loaded excellently on a Rmms 33 / Klm 441.

Both seem to be made for each other and so this Artitec model finally offers the option of loading three cars together, and, of course, even more, if desired. As a group of wagons between covered wagons and higher self-discharging wagons, it makes a particularly good eye catcher.

continues on page 19

Repetition also attracts the viewer's attention: For example, here we have loaded three MF 830 (322.018) combine harvesters that are on their way to the agricultural machinery dealer. The only difference is the freight wagons that are used: two Rmms 58, in different versions, and one R 10, with stanchions inserted.

The WestfalenGas boiler from Duha (14455) forms a nice contrast to the red-brown freight wagon already because of its green colour. When the three basic colours of the colour circle meet via a mixed colour and the remaining pure colour, we speak of a complementary contrast. It deliberately adds interest for the viewer.

Duha-Modelle – the Anniversary Child

A classic among the suppliers, which however seems to have largely eked out a shadowy existence, is Duha models. This Czech supplier is already celebrating its 20th anniversary in 2020 and is represented in Germany by Baumann Modellspielwaren.

Its strengths are unusual as well as qualitatively very demanding loads, which were and are offered throughout as ready-made models. If they were more strongly listed with specialist dealers and also listed in the range of small-series distributors, there should be no doubt about the level of awareness.

After 1968, the 064 series was clearly on the retreat and looked forward to being phased out soon. Construction train services belonged also to its daily services, and it seemed to us also suitably for the removal of rusty valves (photo above). Loaded on the low side car Klm 441 (photo below) are "2 valves with screw valve, aged on wooden frame" (14233/A; left) and "valves with screw valve and pipes, aged in wooden frame" (14233/B; right).

And yet Duha models have probably met every Zettie at least once, because the manufacturer has also repeatedly appeared as a Märklin supplier. The origin of a load was not always immediately recognizable by a sticker at the bottom.

But if you know your way around the catalogue, you will find ideas there that made it into the Märklin program or could be recognized by their “signature”. Therefore, we would like to take the occasion of our anniversary to place a small thematic focus on the Duha program.

With a length of 75 mm, the Larssen sheet piles are perfectly suited for a Res 687 flat wagon of standard design. The rusty (14423; picture above) and the new version (14423/A; picture below) are used here. If you like, you can add the tie-down, which is mandatory for the prototype.

The green “Kessel WestfalenGas” (14455) with a white print of this brand is a spot of colour within its range. This fuel supplier is particularly well represented in the Münsterland region, and thanks to the building series of the 1zu220 shop, it is easy to design suitable systems for this purpose. And this boiler is also worth it because it looks beautiful and harmonious and therefore appeals to its viewers.

Of course it can also be installed next to buildings and connected to their supply. But this does not apply to its rusty counterpart (14454), which does not suggest any regional reference.

Equally unusual are transports of large valves with gates, which actually belong to pipelines of industrial plants. Duha-Models has two aged versions in rusty condition in its range, which are probably on their way to a scrap dealer.

They are either transported there in pairs on a wooden frame (14233/A) or equally secured with attached pipe sections (14233/B). Of course, both loads can also be combined to load two consecutive wagons. Various pipes, valves and elbows are also available separately (14401, 14410 & 14233).

Anyone who has become curious and dares to take a look at the programme should be warned: there is clearly a danger of addiction here! Many other loads of the most varied kinds, be it pipes with or without flanges, round bars, steel plates or even wire coils, are no less appealing and serve popular themes of the mining and metalworking industries.

In the catalogue photos, the manufacturer is loading the short sheet piles Larssen (42 mm long) on a low side wagon. We consider a heavy duty truck or, as shown here, the very strong double stake car Snps 719 to be the more attractive choice. It can also carry two loads at the same time, the rusty one (14423/B; left) and the new one (14423/C; right).

This subject area also includes the four new products 2020, which are already available: This time, sheet piles Larssen in two lengths and designs are loaded. Steel sheets bent in this way are often used as collapse protection for excavation pits in difficult terrain, on large construction sites such as underground stations and as bank reinforcement for canals.

According to supplier photos, the short versions rusty (14423/B) and new (14423/C) of this novelty are intended for a low side car. We prefer to place the stacked and secured sheets on a short heavy-duty wagon or in pairs on a flat car.

These still quite modern vehicles have a high load-bearing capacity, as they have been additionally reinforced between the bogies especially for this purpose. A photograph in the new Duha catalogue 2020 shows such plates on a Res 687, which also shows the prototypical load securing.

In the same way, we therefore also load the models with stacks of long sheets, in a particularly realistic looking, rusty version (14423) and in new condition (14423/A), on this type of vehicle. We cannot avoid emphasising that we consider these new models to be particularly creative.

This year's Duha new products bring new momentum to a theme previously considered exhausted: Colour and variety in loads mixed on different types of freight wagons, they lead to attractive and unfamiliar-looking trains in the service of the coal and steel industry.

Many different plates and beams have already been loaded onto freight wagons, so this topic seemed to be almost exhausted. Nevertheless, Duha-Models always shows enormous creativity and finds further gaps, which give us much desired variety. Also, the implementation into the model is always impeccable, because this manufacturer is also a master for successful patina.

It is not worthwhile to build it ourselves, and we are glad if we could contribute a little bit to the 20 year anniversary of this specialist, so that this supplier will be a little more in the focus of the Zetties in the future. Many more surprises are sure to come.

Manufacturer of the goods shown:
http://www.artitec.nl
http://www.baumann-modellspielwaren.de
https://www.duha-modely.cz
https://www.modellbahnunion.com

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Karl-Heinz Wobschall's Bergheim layout

Busy Times at the Alpine Foothills

"A good layout is never finished" is a time-honoured wisdom among model railroaders. Karl-Heinz Wobschall from Duisburg proves that there are also exceptions. Although some buildings have been added or exchanged over time, he has not changed the overall concept of his layout which is both tested and appealing, but which also comes with a long story behind it.

Our reader Karl-Heinz Wobschall, whose layout we would like to present today as part of this year's series on our readers' layouts, can look back on a typical model railroading career. And yet, there are some special twists to it.

The 66-year-old retired master electrician, who previously worked in a microelectronics institute, certainly has many skills from this field that come in handy when choosing to go with Z-scale. And yet, his path towards this small scale was far from evident.

Bergheim station can be sometimes quite busy, due to its mix of passing long-distance cargo and passenger trains, as well as local passenger services and freight operations.

Like most of us, he was already enthusiastic about model railroading at a young age. It was not until 1984, however, that he was able to start building his first layout. At that time he decided to go with Mini-Club simply because of space constraints.

The view from the left across the layout shows the idyllic village of Bergheim right behind the railway station. Some of the changes this alpine foothills themed layout has undergone since its construction include Faller's village church, which has replaced a Kibri model, and the signal box at the rear exit of the station, which was created by modifying a Kibri kit.

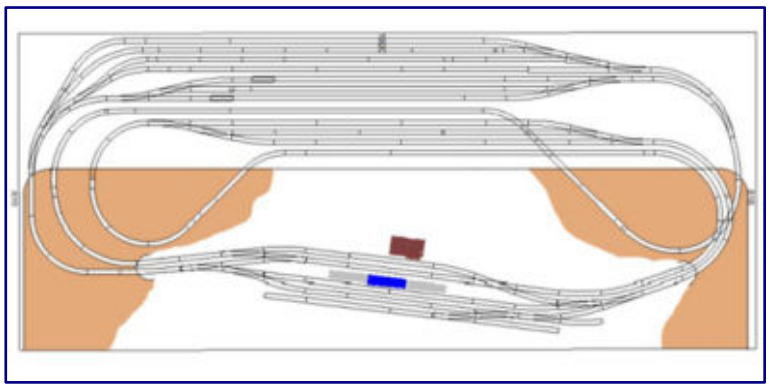
He briefly describes his further path to today's Bergheim layout in two sentences: “My first layout had a folded eight track plan. After some time I simply got tired of its continuous circular run of trains.” In addition, the substructure of roof battens proved to be unstable. So he dismantled the layout without further ado and started from scratch.

The theme of the Bergheim layout is a model railway era IV through station on a double-track and electrified main line in the Alpine foothills. The track plan is based on a dog bone concept and therefore includes turning loops.

Layout planning and building

The layout’s base consists of an open frame frame which facilitates the construction of a realistic looking mountainous landscape.

The grid frame required for this consists of plywood planks measuring 100 x 18 mm. A drawer for a self-built track diagram control panel was also integrated into this frame.



The track plan demonstrates the dog bone concept with turning loops in the non-visible area and two staging yards.

A plexiglass hood and a transparent front panel that can be removed during operation protect the landscape and rails from dust. For space reasons, the layout's footprint was limited to 1.95 x 0.85 m, and Karl-Heinz managed to really get the most out of these dimensions.

A view into the two staging yards illustrates their central function for varied and not immediately transparent layout operations.

When setting out with the design of the track plan, the proud owner did not want to repeat his beginner's mistake of putting too many tracks on his layout, something which had given his previous layout too much of a toy like appearance and something which he wanted to avoid at all cost with the new build.

Karl-Heint Wobschall therefore obliged himself to strictly limit himself to a few tracks, large curve radii and a lot of landscape in harmonious design. A 1:2 cardboard mock-up of the layout including buildings served as an important planning aid, giving a three-dimensional impression and helping to avoid mistakes.

This was the only way to get an idea of what the finished work would later look like before actual construction began. Unfortunately, no photos were taken during this planning phase, but our readers will hopefully be forgivable in this respect.

The basic concept of the track design has already been described. The turning loops and a staging yard are located behind the model railway backdrop "Oberstdorf" by Faller, which was rounded at the corners to improve the overall looks.

The tracks are fastend by srews to a track bed consisting of 2.5 mm cork strip and 6 mm plywood underneath. Our reader then ballasted the tracks using wallpaper paste as adhesive. Using white glue seemed too risky to him, in case he wanted to remove the tracks at some later stage.

The stone railway viaduct crossing over the country road, was scratch built using the method described in the text. Deciding factors for a realistic looking outcome also include a convincing rock design, rusty rail flanks and slender radii. This class E 41 is performing test operations as a temporary guest on the line.

The rail flanks were given a rust patina using water-based paint. In case some of the paint should get onto the running surface of the rail, it is important to wipe it clean immediately. In most cases, it is sufficient to use your thumb to wipe it off.

The construction of the terrain was done in the classic railway modelling style: Metal fly screens were stapled onto the plywood frames and then covered with several layers of kitchen paper, which were then covered with white glue.

The final contours were obtained by applying a thick layer of dyed plaster glue mixture, with Heki static grass fibres immediately applied to the still moist surface. The roads, on the other hand, were cut out of thicker cardboard and put in place. On top of that, thin mouse-grey craft cardboard was placed as a tarmac and given a coat of transparent primer in order to obtain a typical asphalt like shine.

For the rocks, the plaster was spread thicker on the terrain skin in order to have enough material to scratch out rock structures with a thin screwdriver or a nail. The same technique was used to model the structure of the retaining wall in the station area of the layout.

The basic structure of the stone viaduct was made from laminated fibre sheets, with the arches cut into shape with a saw and a thin layer of plaster on top. Afterwards, the stones were modelled in a similar fashion as the rocks and the retaining wall. The track bed was placed on a plywood board in the middle.

Continued on page 29

The self-built catenary deserves a closer look. It is equipped with N scale tram insulators (top image). The self-soldered overhead contact lines and supporting structures (photo bottom) were modelled after the Märklin overhead lines, which the builder of the layout did not consider up to current standards. The result makes for a perfect setting for the class 110[3] powered D-train (picture above) and the double traction formation of class 151 engines with a heavy container train in tow (photo bottom).

An undisputed highlight of the Bergheim layout is the filigree, very realistic and yet delicate overhead line with its cross-structures in the station area. It is completely self-made by soldering together 0.5 mm thick copper-plated iron wire from Sommerfeldt, a manufacturer of model railway catenary and pantographs.

The insulators are N-gauge tram insulators, also from Sommerfeldt. Märklin's outdated Mini-Club overhead contact line made of stamped parts was used as a soldering template. For a prototypical looking design of the overhead line field, our reader consulted his own photos of his home station Rheinhausen. Tinted with dark green watercolour, the final result is pretty close to reality.

The trees and bushes on the layout were from Heki, but still had to be modified reworked with leaf flakes. The buildings are from Faller and Kibri; however, some buildings were recently exchanged for different ones, for example a Kibri chapel for the village church of Faller. In the vicinity of the railway station, a mineral oil loading facility also moved in.

Karl-Heinz attaches great importance to detailed scenes, with figures making for added visual interest. Examples include the bridal couple at the church with a marching band in traditional costumes, the freight forwarding company, the lively beer garden and the clothesline at the guesthouse.

Switching from analogue to digital operation

The layout was originally controlled with the help of analogous PMW controllers from System Jörger. However, after the bogie locomotives had been converted with decoder boards from Velmo, a complete changeover to digital train control took place.

Today, the trains are digitally controlled, but with points still being operated through a self-built analogue control panel. This earlier view of the layout still includes the Kibri Chapel, whose style is less suited to an Alpine foothills setting and has since been replaced.

Images on page 29:
Special emphasis was put on lively scenes, including many figures, such as the maid hanging up the laundry at the "Waldesruh" guesthouse (top photo) or the wedding scene at the church with a marching band in traditional costumes (bottom photo).

Since then, two Roco digital controlers have been used to operate the digitalized rolling stock. This has also brought model railroading fun into shunting operations which are now possible at almost true-to-scale walking speed. Operating varitety is provided by the staging area in the fiddle yard, which is monitored by track occupancy detectors and where train sets can easily be exchanged.

The model railway background “Oberstdorf” by Faller was a good choice, as you can see here. This is still an old view of the impressive scenery, before some buildings were replaced. The old class 194 is waiting on the left with a comparatively short freight train until the track is free again.

Layout concept

The trains on "Bergheim" do not run in a roundabout fashion, but (apparently) as if passing from point A to point B, with Bergheim station on the way between. After some time they return from the staging yard after a turn around to the starting point of their journey.

In all this, Bergheim is a fictional, small and tranquil place, situated on a double-track main line of the busy north-south connection on the edge of the Alps.

Most of the locals work in tourism, but there are also commuters who work in the next bigger city. For this reason, the commuter trains consisting of “Silberlinge”, a type of regional passenger coaches, run by class 110 engines, as well as the express trains, often pulled by class 111 engines, are usually well occupied.

The operating concept includes local trains that bring tourists into the town (right), passing long-distance trains such as the TEE "Mozart" (centre) and various long freight trains (left), which either also pass through or stop for switching operations to deliver individual wagons to the local branch lines.

But the class E 41 occasionally also has found its way to the foothills of the Upper Bavarian Alps. It substituted in commuter-like shuttle operations, with Bergheim as a terminal station.

Holiday guests arrive by train to spend a nice vacation in the Upper Bavarian mountains, which explains the lively traffic at this rather small through station. But the class 103 powered TEE and the class 110^3 ("Crease") powered Intercity trains simply pass through, as do the heavy freight trains.

These through freight trains often consist of tank cars or are used for container and general cargo transport; this was once commonplace before goods were massively shifted onto the roads. Depending on the length and weight of the train, traction is provided by electric locomotives of the classes 139, 144, 194 (“German crocodile”) or the 151, which was still very young at the time.

Diesel traction is less common here because of the early electrification in the south of Germany, but still the class 212 (ex V 100^{20}) is indispensable for short switching operations. It then also takes over the single wagon delivery to and from the Huber freight forwarding company, which is responsible for the logistics of the local automotive suppliers. This also includes the shunting activities which made for so much fun in layout operations.

Final remarks

Karl-Heinz Wobschall once had no real alternative to Z gauge, as long as he wanted to prioritise, in the confines of a restricted space, a generous scenic design and a layout that should not appear overloaded.

Nevertheless, this was not a decision out of necessity, but a well-considered and correct step.

His final conclusion is: “I have no regrets to have opted for Märklin Mini-Club. The small models are of good quality and reliable. So far I haven't had any locomotive failures.”

He particularly appreciates the fact that it is only with scale 1:220 that one can achieve within a relatively small surface area model train operations which are close to reality. This and the fact that it allows one to model a surrounding scenery which appears much more generous and spacious than the compressed and distorted landscapes often found in larger scale layouts!

For Karl-Heinz Wobschall there is no doubt that going with Märklin Mini-Club has been the right choice for realizing his ideas of a dream layout.

This view from the front shows the layout in its current state: the Faller Church is the unmissable centre of the village and the signal box at the right exit of the station has closed an operational gap. The traffic on the "Bergheim" layout is oriented towards era IV operations.

Anyone wanting to have long-term fun with his layout should not forget to include the possibility of shunting operations. Karl-Heinz Wobschall solved this with the help of Jörger decouplers. For example, the class 212 with a sliding wall sunroof car pulls away from the freight train, moves forward and then pushes the car onto the delivery track of a connected company.

All images (except page 27): Karl-Heinz Wobschall

Video clip with further impressions of the "Bergheim" layout:
https://www.youtube.com/watch?v=JJHxf7FVf7k

Manufacturers of kits and materials used for building the layout:
https://www.faller.de
https://www.heki-kittler.de
https://viessmann-modell.com/kibri/
https://www.sommerfeldt.de

Rolling stock and digital controls:
https://www.maerklin.de

On the way in the Diemel valley (part 1)

From an idea to a plan

We have already dedicated ourselves intensively to scenery building in one of the year's main topics. A good plan is always part of such a project, which must then be implemented. But even such a plan must be developed and mature. Today, Dirk Kuhlmann explains how the all-important phase of developing an initial idea, elaborating on it and only at the end of it all, transforming it into a concrete plan, is successfully mastered.

Many readers are still familiar with the **Trainini®** scenery series from 2017 and the sketched track plans from last year's edition. But there is still one step ahead of all those described there: How does a model railroad modeler find a certain track layout and its surrounding scenery?

Sometimes the path is very simple! There was in the sixties my great aunt, who, together with her husband, hosted the station restaurant in Kreiensen for years. Of course this also led to many visits within my family.

The trip was made, as was then still a matter of course, from Opladen by train. Sometimes it went through the Diemel valley on the upper Ruhrtalbahn to the destination. On the other hand, many decades later, Jörg Erkel came around the corner with the wish to portray a piece of home on a scale of 1:220: almost a coincidence, it is the Diemel valley again.

Memories of earlier family visits, also kept in the grandparents' records, aroused interest in the Upper Ruhr Valley Railway and its course through the Diemel Valley with Westheim Station. Photo: Supporting association village community "Unser Westheim" (our Westheim)

We then formed the “Sauerland Team” (Sauerland is the area where the river Diemel flows) and made plans together. Some visits on site and many photographs condensed the scenery to be reproduced to the area of Westheim. Again I would like to take you on a very special journey; experience the development of a model railroad layout from the first ideas to the exhibition.

On-site visits and several photo hikes provided the necessary impressions and documentation, which led to first plans after the impressions were condensed. The Catholic Church in Westheim, which can also be found on the Diemeltal layout, was also present.

The Heritage and History Society and the Eisenbahnfreunde Marsberg e.V. (Railway Friends Marsberg) were also a good address, as they studied the regional history in detail - the picture shows a part of their module layout.

Often enough the hobbist sits in his “quiet chamber” and ponders about his optimal model railroad, where the collected photos, magazines, books and also the internet play a big role.

But because of the sheer flood of information, the famous spark simply won't be ignited, or the future exhibit is conceptually already 10 meters long, even on a scale of 1:220.

And before you know it, years will have gone by again. A profound knowledge has accumulated in the brain, but the implementation is still missing.

For me, too, almost 25 years ago it was a learning process to concentrate on the essentials, to get stuck in and to let the system rise with exactly this one subject. Sometimes an old saying helps: Why going afar when the good is so close.

Often the model builder clubs all over the world behave in the same way. In front of their doorstep, the tracks are examined and compared with historical footage, many resources are evaluated and the implementation takes place as soon as possible.

The Railway Friends Marsberg e.V. have gone exactly this way and have created an impressive H0-gauge layout around their home station Westheim. By the way, it should be mentioned that many of the houses are also replicas of existing buildings - a true piece of local history. And this is exactly where our story about the “Diemeltal” layout begins.

First step: Research

Would a good implementation of the railroad line around Westheim on a scale of 1:220 even be possible in a reasonable way? How can the conversion be carried out without competing with the Railway Friends Marsberg?

Since I like the special challenges, I started my first research. Smaller memories of the Diemel valley I still had, as mentioned above. The photo books of my grandparents supported my remaining impressions.

This historical view shows a sight over the southern bank of the Diemel river to Westheim station and the surrounding village. It provided important insights and impressions for the townscape and landscape to be reproduced. Photo: Slide archive Wilhelm Degenhardt

The concentrated flood of information on the part of the Heritage and History Society Westheim in writing and pictures completed the mental impression for the coming model railroad layout in the eras III and IV.

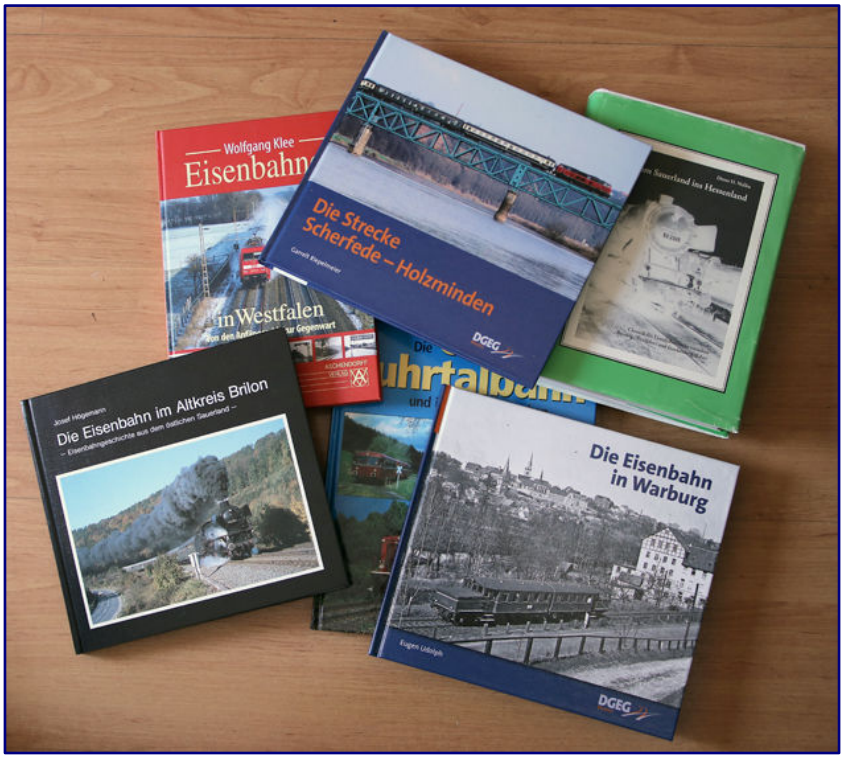
At this time I already had a list of several pages with desired sceneries from Jörg. But more about this later, because first of all the further research went in the direction of the actual main actor: the railway.

In June 1865 a meeting of the then Bergisch-Märkische Eisenbahn-gesellschaft (Bergisch-Märkische railway company) took place, and with the concession granted later the construction of the so-called Upper Ruhr Valley Railway began.

The first section of this almost 180 km long line between Schwerte (Ruhr) and Arnsberg was opened on 1 June 1870. By the beginning of January 1873, the complete line was completed. Consequently, it has been in operation for 150 years.

This was of course preceded by very difficult working conditions resulting from the different height profiles and structures like tunnels and bridges.

I don't want to look any further at the later built side branches and narrow-gauge railways in the district of Brilon, as here, we literally end up in front of the buffer stop all too fast.



Technical literature on topics of line and regional railway history are also important sources for a personal project if the aim is to achieve the highest possible level of authenticity.

Those who would like to have a read in, will find at least antiquarian technical literature. Detailed observations on the history of this route will also follow in the next **Trainini®** editions.

Route map of the present time

The Upper Ruhr Valley Railway runs, coming from Schwerte (Ruhr), initially double-tracked and with many bends. Until Bestwig, the line has a topography with rather little gradients. In the former freight station of Bestwig, the cleaning, refueling and parking of railcars took place.

This is also the starting point for the ascent to Brilon Wald, the highest point of the route. The next 14 kilometers have a difference in altitude of about 155 meters, which the railway has to surmount.

Route of the Upper Ruhr Valley Railway from Hagen (West) to Warburg via Schwerte (Ruhr), Arnsberg, Bestwig, Brilon Forst and Marsberg.

In the Elleringhäuser Tunnel it finally undercuts the watershed between the Rhine and Weser rivers. Having arrived in Brilon Wald, it has been possible to operate the branch line up to Brilon Stadt again since 2011.

From the crossing station Brilon Wald the further route runs through the Hoppecke and later the Diemel valley. Up to Bredelar, the Upper Ruhr Valley Railway then drops again by 165 metres in altitude over a length of 18 kilometres. Afterwards there are no more significant ascents.

In Marsberg there is still a crossing possibility for trains on the single-track section of the Upper Ruhr Valley Railway from Bestwig.

Der Abschnitt zwischen Brilon Wald und Warburg ist übrigens heutzutage nur noch eingleisig, besitzt aber Kreuzungsmöglichkeiten in Messinghausen, Marsberg und Scherfede. Bis 1991 gab es hier mit einem D-Zug-Paar Amsterdam – Bad Wildungen sowie D-Zügen nach Kassel sogar noch Fernverkehr.

Plan work with brains

Since the later system was to be set up in a hobby room as well as a showroom and should also fit into motor vehicles for external presentations, a length of 140 cm for a total of 3 segments with a depth of 50 cm each quickly became the rule.

I now record the desirable scenes in an incomplete list:

- Westheim railway station with gravel track platform for era III and IV
- marksmen's place near the village
- church and small cemetery
- Inserting a water mill, similar to the one on the “Kallental” layout
- two railroad crossings with guard house
- the Diemel, a small river running through Westheim
- a signal tower

But the real Westheim should only serve here as a reference point and source of ideas. Some scenes are reproduced quite authentically, others, however, show a higher degree of abstraction, but still remain typical for this region.

Pictures, stories and reports are always helpful, but a visit on site is always the best basis for thorough research.

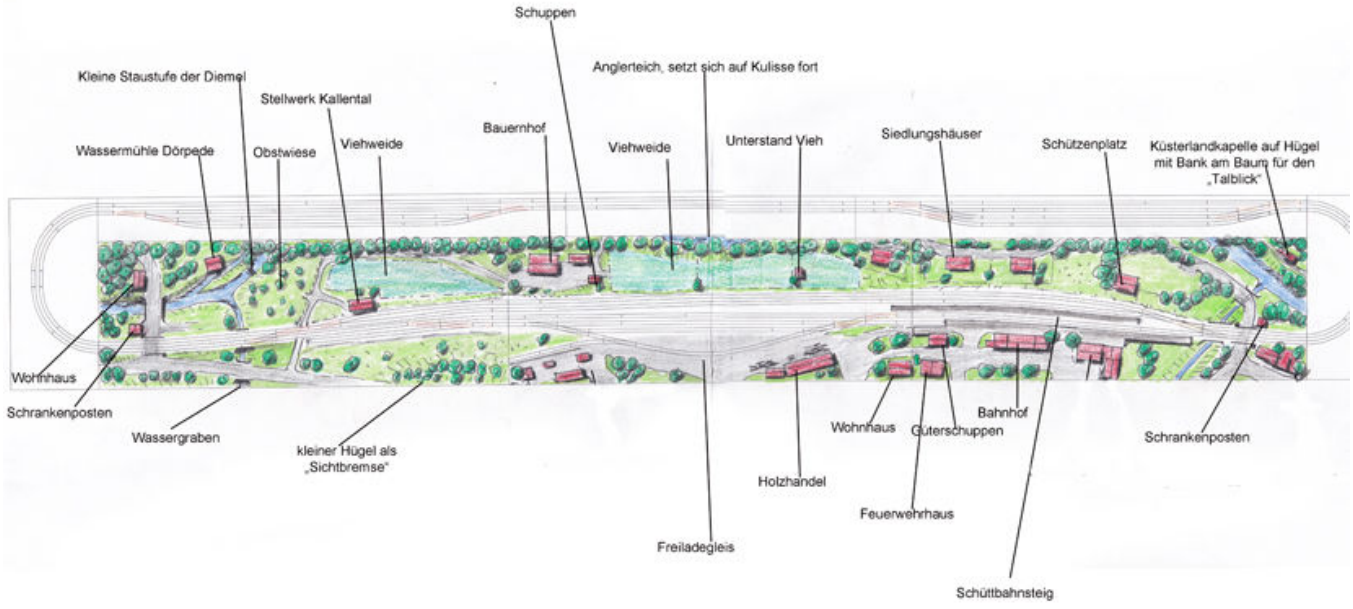
So I set out in autumn 2017 and let Jörg Erkel drive me around the area. A large amount of photos was taken and also a visit to the railway friends Marsberg was included.

This resulted in further sketches and also matured new ideas. But from now on the task was to adapt the landscape to an optimal track plan.

In view of the later total length of 420 cm, the railway installations around Westheim were to be reproduced as authentically as possible.

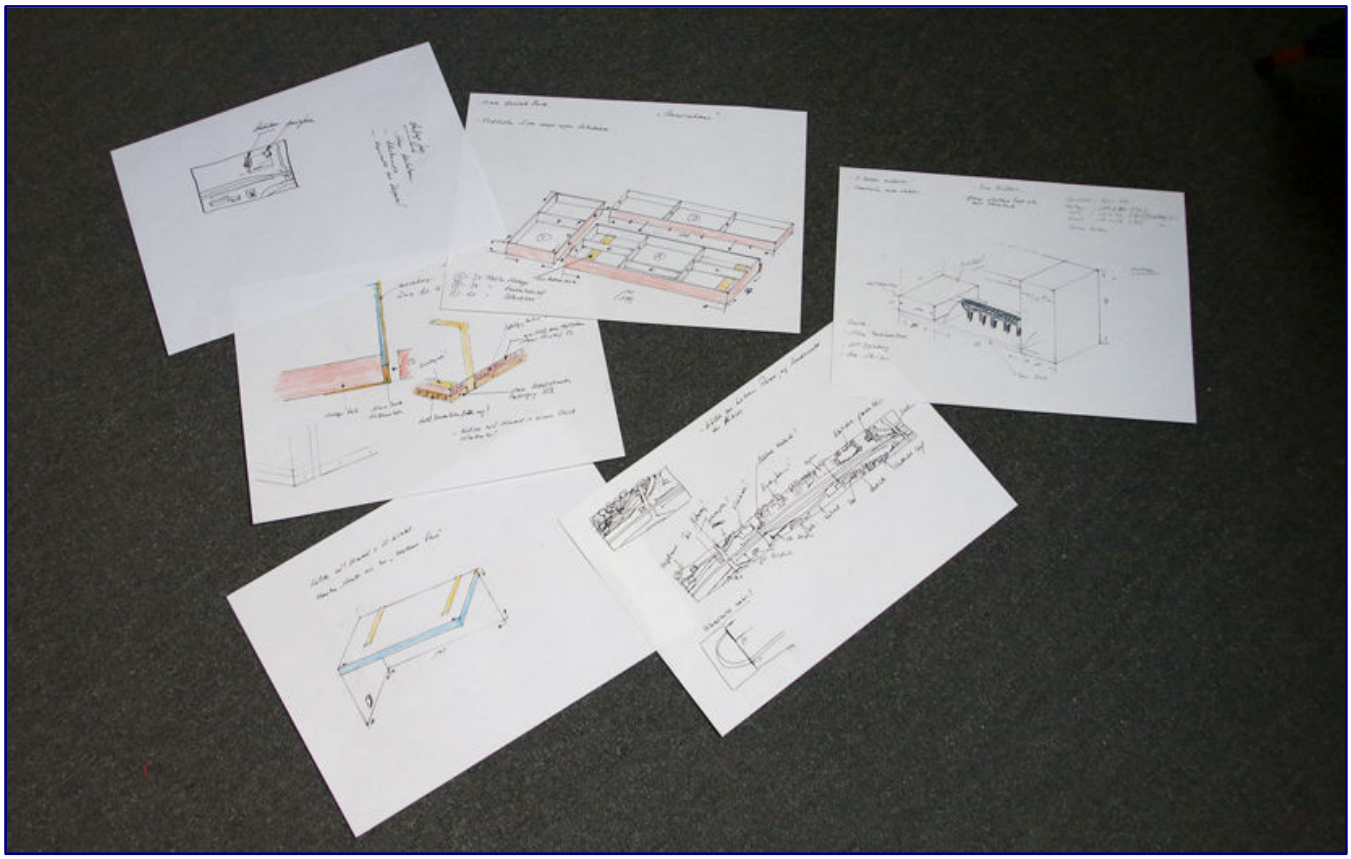
But a compression of the track was unavoidable, after all, on “Diemeltal”, converted to a scale of 1:1, about one kilometer of track length comes together.

If we now place the station on the righthand



segment, there is finally the possibility to place an entry signal (left segment) a little more realistically; still not quite true to the original, but optically better than quite a few other solutions.

Let us come to the absolutely most difficult part of the planning: the harmonious landscape design on segments or modules. Often these layouts suffer from shortcomings of nature in the model.



On the way from the first idea to the final plan, a lot of drawings of individual sections, elements, construction methods and overall concept are created. It is important to question your intentions again and again about their effect in order to approach the best solution step by step.

“Just doing the track” over many meters with exclusive concentration on the rolling stock is simply no longer state of the art. At the latest, the meagre stream of spectators at an exhibition otherwise reveals a misery.

Therefore, the “Diemeltal” layout to be built needed an interaction between pure nature, the railway and other buildings. Smaller hills and houses as well as trees were supposed to disturb the view of the track.

In return, I offer the viewer surprisingly new lines of sight, which of course are deliberately designed that way. But that's not all, the more than four meter long exhibit gets a “peep-box” with background scenery and very bright light. The viewing frame for the viewer is thus deliberately drawn.

There are no spectacular main scenes on the layout, but simply a well-balanced alternation in the different representations. 100 cm of pasture land in one piece are not even boring, let's have a look at the middle segment.

In addition, the removal of typical, but not beneficial symmetries on model railroad layouts is a proven technique of today. As already mentioned above, the station is “only” on the right side of the action.

A virtual train ride

For further understanding, let's follow a train coming out of the staging yard: You are sitting (in your mind) comfortably in a compartment car, of course at a window seat, and after the left double-tracked scenery passage, you see the railway crossing with gates east of Westheim. This perspective gives you a brief glimpse of the water mill, which has been doing its work on the other side of the Diemel for many years.

Our train ride takes us past the Diemel (left) in the direction of Westheim. To the left you can see the barrage in the river, near which the local water mill is located on the other bank. Shortly before the eastern level crossing of Westheim we meet an oncoming railbus set, which is heading towards Warburg.

On the highway B7 some vehicles are waiting for the barrier trees to lift again. As soon as we have crossed the small creek bridge, the drive-in signal and subsequently the signal tower of Westheim appears.

The rumbling noise in the passenger coach tells us the first points of the station forecourt. To the right hand the end of the pulling and parking track already appears. On the left we see one of the typical farms of the Sauerland, followed by long pastures - a real idyll.

Exactly opposite, on the meanwhile multi-track railway system, there are various commercial enterprises and the freight handling with the curved loading track so typical for Westheim. Our train has long since slowed down here and comes to a halt in the station on track 1 on the main platform. A typical small town atmosphere welcomes us, because there is not much going on here!

The cemetery behind the platform with its impressive church supports this feeling even more, if it were not for the noise coming from the other side: In Westheim, the marksmen's festival is in full swing, but before we can get an overview, the whistle of the conductor sounds. Slowly, the train starts moving again, passing the western level crossing, only to disappear after a short time through the right scenery passage. The next, fictitious stop would now be the nearby community of Marsberg.

Once this little game of thought has manifested itself, the exhibit already radiates a sense of anticipation. So it can start, the transfer is waiting. In front of our “mind's eye” is now the modern version of a segment or module system.

“Here Westheim, here Westheim in Westphalia” resounds from the platform loudspeakers as the rumbling subsides and the express train led by a V 100 comes to a halt at the platform.

Despite its length, it comes across very compact, offers variety in the scenes shown and will certainly captivate the later audience. But that brings us to the end of this first part. Next time I'll show you how the segment boxes are moved and how the work of laying the track is done.

Dirk Kuhlmann‘s own webpages:
http://helenensiel.com

Implementation of local railway history:
http://www.eisenbahnfreundemarsberg.de

ArchiStories 401191 - Feuerwache Kallental
ArchiStories 402191 - Feuerwache Dörpede
Lasercut-Bausatz Spur Z

Eine massiv gemauerte Sandstein-Sockelzone mit dem malerisch gestalteten Fachwerk der oberen Geschosse verleiht dem Zweckbau der Kallentaler Feuerwache eine romantisierende Note. Dabei unterstreicht der eingeschobene Schlauchturm die Nutzung und sorgt für einen effektvollen Akzent. Auf der Rückseite belebt ein angebauter flacher Lagerverschlag mit feinster Holzgarvur die Gesamtwirkung. Zwei parallele Garagen mit großen Fenstern lassen sich effektvoll beleuchten und bieten viel Platz für Löschfahrzeuge.

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

Wagenarchiv der Vorkriegszeit

Der Weg zur Schweißtechnik

Auf drei Bände verteilt dokumentiert Joachim Deppmayer die Entwicklung von Reisezugwagen bei der Deutschen Reichsbahn der Vorkriegszeit. Im heute behandelten Teil 2 widmet er sich den fünf Jahren bis zum Rückverstaatlichen der Gesellschaft im Jahre 1937. Diese Zeit brachte den Einzug der Schweißtechnik, die einen großen Entwicklungsschub mit sich brachte.

Joachim Deppmeyer
Reisezugwagen der Deutschen Reichsbahn - 2
1932 bis 1937 - Regelspur

EK-Verlag GmbH
Freiburg (Breisgau) 2019

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Mit Band 2 der kleinen Buchreihe zu den Reisezugwagenentwicklungen der Deutschen Reichsbahn nähern wir uns nun langsam einem vollständigen Ende eines hilfreichen und sinnvollen Nachschlagewerks.

Es handelt sich hier um eine Überarbeitung, deren Ursprungstitel 1988 noch in einem anderen Format erschien. Mit Joachim Deppmeyer zeichnet wieder der alte und anerkannte Autor verantwortlich.

Das vorliegende Buch dokumentiert die zwischen 1932 und 1937 gebauten, normalspurigen Personenwagen der Deutschen Reichsbahn-Gesellschaft – also quasi in ihrer Blütezeit bis vor ihrem Rückführen in ein öffentlich-rechtlich organisiertes Staatsunternehmen.

In diesem Zeitraum erlangt die Schweißtechnik zunehmend an Bedeutung und hält auch in den Waggonbau Einzug. Wir befinden uns hier also im Übergang von der Niet- zur Schweißtechnik, die Gewichtseinsparungen mit sich brachte, den Wagen mehr Stabilität verlieh und auch sonst manchen Entwicklungssprung nach sich zog.

Das ist auch an den behandelten Reisezugwagen und ihren Drehgestellen gut zu sehen. Behandelt werden müssen und werden hier der Karwendel-Express, die Bauarten 31, 32, 33, 34, 35, 36 und 37, aber auch viele sehr spezielle Typen wie Gefangenen- und Messwagen oder auch die Wagen des Henschel-Wegmann-Zuges.

So treffen auch Zetties in diesem Werk viele alte Bekannte wieder, die sie aus dem Programm von Märklin kennen. Einen Anreiz für eigene Superungen, Um- oder gar Eigenbauten liefern Bücher wie

dieses bekanntermaßen eh. Wer daran Freude hat, kommt an auch an diesem Standardwerk nicht vorbei.

Um auch jenen Leserinnen und Lesern einen Eindruck zu geben, die mit Bauartbezeichnungen der Staatsbahnen nichts anfangen können, nennen wir exemplarisch noch die in großer Vielfalt vertretenen Schürzenwagen oder auch die späteren Donnerbüchsen mit geschlossenen Wagenenden zum Einstieg.

Der Autor bietet hier auch durchaus mehr als nur einen kurzen Überblick, denn sein jüngstes Werk enthält auch eine Einzelaufstellung der Wagenbauverträge zwischen 1932 und 1937. Das umfasst auch die Bahnpostwagen der Deutschen Reichspost und die normalspurigen Speise- und Schlafwagen der Mitropa.

Vom neuen Format profitieren konnte der Inhalt vor allem im Bereich der Zeichnungen, die jetzt im Maßstab 1:100 abgedruckt sind. Aber auch die Fotografien ließen sich großzügiger abbilden, was vor allem die Tüftler zu schätzen werden wissen, die sich mit eigenen Konstruktionen an die Arbeit machen wollen.

Zu schätzen wissen wir es daher auch, dass die ausgewählten Bilder unverändert aussagekräftig und ebenso gewohnt gut reproduziert wurden. Nicht alle von ihnen stammen aus der Zeit der Vorbildkonstruktion, sondern wurden durchaus auch erst nach dem Zweiten Weltkrieg abgelichtet.

Die Struktur entspricht, wie zu erwarten, dem Band 1: Jede Bauart wird fotografisch dokumentiert, mit allen wichtigen Eigenschaften ausführlich beschrieben und um die ebenfalls erwähnten Zeichnungen von Längs- und Stirnseite ergänzt.

Ausreichend berücksichtigt wurde auch dieses Mal ein ausführliches Kapitel zur Entwicklungsgeschichte der Reisezugwagen im Betrachtungszeitraum, das einen allgemeinen Teil darstellt und den roten Faden, der alle Wagentypen verbindet, spannt. Eingeschlossen in die Erläuterungen und Dokumentation sind hier neben technischen Merkmalen auch die Innenausstattung der verschiedenen Personenwagen.

Von besonderem Interesse sind außerdem auch die Drehgestellbauarten, die in einem eigenen Kapitel im hinteren Buchteil ebenso ausführlich behandelt werden. Gerade hier spiegelt sich der in wenigen Jahren erreichte, technische Fortschritt gut wider. Umzeichnungspläne vollenden die Übersichten.

Wer den Band 1 erworben hat, wird auch an diesem zweiten und sicher dem dritten und letzten Gefallen finden. Erst zusammen bilden sie schließlich eine Einheit und ein vollständiges Werk. Wer die Nenngröße Z bevorzugt und dieses Buch durchblättert, wird wieder feststellen, wie groß die Wunschliste gerade an Altbauwagen immer noch ist. Hier sind es besonders die bis weit in die Siebziger im Vorortverkehr eingesetzten Exemplare mit Doppeltüren an Endeinstiegen.

Typenverzeichnis für Italien

Reiseführer für die Eisenbahn?

Die Typenkompass-Reihe wächst weiter und im neuesten Band wirft der Autor einen Blick nach Italien, der Deutschen liebstes Urlaubsland. Lassen wir die derzeitigen Einschränkungen der Bewegungsfreiheit etwas zurücktreten, denn nicht nur fernreisende Eisenbahninteressierte sollten einen Blick auf den nun zu besprechenden Titel haben.

Thomas Estler
Loks der italienischen Staatsbahnen FS seit 1946
aus der Reihe Typenkompass

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Thomas Estler ist als Fachautor von Büchern, Illustrationen und Artikeln bekannt und zeichnet auch für das hier vorgestellte Transpress-Werk verantwortlich, das die Typenkompass-Reihe weiter ausbaut und vervollständigt.

Es handelt sich dabei um eine Buchserie, die bei Transpress und dem Motorbuchverlag alle Zweige des motorisierten Verkehrs zu Wasser, Land und Luft umfasst. Zeitlich liegt der Fokus dabei keinesfalls nur auf der Gegenwart, und auch vor Ländergrenzen machen die Autoren nicht Halt.

So sind auch Bände zu den Triebfahrzeuge der Polnischen Staatsbahnen PKP, der französischen Staatsbahnen SNCF und den Benelux-Ländern sowie den Rumänischen Staatsbahnen CFR in der jüngeren Vergangenheit erschienen.

Daher passt ein Band, der sich mit den Lokomotiven befasst, die bei den italienischen Staatsbahnen im Einsatz waren und sind, bestens ins Konzept dieser Reihe. Korrekt müsste der Titel aber auch die privatisierten Trenitalia und Mercitalia Rail, die 2000 aus der Ferrovie dello Stato (FS) hervorgegangen sind, wie auch weitere private Unternehmen einbeziehen.

Ebenso beschränkt sich das Buch auch nicht auf Lokomotiven aller drei Traktionsarten, darunter selbstverständlich auch die Maschinen des früheren Drehstrombetriebs. Ebenso wiederzufinden sind auch die in Italien nicht mehr wegzudenkenden Triebzüge und Triebwagen.

Eine kleine Übersicht soll deutlich machen, welche bekannten Baumuster hier mitbehandelt werden: Franco-Crosti-Konstruktionen wie die Reihe 741, moderne Fahrzeuge wie die E.402B oder E.403, die früher im Hochgeschwindigkeitsverkehr aktiven Triebköpfe E.414, die E.444 „Tartaruga“ („Schildkröte“), TRAXX-Lokomotiven, die E.655 / E. 656 „Caimano“ („Kaiman“), der ETR.300 „Settebello“, der TEE-Triebzug ALn.442/448, der ETR.450 „Pendolino“ oder auch der ETR.400 „Frecciarossa 1000“.

Das ist freilich nur ein kurzer Auszug aus einer viel umfangreicheren Liste, zu der vor allem viele Alltagsfahrzeuge gehören, die heute auch bei Ferrovie del Sud Est (FSE), Ferrovie Nord Milano (FNM) oder NTV (Marke „Italo“) unterwegs sein können. Einer der jüngsten Zugänge ist der elektrische Triebzug ETR.700, der nach dem Desaster bei NS und SNCB („Fyra“) überarbeitet wurde und nun ebenfalls in Italien eingesetzt wird.

Vielleicht sind einigen unserer Leser ja schon Spur-Z-Modellumsetzungen diverser Reihen begegnet. Wir denken hier längst nicht nur an Sammelserien recht grob dargestellter Fahrzeuge, sondern vor allem an Umbauten aus Großserienprodukten. Gerade auch im Forum der ZFI waren zuletzt auch komplette Eigenbauten nach FS-Vorlagen zu sehen.

Gerade hier ist auch der Ansatzpunkt, der diesen Titel für unsere Leser interessant machen dürfte: Schienenverkehr ist längst ein internationales Thema und Urlaubserinnerungen führen oft zu ausgefallenen Anlagenprojekten. Ein Nachschlagewerk wie dieses hilft beim Überblick und fördert auch geeignete Basismodelle zu Tage.

So finden sich in diesem Werk auch aus dem Ausland zugekaufte Fahrzeuge, wie die Kleinlokomotiven aus Deutschland, die bei uns als Köf 2 bezeichnet wurden und im Portfolio von Z-Modellbau zu finden sind. Auch die V 36 verschlug es zur FS und sie wurde hier als D.236 bezeichnet. Selbst der aus Großbritannien stammenden „Hippel“, umgesetzt vor über zehn Jahren durch Exact Modellbau, war als Ne.700 in kleiner Stückzahl dort zu finden.

Damit sich ein unbedarfter Eisenbahnfreund aber überhaupt im Wirrwarr der Bezeichnungen zurechtfinden kann, beginnt das Buch direkt nach einleitenden Worten mit Erläuterungen zu den Reihenbezeichnungen der FS. Da sie für alle Traktionsarten grundverschieden sind, ließ sich auf diese Hilfe auf keinen Fall verzichten.

Strukturell bietet der vorliegende Band keine Überraschungen: Jeder Fahrzeugtyp wird auf ein bis zwei Seiten mit den wichtigsten Angaben zum Entstehen, der Beschaffung und Einsatzgeschichte vorgestellt. Dazu liefert der Autor eine Tabelle mit den wichtigsten Maßen und Daten und fügt dem Kurzportrait mindestens ein Foto hinzu. Das kennen wir so auch von allen anderen Büchern dieser Reihe.

Auch Auswahl und Wiedergabe der Aufnahme können wir nur als passend, sachgerecht und gut reproduziert bezeichnen. So gibt das Buch mit Blick auf seine Zielgruppe und den Zweck, einen ersten und möglichst vollständigen Überblick zu geben, keinen Anlass zur Kritik. In der Tat haben wir kein Fahrzeug, das uns einfiele, in diesem Titel vermisst.

Auch der Lesefluss ist stets gegeben, weshalb wir dieses Buch zusammenfassend auch nur als sinnvolle und willkommene Ergänzung der Buchreihe begrüßen können. Wir sind gespannt, welche Folgebände wir in den nächsten Jahren hier noch erwarten dürfen!

Readers' letters and messages

Zetties and Trainini in Dialogue

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

Ein Dankeschön zur International Edition erreichte uns:

Thank you for your wonderful magazine and the English translations you do for us! Especially the February 2020 issue, you really outdid yourselves there, that was a fantastic effort. **Trainini** is without peer. Your articles that match currently available models with their full size counterparts are especially rewarding.

I can purchase those cars and then enjoy them more as I know the history of the real thing. I also want to thank the dealers in Germany and elsewhere that are willing to ship to the US. Yes, shipping overseas is expensive, but being able to purchase the Artitec, Noch, Hightech Modellbahnen, or Modellbahn Union products that I see in your magazine is worth it to me. You show us the best Z products available in the world and do your readers and the manufacturers of these things a great service.

Eric Schellenberger, Livermore (Kalifornien; Vereinigte Staaten)

An obituary for Wolf-Ullrich Malm:

On 13 March 2020, the German Spur-Z community lost a well-known, but above all deserving member in Wolf-Ullrich Malm. Ulli passed away at the age of 70 after a serious illness, but, nevertheless, unexpectedly.

Wolf-Ullrich Malm during an exhibition in September 2017

He was a thoroughly positive person who was sociable, liked to talk shop with other like-minded people and knew how to listen. He also liked to share his own knowledge with others and passed it on when someone was looking for advice. He also took up suggestions for himself.

We must not forget his skills in building his own models. He constructed sought-after vehicles himself and was happy when the etched sheets arrived, and he could sit down to assemble them.

Since he also liked to travel and loved his hometown Lübeck, it was a pleasure for him to exhibit his layout “Alt-Lübeck 1905”, which was presented in the last issue, or the “Buntekuh” (coloured cow), which we would like to present here in his honour, at fairs and other events.

His friends, who were happy to accompany him, particularly appreciated the fact that he was always well-prepared, was able to find train schedules, restaurant plans or sights, and yet was spontaneous. Thus, evenings after exhausting exhibition days were a highlight. All those who were allowed to travel with him were proud to be his companions.

His regulars from the circle of friends of Spur Z (Hamburg), in Bad Schwartau, as well as from the circle of Team Z Hamburg, through which Ulli was also connected to the author of this obituary, will also miss him.

Wolf-Ullrich Malm leaves a gap in our ranks that will probably not be filled. We are losing a committed friend and outstanding Zettie. Our thoughts are with him and his relatives.

Reported shortly after the editorial deadline:

The 3D printing provider Schrax (http://www.schrax.com) informed us shortly after the last editorial deadline that they have added ash bins based on the DDR model to their product range. These tin buckets with lids had been in a similar form in the west of Germany for a long time.

They did not yet have rollers, but could be moved in an inclined position by turning them towards the refuse vehicle, as they had a basic cylindrical shape. In the DDR they had been out of use since 1989, in the West much earlier. They were always replaced by square and mobile plastic bins of different volumes.

For the time being, the monochrome synthetic resin models are only available for H0 and TT tracks. But we already inform you here, because they will soon be available for N and Z, as well.

Aged and graffiti covered freight cars (item no. 994 05 250). Photo: Micro-Trains

New items from Micro-Trains:
Micro-Trains is currently delivering a four-pack of covered 40-foot standard freight cars with DRG&W labelling (item no. 994 00 109). These models are painted in brown with white prints, including the Rio Grande logo with tail.

They are accompanied by factory-aged cars. The two boxcars with sliding doors of the Montana Rail Link (994 05 250), which also have printed graffiti, have an appealing appearance.

The models are distributed in Germany by Case Hobbies (http://case-hobbies.de) and others.

Further Artitec new products available:
At Artitec another novelty has already become available in 2019. Now also available is the two-horse back carriage (art. no. 322.027). This model also shows the fineness and high filigree that we are used to from the high-quality models from Amsterdam.

The new model is available directly from the manufacturer (link at the end of the load article) or via sales partners, such as the 1zu220 shop.

Few Märklin deliveries:
While work at the Györ plant is completely idle and short-time work is also prevalent at the Göppingen headquarters, deliveries can only continue to a limited extent. However, two products have been completed in time for delivery.

With a class 143 electric locomotive (Item no. 88438) in the traffic red of Era V, this is the missing addition to the latest double-decker cars. The mixed use locomotive bears the number 143 833-2, and reflects the operating condition around 2002 on the Höllentalbahn.

It is driven by the new generation of motors and, like its last predecessors, no longer has a visible overhead line adjustment screw.

The maintenance-free lighting is provided by LEDs and white-red changes depending on the direction of travel. The printed replica

of the train destination display in the driver's cab window is clever: the station name is hidden by the windscreen wiper and only “Hbf” is visible, so the model can also be used outside its former home.

The M61 (88635) diesel locomotive of the Hungarian State Railways (MAV) was also eagerly awaited. This NOHAB is the first Z gauge model to be delivered with a metal-filled plastic housing.

In addition to the bell-shaped armature motor and warm white LED headlights, it therefore scores points with a significantly increased weight. Märklin has also eliminated some compromises with the product updates: For example, the locomotive has been given new bogie covers that are true to the original.

Additionally, some customers have also received the model of the Swiss crocodile Ce 6/8III made of bronze injection casting (88565), which was declared a manufacturer model. The chassis of this version is kept black in favour of a noble effect matched to the case material and the inscriptions have been reduced to a minimum. The model is delivered in special packaging.

The latest Märklin products include the Hungarian M61 (Item no. 88635) with metal-filled plastic housing and the class 143 for use on the Höllentalbahn (88438; photo on page 51 below). Both photos: Jörg Erkel / 1zu220-Shop

Virtual Easter trade fair at Noch:
After the Intermodellbau in Dortmund had to be cancelled, at least temporarily, the accessories manufacturer has become creative still at Easter, and has set up a virtual in-house exhibition to present its programme, innovations and special offers.

A separate page (https://www.noch.de/de/aktuell/2020/09-online-oster-messe.php) provides access to the ideas, separated by brand. Also of interest there is a new page that combines the distribution of Noch products with that of various small-series suppliers in the premium segment (https://www.modellnatur.de). This makes purchasing easier and helps to save postage costs.

In the meantime, the new carton houses that we presented in the February issue have also been delivered or can be called up via the manufacturer: These are the Zeil railway station (Item No. 44305), the three-part “village set” (44310) and a “small building set (44315) with two barns and a chapel.” They have the well-known dimensions of similar polystyrene construction kits and are therefore well suited for the still-trunk installations or as a contemporary replacement for old relics worthy of being taken out of service from the early Z gauge period.

Rainer Tielke has been busy:
Ratimo-Z, the brand of Rainer Tielke, has creatively used the current time of restrictions and was able to present some new products using 3D printing, which are available now: The MAN 630 truck of the German Army, which has been shown for years as a design at trade fairs, has now seen the light of day with this technology. The earlier designs were still based on milling technology.

This vehicle, which was also presented at Artitec in a slightly different technical version, is offered with a box body (Item No. Item 50001), with an open loading area and rear twin tyres (50002), and with a loading area, cable winch between bumper and bonnet (50003).

We will continue on construction sites of scale 1:220, because that is where we will find the mixing machine with worker (50016) in the future. This is a worker with shovel who is currently filling a concrete mixer. This new product is printed in white resin, which is delivered to the customer unpainted. This product is perfectly complemented by a wheelbarrow (50017).

The forklift truck with driver (50011), which is already mounted, is also newly designed. The fork can be exchanged for Euro pallets or large specimens. This novelty is also printed with white resin, but can be ordered both colourless and pre-coloured in red, blue and yellow. To go with it, there is first a large pallet with 6 oil barrels (50019) and five empty Euro plates (50010).

Rainer-Tielke-Modellbau can be reached at the following address: http://www.rainer-tielke-modellbau.com.

AZL novelties for freight and passenger transport:

American Z Line continues deliveries of light passenger coaches. In April, the versions for the Illinois Central's flagship train “Panama Limited” became available, which ran in the reproduced design with Pullman cars from Chicago to New Orleans until 1971.

All models offered have a brown basic colour on the body and roof, an orange window band and yellow decorative strips and addresses: Sleeping cars 4-4-2 (Item nos. 73020 to -3) and 6-6-4 (73120-1 to -3), dome cars (73420-1 / -2), dining cars (73520-1 / -2), seating cars (73720-0 to -2), observation cars (73820-1 / -2) and mail cars (73920-1 / -2).

Sky blue carrying wagons with Maersk containers (item no. 906504-1). Photo AZL / *Ztrack*

The five-part Gunderson-MAXI-I container wagons will be continued this month with the sky-blue Maersk version. A set is being offered that includes five light-grey 40-foot Maersk containers (906504-1), and three more that are not loaded (906504-2 to -4).

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

Fantastic finished models of KoMi miniatures:

Produced in an edition of only ten copies, KoMi-Miniaturen (http://www.komi-miniaturen.de) has started to deliver his special model for the cancelled exhibition in Altenbeken. The liquid manure transport system (art. no. NF 6.1) is just as perfect as all the other implementations that this supplier has previously produced.

The prototypes for the model were used on small farms until the seventies and were often used there with so-called driving cows, if the resources were not sufficient for oxen or horses.

Nothing could be finer: The new slurry wagon with driver and two draught cows (Item No. NF 6.1) from KoMi-Miniaturen enhances agricultural scenes on the model railway layout.

Such draught cows were actually used for milk or meat production, but were also used as draught animals. In the model, the two animals show a front yoke cut out for cattle and were made with the help of Preiser figures, just like the driver included in the set. They are ready-painted and the wagon, with its slight ageing, also conveys a perfect impression of everyday life.

This extremely lovingly designed functional model with rotating wooden spoke wheels and steering lock has been nominated for the 2020 new releases in the category accessories.

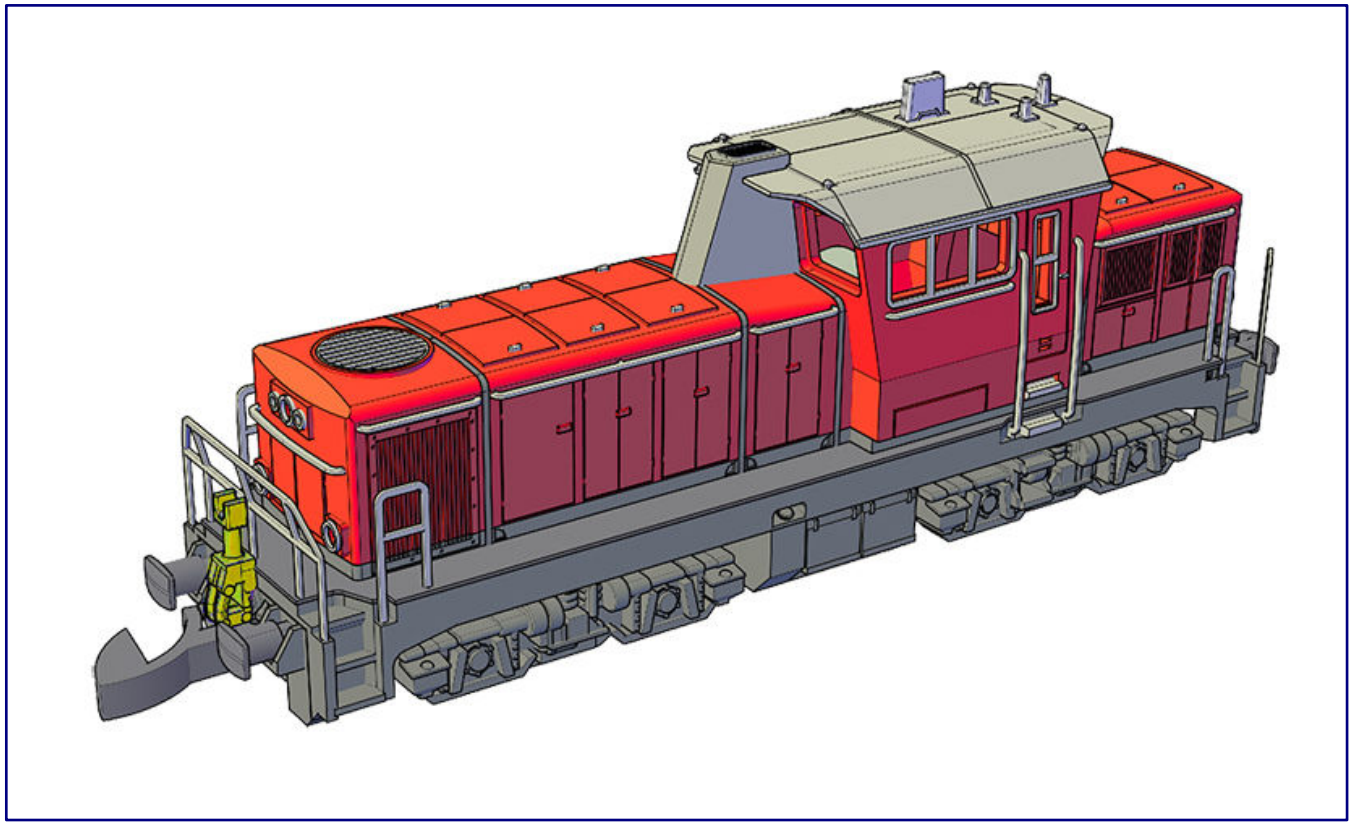
And this is what Freudenreich is currently doing:
Three further models can now be ordered from FR Freudenreich Feinwerktechnik (http://www.fr-model.de) (see also the availability display on the manufacturer's pages and product information):

NOHAB diesel locomotive TMY 9505 of Strukton Rail in yellow paint (item no. 46.127.11), “Thommen" metal recycling wagon with new scrap loading (41.300.31), articulated container carrying wagon Sggrs 80 with “DB Schenker” and “Cosco” containers (46.347.01).

Buyers can also use the question functions on the provider pages to get in contact here.

Summer new products at SMZ and requested model requests:
SMZ has presented a summer novelty on its pages (http://www.sondermodellez.eu) with the diesel locomotive 2068 027-8, which was put into service in 1993. The newly announced model shows this locomotive in the current colour scheme traffic red/Umbra grey and the current word/picture mark of the ÖBB.

In the premium version, it has finely etched handrails, handles, fan grilles and windscreen wipers, all-round glazing of the driver's cab and a train driver figure. It is driven by an ironless motor. The white headlight is switchable in digital mode.



The representation from the CAD construction awakens the desire for a special model of the 2068 027-8 of the ÖBB. On the pages of Sondermodelle Z you can already see photos of the first sample. Illustration: SMZ

Velmo has redesigned the Nano-S motherboard for this design, with a NEM-651 interface connector. The digital decoder used listens to the DCC protocol, but also allows analogue operation.

In addition, the Viennese specialists for finest and highly detailed models have responded to an editorial inquiry, which we hear again and again due to the high demand for models of the DB series 627 and 628 in different versions.

As things stand at present, it would be possible to produce a new variant in a quantity of exactly ten models, probably by late summer/early autumn 2020. SMZ is now accepting expressions of interest and advance orders at the e-mail address smz[at]gmx.at.

The diesel traction vehicle 627 001-1 of the Deutsche Bundesbahn (Era IV) in the colour ocean blue/ivory in the converted version with regular traction and buffing units has been firmly selected for this purpose.

This photograph taken on 13 July 1985 in Kempten (Allgäu) shows the 627 001-1 of the German Federal Railways in operating condition, which the planned SMZ model is also intended to reproduce. The railcar was converted to regular train and buffing facilities the year before. Photo: Malte Werning

It was converted by Schaku in 1984 to a buffer and hook coupling and thus technically largely adapted to the 6271 sub-series. However, it kept its corrugated side walls and the transmission windows, which distinguish it from these prototypes.

The one-piece vehicles, like their double-piece siblings of the 628 series, were intended as successors to the legendary rail buses. The pre-series vehicles delivered in two series served to test and finally determine the series design. While several series deliveries of the 628 series were made from the mid-1980s onwards, the 627 series remained with the total of 13 samples.

The following options can be ordered as technical versions:

1.) pure analogue version (technically not upgradeable due to missing connector interface on the board); announced price ca. 700,00 EUR
2.) Analogue version with upgrade option (main board with NEXT18 interface and analogue adapter); announced price ca. 750,00 EUR
3.) Digital version with NEXT18 interface and decoder (driving or sound decoder); announced price ca. 820,00 EUR (incl. sound)

This planned model will only be available directly from SMZ and, like all other designs, will retain a high degree of exclusivity due to its small number of units.

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