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in the scale 1:220
and Prototype

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Trainini

German Magazine for Z Gauge



Kingdom of Heaven in Hell's Valley

New House Kits from Noch
Entertainment Car from Märklin

Introduction

Dear Readers,

as so often, a June issue of **Trainini®** heralds the beginning of summer. Many model train enthusiasts will let their hobby rest during this time, will be out in nature or are already yearning for their annual holiday. Do these lines perhaps sound familiar to you? It was the introduction to our foreword two years ago - in a period of time that was so very different for us.



Dirk Kuhlmann
Editor

The Covid-19 virus has been raging on our earth for months now, in some countries a little relaxation is on the agenda, elsewhere the fight for every life is still in full swing. Our **Trainini®** may only be a small but excellent magazine, but we reach tens of thousands of readers around the world.

The entire **Trainini®** team therefore feels that it has an important responsibility and therefore continues to encourage you all, wherever these lines are read, to be careful. Please preserve your health and that of your fellow human beings!

Selfishness, denial and ignoring are not suitable to contain, fight and eventually defeat this virus. In order to soften your yearning for summer, sun and sea a little right now, we have put together a few suitable topics for real distraction in this issue.

In 1976, the German Federal Railroad put the first new generation of companion cars into service with the type WGmh824, which has now been introduced to the market by Märklin in 1:220 scale. This time we want to literally shine a light on the model. I'd rather not go into detail about my ride in the original at that time - just so much: It was boozy!

Do you feel like a little virtual vacation in the Black Forest? Then Holger Späing will take you on a four-part journey to Himmelreich station and show you how to build a modern presentation diorama. Part 1 explains the assembly of the station, which has been offered by Märklin for some time.

We believe that the topical focuses of various manufacturers provide us model railroaders with welcome crafting approaches. This has also been proven by the company Noch for several years, but unfortunately not for hard cardboard kits in 1:220 scale - until now!

Now the first hard cardboard kits are available and we have built them for demonstration. Noch is still considered a very innovative company in its industry; let's see what else will follow in gauge Z.

Due to the cancellation of several large trade fairs (now also Leipzig), we want to present novelties on a larger scale in the near future, so that our readers are always up to date. After all, the manufacturers are slowly ramping up their productions again.

Now, over a cool drink, I look for a shady spot and prepare the next articles - all by myself, without the risk of infection and always with consideration for my fellow human beings.

Stay healthy,

Dirk Kuhlmann

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We thank the Petkelis family, Norbert Schmitz and Sven Ullrich for their prototype photo support.

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Cover photo:

Today, Himmelreich station also serves as a train station for local traffic on the single-track Höllentalbahn. Here two double-decker sets of class 143 trains with the destinations Freiburg (Breisgau) and Neustadt [Schwarzwald (Black Forest)] meet.

The Prototype for Entertainment Cars

There's a Mood in the Joint...

Märklin accepted the request for an entertainment car for Z gauge, including lighting effects, which were probably often seen on the prototype. But the prototype also has special features that need to be explained. Therefore, let's first take a look at the large prototype.

On 26 November 1976, the Hamburg-based prototype of the type WGmh 824, which is classified in its inventory under car number 51 80 89-80 600-5, was put into service by the Deutsche Bundesbahn as the first entertainment car that was to become the model for a new, comfortable generation.

The future coaches were intended to set new standards in comfort level 1 (DB's highest comfort level) on adventure trips, rolling conferences or pleasure trips for private parties.



As on this photo, Märklin presents its special train: Directly behind the pre-series locomotive 120 002-1 follows a newer generation of passenger cars as it leaves Nürnberg main station in a westerly direction. Photo: Archiv Petkelis

If the following vehicles were conversions, mainly from disused half-food wagons, the WGmh 824 was a new construction by the Waggon Union (WU) Berlin. Its exterior with two smaller (toilet) and twelve larger (compartment) windows on each side with identical window spacing, hinged folding doors and rounded roof ends was derived from the 2nd class compartment coaches Bm 234.

Its undercarriage with steel frames, cross members and sheet metal was therefore also similarly constructed. The car body formed a welded construction with side, end wall and roof panels. In direct comparison to the Bm 234, however, a modification was necessary to accommodate extreme load conditions in the common room.

In order to withstand these, as they occur at dance events with up to 150 people constantly moving and shifting the vehicle's centre of gravity, additional transverse reinforcements were installed. The loner was painted in the then valid painting scheme ocean blue/ivory.

In addition to the standard DB livery, which was to be valid for all passenger coaches outside TEE and IC traffic, the lettering “Gesellschaftswagen” (entertainment car), which was visible from afar under about four side windows, was added to the left-hand side wall, while class symbols and smoking or non-smoking instructions were omitted.



181 213-0 “Saar” also has a special entertainment train on the hook on 11 September 1981, when it is photographed in Hanweiler-Bad Rillchingen (Saarland). The car with the road number 51 80 89-80 778-9, a WGm 840 built by Wegmann with acceptance date October 3, 1979, was originally a BRbu4üm-61 half-dinner car. The scene could now be recreated in a similar way in 1:220 scale. Photo: Flodur44 (GFDL)

181 213-0 “Saar” also has a special entertainment train on the hook on September 11, 1981. According to valid Federal Railway specifications for “advertising addresses” on passenger coaches, the aforementioned “Gesellschaftswagen” labelling was to be affixed in the “Neue Helvetica” house font valid from 1975, which was also proven. Otherwise, it was customary to use the “Mittelschrift DB” according to DIN 1451 for company addresses before and after this.

The WGmh 824 ran on Minden-Deutz 36 bogies and was approved for a maximum speed of 160 km/h. Electricity for the interior was drawn from the train bus bar or from axle generators. By the way, the interior of the WGm 840 series cars (from 1978) was fitted with axle mirrors.

The interior of the prototype was special with regard to the equipment, because it was a salon car and not a seating car. Accordingly, it also received special equipment appropriate to its intended use.

The interior consisted of a toilet, cloakroom, two companion compartments and kitchen with adjoining bar, as well as the 27 m² large lounge, which comprised about two thirds of the car.

The bar and a fixed seating area were located in this large room, and it could be used flexibly as a cinema or conference room, dining room or dance hall, and could be seated for up to 30 people.

During film screenings, the projector set up threw its image onto a ground glass screen in the large room partition.

As train attendant compartments, it housed one tour guide room and one electro-acoustic room, each of which was intended for the technology of the heating, music and lighting systems and their control.

The colours of the interior were mainly influenced by the fashionable colours of the time, beaver brown, poppy red and beige, which appeared on the transverse walls and on the bar counter of the bar in the typical seventies roll patterns. Artistically designed city motifs from Niedersachsen (Lower Saxony) could be seen on the longitudinal walls of the large room between the windows.



The view into the interior reflects the spirit of the seventies: bright colours and restless shapes. The Lower Saxony city motifs on the side walls act as a contrast. Photo: Werksaufnahme Waggon Union



A change in the typeface for the inscription "Gesellschaftswagen" can also be found on other prototypes, including the WGm 840 with the road number 51 80 89-80 777-1, which was added on 9 July 1992 in Krefeld-Opsum. Photo: Norbert Schmitz

Gesellschaftswagen

DIN 1451 Mittelschrift DB

Gesellschaftswagen

Neue Helvetica halbfett

This comparison illustrates the differences between the two typefaces that were used on the newer entertainment cars. The lower one corresponds to the original representation, which was issued in 1975.

DIN 1451. The exact date for this modification could not be proven with certainty so far. However, it was probably carried out together with a general inspection, which must have taken place around the turn of the year 1984/85.

He had another one according to damage group 3e in April 1996, i.e., already at the time of Deutsche Bahn AG. At that time it was redesigned as one of three cars for the Mauszug (Mouse Train). In this context, it received the orange design with the motifs of the eponym for the WDR children's series.

The suspended ceiling consisted of brightly painted GRP and, in the area of the disco lighting, had gleaming individual parts of octagonal, pyramid-shaped reflecting surfaces in which the lamps were integrated.

From the summer of 1987 at the latest, an external change is documented on both sides by photographs:

The lettering "Gesellschaftswagen" now appears smaller and follows the font according to



The only WGMh 824 (road number 51 80 89-80 600-5) later mutated to a mouse car for a special train of the WDR, which celebrated the anniversary of the "Sendung mit der Maus" ("Broadcast with the Mouse"). The train stopped at Karlsruhe main station on 3 March 1996. Photo: Norbert Schmitz

It was taken out of service with DB on 31 January 2000, but this did not mark the end of its career. It was sold to the BTE (Bahntouristik-Express) and later to AKE, which markets its trains as the historic Rheingold.

The Märklin Model

Märklin has implemented its new Z-scale model, which was delivered in June 2020, in a similar way to a model for the H0 size that was released a few years ago. Type designation and car number are identical and correct.

The clean paint finish in RAL 5020 ocean blue and RAL 1014 ivory also corresponds to the historical model. It is praiseworthy that it was also pulled around the corners in the direction of the rubber bulges. Door handles in contrasting colours, voltage warning signs on the left-hand end of the car, or red tail lights are subtleties that contribute to the good overall picture.



Märklin's new entertainment car WGmh 824 (Item No. 87210) is based, as the item number already indicates, on the B(ü)m 234 from 1972, so the basic shape of the car has been around since the beginning of Z gauge.

The basic form of the car used here dates from 1972, when the model with item number 8721 was a B(ü)m 234 - first in pop colours, later also in the colour scheme of the Bundesbahn. Except for a non-existent window on the kitchen side of the model (next to the left entrance door), the chosen base fits into the model.

The dealer and small-series manufacturer Schmidt (Hameln) once offered the WGmh 824 entertainment car on this base. The used serial model from Märklin was not changed on the outside; even the car number and model designation, that did not fit it, remained unchanged.

Likewise, he had not, as Märklin now correctly did, remove the class numbers and plates with smoker or non-smoker addresses glued to the prototype. The roof of the car, painted in white aluminium, which was contrary to the paint regulations, was also left untouched, but this was more suitable for the catalogue models with which it was to be combined. The new Märklin model is now painted in RAL 7022 umbra grey to match the original.

But what corresponded to all known pictures at the time of the Schmidt edition was the address of the entertainment car in "Neue Helvetica" font. Unfortunately, it was a bit too large and printed more than one window width too far to the left.

Nevertheless, this small-series print variant was very popular at the time. After all, it offered the chance to have an extraordinary train, perhaps even with personal travel memories, running on the layout.

The Z-gauge model was therefore irritating for many buyers who were familiar with the train. The lettering was clearly smaller and gave the impression of being too small. Particularly the "G" at the beginning of the word, but also the double letter "ll" in the middle of the word, showed noticeable differences.



The comparison of the Märklin new car (back) with the Schmidt once additionally printed car 8721 from the former Märklin program (front) shows differences and progress of the development: Correct colours of roof and window frames, partly white backed windows as well as colour contrasting details clearly speak for the new car. The Schmidt lettering followed the older standard, but was still a bit too large. Not correct were class numbers and non-smoking signs next to the door.

An analysis revealed that the font “DIN 1451 middle font DB” was used here, which did not seem to be compatible with the specifications for advertising addresses on passenger coaches. Exactly this was what Märklin had already criticized strongly and accused of gross errors even in 1:87 scale.

Riddle Solved - Märklin Unburdens

A hint in Märklin's product description for the former H0-gauge model, which had also been produced in a one-time special edition, led us to the solution of the mystery. There was a reference to the operating condition from the summer 1985.



When it appeared, many customers doubted that Märklin had chosen the correct font for the lettering “Gesellschaftswagen”. Model documents were not known.

At the time of publication, many customers doubted that all known photographs we could identify concerned cars from the subsequent conversion series or showed the WGmh 824 in early photographs as well as from the manufacturer WU. The Z-scale model bears signage from AW München-Neuaubing of 7 December 1984 (REV MNAX 7.12.84) as the last markings. Only the abbreviation MNAX seems to us to be incorrect, which became common only later, for the date itself, we have photographic proof.

The prototype is documented on at least three photographs in the form as Märklin reproduced it. They date to the summer of 1987 and the fall of 1990, so an error could at best be limited to the period between the printed and verifiable revision date and the first photo record.

Incidentally, 7 December 1984 was a Friday on which regular work was performed, and it was conspicuously exactly eight years after the acceptance of the car. With an inspection period of six years and two extensions of one year each, this corresponds exactly to the time window when the car had to undergo its first general inspection.

And because such stickers were also used for repairs to addresses and paintwork, it seems plausible that the old stickers were replaced in this context. Whether the newly chosen font was a mistake, an attempt for the upcoming jubilee year or a change in the specifications could not be determined yet.



This picture of the left side of the only WGmh 824, produced on 14 October 1990 in Bremen, proves Märklin's decision. It also proves the date of investigation 7.12.84. Only the AW abbreviation on the model does not correspond to the then common spelling. Photo: Sven Ullrich.

Otherwise, there are only a few special features in the external appearance which should be pointed out. The train running signs are printed in red and even without a magnifying glass still legible with "special trip". The wagon will thus fit the 87211 car package still to be delivered, which is to be pulled by a class 120 of the pre-series (88527) (see also prototype photo on page 4) – all models are special editions for the MHI.

The prototype of the WGmh 824 had one (toilet) window less than a comparable 2nd class car because of the kitchen projecting into this area. Another fault is in the roof area: the original had only a cuckoo fan above the toilet. and the model still has twelve, but, unfortunately, none in the correct place. Changes to the shape ex-works would therefore have affected three components.



Märklin has made some compromises with regard to economic implementation: All the replicated cuckoo fans on the roof are not available in the prototype, instead a single one appeared on the left over the small side window. Also the wagon has one small window on the opposite side too many (see picture on page 9) below with the prototype (photo on page 10).

In the area of the upper window edges and on a longitudinal wall, the prototype wagon also had additional ventilation grilles. Reproducing these by changing their shape would have been equally audacious in view of the costs and the expected circulation, taking into account all possible variations.

Märklin therefore decided in the interest of its customers to reproduce them by means of additional prints, which is quite convincing. Of course, depending on the direction and incidence of light, this can't quite resist the three-dimensional effect of an engraving, but we also want to acknowledge that we would rather see this model in motion, than study it while standing still.



Additional ventilation openings, which the prototype received during the conversion, have been included on the model with the pad printing process (see arrows). The operating instructions have also been applied in this way and are reproduced completely, pin sharp and legibly.

This gives us the keyword to turn our attention to the inner value of this new product, because these are exactly what are important here.

Lighting Effects

The product description (art. no. 87210) reports about a built-in, flickering disco lighting in different colours. These are referred to as "red, yellow, green, blue etc." The model is therefore equipped with a current buffer in addition to the close coupling hooks. With this equipment, Märklin also justifies the

enormous price increase compared to other passenger cars. So this circuit must also show if it keeps what it promises.

After removing the roof, we see a black circuit board; the light emitting diodes required for disco lighting are installed as SMD elements on the underside of the board. The circuit board received its current from axle sliders, which are installed in the bogies and lead the voltage through the pivots into the interior.

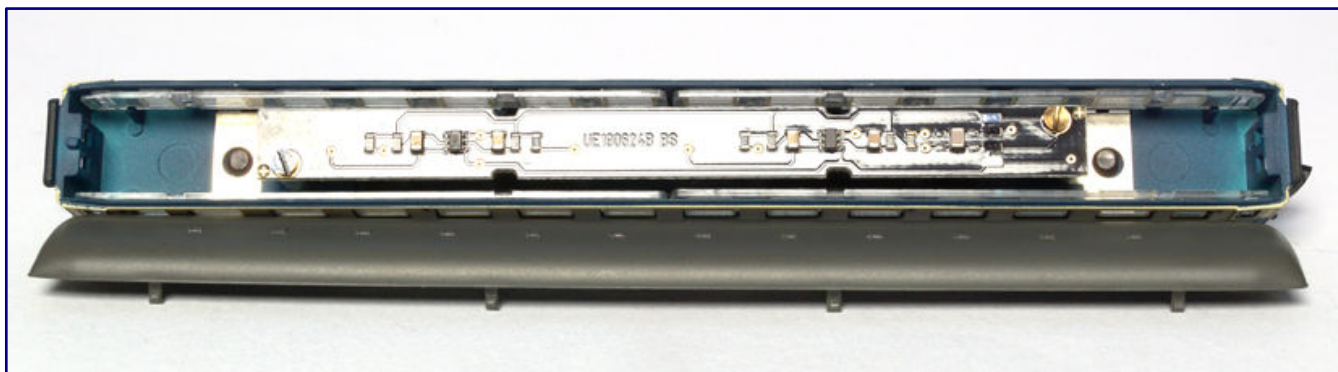


Compared to many earlier editions of this car shape, Märklin has used all the potential the model has to offer in terms of paint and printing: The ivory-coloured window band extends to the bellows, which are also offset. The tail lights and their rubber edging have been contrasted in colour, as have the door handles and the handrails.

When we start up, we see exactly four light sources in the colours green, blue, yellow and red, which follow a simple chaser circuit but do not show exactly the same flashing frequency. So within a few minutes, different light effects and patterns are created, which do not look boring when passing by. The small electronics cannot be switched off, however, but does the customer want to do this?

Märklin played a little too high a game with the hint “et cetera” when listing the LED colours, because this was the final one, the rest simply doesn't exist. Depending on the blinking pattern, the impressions mix to other colours, but a little modesty would have done the manufacturer good here anyway.

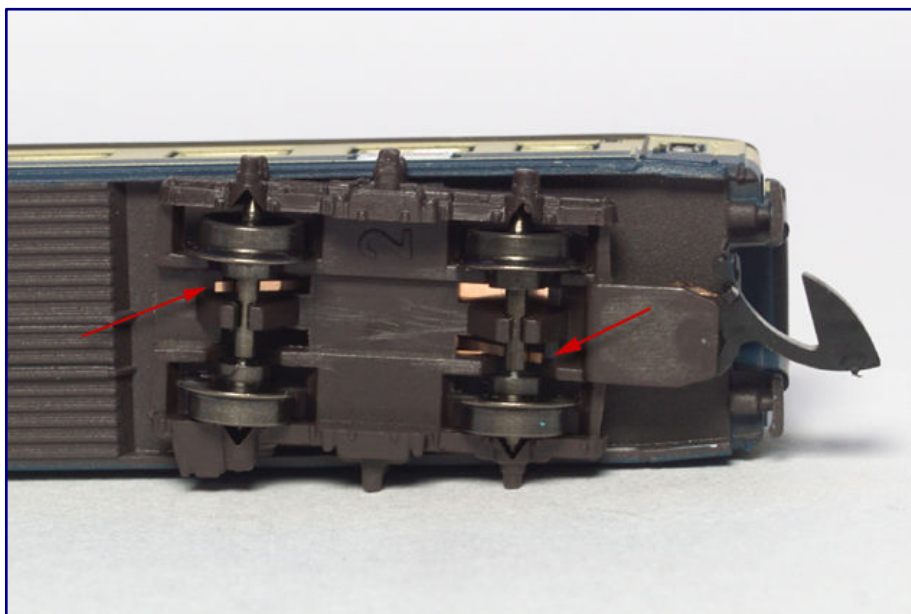
We would like to explicitly praise the fact that not the entire interior of the car is illuminated in this way, but that the four light emitters are distributed almost exactly over the ceiling area that formed the large area of the prototype. So the cook in the kitchen does not have to complain in the model, nor do visitors to the toilet, which would certainly be very busy if there was a lot of beer to drink.



Inside the wagon we find a printed circuit board assembled on both sides, which has four colour LEDs including matching series resistors, the flasher circuit and elements for the LED supply independent of the direction of travel in the direction of the forward voltage. Regarding an (effective) current buffer, the product description unfortunately remained an empty promise.

Unfortunately, we are not even remotely convinced by the buffering of the lighting: we cannot detect any. When the transformer or speed controller is turned back to zero, the lighting effects acknowledge this, and the LEDs go out immediately, even after five minutes of uninterrupted power supply.

The wagon also responds to switch movements and dirty track sections with strong flickering. Since this is desired with disco lighting, we should write here more accurately about a light failure. Perhaps the responsible developers would have benefited from a study of the Passmann interior lighting systems, which are outstanding in this respect, and have defined our benchmark.



With just one pickup point per axle (see arrows), the chance of a safe current pickup was also missed. Thus Märklin's implementation of electrics and electronics seems only half-hearted and unrefined.

The problem has a further cause after our impression also in the conception of the axle grinders, which are to provide on the one hand for safe contact and on the other hand for as little rolling resistance as possible.

The current is picked up by the bogies on all four axles, but with only one sliding contact each.

Here, again, a Passmann product serves as a point of comparison: Here the products did not generate any noticeable rolling resistance, but each took twice the current, i.e., from two sliding points.

Perhaps this shape simply pushes the two wheels better onto the track, but, in any case, it has always proved to be considerably more reliable.

Another interesting point is the operating voltage: In the test, the circuit becomes active from about 0.2 Volt track voltage, but not yet with all four LEDs, since their forward voltage does not seem to be reached for all units.

We have measured reliable operation from about 4.5 volts track voltage, although the Märklin transformer 67011 cannot be regulated very sensitively in this range. It makes a much too big jump to get a more accurate measurement result. For the operation on the layout, however, this does not result in any special findings.

For some readers, however, it will be relevant that a test in digital operation was also carried out without any problems. At a track voltage of about 13 V track voltage the electronics ran without problems, so that it seems to have no problem with the AC voltage or its level. In any case a defect did not occur.



The disco lighting is simple, but is very attractive in both day and night operation. The described shortcomings, however, make analogue railroaders despair in the long run. In digital operation, the installation of a function decoder with buffered output should help.

We were encouraged by a much observed feature of the transformer 67011 offered earlier: When it runs without load, it feeds far more than the 10 volts DC voltage specified by Märklin as the maximum operating voltage. Since light emitting diodes have a very low power consumption of only a few milli-amperes, they do not demand the transformer.

So we measured 13.8 volts here as well, as long as no other consumer was on the track. We are glad that Märklin is consistently striving for downward compatibility and has obviously considered this phenomenon with foresight to protect itself from complaints. This certainly unintentionally also opens up a perspective for digital enthusiasts in Z-gauge.

Therefore we would like to give our readers a final impression: The blinking speed as well as the light intensity depends on the voltage applied. In analogue mode this is influenced by the speed controller, but in the most used range it is hardly noticeable in its differences.

For digital operation, there is of course another option for conscious influence via the control unit if a suitable decoder is installed.

Final review

For a long time an entertainment car was on the wish list of the Zetties. Since almost all of the templates showed clearly recognizable differences from the existing shapes, the willingness to compromise on the part of the customer was exceptionally high.

With the WGmh 824, Märklin has now chosen a loner, but with this car, the compromise just described was kept as small as possible. Its basic shape fits almost perfectly and most of the deviating features are at least taken into account in the pad printing process.

As the first of the new generation, the wagon also offers the longest possible use in the model - so far, everything has been done right. It remains a secret of the manufacturer why an exotic font was chosen with the unusual, though not immediately recognisable for everyone, off the standard. But that is not a shortcoming either.



This is how it may soon look on the layouts of many Zetties: The new WGmh 824 is part of a special entertainment train, inside, it is obviously dancing.

The model once again shows weaknesses in the area of electrical components. Why Märklin repeatedly does not have its interior lighting buffered in a measurable and visible way remains a mystery, as other manufacturers have successfully implemented this years ago.

This weighs all the more heavily as it has led to a significant price increase. On the other hand, we expect customers to have high expectations, which the model will at best only partially meet. So here it is time to sit in and learn!

Nevertheless, we appreciate the special idea and can at least partially overlook the criticized voltage sensitivity, because outside continually lit compartment lighting is simply less disturbing.

The WGmh 824 (Item No. 87210), for example, has been nominated for the 2020 new releases in the Technology category. However, it will probably face strong competition there, against which it must first prove itself.

Manufacturer of the basic model:

<http://www.maerklin.de>

Information on the selected prototype:

<https://www.maerklin.de/de/produkte/neuheiten/gesellschaftswagen-wgmh-824>

<https://www.deutsche-reisezugwagen.de/wagendaten/824-wgmh/>

The Douglas DC-4 of the KLM Zero Hour for a War Baby

With the Douglas DC-4, Herpa has recreated another aviation classic. The model became proverbially "immortal" due to its large number of produced units, military transport aircraft in US services, on transatlantic flights and as a "raisin bomber". With KLM, an airline was chosen for the model to be presented that is no less historically significant.

The Douglas DC-4, which Herpa had presented as a 1:200 scale form novelty at the 2019 Toy Fair, is a very special aircraft. It is one of those machines that have written aviation history and should therefore appeal to model railroaders in the close scale of 1:220.

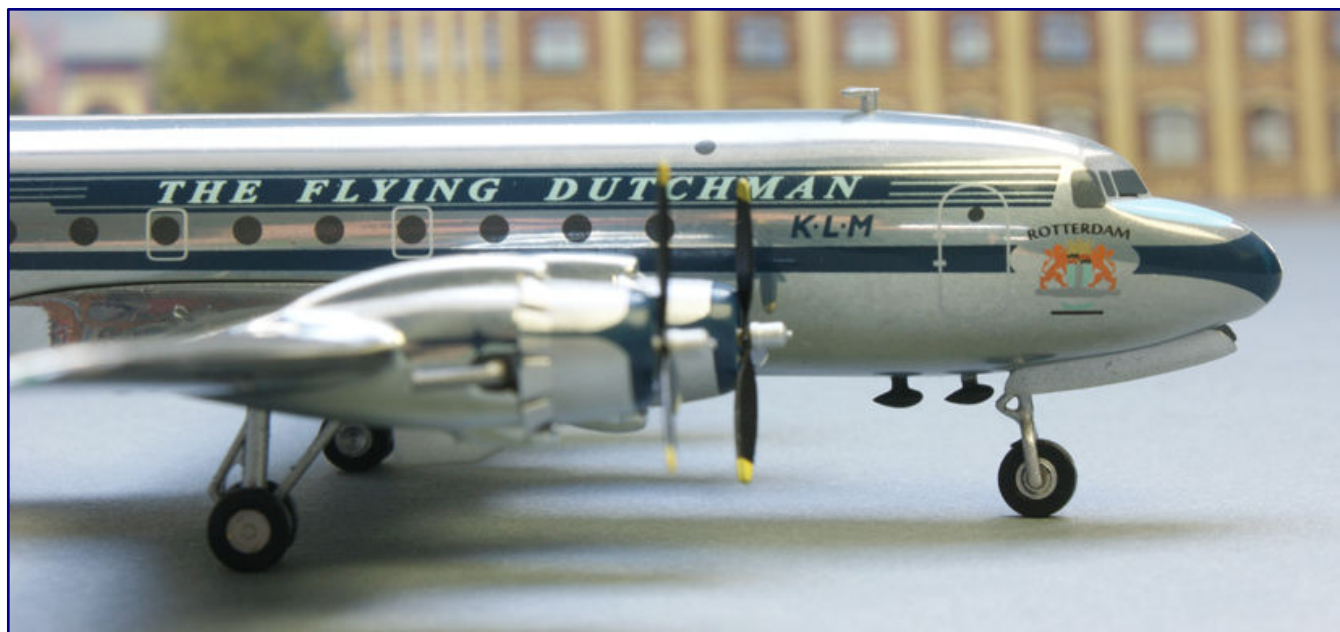
The Douglas DC-4 had its maiden flight with military registration on February 14, 1942, so after the United States entered World War II. The commercial aircraft, which was quite large by that time, was developed after an even larger design, the Douglas DC-4E from 1938, was rejected by interested airlines.



Like with many other airlines, the Douglas DC-4 made its career at KLM after the Second World War. At first, the airline's career took a steep climb before it soon had to admit defeat to new competing aircrafts with pressurized cabins and turboprop or jet propulsion, departing first for short distance flights.

Although 61 units were ordered from the drawing board, the new aircraft first made its career as a military transport aircraft under the designation Douglas C-54 Skymaster. With 1,165 units, it represented the significantly larger proportion compared to only 79 civilian aircraft, which were only built after the end of the war.

The years of construction of all versions cover the period from 1942 to 1947. In its construction stages as DC-4, DC-6 and DC-7, the four piston-engine aircraft without pressurized cabin was one of the most frequently used aircraft types of the forties and fifties. During the Berlin Airlift in 1948/49 it also earned the nickname the "Raisin Bomber".



The new Herpa model, like its predecessor, bears the given name "Rotterdam", which is written on the fuselage below the cockpit. However, the model also impresses with attached details such as antennas, fine undercarriage and elaborate printing, including windscreen wipers.

Its main competitor in civil services was the Lockheed Constellation, which we have also already presented in the "Super Constellation" and "Starliner" versions. The two careers were also comparable: Initially the main pillar of continental and intercontinental air traffic, this was quickly followed by the emergence of jet aircraft.

But we are focusing on the heyday of this aircraft type, which also includes the new Herpa model with the designation PH-TAR and the KLM's given name "Rotterdam" (item no. 559799). The oldest airline still operating under its original name celebrated its centenary when the model was announced.

Dimensions and data for Douglas DC-4:

	<u>Original</u>	<u>1:200</u>	<u>1:220</u>	<u>Model</u>
Length	28,60 m	143,0 mm	130,0 mm	142,9 mm
Span	35,81 m	179,1 mm	162,8 mm	179,4 mm
Height	8,38 m	41,9 mm	38,1 mm	46,0 mm
Take-off mass	33.112 kg	---	---	187 g
Cruising speed	365 km/h			
Engines	4 x Pratt & Whitney R-2000-2SD-13G Twin Wasp			
Propeller	Three blade			
First flight	14 February 1942			

As elsewhere, the Douglas DC-4 contributed to the strengthening of air traffic and economic upswing in the Netherlands.

The plane was an ambassador of the airline, its country and displayed modernity.

The 79 civilian DC-4s built after the end of the war were designed for up to 56 passengers. Together with about 250

demilitarized aircraft, these models were used by airlines worldwide - such as KLM.

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The Douglas DC-4 from Herpa also cuts a fine figure from the front (top picture) as well as in the top view (bottom picture). The registration is printed orange on the wings and black on the rear fuselage area. The large model of this aircraft caused a new start of civil aviation in Europe after the Second World War.

In the first post-war years they were also used in overseas traffic over the North Atlantic, where they also replaced the flying boats that had become uneconomical. Due to weak engines, a missing pressurized cabin, the resulting low flight altitude and lack of tank capacity, however, some stopovers were necessary.



The shiny metallic hull of the Douglas DC-4, in which the surroundings are reflected, also makes it an eye-catcher as a model. Thanks to its manageable length of only about 14 cm, it also finds a place on many model railway layouts - even perhaps as a historical monument.

When it was displaced by Douglas (DC-6) and Lockheed (Constellation) pressurized piston aircraft, the DC-4 moved to medium and short haul flights, where it earned its favours. The aircraft in such services often had seats for up to 80 passengers.

The end for the Douglas DC-4 also marked the entry into service at KLM of seven Convair CV-340s, which joined the fleet in 1953 and provided space for 44 passengers.

Those could be used much more economically, especially because of the pressurized cabin - by the way, we presented the corresponding model in **Trainini®** 10/2019.

Herpa got a good hit with this model. Thanks to the close and well maintained scale of 1:200, the plane makes a good figure even on layout periphery with airport scenes. Especially since it is quite small by today's standards, it does not take up too much of the precious space.



The appealing design of this aircraft is also evident when looking at the tail with the empennage. Here we also find other, very fine and partly also elaborately applied pad printings.

It can be surrounded just as easily with miniature figures and car models in the exact scale of gauge Z. Friends of the early Era III can therefore certainly make something of this miniature model, especially when “two hearts beat in the chest,” and love does not only belong to the railway.



With KLM's Douglas DC-4 "Rotterdam", another aircraft model is ready for take-off that perfectly fits into the era IIIa, when airports did not yet have to have the dimensions of today.

This is also made possible by the fact that varnishing and printing are as clean as they are complex and allow detailed replication. Attached antennas, delicate undercarriages and exact replicas of the covered piston engines with the three-bladed propellers ensure a replication level corresponding to the model railway layout.

The model is also appealing because of its reflecting reproduction of the original, which at that time was made of high-gloss sheet steel. The only things that stand out from it are decorative surfaces and strips, door frames and inscriptions such as "The Flying Dutchman" or the empennage with its reproduction of the colours from the national flag.

Designed in this way, KLM's Douglas DC-4 "Rotterdam" now also takes off for a jump overseas on a scale of 1:220 or lands at German model airfields of the small, but for aircraft model collectors great scale.

Manufacturer of the basic model:
<https://www.herpa.de>

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Station Diorama “Himmelreich” (Part 1)

Brick by Brick – Building a Train Station

Märklin's “Bahnhof Himmelreich” (Kingdom of Heaven station) kit has challenged us, to not only build the structure itself, but to also provide it with a suitable setting. This was the only way for us to achieve a perfect presentation of the building against a perfect backdrop. But before we get to that, the kit first has to be put together and be given some individual detailing.

In 2019, as on several occasions before, Märklin had chosen a thematic focus for its spring line-up of new items that were presented at the Nuremberg Toy Fair. This time, the theme was the Höllentalbahn (“Hell’s Valley Railway”) in an apparent attempt to prove that the Black Forest has much more to offer than the typical buildings that were a staple of the H0-gauge program in former times.



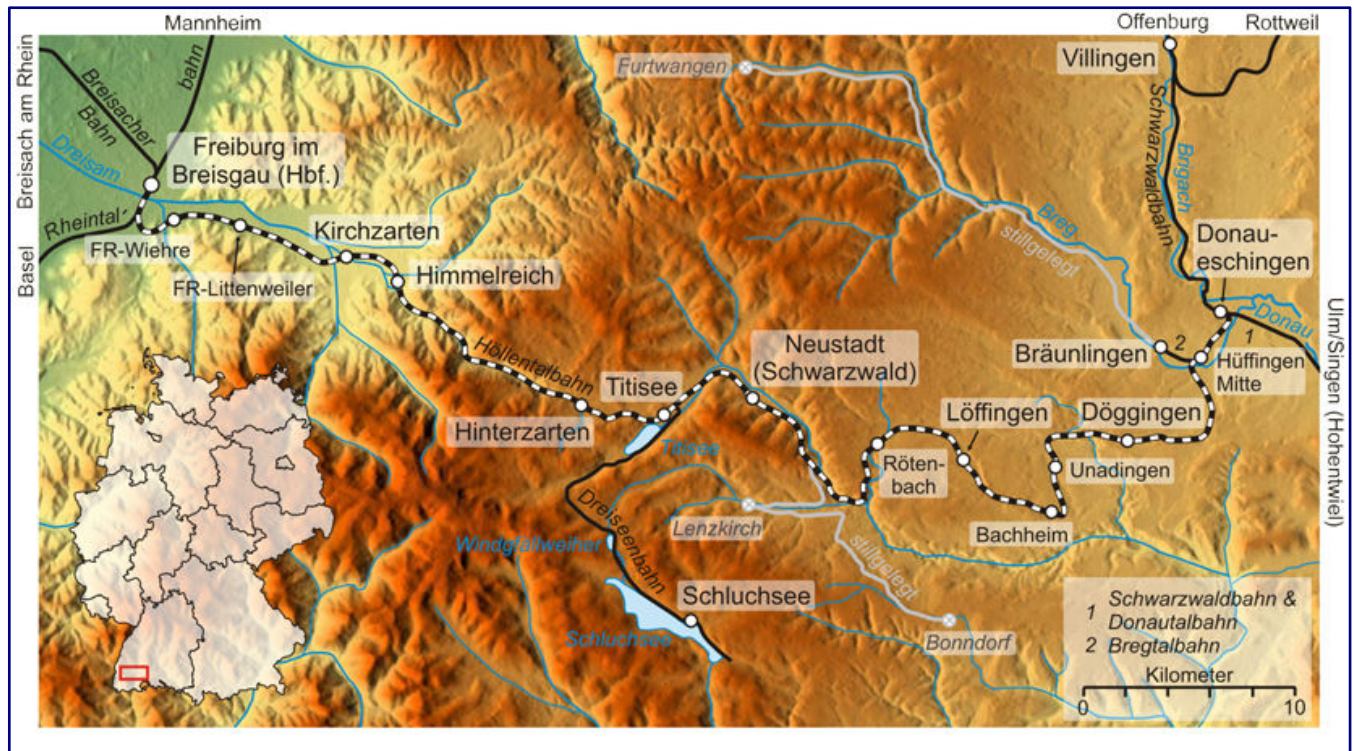
This image from 15 August 1983 shows engine 139 309-9 from the Offenburg depot having hauled train E 3534 up the gradient section into Himmelreich station with its familiar face. However, the track system around the station has changed considerably over the past twenty years, compared to the situation we have in mind for our diorama build. Photo: Frank Lüdecke, Collection Eisenbahnstiftung

This unique mountain railway line starts in Freiburg (Breisgau) and runs in sections as a real steep route to Neustadt (Black Forest) and from there on to Donaueschingen. It is mainly a single-track main line and has been electrified in the Freiburg - Neustadt section since 1936.

With gradients of up to 57.14 ‰ between Himmelreich and Hinterzarten, the Höllentalbahn is considered to be the steepest main railway line in Germany. Its era of cogwheel operation only came to an end with the arrival of the class 85.

Because of its topography and the heavy steam tender locomotives running on it, this railway line has always fascinated model railroaders. The partly narrow gorge with the famous Hirschsprung ("Stag Leap") rock face contributes to its legendary reputation.

Märklin has therefore deliberately picked up on this fascination. With the Himmelreich station (Item no. 89709) it has chosen a prominent structure of the line that lies at the foot and thus the entrance to the steep track: From here, the route runs steeply uphill, with the Ravenna viaduct alone overcoming a difference in altitude of 12 meters over its 224 meters.



Map showing the different railway lines in the Black Forest and their routes. The topography of the Höllentalbahn is clearly visible. It runs from Freiburg (Breisgau), at first still on a level surface and then climbing towards the mountain ranges with steep inclines from Himmelreich to Hinterzarten. Image: Lencer (CC BY-SA 3.0)

So, this station kit is special because of its name, but it was also accompanied by the release of suitable rolling stock for different eras. The prototype sits at 451 meters above sea level and once had three tracks for train encounters. This is the situation that we initially wanted to replicate in the diorama.

We also intend to model one of the more modern eras of the line, one in which the changeover to catenary operation with an alternating voltage of 15 kV and 16.7 Hz had already been made. The kit depicts the station building in its state before renovation and therefore fits well with this project.

In later times, the station shrank to two, at times even only one track. Today it has again two tracks for train encounters, but a new and differently positioned platform. The building also has changed colours. The plan to place the Märklin architecture kit in a coherent and authentic looking scenery seemed perfect for a Z gauge project.

At the beginning of every project of this kind there should always be a plan. In this case, a first idea evolved in the author's mind on the basis of many mental images. Inspired by prototype photos and the publication "Die Höllentalbahn und Dreiseenbahn" (The Hall's Valley and Three Lakes Railway) (ISBN 978-3-8375-1539-8) from VG Bahn publishers, my initial thoughts finally matured towards a balanced division of the planned diorama between the station itself and its surrounding scenery.

According to my original thinking, only two of the three tracks were to find their way into the finished piece: The edge of the island platform should form the diorama border where track 3 would have been. The intention here was to allow for a largely unobstructed view of arriving trains, making it easier to integrate the station building in any future photographs of the diorama. The length of the platform should offer enough space for a locomotive and four to five passenger coaches.



The original setting has changed its appearance several times over the decades. The only constant seems to be the station building, which has only changed colour. On this still quite recent image one can see the entrance to the incline at the end of the Himmelreich station.

For a prototypical model, the street side of the station also requires a relatively large landscape section consisting of open meadows. This area is still unusually flat for Black Forest conditions; only in the larger distance we find groups of trees and a noticeable slope in the terrain.

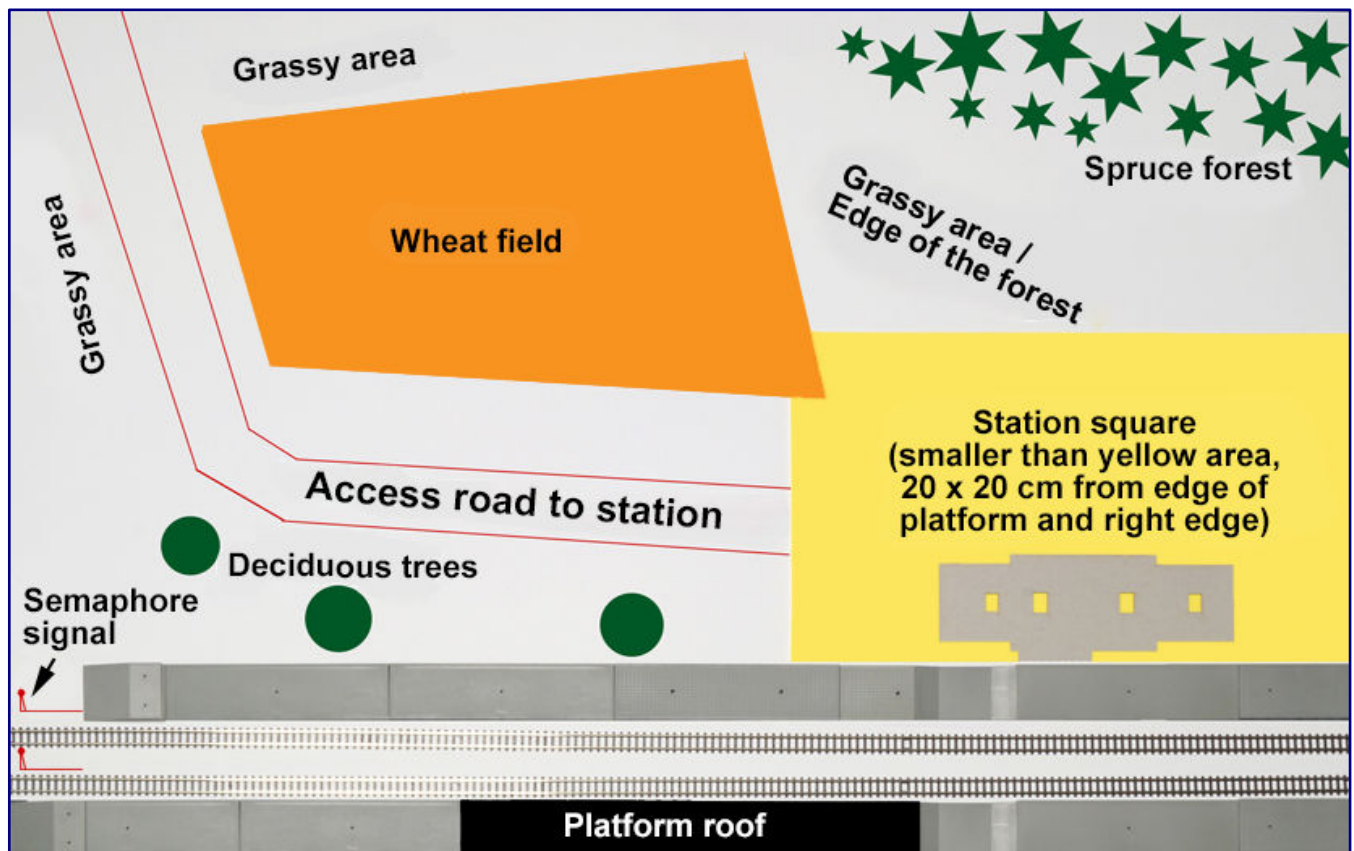
In reality, there is also a main road running in front of the train station, which could not be integrated at all in the model. The same goes for a group of buildings nearby, presumably a farmstead, of which only a small section could have been included in the diorama. At such points in the planning process a decision has to be made: Should the aim be a strict and uncompromising reproduction of reality or rather a coherent and at the same time visually appealing interpretation of a prototypical situation?

For me as the builder, the decision was quickly clear: a larger footprint of the diorama was to be avoided if I wanted to keep the size of this showpiece manageable and easy to transport. At the same time, including any token road sections at the edge of the diorama and possibly strange looking fragments of buildings would not, in the end, add any real visual interest to the model.

A plan is taking shape

In order to be able to reproduce the spatial depth of this section, the diorama must nevertheless not be too short on its transverse side. This was another reason why the track area at the front should be so close to the front edge. But this is where I went through a learning curve, after realizing through some trials that my original approach would not lead to a convincing result. But more about that later, when we get to the start the actual construction of the diorama in part 2 of this series.

Another conceptual idea for the diorama is also quickly explained: From the beginning I wanted to design it in such a way that it could be later inserted into a picture frame type presentation box. Even if there is no concrete plan for this at the moment, the possibility of doing so in the future needed to be taken into account already during the diorama's build, as otherwise it could not be integrated afterwards.



This edited photograph in original dimensions from the first diorama trial served as an initial construction plan. But it became soon clear that the track area, in particular, needed to be modified. We will present further changes in the next part of the series.

Putting the diorama in a presentation box at some later time will mean enclosing it in a wooden superstructure with back wall, backdrop, lighting and concealed turning loops of the dog-bone type, thus providing a stage for train operations.

Usually, this type of picture frame layout design comes with tracks and platforms that are laid parallel to the front edge of the visible layout area. Normally, that is something we always and very consistently try to avoid, as it makes for a rather static and undynamic visual impression of a layout and can destroy the illusion that one is looking at a slice of prototypical landscape. The other side of the coin is that a right-angled cut in the track at the edge of the layout increases operational safety.

And in the particular case of this project, the original Himmelreich station has platforms that are completely straight. Putting some curvature in between both ends of the visible track would have taken us a further step away from the original setting.

Therefore, and given the need to keep the tracks straight and parallel to the front edge, an important element of my design considerations was to effectively break up this rigid geometry in another areas of the diorama. The only solution was to work with visual reference points in the landscape around the station's premises: the route of the access road, the station square or the edge of the forest in the right background.

Additionally, a wheat field in the centre of the diorama is supposed to break up the extensive meadow areas. By stroke of luck, the real life area around the station does come with such a field. So all this allows me to still integrate some diagonals and curves and thereby bring a bit of natural chaos into the overall picture: nature, after all, is about chance and not human geometry.

Positioning and assembling the building

In order to be able to check the feasibility of a plan and an idea, it is necessary to carry out a test run. But this is not possible without assembling the station building first. Photographed with as little distortion as possible, the shots from the final rehearsals are then used to determine the position of the street, field and trees.

The visual lines are then checked and optimised on the basis of the photos. By the way, this procedure also helps to define the surface areas on the planned showpiece. A further point that should not be forgotten are lines of sights for taking pictures of individual scenes and sections.

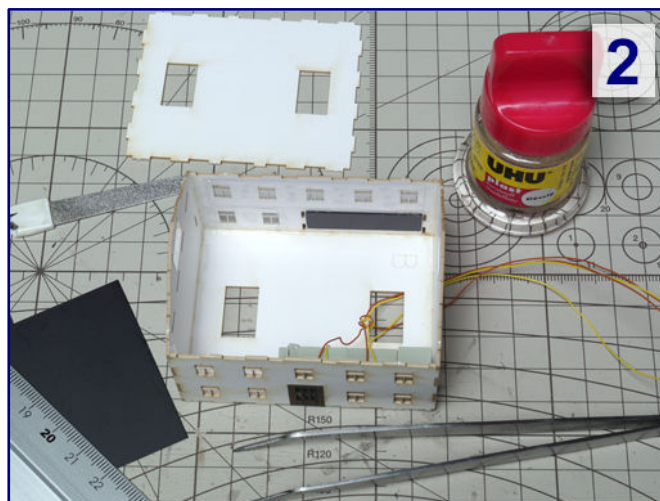
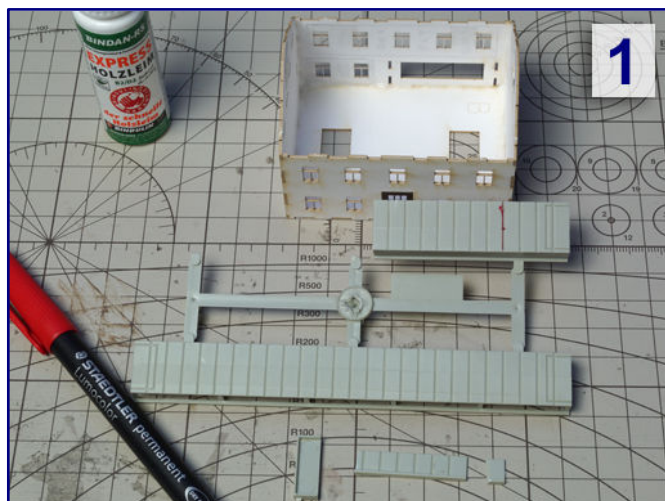
If you want to present your modelling treasures in a successful way, there should be no obstacles when taking pictures. And this applies to scenes that are intended to catch and direct the eye of the beholder. Thinking about these aspect in advance will avoid any unpleasant surprises later.



The assembly of the station begins with the core of the main building: The floor, side walls and ceiling are prepared. But first the window sheets have to be glued in place before the rest can take shape.

With this, the assembly of the Himmelreich station is finally under way. The kit consists of exactly 233 parts, distributed on 11 cardboard panels of different colours. Since they are dyed through, as is normally the case with hard cardboard, and given their matt surface, they do not require any additional painting. It is of course up to the modeller to apply any weathering afterwards, if desired.

The degree of difficulty remains manageable, although we do not consider this to be a beginner's kit. Those with modelling experience will certainly not encounter problems, as the kit's designer, Stephan Laffont (Modellbau Laffont), makes things as easy as possible for his customers.

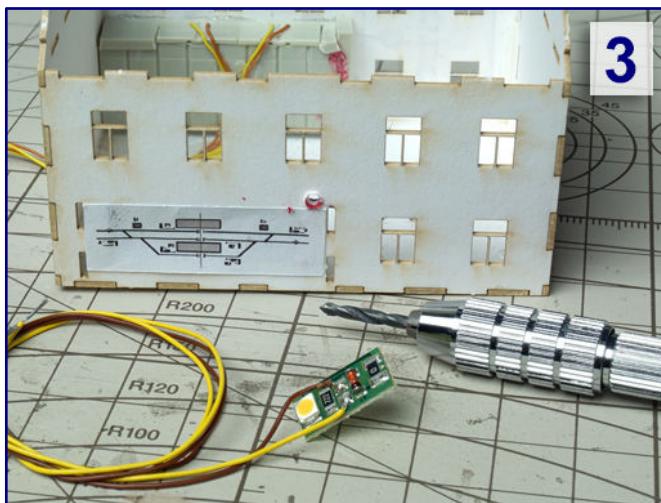
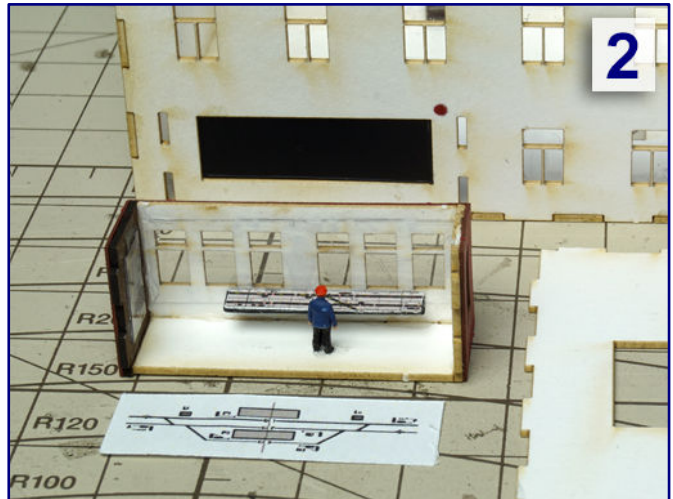


With the aid of a floor lighting kit from Viessmann and templates from printed sheets and internet downloads, the illusion of a ticket counter hall is created: first, matching elements are selected, marked and separated (step 1), then test fit and LED inserts and ceiling sections added (step 2). Before the module can be glued inside the building, the background scenery and figures from Trafofuchs are inserted (step 3).

For Märklin he always works according to clear principles: The outer edges of the kits (facades attached to a core) always offer tangible positioning points, while inner edges always attach to already existing corners or components.

However, intricate add-on parts such as stucco frames around windows cannot be produced with snap-in lugs in laser cut model making. So, in order to make clear where such pieces should belong and how they are to be attached, the respective walls bear small markings for visual orientation of where a part should go.

For example, a brick or plank engraving is omitted in such places - here, for example, this applies to the ground floor and the plank-clad end walls of the station. It is the model railroader's task to familiarize himself well with the instructions in advance and to watch out specifically for these places.



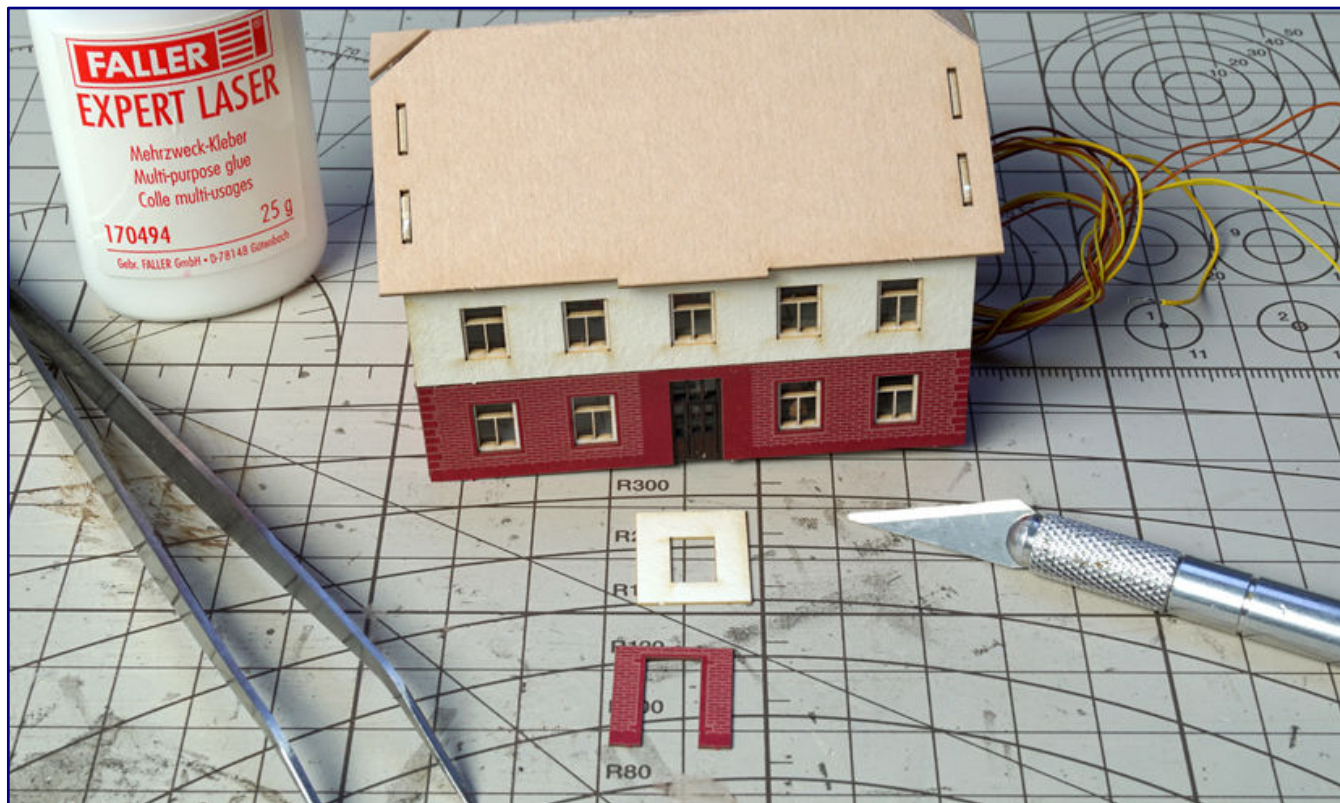
Setting up the signal locking room in four steps: The rectangular opening in the building wall is closed with a matching piece of black polystyrene sheet (Evergreen) (step 1) and the locking room is equipped with a track diagram and a figure (step 2). The position of the later cable entry is marked in red. On the track side of the black sheet we glue a large track diagram corresponding to Himmelreich station (step 3). The hole for the cable is drilled with a pin vise. This step of the build is completed by gluing the Viessmann house lighting LEDs under the roof (step 4) and attaching it on top of the room.

What should also be part of the assembly is to dry fit parts to check and assess the position before irreversible facts are created with white glue. If these tricks and principles are taken to heart, nothing can actually go wrong and nothing can stand in the way of a beautiful model now, thanks to the kit's perfectly fitting parts!

The choice of glue is also no science, but still needs to be well considered. Express white glue without additives is our standard aid, because its adhesion is far superior to any all-round adhesive. Depending

on the component, we usually prefer Bindan-RS from Bindulin or Expert Lasercut glue from Faller with dosing cannula for very fine glued joints.

Freshly glued joints must be fixed for five to ten minutes until the glue has set sufficiently and developed its adhesive power. Small steel weights or similar aids can be of help in this respect.



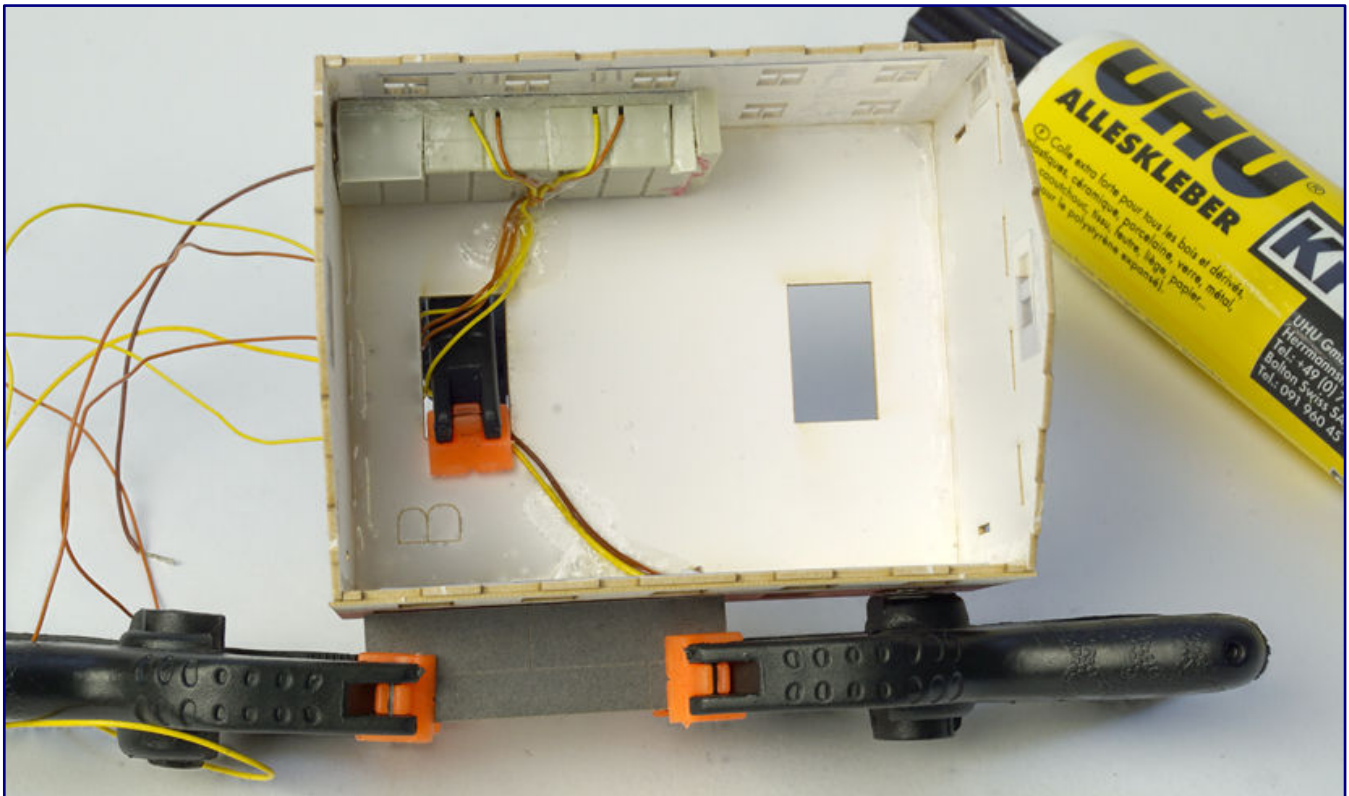
Architectural kits made of hard cardboard "grow" from the inside to the outside: the roof substructure (and later the roof tiles) and facade parts are glued onto the building's core. To ensure proper alignment of pieces, the kit's designers, Modellbau Laffont, include visual markings (masonry at the bottom) or creates contact edges through other parts (facade part at the top after mounting the masonry attachment).

However, it is important to always work against a bearing surface and to not bend a wall! Great care is required right from the start of the work, because the core of the building will be the reference point for everything that is yet to come. Right angles should therefore be kept as precisely as possible. This is where the weights mentioned above or Faller's "Rite Way" tool, which uses magnetic force, come in handy.

From the floor base of the building placed level on our work surface we now slowly work our way up. Soon there is no way around using an all-purpose glue; here we prefer Uhu Kraft. We need it to glue the cut-out window sheets behind the cross braces of the cardboard parts.

What has not yet been mentioned, and yet seems to be self-evident, is a well illuminated work area with as little as possible shadows, in order to avoid too much strain on our eyes during the estimated six to seven hours of total construction time (including breaks for letting glue dry).

Continued on page 31



Top:

It is important to place the cables inside the building in such a way that they are later not visible behind the window panes, for example by routing them down the walls and then across the floor to the outlet opening.

Bottom:

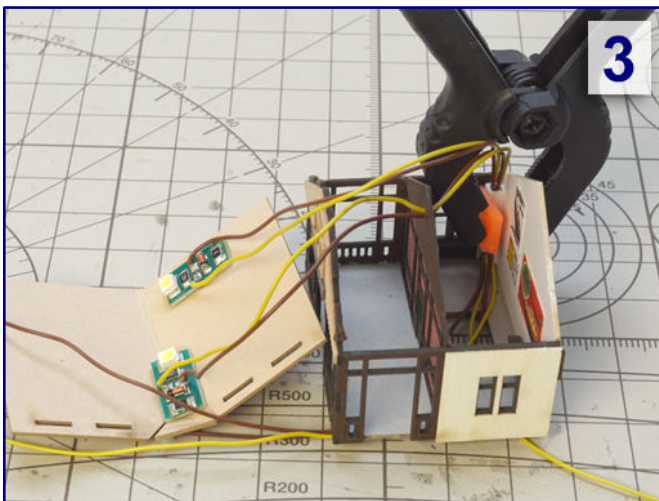
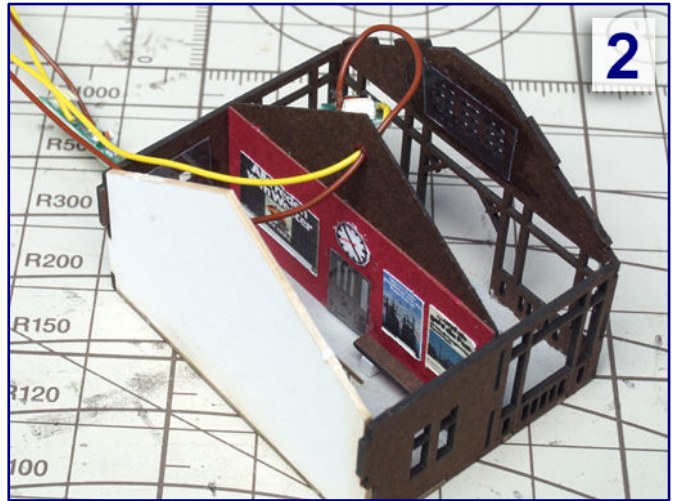
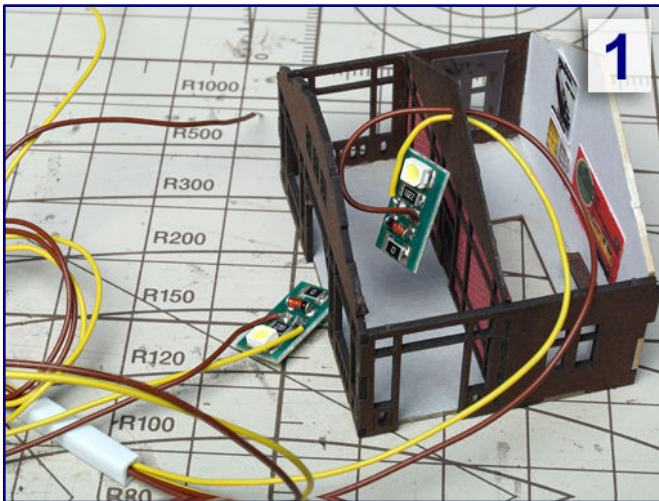
When the glue is dry and set, the assembly continues. The ceiling and roof substructure may now be glued in place.

Creating inner values

By and large, our station is assembled according to the well-illustrated instructions, from which we deviate only on a few occasions, mostly in order to add some inner life to the signal box extension, the ground floor on the street side and also the building wing on the left side of the platform.

On the ground floor I use the interior lighting kit from Viessmann (6045) with cold white LEDs (6048; 10 pieces). Two custom-made figures by Trafofuchs and a scaled down photo of the ticket counter created from rearranged Internet downloads create the illusion of spatial depth.

This is not necessary in the signal box room and the passenger waiting room on the side of the building. Here I simply use the entire space and redesign it: Two waiting benches are pieced together from plastic profiles and cardboard left-overs, the walls are decorated with well-known German Railway posters and travel advertisements, also to be found on the Internet.



Work on the extension for the waiting room: Both the open and the closed waiting area are to be illuminated with Viessmann house lighting. Here, too, the cable routing must be considered and a wall passage must be created (step 1). The walls will be covered with contemporary German Railway advertising posters and a replica of a clock, benches made of plastic and cardboard left-overs will provide furnishings (step 2). Cables are routed to the base plate in a corner inside a square hollow profile (Evergreen), while the lighting units are already glued to the inside of the roofing (step 3). As soon as the interior is finished, the outside cladding is attached (step 4).

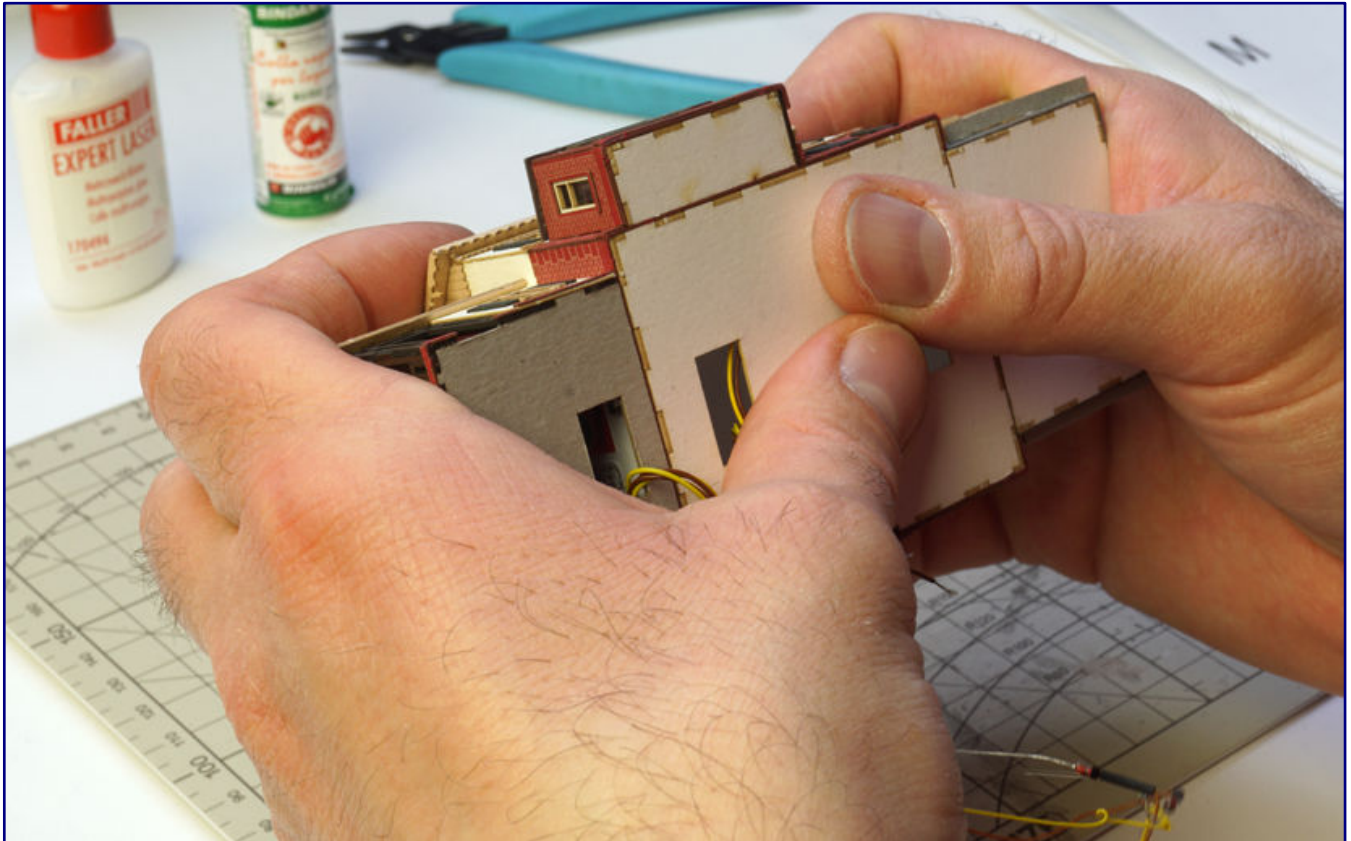
The cables of the (cold) white LED Viessmann house lighting (6008) placed on the ceilings are routed, almost invisibly and hidden in a square hollow plastic profile, through a corner of the building's interior to the opening in the floor. In the front signal box extension of the building, a table with a console for the track diagram and push buttons, a railway official (Trafofuchs) acting as both supervisor and dispatcher, and a larger track diagram suspended from the rear wall serve to add some authenticity to the interior.



The goods shed is another example of how the kit uses markings for a correct alignment of parts: Below the windows the batten structure is interrupted (above). This is where the station sign will be attached (below).

The interior back wall had to be closed off with a black polystyrene sheet insert (Evergreen, distribution via Faller), because of a hole in the wall that had been foreseen in the kit in order to let light pass through.

In the dark, the Viessmann warm white light (6006) evokes the lighting mood of old incandescent lamps. The only way to hide the cables in this part of the building is along the ceiling area, but even then a suitable location must be carefully chosen.



One after the other, the two extensions are glued to the already finished main building. To do this, we put wood glue into the joints and spread a flat, thin layer of glue onto the smaller one of the side walls. The parts must then be placed in a precise fit and be pressed together for a few minutes until the wood glue sets, in order to avoid any visible gaps between the attached walls.

This is done by dry-fitting the extension to the main part of the building and putting its roof loosely on the top. Once the perfect spot is found where the walls and roof do not get in the way, it is marked it with a red pen. A pin vise is then used to drill open a hole for the cable.

Much has been achieved by the end of this construction step: During night operation, only parts instead of the entire building are illuminated from the inside. Areas with staff and passengers present, including the open but covered waiting area, are lit, while all other windows remain dark - just as it is in real life on a 1:1 scale.

Most of the necessary time for this somewhat demanding project has now been invested. Further progress is according to the instructions and quite fast, because the separate building sections, whose good alignment has been continuously checked through repeated dry fits, are now consecutively put together. This is followed by covering the roofs and attaching any remaining small parts.

In this part of the build, special attention should be paid to the shutters, whose slats run partly horizontally and partly vertically. The instructions do not provide much information on their correct position, but it can be determined with a little bit of thought. A glance at the product photos of the packaging and the catalogue also removes any remaining doubts. Last but not least, the photos in this report can also help our readers to find their way around this kit.



The chimneys (each consisting of four parts) and a dormer consisting of a core, façade, window sheet and roofing have to be assembled and prepared for the final steps. It is important to make sure that the shutters are mounted correctly: The horizontal slats need to point towards the top and to that window pane which extends over the entire width of the frame.

Himmelreich station – what's next?

Part 2 (July 2020):

We build a solid wooden base for the diorama and create two levels in it. Two individually built platforms, the station building and the course of the station access road will then be arranged and their final position determined.

Part 3 (August 2020):

The sub-terrain structure and scenery grows, whilst the road is built according to historical patterns. Signals, overhead line, platforms and street lighting will follow. Finally, detailed scenes including figures are added.

Part 4 (September 2020):

Final work on the diorama, including wiring all electrical components and building an integrated control panel. And to make sure that the finished piece will cut a good figure at exhibitions, the wooden base will also be painted.

With this the station is now finished. Whilst the glue is drying we can slowly turn our thoughts to the woodwork for the diorama's base.

We will report on this in the second part of the series, but a little brooding and thinking should be allowed. The next part will start with a trip to the carpenter or the DIY store.



The last step in assembling the station consists in attaching the station signs. Printed into the instruction leaflet, they are cut out with a steel ruler and a hobby knife (preferably using a fresh blade) and applied with only a little adhesive to their cardboard base on the building.

Manufacturer pages for the kit:

<https://www.maerklin.de>

Tips from the designer and producer:

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

Build materials and accessories:

<https://www.bindulin.de>

<https://www.faller.de>

<http://www.trafofuchs.de>

<https://www.uhu.de/de>

<https://www.viessmann-modell.com>

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Laser cut kits from Noch

New and yet familiar

For years we have been waiting for hardboard kits from Noch for gauge Z. After all, the accessory manufacturer from Wangen in Allgäu is one of the most innovative in its industry, but here a trend has so far clearly missed our nominal size. But that's over now, although the initial program still caused some surprises. We have asked and built for a test.

With an envious view of the H0-gauge program with beautiful building ideas, we have often sought conversation at the International Toy Fair or on other occasions and asked for architectural kits made of hard cardboard for the scale 1:220.

It turned out that the managing partner Dr. Rainer Noch is not fundamentally averse to such an idea. Within the scope of the cooperation with the Japanese manufacturer Rokuhan, which also sells Noch accessories in the Far East, there were one or two gaps to be filled.



Surprisingly for many model railroaders, laser-cut houses for the scale 1:220 were still at the Spielwarenmesse 2020. These created interest and awakens further desires.

At the time of the discussions, however, it remained questionable whether the existing hard cardboard sheets of various colours and surface structures stored in Wangen were also suitable for the small scale. It did not seem economical to build up and maintain a separate stock for this purpose.

So we waited and were pleased when our own figures for Z-gauge appeared in the programme, which the Rokuhan managers had asked for when we visited Tochigi four years ago. But modern house kits using light-cutting technology were still not available.

The surprise followed on cue: At the International Toy Fair 2020, three construction kits were announced, consisting of the Zeil railway station (item no. 44305), three houses for a village (44310) and a small building assembly (44315), also in three parts. At last!



Three kits were available for this year's premiere. We built them all for rehearsal and got our own impression.

The joy was only slightly clouded by the fact that all of the chosen buildings seemed so strangely familiar: The station reminded suspiciously of the one with the name "Wintersdorf" by Märklin, was only slightly modified, and mirrored on the same floor space.

The village, with two half-timbered houses and a restaurant, not only had the same floor space as three classics from the Vollmer range, but they also seemed to be almost twin siblings from a modern production process.

The small chapel and two field barns of the third construction set bore the greatest resemblance to well-known predecessors, but in the end these were from the company's own range.

The big difference, however, was that now modern hard cardboard buildings were to take over the legacy of hopelessly outdated polystyrene houses.

So once again we sought to talk to representatives of Noch to find out the background: Why does a manufacturer develop new products that look so familiar to the customer and make it easy for him to overlook innovations?

Amazing selection criteria

Plant manager Thomas Schröder finally answered our questions: He referred to the model railway case systems revised in 2018 and the need to be able to equip them completely with our own products. This was the only way to ensure independence from the availability of third-party products and to avoid the possibility that our own sales would fail due to a third party.

This seemed to be understandable insofar as the almost antique looking Märklin station disappeared from the catalogue for years and will certainly not be reproduced. When Märklin last needed a comparably small station for a starter pack, the people of Göppingen finally decided to use a colour variant of Faller's "Blumendorf".



When looking at the packaging, the same thought probably shoots through the mind of all the Zetties, especially the three-part village set (Item No. 44310): “You know these buildings?” And, this should not be dismissed.

However, the number, location and also the area and height of the buildings are determined by the chosen construction. Switching to other buildings is not easily possible. So Noch helped himself, and designed new kits for the given floor plans using the most modern production methods, as customers have come to expect.

The three small buildings could be transferred to the hardboard construction method with almost no change in their appearance, after all, these are from our own range. All the other buildings were deliberately designed to look familiar and so that the customer can immediately see what they are intended for.

On the other hand, however, they have been designed differently enough, so that they appear new, and not plagiarised, and, at the same time, fit together well in architectural style, and thus regionally. This way, future suitcases will also look contemporary and a little different.

By the way, there is the pleasant effect of finally being able to “retire” even old



Apparently unchanged, the three small buildings, whose predecessors also originate from the company's own programme, are presented.

Vollmer buildings. Many model railroaders have long since grown tired of them, because they adorn the layout a thousand times over and do not allow any individuality. This is also true for possible variations of the layout, which are possible by exchanging or omitting parts.

Noch's new products bring refreshingly new colours and life into play. Especially with adhesive stains on the old houses it is probably time for an exchange. Due to the same area and size, no modifications to the system are necessary, and the visual effect is further enhanced by the matt appearance of solid-coloured hard board.

A free start for new classics

And, by the way, the new products also offer a chance for all those who have still reacted cautiously to the construction method, which is unknown to them. There is nothing to lose here, trial and error makes wise. If it went wrong, which it won't, there would still be the possibility of falling back on the old building model.



Only with good preparation and good tools will success be achieved. This also applies to the choice of the right glue. We decide here against the enclosed Uhu Holzleim (wood glue) and for Bindan-RS. This time we prefer the in-house product from Noch (61104) to the Expert Laser from Faller. In addition, three precision knives by Mozart (below) are subjected to our practical test.

When else does the option arise to rebuild a model that is known from its construction and appearance from a different material with new tricks and to learn in the process? It really couldn't be easier! And that's exactly why the new products came at the right time.

We hope for a good acceptance by the Zetties and look forward to seeing the results again at exhibitions and fairs. And this much can be revealed, because Thomas Schröder did not leave this unmentioned in the editorial meeting: If the new buildings are also economically successful, then this product line will certainly be expanded. And we already have many ideas and suggestions for this...

In practical use: Precision knives from Mozart

Mozart AG from Solingen is a well-known supplier in the field of blades for industrial applications. Recently, it also ventured into the private customer business with model railroaders and model builders, who, however, are not supplied directly, but through Peter Post Werkzeuge.

Convinced of the merits of his own products, Mozart offered for us to try out the two knife handle shapes offered there with knurled screws for fixing the blades, as well as one with an Allen screw mount including three different types of blades, a suggestion we were happy to accept.

Our own experiences confirm the manufacturer's statements: The handles allow a largely fatigue-free work. The narrower handle is ideal for fine work, while the thicker one is more suitable for more powerful cuts in thicker materials, where more pressure is required.

The blades have proven to be precisely manufactured and ground, permanently sharp and perfectly suited to the intended use. We also find their strength praiseworthy, because precise guidance and exact cutting are only possible if they do not bend under the resistance of the material being cut.

All in all, Mozart's precision knives and blades proved to be superior in our practical test to all other products of a comparable type we have used so far.

Fresh to work, that's what it says now. We have immediately dealt with all three kits, built them for testing, integrated our own ideas, but also paid attention to minor shortcomings, which we passed on to Wangen as a suggestion.

This is not another construction report in its purest form, but a short "flight" through the starting program of the laser-cut building kits from Noch in the scale 1:220. Hold on, it's starting!

The first thing that stands out positively in all three kit compilations is that Noch has included well illustrated and easily understandable instructions that work with picture language. The outside printed

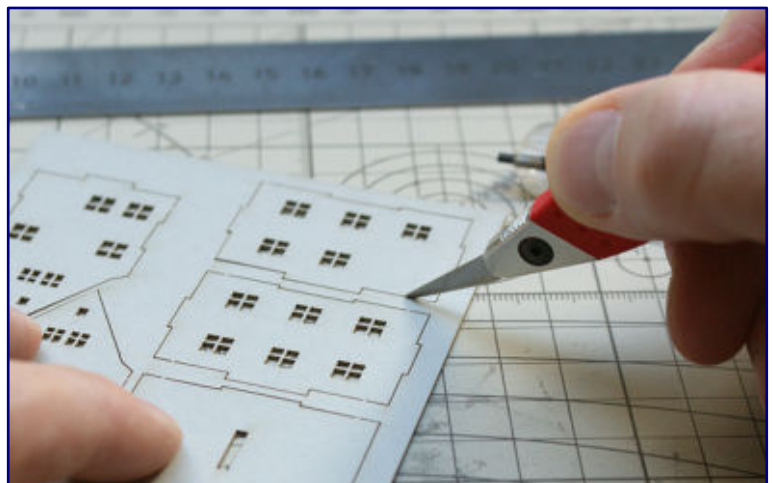
reference to the enclosed special glue means a tube of Uhu Holzleim (white glue), with which the buildings can be assembled.

We will not use the glue of Uhu today and will use it in landscaping instead. Alternatively we will use the express wood glue Bindan-RS from Bindulin. This has proven to be the best for our construction projects with hardboard kits.

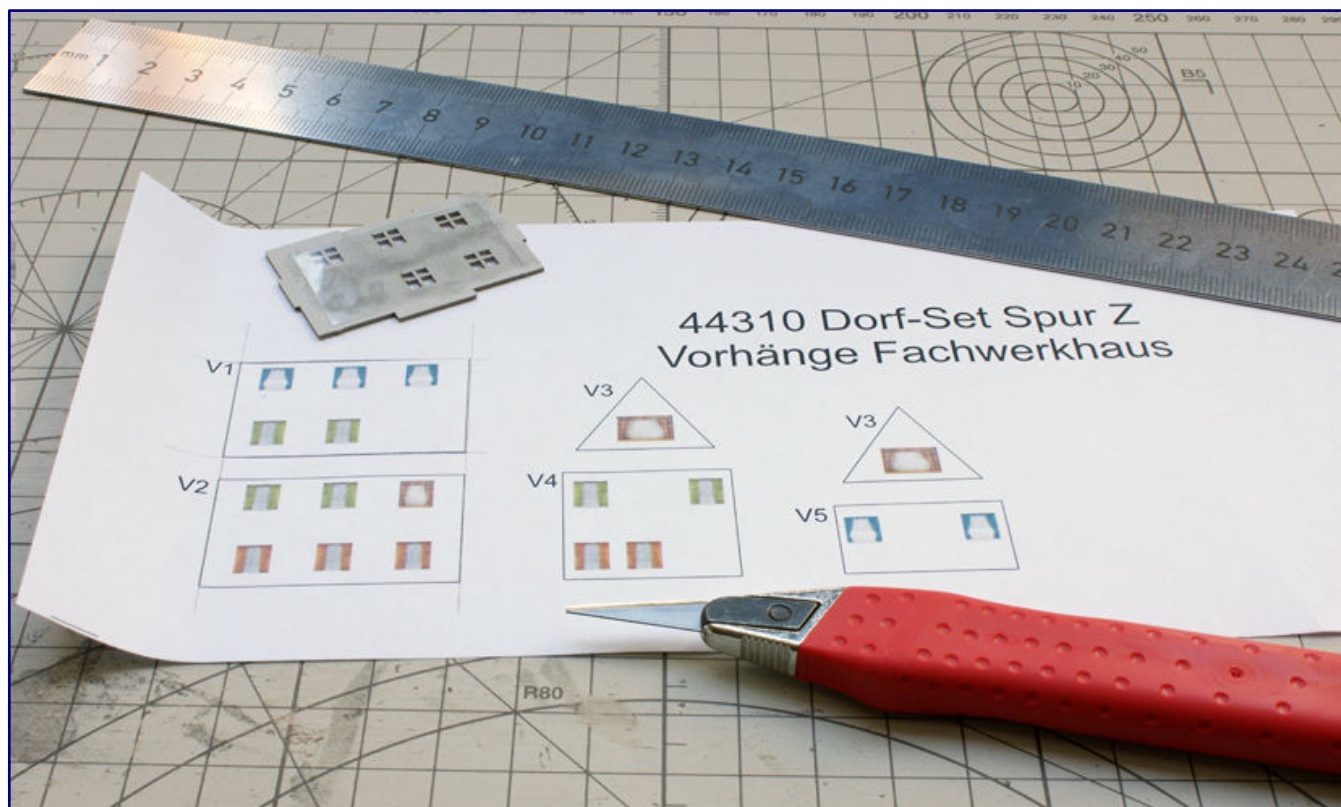
For fine parts that require an extremely thin application of glue, Noch also has its own product in its range, the Laser Cut Adhesive (61104), which also performs outstandingly well here. It is just too astonishing that Noch does not refer to it itself.

By the way, Noch has overlooked the following small detail: The kits also include curtain masks and window films for cutting.

The latter can't be fixed satisfactorily with wood glue, but, unfortunately, the instructions don't state that, because there is no reference to all-purpose glue at the respective places, and it should be integrated in the next printing.



Here we go: We cut out the first parts for the assembly of the half-timbered house.



As with other suppliers, the core parts with the window frames are backed with a window film. However, the instructions do not indicate that an all-purpose glue like Uhu Kraft should be used instead of the enclosed wood glue. A classic solution is to apply curtain prints behind the windows. Interior furnishings are not worthwhile here, either, because the buildings and their windows are very small.

In our opinion, an all-round adhesive such as Uhu Kraft is also the better choice if the chimneys, which have been produced as 3D printed parts and are included in the kits for the village and railway station, are glued to the roofs after painting. By the way, Noch goes its own way with these parts compared to competitors.

On the other hand, the way the buildings are constructed is familiar: they “grow” from the inside out and follow well-known and proven construction principles: An inner core, which imitates the window frames and, in the case of small buildings, also the foundation walls, provides the necessary stability. Facades and framework are glued to the outside.

Another point worth mentioning is the lack of room divisions inside the buildings, which is due to the rather limited floor space. For sufficient stability they do not require any. Mostly they are intended as transverse and longitudinal stiffeners and are also useful for lighting or room design.



Traces of burning on laser-cut cardboard parts can best be removed with an old toothbrush.



The half-timbered house and the country house have been given a central roof support; the farmhouse has to manage without it. This is not a particularly stable solution, because the thin roofing is also attached without a substructure.

comparison with the instructions and the need to assign all parts to the respective building. This work is reduced to the comparison of the names of the sheets and part numbers so that each construction step can be tackled without searching or possible mistakes.

However, this also results in a minor deficiency in the village houses: The roof supports of the three village houses are made of a very thin cardboard, which is barely supported from the inside.

While the farmhouse has to do without it completely, the two smaller half-timbered buildings were given at least one central support, two or three would be better. The missing substructure can make itself felt in all three after completion.

The fact that all the sheets of cardboard are pre-sorted and packed separately in foil bags inside the box proves to be well thought out.

This eliminates the need for lengthy parts to the respective building. This work is reduced to the comparison of the names of the sheets and part numbers so that each construction step can be tackled without searching or possible mistakes.



Our point of criticism can be easily understood on the finished half-timbered house: The middle support stands out due to the thin roofing.

Before we share a few construction experiences and design suggestions, let us take the liberty of making a note about the tools. Good results can only be achieved, if the tools used, are appropriate for their purpose.

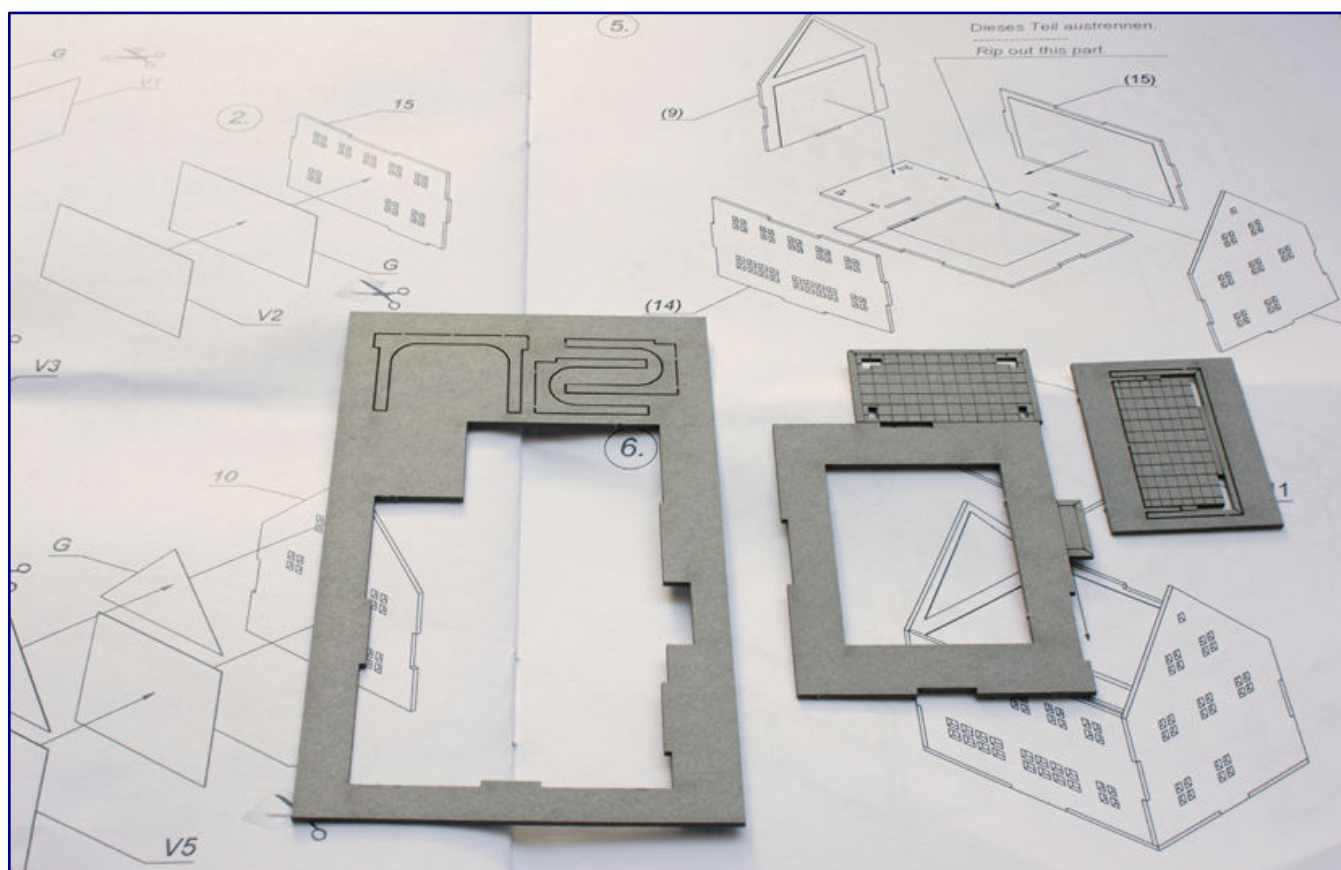
They should lie well in the hand, be sufficiently stable and handy to use and work precisely. If you save money in the wrong place, you jeopardize the success of your work and waste money that you have invested in the purchase of kits or models.

We were fortunate to be able to use three different precision knives by Mozart for this construction project, the appearance of which we reported on in the last issue. We were also able to feel a clear difference compared to other blades of good quality, which convinced us, and prompted us to recommend these products, at this point.

The Assembly

With this, a few tricks and ideas should now be passed on. As Noch also recommends, the parts should always be cut out of the sheets only in the respective construction step. This saves mistakes and mix-ups, which in the worst case could lead to irreversible errors. At this point, building model construction with polystyrene and hard cardboard does not differ.

Careful attention must also be paid when laying out the parts if window films and curtain masks are attached at the beginning. A component with window frames twisted around 180° would later result in the external facade part no longer fitting. However, the instructions with their illustrations here are unmistakable and should not be misinterpreted.

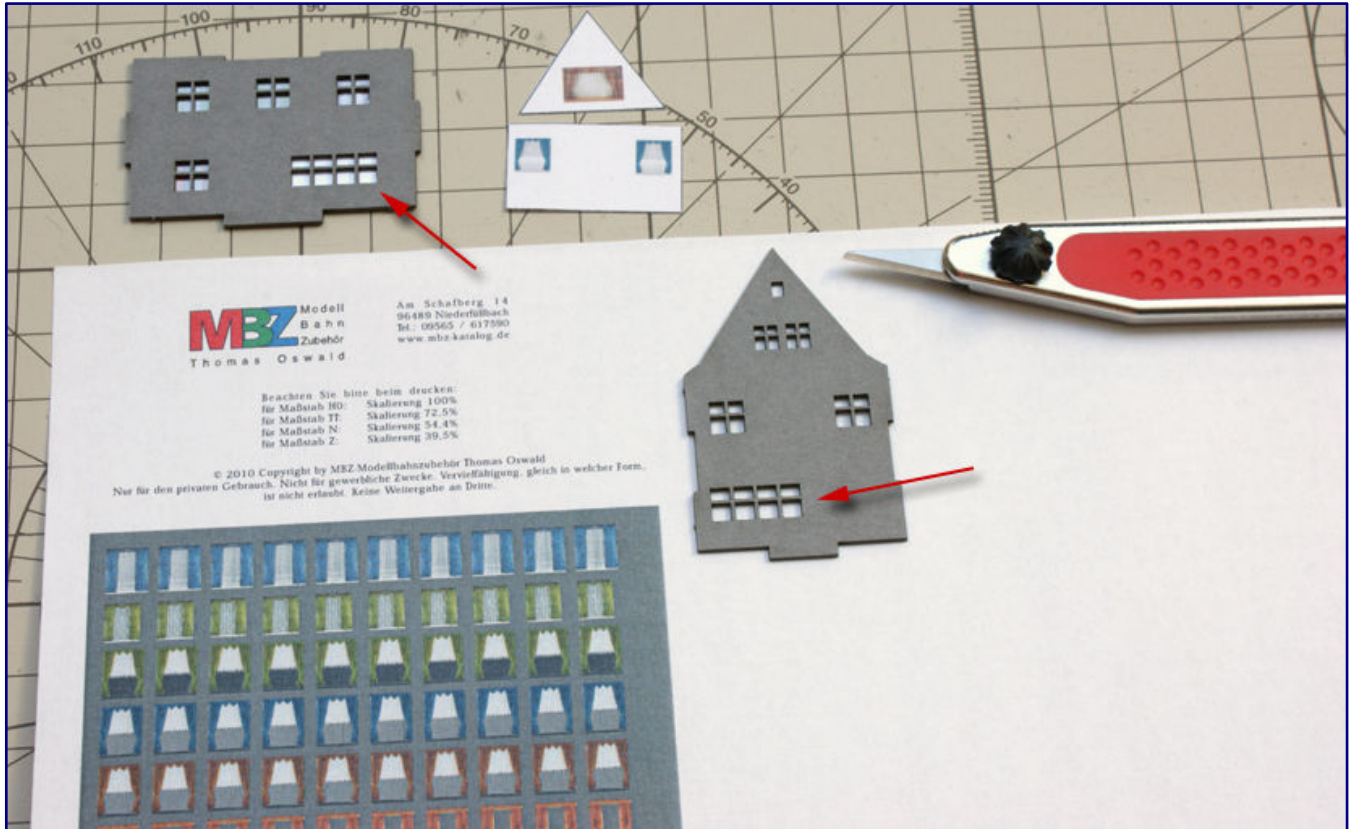


A regular look at the manual will save you from unpleasant surprises: Be it several parts that are nested in a sheet, like here at the courtyard, or the previous adjustment that no part is accidentally glued in the wrong way.

The understanding during assembly is also repeatedly promoted by the fact that the look is familiar to many model railroaders, and it is therefore easy to imagine the finished house. New and therefore

unfamiliar for plastic model makers will be that no curtain mask has to be used to shield the walls from light.

Instead, curtain parts should be stuck behind the windows, which only have the purpose of preventing an undisturbed view of the interior. It is not worth designing interiors because of the size of the houses and their small windows. So cut out the paper parts and glue them behind according to the instructions.



It was certainly not the intention that the kits did not contain any curtain prints for the double windows, nor that it would lead its customers to competitors offering matching sheets free of charge for printing.

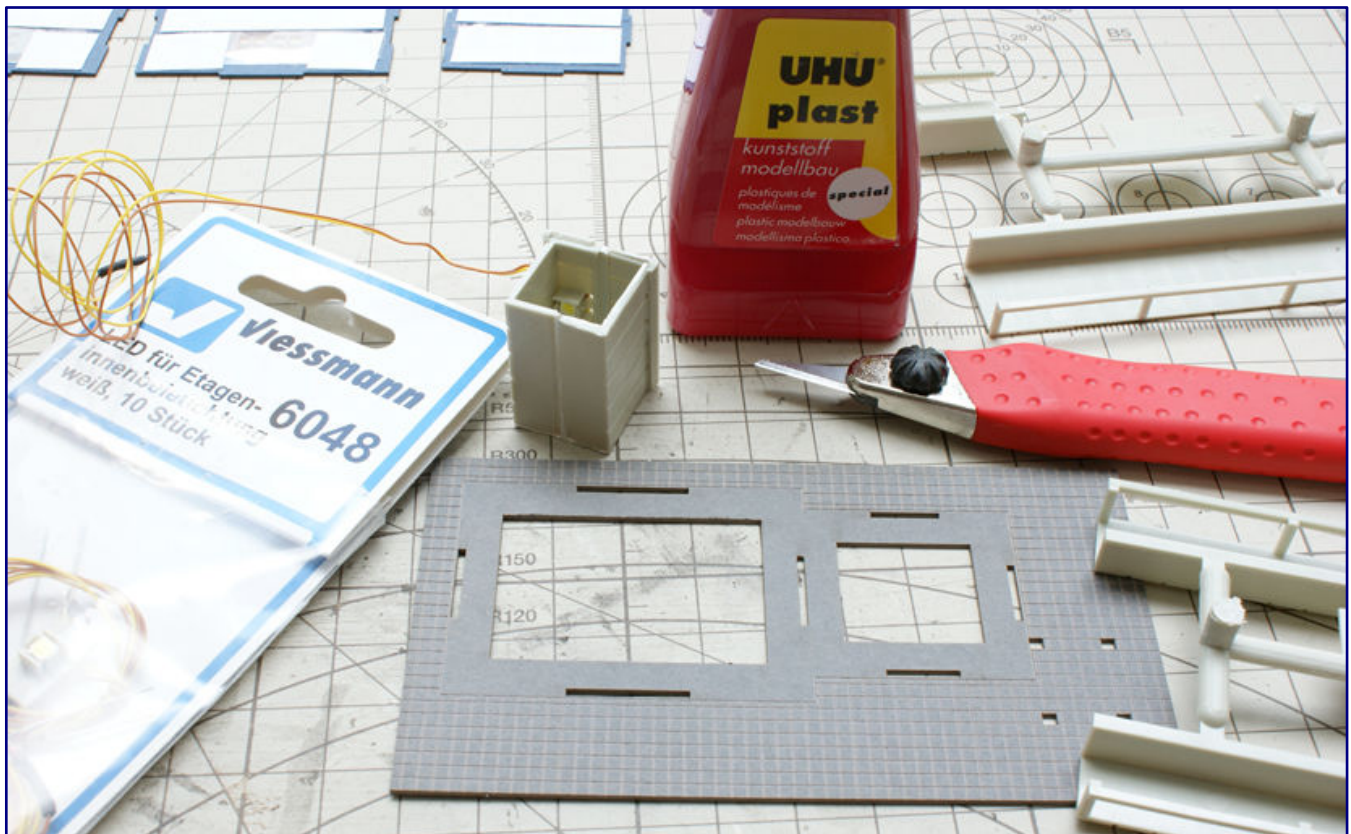
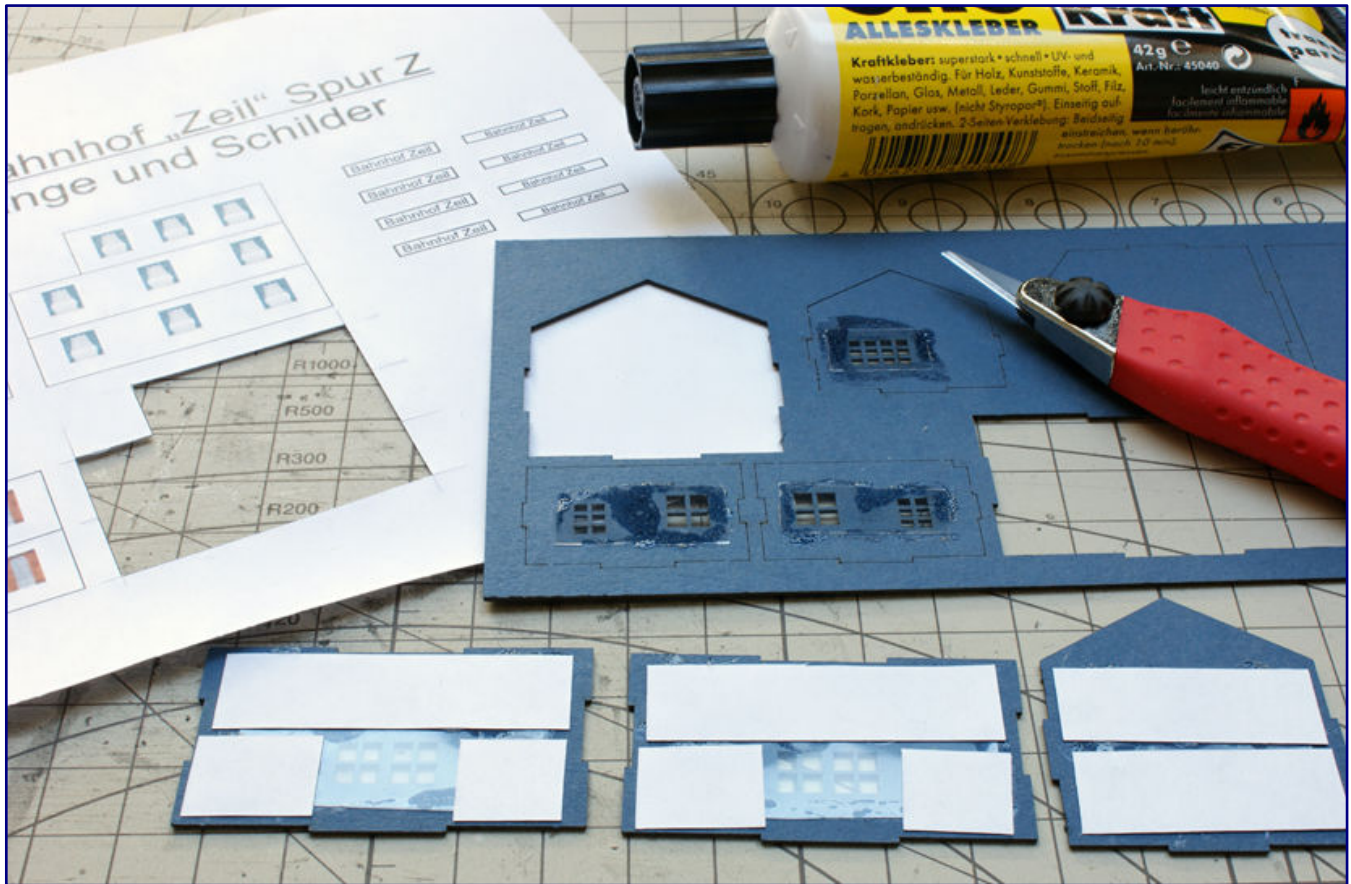
In our experience, this worked best if adhesive dots (Uhu Kraft) were dabbed on the film on the outside and between the windows. This should be done so thinly that no glue can be pressed onto the visible areas of the window pane.

The wall part is then grasped with the fingers and turned around to be moved carefully over the curtain paper. In this way it can be checked that all curtains find their exact place. Then the wall part is pressed onto the paper, minimally adjusted and pressed on.

But we also discovered a need for improvement concerning the curtain prints, as we find white areas behind single window panes completely unsuitable. In the case of the half-timbered and country house, this concerned the small windows on the side wall and the top of the gable. Also the double windows of the country house (components V2 and V5) as well as the farmhouse were completely forgotten in this respect.

At Zeil station, the doors, which in a dark grey would attract less attention, have been forgotten on the ground floor in view of these special features. The curtain prints have not been assigned part numbers here either, which adds to the irritation.

continues on page 47



As there are no suitable prints for the door area of the station, we left them out completely (photo above) and built and fitted a pedestrian passageway from two elements of the Viessmann floor lighting. It is illuminated in cold white (6048) in the style of fluorescent lamps (photo below).

The curtain prints of both kits should be improved urgently, which fortunately should be possible with reasonable effort. We have helped ourselves with the double windows with curtain prints, which can be downloaded from MBZ Modellbahnzubehör for printing, and include suitable sizes.

We also did not like the signs in the kit, which can also be found on the paper sheet. On the prototype they do not get the word station, which can only decorate the entrance on the street side. Therefore, we have also used cut-out sheets at this point, which in this case can be loaded from the Viessmann pages. Since then, our station belongs to Langenthal.



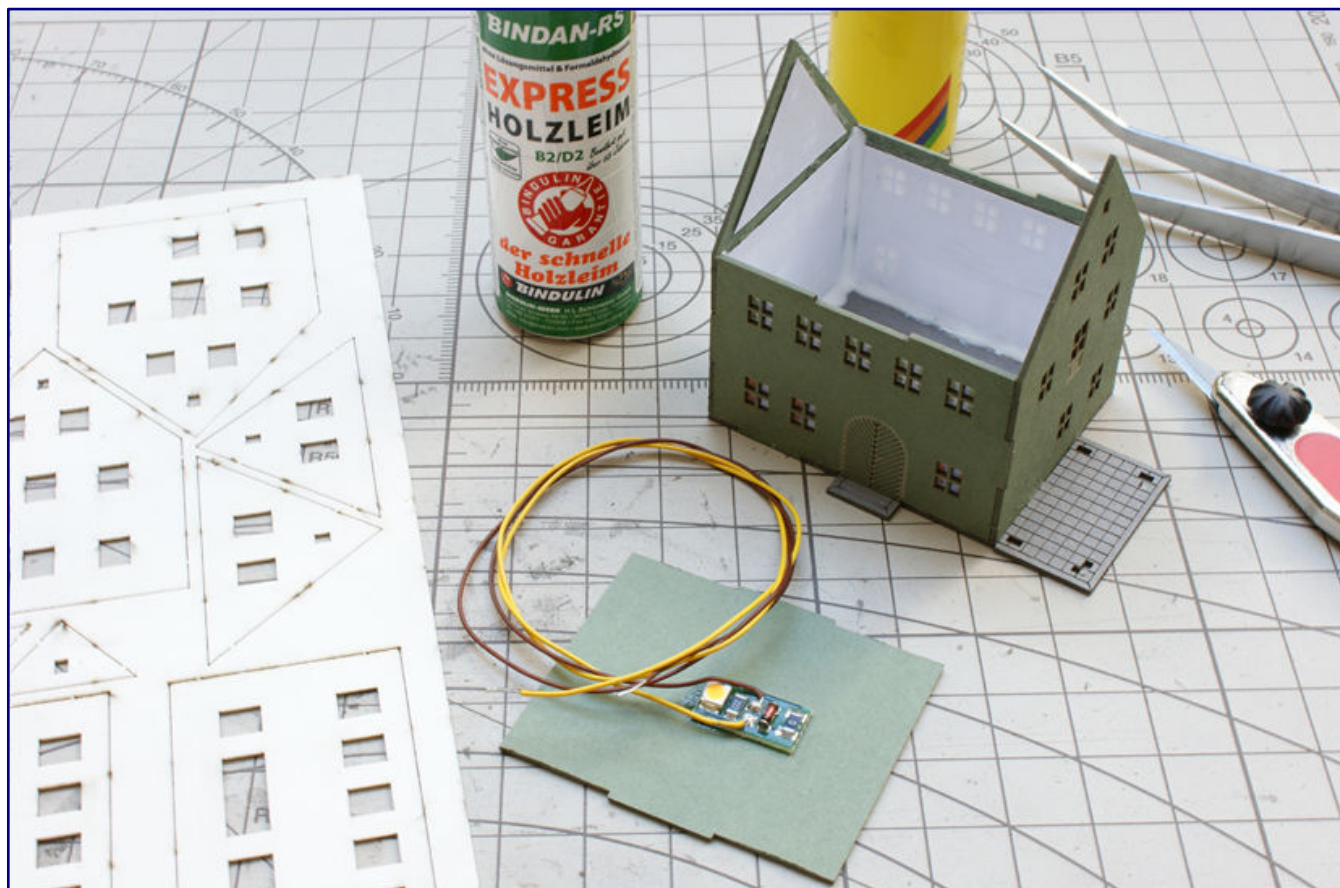
The ground floor of this station in Langenthal was backed with cut-up parts of the kit and a passageway was built between the doors on the track and street side using interior floor lighting (art. no. 6045, white LED) from Viessmann to provide a clear view.

However, the three village buildings do not have to do without light either: Even though we did without an interior layout, the ceilings were each fitted with a house lighting LED with warm white emission (6006) glued underneath.

We were thrilled by the excellent fit of all parts from all kits. For the first time this became apparent in construction step 5 of the chassis house, when the interior walls and the floor plate had to be joined together.

The thick base plate is not very flexible, so a light pressure over the side (house wall) is necessary so that all parts fit together well at their locking lugs and then align seamlessly. The facades are first glued to the long sides, as the end walls have a protrusion, only in the case of the station it is the other way round.

Here too, it would be desirable for the instructions to provide specific information. Especially beginners in this construction technique should benefit from it. With growing experience, a model railroader will finally check by himself how the overhang is constructed before gluing. But these kits offer just the chance to gain building experience as a newcomer.



The three village buildings will also receive interior lighting. For these buildings, we use house lighting with an LED from Viessmann. We have selected a warm white light (6006).

Nothing works without good tools

In the case of the farmhouse from the village building kit, there is no marking of the components 26 / 27 in construction step 5, but with a little thought and in the exclusion procedure it is easy to determine which parts are correct here and want to be used.

Especially important for this house is a fresh and extremely sharp blade, one of the previously mentioned trial steps. Only then can the natural stone edgings be cleanly cut out, which are very thin in places and therefore sensitive to tearing.

It is somewhat more difficult to lay them on the long side because there is no guide line for alignment, for example in the form of a door frame. The gable sides are a joy to work with, because the doubling of the façade helps there.

We only want to take a brief look at the three small buildings. They are quickly built and don't cause any surprises: four wall sections near the barns, put on frames and install the roof. Essentially, that's it. Only the chapel has a few more parts, but it is not more difficult to build.

continues on page 50

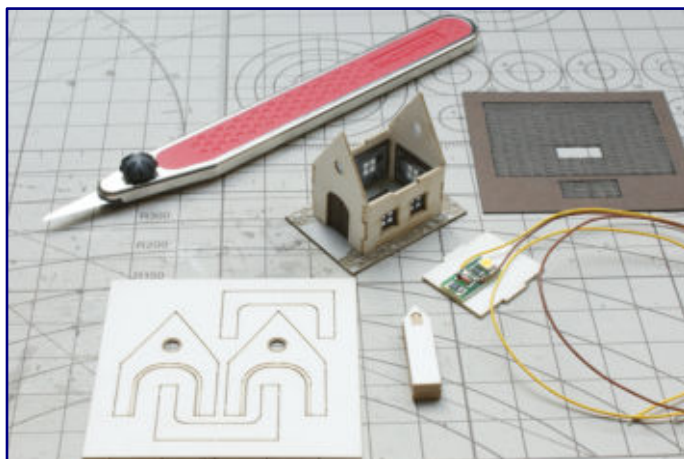


The last construction steps of the farmhouse are tricky: First the balcony is built (photo above), which is mounted on the supports of the terrace. Concentration and a sense of proportion are required to place the stone plinths (photo below) in places where there is no contact edge or other safe point of orientation.

It was a good idea to produce the panes of this kit from a matt film without any view through. Curtain prints simply don't make sense for barns and even for a small mountain chapel, so it was necessary to find other solutions.

So the impressions can be summarized quickly: At first surprised by the choice of houses, it makes sense after a longer period of reflection. It couldn't be easier for a manufacturer of long-standing and experienced model railroaders, who come from the "classic world", to start building hardboard buildings.

Innovative, but with deliberation and well-known care, Noch hier has once again skilfully enriched the accessories market. We have noticed some



The small buildings consist of only a few parts and come with matted window films which do not allow a view. Nevertheless, we have provided the chapel with interior lighting.

Manufacturer pages for the building kits

<https://www.noch.de>

Included for the interior design:

<https://www.mbz-modellbahnzubehoer.de>

<https://viessmann-modell.com>

Preference for adhesives and craft knives:

<https://www.bindulin.de>

<https://www.mozart-blades.com>

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

<https://www.uhu.de/de>

gaps and approaches for improvement, but they concern elements that can be adapted easily and with manageable effort with the instructions and curtain prints. This does not change the good overall picture.



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.

Bahngeschichte mal anders

Rundreise durchs Ruhrgebiet

55 Höhepunkte der Bahngeschichte – wer im Zusammenhang mit dem Ruhrgebiet darüber nachdenkt, dem wird vieles einfallen. Garantiert wird er aber nicht auf exakt die Auswahl kommen, die das Autorenduo für den an dieser Stelle zu besprechenden Titel ausgewählt hat. Zu bunt ist es, was das Thema Eisenbahn hier zu bieten hat. Außerdem haben die Verfasser ihre Gedanken auch sehr breit über die normalspurige Eisenbahn hinausschweifen lassen.

Manfred Diekenbrock / Daniel Michalsky
Ruhrgebiet - 55 Highlights aus der Bahngeschichte
Wie Schienenwege das Revier bis heute prägen

Sutton Verlag GmbH
Erfurt 2020

Gebundenes Buch
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„Die industrielle Entwicklung des Ruhrgebiets ist untrennbar mit der Geschichte der Eisenbahn verbunden und ohne die vielfältigen Schienenwege im Grunde nicht vorstellbar. Bis heute prägt der Bahnverkehr die Region und direkt oder indirekt den Alltag von Millionen Menschen im Revier.“

So erläutert der Verlag einleitend den Titel, den wir unseren Lesern an dieser Stelle vorstellen möchten. Besser lässt es sich nicht auf den Punkt bringen, was Schienenwege für Menschen und Arbeitsplätze in dieser Region bedeutet haben und immer noch bedeuten.

Millionen Pendler sind mit Straßen- und Eisenbahn jährlich zwischen Wohnort und Arbeitsstätte unterwegs. Bahnhöfe verbinden die großen Städte des größten Ballungsraums Europas mit weit entfernten Städten und europäischen Nachbarländern. Immer noch eine große Bedeutung hat auch der Transport von Rohstoffen und Erzeugnissen der Montanindustrie.

Doch längst hat die Eisenbahn auch eine wichtige Rolle in der Industriekultur übernommen – einem Begriff, in der die wachsende touristische Bedeutung der Region gern zusammengefasst wird. Denn wohl nirgendwo sonst lassen sich Relikte der Industrie samt deren Geschichte und ausgedehnte Grünzonen für Sport und Erholung so nahe beieinander erleben wie hier.



Sammeln wir all das unter dem Leitbegriff Eisenbahn ein und fassen in all seinen Aspekten strukturiert zusammen, kommt genau das Werk heraus, das wir jetzt gerade besprechen. Es handelt sich nicht um ein klassisches Eisenbahnbuch, ebenso wenig um ein Geschichtsbuch des Ruhrgebiets.

Viel eher ist es ein Reiseführer für Eisenbahnfreunde mit diesem Fahrtziel und viel Zeit. Immerhin 55 besuchenswerte Orte und Stätten haben die beiden Autoren zusammengetragen, die als eisenbahnbegeisterte Geschichtsfreunde schon so manchen Titel bei Sutton veröffentlicht haben.

Selbst wer in dieser Region zu Hause ist, wird nicht alle Höhepunkte des Bahnverkehrs kennen oder deren Orte besucht haben, die hier zusammengetragen wurden. Gleich, ob gebietsansässig oder von weit weg, dieses Buch spricht viele Menschen an und dürfte in allen Regionen Deutschlands seine Käufer finden.

Schlaglichtartig, also in überschaubaren Portraits und Kapiteln, werden von Manfred Diekenbrock und Daniel Michalsky besondere Aspekte aus der bewegten Bahngeschichte des Ruhrgebiets präsentiert. Angemessen und gut bebildert, berichten sie hier von außergewöhnlichen Begebenheiten, bemerkenswerten Orten oder faszinierender Technik.

Thema sind also nicht nur Museen, sondern auch zu Radwegen umgewandelte Bahntrassen, historische oder noch aktuelle Stätten des Bahnbetriebs, wichtige Werke für Bahntechnik und -betrieb, Kunstwerke mit Eisenbahnbezug oder auch Veranstaltungsorte.

Dabei wird der Eisenbahnbezug bisweilen sehr weit ausgelegt und auch etwas willkürlich hergestellt. Doch gerade das tut dem Buch sehr gut: Was wäre das Ruhrgebiet heute ohne das Erfolgsmusical „Starlight Express“, Parkeisenbahnen, Straßen- und Stadtbahnen oder historisch die normal- und schmalspurigen Zechenbahnstrecken über- und untertage?

Ein klein wenig Kritik möchten wir nur am getroffenen Auswahlverfahren anbringen: Ohne jede Frage mussten für den Titel auch interessante Besuchsziele aus der Auswahl gestrichen werden, aber im Buch sind einige Städte auch etwas überrepräsentiert.

Der Grund lässt sich leicht ausmachen, wenn wir die Vita der beiden Autoren hinzuziehen: Der persönliche Fokus, der eine objektiv und vollends repräsentativ angelegte Zusammenstellung stellenweise überlagert hat, drängt den Arbeitsort des älteren und den Studienort des jüngeren Autoren etwas zu stark in den Mittelpunkt.

Überfliegen wir abschließend einige der berücksichtigten Ausflugsziele: Während das Eisenbahnmuseum Bochum-Dahlhausen, der ehemalige Rangierbahnhof Duisburg-Wedau oder auch das Betriebswerk Oberhausen-Osterfeld gut bekannt sind, werden das derzeit zu einem Museum umzuwandelnde Trainingsbergwerk der RAG wohl nur wenige Leser kennen.

Die Parkeisenbahn im Grugapark gehört in den Bereich der Naherholung, die wenigen Relikte des früheren Ausbesserungswerks Mülheim-Speldorf sprechen eher geschichtsbewusste Eisenbahnfreunde an. Das Industriemuseum Zeche Zollern II/IV in Dortmund-Bövinghausen spricht mit Zechensiedlung, Bergbau-geschichte, Gruben- und Zechenanschlussbahn sogar gleich mehrere Interessengebiete an.

Kurzweilig, informativ und lesenswert vermitteln die beiden Autoren einen vielfältigen Eindruck einer ganz besonderen Region im Herzen Europas und schaffen einen Überblick, was Besucher wie Einheimische nicht verpassen sollten.

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Publishing pages with reference possibility:
: <https://www.suttonverlag.de>
: <https://verlagshaus24.de/sutton/>
.....

Wagentausch im Vorbild und Modell

Aus Geschiebe wird Rangieren

Es gibt Bücher, die fesseln von der ersten bis zur letzten Zeile. Zu diesen gehört der vorliegende Titel zweifelsfrei nicht. Er provoziert zu Beginn und polarisiert dadurch auch, doch das scheint gar gewollt. Wer sich da durchbeißt, der erkennt bald, dass dies wohl ein Stilmittel des Autors ist, um die Aufmerksamkeit des Lesers für seine Botschaft zu gewinnen. Und dann bereitet das Lesen Freude und vermittelt nebenbei viel Wissen und noch mehr Freude am Anlagenbetrieb.

Otto O. Kurbjuweit
Rangieren – aber richtig
Beim Vorbild und im Modell

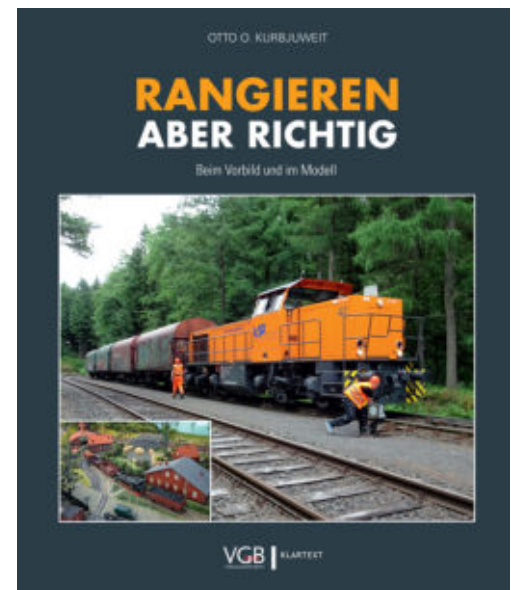
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Fürstenfeldbruck / Essen 2020

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Otto O. Kurbjuweit, der sich selbst mit OOK abkürzt, hat bereits mit seinem sogenannten „blauen Buch“ über eine Anlagenplanung für vorbildgerechten Betrieb als Modellbahn-Betriebspezialist auf sich aufmerksam gemacht.



In seinem neuen Werk, das wir Ihnen heute vorstellen, richtet er nun den Blick auf das Rangieren. Im Vordergrund steht für ihn die Frage, wie Spaß am Rangieren entsteht und auch dauerhaft erhalten bleibt. Das verspricht eine tiefgründige Analyse von Gleisplänen und Betriebsabläufen im Modell. Damit das glücken kann, ist der Fokus zunächst aber aufs große Vorbild zu richten.

Schlagen wir das Buch auf, erscheint es zunächst wie schwere Kost. Das liegt allerdings weniger am Inhalt und dessen Tiefgang, als vielmehr an einer sehr dogmatisch wirkenden Haltung des Autors. So bezeichnet er Rangierarbeiten auf der Modellbahnanlage ohne Plan und Anlehen an Abläufe des Vorbilds als „Spuk“, was synonym für einen „Spontaneitäts- und Könnte-mal-Modus“ steht.

Ganz klar, Otto O. Kurbjuweit kann einem Modellbahnbetrieb ohne engen Bezug zum Vorbild nichts abgewinnen. Der eine mag das seinem Alter (Jahrgang 1940) und verlorengegangener Flexibilität zuschreiben, der andere vermag ihn als Fremo-Begeisterten anzuerkennen – ein bekanntermaßen streng ans Vorbild angelehnter Freundeskreis europäischer Modellbahner. Und das passt halt nicht zum klassischen Spielbahner.

Etwas Toleranz mag da sicher beiden Seiten guttun. Wer diese als Leser aufzubringen, wird auch an diesem Werk viel Freude haben, selbst wenn er sich eher als Spiel- denn als Betriebsbahner versteht. Hilfreich sind die Erläuterungen und Anregungen dieses Buches nämlich allemal.

Eine überzeugend wirkende Anlage beginnt nicht erst beim Landschaftsbau, sondern bereits bei der Gleisplanung, wie wir in diesem Magazin auch schon mehrfach herausgearbeitet haben. Und wer es

versteht oder eben lernt, sein Schaffen daran auszurichten, der wird Kreisverkehre vermeiden oder dem Blick der Betrachter entziehen.

Nebenbei erhält der Modellbahner dann als Bonus ein Bahnhofsumfeld, in dem sich auch Wagen verschieben oder Züge neu zusammenstellen lassen. Denn es ist auch eine Lehre dieses Schriftwerks, dass es dazu keiner großen Rangierbahnhöfe bedarf, die selbst im Maßstab 1:220 kaum auf eine Zimmeranlage passen werden.

Doch Hand aufs Herz, ein paar Zugbewegungen abseits von Rundfahrten wünscht sich doch wohl jeder, oder? Ganz nebenbei, lässt sich die eigene Anlage dadurch auch interessanter, weil abwechslungsreicher für Zuschauer, gestalten.

Für die Käufer mit Spur-Z-Leidenschaft zu bedenken ist aber vorab ein wichtiger Punkt: Magnet-Entkuppler nach System Jörgen sollten dabei im Anlagenplan vorgesehen werden, denn nur dann kann der Spaß auch im kleinen Maßstab problemlos stattfinden. Aber das ist wohl auch das einzige, was ein Zettie in den Inhalten der 144 Seiten sonst nicht wiederfinden wird.

Vergessen wir also Vorbehalte und fühlen uns nicht vom Autor auf den Schlipps getreten. Denn dann entfaltet dieses Buch seinen hohen Nutzen. Zunächst erläutert „OOK“ seine persönlichen Präferenzen und begründet seine Ansichten. Wir erfahren viel, was ihn denn überhaupt zum Verfassen dieses Titels bewogen hat. Und wir erkennen, dass es durchaus eines Plans bedarf, um dauerhaft Freude am Modellbahnbetrieb zu haben.

An vielen Beispielen des Vorbilds erläutert der Autor dann Rangierbedarf beim großen Vorbild und die konkrete Vorgehensweise. Wir erfahren, was alles rangiert wird und warum dies geschieht. Selbst Folgen von Betriebsstörungen ließen sich hier berücksichtigen und machen die Vorbildkapitel nur noch interessanter.

Rund die Hälfte des Buches ist der großen Bahn gewidmet, die in höchst unterschiedlichen Zeitabschnitten, Bahnverwaltungen und Regionen untersucht wird. So finden wir Besonderheiten, die uns entgegneten, und entdecken die allgemeingültigen Grundsätze jeden Rangierbetriebs.

Ist das hinter ihm stehende Prinzip verstanden, mit möglichst wenig Lok- und Wagenbewegungen und möglichst ohne Blockieren von Streckengleisen zu agieren, dann wird der Modellbahner selbst zum Rangierleiter.

Wenn er versucht, nach den Vorgaben des Vorbilds zu arbeiten, gilt es für ihn herauszufinden und zu entscheiden, wie sich die Vorgänge daheim am besten absolvieren lassen. Rangieren auf der Modellbahn wird ab jetzt zu einem Strategiespiel und führt uns in eine neue Dimension. Wie beim Schach will hierbei jeder Zug überlegt sein.

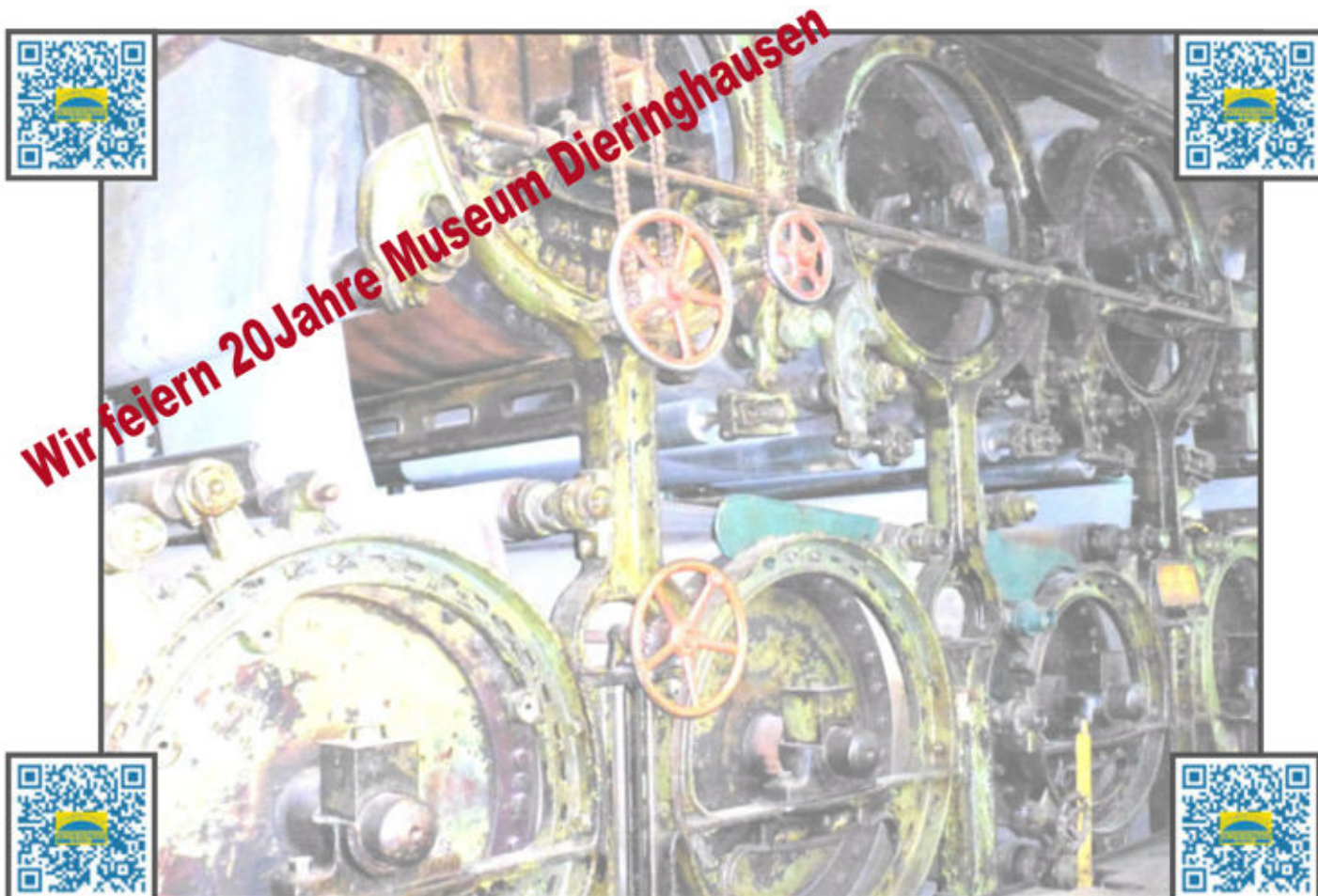
An dieser Stelle angekommen, wird jeder Leser verstehen, warum wir eingangs für Toleranz zu den Ansichten des Autors geworben haben: Nicht an Vorgaben oder (selbstgestellte) Aufträge gebunden zu sein, dürfte schnell zu Wiederholungen und damit früher oder später zur Langeweile führen.

Nehmen wir als Modellbahner verschiedene Rollen ein und spielen dadurch die Arbeitsteilung des Vorbilds in Etappen nach, rückt unser Modellbetrieb an die Realität heran und gewinnt noch an Vielfalt. Ganz im Sinne der Überschrift des letzten Buchkapitels möchte der Rezensent da nur sagen: „Rangieren macht Spaß und ergibt Sinn - wieder was gelernt.“

Stammtisch - Untereschbach

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Readers' letters and messages

Zetties and Trainini in Dialogue

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

Praise and suggestions for layout presentations:

You and your fellow editors have earned big praise for the latest edition of Trainini. I always feverishly await the issues.

What strikes me, with this issue (layout "Bunte Kuh") and especially with reports in model railway magazines about Z-scale layouts, is the lack of a look behind the scenes. Why are the staging yards not shown, which are so important for the operations of the company. The report in Modelleisenbahner 6/2020 about Rainer Tielke's "Bullay-Moselle Bridge" shows an impressive landscape, but not what is going on in the background.



Our reader Hans Helbach was very pleased with the look behind the scenes, which we did not forget in the reports on the "Diemeltal" layout. The view into the yard of the craftsman's workshop is symbolic here.

So it is really pleasant to get some information about the staging area in the article about "Diemeltal".

I hope to see you again soon and get through this time.

Hans Helbach, by E-Mail

Answer from the editors: Dear Hans, we are happy to accept your suggestion and include it in our future plans. However, this will probably only be possible after a noticeable delay, because the desired photos have to be produced first. With the Diemeltal series, this is fortunately, easier for us, since planning and building come from one source, and are the responsibility of one of our editors.

But still summer new products at Märklin:

After initially declaring that this year we will have to do without summer new products, Märklin has put together a small program to, at least, partially fill this gap.

For Z gauge, announcements are limited to two models or combinations. The Märklin Magazine Annual Car 2020 (Item No. 80830) is expected to be released in the form of a blue Rmms 33 low side car with brakeman's platform, wooden shelves and wooden stakes. It bears the addresses for Era III and has the Märklin Magazine logo and year printed on the loading area.



Dieser fünfteilige Preußen-Güterzug (Art.-Nr. 81302) gehört als MHI-Sonderserie zu den Sommerneuheiten 2020. Abbildung: Märklin

As an exclusive MHI model, a Prussian train (81302) for Era I completes the small novelty program. In the design of the Royal Prussian Railway, it consists of a steam locomotive of the P 8 class with dual headlights, a freight train escort car with hard cardboard sliding doors, a stake car with slab pile load, an acid pot car and a beer refrigerator car "Görlitz Aktien-Brauerei". The three latter freight cars have a brakeman's cab.

Garbage truck and rescue vehicle for Z gauge:

On 26 May 2020, shortly after the editorial deadline of the last issue, EtchIT-Modellbau announced two interesting new products for the scale 1:220. Friends of more modern eras will be thrilled by the ambulance with box body (Item No. ET032_Z), which is based on the Mercedes-Benz Sprinter and is ubiquitous today.

A supplementary wet pusher labelling kit (ET032drkdec_Z) is also available on request for this model. This kit was designed for a white background and identifies the model as a rescue vehicle of the German Red Cross.

A hit new product, however, is the two-axle Magirus-Deutz-Rundhauber truck as a refuse collection vehicle (XD009_Z). The body was based on the model from Haller Fahrzeugbau and was quite common. In any case, this outstandingly successful model fills a large gap in the range on a scale of 1:220 for Era III. The refuse collection vehicle was already available with a more modern MAN F8 base vehicle.



The new Magirus-Deutz round hood with Haller body for waste disposal (Art. No. XD009_Z) is presented here both from the front (photo above) and the back (photo below) next to its counterpart for scale N. Photos: EtchIT-Modellbau

These new products and the existing product range can be obtained from the manufacturer's own website (<http://etchit.de>). If you are interested in purchasing these new products or goods from the existing range, you should hurry up and place your order by 30 June 2020.

EtchIT Modellbau has announced a longer, creative break for 1 July 2020. Electronic sales will be closed on this date until further notice. Design engineer Edgar Seubert told us in an interview that the sales break will probably last six months.

Virtual summer party at Herpa:

Herpa promises digital attractions and special offers at its summer party, which had to be moved to the Internet forcibly and will take place in this form from 1 to 13 July 2020. Presenter Mathias Neigenfind will virtually guide visitors through the production, show them rooms where, otherwise, access for visitors is prohibited, and explain how a Herpa model is created.

In addition, there will be special offers, special models and rarities, discussions with the product managers, competitions and much more. The programme can be accessed via the following web page: <https://www.herpa.de/herpatag>.



Three new models at Micro-Trains:

Three new designs of covered freight wagons, which Micro-Trains is currently delivering, are emerging from familiar shapes.

With car no. 4 of the Cameo test series at the C&O (item no. 505 00 424), the series in search of new colours for advertising purposes is continued.



Like the car delivered last month, it has a different design and colour scheme on each side.

The black 50-foot car of Norfolk & Western is available with two car numbers (510 00 481 / 482) as well as its red-brown counterpart of the ATSF (511 00 271 / 272).

The number 4 of the Cameo series of the LCL area experiment at C&O (item no. 505 00 424) is again designed differently on both sides. Photos: Micro-Trains

MTL models are available in Germany from Case-Hobbies (<http://case-hobbies.de>).

News from Hamburg:

The Miniature Wonderland Hamburg is passionately committed to spreading the Corona warning app. They hope that this will provide more safety and a return to normality in everyday life. After all, even after one month, when the exhibition is now open again, this is still not the case.

With 200 instead of 1000 people being allowed to visit the exhibition complex at the same time, only the losses can be reduced. Nevertheless, according to their own account, a red amount of several hundred thousand euros is left behind every month. This could be maintained until the beginning of next year, when things could get tight.

The responsible persons expect a noticeable reduction of contact, travel and distance rules, in addition to a vaccine, from the warning program, which is intended to contain and prevent the spread of the disease.

In a typical Wunderland way they explain in a video how this help should work: https://youtu.be/_5OA-3RWNYw.

Faller station available in stores:

The Ochsenhausen railway station (art. no. 282709) from Faller has now also arrived in the shops. This is a colour variation of the Güglingen station, which has been modified in places with laser-cut parts.



Arrived at the dealers and also available directly from Faller is the Ochsenhausen train station (Art. No. 282709). The kit is based on the injection moulded parts of the Güglingen station and was enriched with laser cut parts.

The kit consists of a total of 269 parts in nine colours. Included are window foil, curtain mask to shield the light and of course a detailed building instruction. For the assembly plastic- and lasercut-glue are necessary.

First locomotive model from Z-Doktor Modellbau:

A small locomotive of the type Kö 1 is the first locomotive replica by Björn Plutka as an unpainted floor model (item no. ZD-220-01001-1). The finely detailed model knows how to hide its origin from the 3D printer once it has been painted and lettered.

If you don't know about the manufacturing process, you will hardly notice the fine engravings and the freestanding but nevertheless true-to-scale handrails. If you would like to buy this fine gem, take a look at the pages of Z-Doktor Modellbau (<https://www.z-doktor.de>), or wait until the tiny model appears in the 1zu220 shop.



Photo on the right:
Lacquered and inscribed Kö 1 from Z-Doktor Modellbau on a 1-Euro coin for size comparison

Current deliveries from AZL:

There is no delivery break at American Z Line. The EMD GP38-2 diesel locomotive, once placed as an entry-level model, is pulling up for the Alaska this month and will be offered in the typical blue and yellow design with two road numbers (Item no. 62524-1 / -2).

Matching it are also light passenger coaches, which either have the same colour scheme or appear in the unpainted picture similar to the German Silberlinge: Viewing (72117-1 / -2 and 73435-1 / -2), 6-6-4 sleeping (73135-0), dining (73535-1), luggage (73635-1 / -2), seating (73735-1 to -3), pulpit (73835-0) and mail coach (73935-0) are available here.



This month, however, the ALCO RS3 diesel locomotive is a new model that is now celebrating its premiere in the program.



This locomotive, which is widely used in the USA, is driven by a bell-type armature motor, has two flywheels and traction tires. A coupling is integrated into the mould and mounted with screws, while the direction-dependent lighting is provided by LED.

EMD GP38-2 (Item no. 62524-1; picture above) and dining car (73535-1; picture below) of the Alaska. Photos: AZL / Ztrack



Die ALCO RS3 der Northern Pacific (63301-1) ist eine Formneuheit. Fotos AZL / Ztrack

The first edition is dedicated to the Northern Pacific with three car numbers (63301-1 to -3) and shows typical features of this railway administration: "Phase III" housing, operating numbers in boxes on the corners of the front sides, replicas of ALCO's AAR bogies, bells on the locomotive noses, triangular horn on the cab roof, cross-mounted exhaust silencers and a 1,400-gallon tank on the running gear.

The five-section container carrying wagons "Gunderson MAXI-I" are now driving up for the RBCX "K-Line Bridge" with K-Line containers or unloaded. The containers are not available individually and are only part of the first two packages (906506-1 / -2), while three more (906506-2B & 906506-3 / -4) are delivered unloaded.

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

It continues with Ersatzteile-1zu220:

Axel Reimann states on his website (<https://www.ersatzteile-1zu220.de>) that he intends to continue his spare parts sales for the time being. To this end, the stock of goods is to be slowly increased again in the next few days, and items that are out of stock are to be continuously replenished.

After many customers at home and abroad had regretted that the sales department was to be discontinued, the owner has apparently reconsidered his decision. After all, he offers a contact point for older spare parts that are often no longer available elsewhere.

But the revision of a previously made decision can also be provisional; Axel Reimann reserves the right to do so. Should he decide to close his parts sales department again, this would be final.

However, shipping has now been restricted to Germany and part of Europe. A list of the countries still supplied in the future can be viewed on the operator pages.

Rail pioneer from 1zu220-Shop:

The rail-road bus, also known simply as the ski-road bus, has taken its place as a floor model in the 1-to-220 shop. The two-way bus (item no. WM-HRT09-001), which was once officially designated NWF BS 300 by its manufacturer Nordwestdeutsche Fahrzeugwerke, was converted by Wespe Models in Hungary.



The model of the NWF BS 300 rail/road bus (item no. WM-HRT09-001) developed exclusively for the 1zu220 shop will be worth a detailed report.

Thanks to separately attachable “track wagons” (bogies), the bus can be used both on rail and road. The model consists of three parts: Chassis, body and a transparent deep-drawn insert for the window replicas.

Since the chassis is designed to be removable and is held in place by only four small adhesive dots, it is basically intended for retrofitting with the Z-Car system.

The prerequisite, of course, is that a special chassis is developed with the typical characteristics of the different tracks on the front and rear axles.

We will take a closer look at this model and its prototype and also point out some possibilities for improvement.

No Intermodellbau in 2020:

After an official ban on Intermodellbau on the planned alternative date, it is now certain that there will no longer be a date for this fair this year. The next Intermodellbau will therefore only be held from 15 to 18 April 2021. Tickets already purchased remain valid until then.

A page with answers to frequently asked questions can be viewed at the following address:
<https://www.intermodellbau.de/messe/verschiebung/>.

Embossing rollers and offers at Microrama:

The French landscaping specialist Microrama has now delivered its first embossing rollers for laying pavement roads, together with modelling clay and roll-out roller, which were presented at the Nuremberg Toy Fair. Although the embossing rollers are intended for larger scales, such tools are also to be offered in the smaller sizes.



Microrama has now for the first time delivered the first embossing rollers for road construction, including modelling clay and press for rolling out the clay.

Therefore, the instructions for using this work aid are already interesting for our readers:
http://microrama.de/products/Magiroll-Mode_Emploi_Fr_De_En_It.pdf.

It is also worthwhile to have a look at the sales department of Gwendal Theis, because there you can find different RTS-Greenkeeper models (electrostatic grass applicators) included in special offer packages.

Elevated railway elements from Modellbau Laffont:

The arcade high-level railway elements from Modellbau Laffont (<https://www.modellbau-laffont.de>) are a useful addition to more urban facilities. The parts designed for double-track lines with 25 mm track centre distance are available as kits with (item no. Z2401) and without integrated shop (Z2411).



Modellbau Laffont offers the arcade elevated elements with (item no. Z2401) and without shop (Z2411). Curved elements should follow.

Each element with masonry on both sides follows the standard Märklin track length with a width of 11 cm. Curved elements are also planned, but Mr. Laffont is not yet sure about the radii to be chosen. Interested customers should therefore contact him and state their wishes so that he can classify and quantify their needs.

Fair in Leipzig also cancelled:

Also the fair Modell-Hobby-Spiel in Leipzig will not take place this year. Due to the valid conditions of the Saxonian State Ministry for Social Affairs and Social Cohesion, it is not possible to hold the interactive experience fair.

The next edition will therefore not take place until 1 to 3 October 2021. Götz Guddas wanted to exhibit his layout "From Güglingen to Sägethal" in Leipzig. Current information is available at <https://www.modell-hobby-spiel.de/de>.

Current cargo loads made of wood:

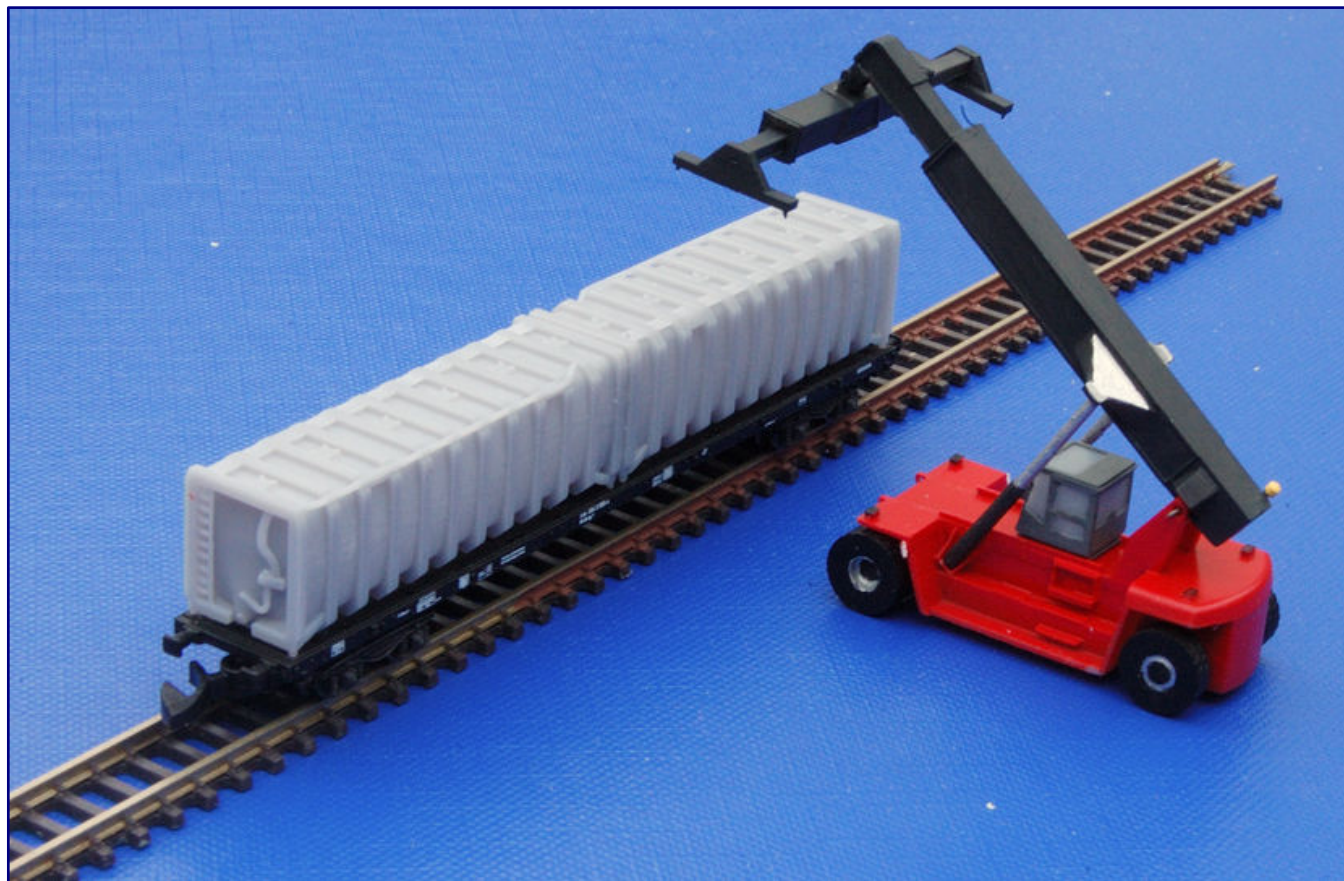
Spur Z Ladegut Josephine Küpper from Aachen (<https://spur-z-ladegut.de>) points to three products that are currently available again and have returned to the range: Board stacks for the 8610 low side car from Märklin are currently available in light (item no. Z-60-H) and dark (Z-60-D) versions. Like the pit wood/trunk wood (Z-60), they are made of natural materials and therefore look particularly authentic.

Märklin has resumed deliveries:

In addition to the DB entertainment car WGmh 824 (item no. 87210), which we cover in detail in this issue, Märklin has been able to introduce two more articles to the trade. This is the traffic-red double-decker car set "Höllentalbahn" (87297) for Era V, for which the matching class 143 electric locomotive already had a time advantage. Also waiting on the shelves is the class 54 diesel locomotive (88634) of the Belgian State Railways with a metal-filled plastic housing.

New model at Ratimo-Z:

All of a sudden it seems to be going in the north stacks regarding newly developed models. Now a modern container loader "Reachstacker" made of resin, manufactured by 3D printing was presented. The model is available unpainted (Item No. 50023) and with a red chassis and anthracite-coloured boom (50024), each as a kit.



As a kit Ratimo-Z offers the "Reachstacker" (Art.-Nos. 50023 / 50024), a modern container stacker crane. The bulk container also shown in the photo should follow soon. Photo: Rainer-Tielke-Modellbau

The bulk container, which can be seen in the photo, has also been fully developed and will soon be included in the product range. It fits on FR container wagons or the Märklin model 82662 and will be supplemented by a matching truck trailer when it is released.

The products of Rainer-Tielke-Modellbau are distributed by the company itself (<https://www.rainer-tielke-modellbau.com>) and via the 1zu220-Shop (<https://www.1zu220-shop.de>).

New from Heißwolf Modellbahnzubehör:

Bernd Heißwolf reports news about his serial switching bus SSB64. The development and testing of the components has now been completed, a user manual has been created and the website has been extended accordingly. The production documents and test equipment are also finished.

However, production is still delayed due to the company holidays, which is why the modules of the SSB64 will not be delivered until the end of July 2020. You can of course already order now for the delivery date mentioned on the website (<https://modellbahn.heisswolf.net>). There you can also find all information about the new item.

A servo module for setting turnouts (with frog polarization) and signals, matching the novelty, is currently under development.

Faller-Miniaturwelten reopened:

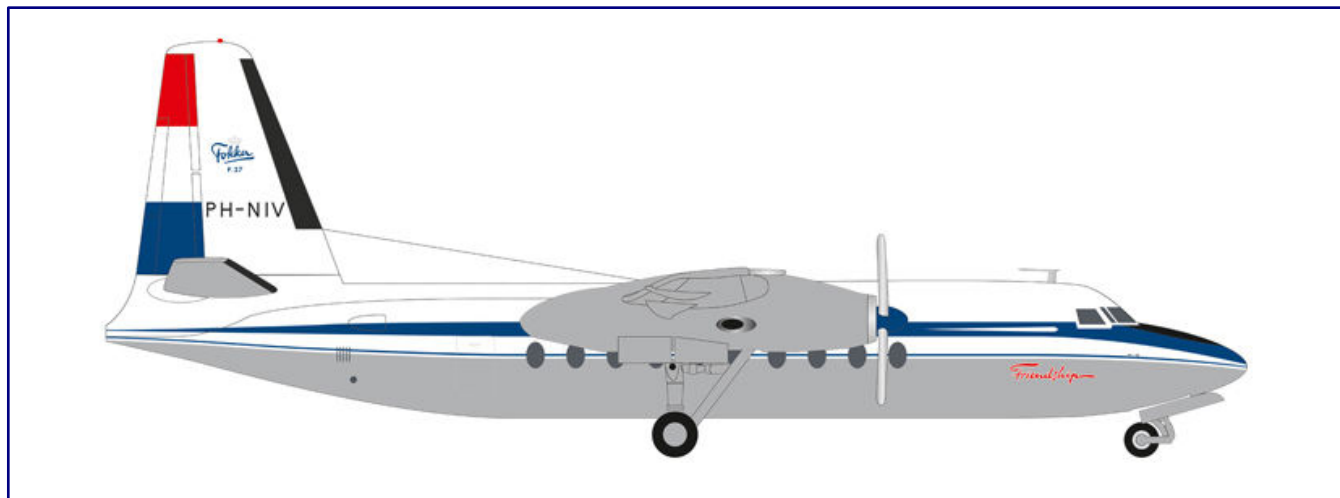
After the forced break due to the virus pandemic, the Faller Miniature World at the headquarters in Gütenbach (Black Forest) was reopened at the end of May. Admission is free.

The exhibition and shop are closed from Wednesday to Friday between 11:00 and 16:00 hrs and on Saturdays from 11:00 to 15:00 hrs. On public holidays the exhibition and shop are closed.

New aircraft models for the early autumn:

For delivery in September and October 2020, Herpa has planned the Wings innovations on a scale of 1:200, which we have compiled below. Again, we have taken into account the templates which, with a maximum length of 30 cm, can still be considered suitable for installation and which were or are to be found in Europe.

The Lufthansa Airbus A319 “Lu” with the designation D-AILU and the christening name “Verden” (Item No. 570985) is dedicated to the airline's own mascots Lu and Cosmo, with which the airline is addressing its youngest customers. They are printed on the fuselage and wings, creating a special design for the aircraft. It is also available as a simplified Snapfit model in flight under item number 612739.



The Fokker F-27 Friendship (Item No. 570930) is a model of manageable size, which KLM, once probably its best-known operator.
Photo: Herpa

In addition, the following models have been announced:

Fokker F-27 Friendship - 65th anniversary of first flight (570930),
Swiss International Air Lines Airbus A320 neo (570947) and
Royal Netherlands Air Force Lockheed Martin F-16A (570992).



Photo: Airwolfhound

The Lockheed Martin F-16A of the Royal Netherlands Air Force (570992) carries a special paint job on the vertical stabilizer. Foto: Airwolfhound / Herpa

The following must also be added as new Snapfit Models:

SAS Scandinavian Airlines Airbus A320 neo (612708),
British Airways Airbus A320 neo (612746) und
TUIfly Deutschland Boeing 737 Max 8 (612760).

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Publisher and V.i.S.d.P. is Holger Späing, Am Rondell 119, 44319 Dortmund; Contact: 49 (0)231 9598 7867 or by e-mail to [redaktion\[at\]trainini.de](mailto:redaktion[at]trainini.de).

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