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Featured Freight Cars by FR

Manufacturer Portrait from Portugal
Ten Tips for Beginners' Success

Introduction

Dear Readers,

Spring is just around the corner, but our hobby season won't be coming to an end any time soon. The other day a model railway friend said to me: "We won't get this much time for modelling again so soon!"

I should enjoy this time; I fully agree with him. But it actually hasn't really become more time, in my opinion. It's more like a deliberate shift. If contacts only take place virtually instead of in person, then I'd rather turn more to my hobby, and stay healthy.

It's all about spending spare time in a meaningful way, being happy and not being miserable. Parallel to moving my contacts into the virtual world, their number has also increased significantly.

All of us in the editorial team are probably in much closer contact with readers, but also dealers and manufacturers, than was otherwise the case. This takes time and sometimes it takes longer for us to respond – but it is a good sign!

And we would like to align the topics of this year's issue accordingly: test or introduce new products, provide suggestions from the world of the prototype and pick up many, many practical topics. We feel obligated to the many newcomers and returners who also contact us. Hopefully, this edition also shows that.

Our reader Kay Anbuhl shares ten easy-to-implement suggestions that can easily bring a model railroader's typical starting material up to date. The introduction of new car models and an aircraft model provides an overview of the current market situation. And there is a lot going on here, too, because more new products are in the starting blocks for April.

This year, we are also keen to present manufacturer portraits of suppliers from the low-volume production sector. Of course, we can't include them all here, but we have tried to create a representative picture to show the diversity of segments and gaps in the market.

Here, they should be representational, provide insights into what they do and think, and also counteract the crisis: Although model railways have been experiencing a strong upswing during the past year, this has by no means reached everyone.

Especially those who live largely from the trade fair business and their presence at exhibitions are in danger of being forgotten too quickly. This is also shown by our current announcements. In order to maintain our diversity in this area, we appeal to our readers in particular.

With these introductory words, which roughly summarise the contents of this issue, I would now like to conclude. My colleagues on the editorial board and I hope you enjoy reading this edition and we hope that you will also continue to actively participate!

Sin-Z-erely,

Holger Späing



Holger Späing
Editor-in-chief

Ommr 33 from FR Freudenreich Feinwerktechnik A successful Wagon, both large and small

During the Second World War the Ommru Villach wagons were built, which were the most common type of open freight wagon in Germany after the older association types. However, models of this once so important wagon were scarce in 1:220 scale. FR Freudenreich Feinwerktechnik took on this prototype and created a miniature that is also suitable for larger quantities – just like the large prototype.

The open freight cars Ommru Villach were procured by the Reichsbahn from 1939 parallel to the Ommr Linz, whose prototype and model we had already presented in **Trainini®** 4/2020. Both car types were closely related to each other and so it was obvious for FR Freudenreich Feinwerktechnik to implement both of them at the same time.

Their main difference were the side walls: While the Linz had a height of only 1.0 metre and was removable, the Villach had 1.55 metre high side walls that were permanently attached to the underframe. They were procured only with external longitudinal girders and a spatial support system, which was also adopted for the Linz with its second series. We had already noted this in the aforementioned article.



Noteworthy is this Villach type Ommru car, which still bears the ownership markings of the Brit-US zone in 1950. It was taken on the former Haspe-Voerde-Breckerfeld narrow gauge railway, which supplied various small iron workshops. At Haspe station on the Wuppertal – Dortmund railway line was a rolling trestle for transferring standard gauge goods wagons. Photo: Gerd Wolff, Eisenbahnstiftung

The loading space of both types, which were developed at about the same time, was one metre longer than that of older Om coaches, and the loading weight had also been significantly increased. However, this could only be utilised if the superstructure of the routes also allowed it. At the time of commissioning, the maximum axle load was 16 tonnes.

The Villach was built with and without a handbrake, which was located in an all-steel brakeman's cab on a 70 cm long platform. From 1943, the platform was shortened by 20 cm to 50 cm, which was also noticeable in the length over the buffers.

Large numbers of this type of wagon were procured from 1941 onwards. Some of these over 49,000 wagons built before 1945 already had roller bearings ex-works, and others were retrofitted later. They were braked by a Hildebrand-Knorr goods train brake (HiK-G type).



After the Second World War, the wagons were scattered all over Europe and were partially rebuilt. The Ommru coach 43-72-37 remained with the Reichsbahn in the DDR and is shown there in 1959 in its original condition. Photo: Gerhard Illner, Eisenbahnstiftung

After the association designs, the Ommru Villach became the most common open freight wagon in Germany. Many of them were suitable for the transition to the Russian broad gauge, which was indicated by the secondary class symbol r. From 1938, the u meant unsuitable for carrying crews or vehicles of the Wehrmacht.

About 13,500 of them entered the stock of the Bundesbahn, which was reproduced with the present models. There they were classified as Omm(r) 33 and continued to be used as an important backbone of the car stock.

When the EUROP Park was built at the beginning of the 1950s, initially together with the SNCF, and later with other European state railways, the DB placed around 10,000 of these open wagons there.

They were only displaced by more modern wagons of the new and conversion programmes once these were available in sufficiently large numbers. Between 1957 and 1961, 5,352 examples received a body with sheet metal walls according to UIC dimensions and UIC door latches, which led to the new designation Omm(r) 43.

This rebuilding also included the replacement of the spatial by a planar sprinkler system and the conversion to roller bearing wheelsets of type 22 (former plain bearing wheelsets). The single hooks were conducive here, and so DB retained them.

With the completion of this modernisation programme, some 6,999 Omm(r) 33s remained in the Bundesbahn stock, and their withdrawal from service began in the mid-1960s. The hand brake cars had long since lost their brakeman's cabs, and most of the cars that had not been converted still had roller bearings.

The end of this type of wagon came quite quickly: While 3,168 wagons were still in service on 31 December 1966, only 241 were still in service two years later. In the meantime, the wagons were designated E 028. The last seven wagons were withdrawn from service between 1970 and 1974.

At the Reichsbahn in the DDR, the wagons taken over were to be assigned to different types depending on their gauge capability: The upgradeable models were to become Ommru 39, the others Ommu 43, however, this was not consistently done.



On model railways, too, we cannot avoid this important type of car design if we closely follow the prototype. Against this background, the decision of FR Freudenreich Feinwerktechnik is very welcome. Photo: Dirk Rohwerder

In the east, too, the car bodies were rebuilt, partly in wood similar to the "Klagenfurt", and, from 1954 onwards, for about 500 examples with sheet metal walls. Also, to be dated from 1954 is the inclusion in reconstructions, in which they were rebuilt, based on the UIC standard type. In contrast to the DB, however, they retained their old doors and the spatial explosive structure. They were designated unchanged by the DR as Ommu 43.

A differentiation was only brought about by the UIC type designation: non-converted wagons were now called EI(-u) [5560], converted ones EI(-u) [5100].

The models from Freudenreich

At the same time as the Linz presented last year, FR Freudenreich Feinwerktechnik also offered a Villach. For the time being, however, it could only be purchased as a single wagon in a limited edition within the framework of the planned meeting in Altenbeken. This special model was based on a DR wagon, a DB version did not follow for the time being.

With the spring novelties 2021, Harald Thom-Freudenreich has now followed up with two wagon packs for the Bundesbahn. With this, we would like to keep our promise from the April 2020 issue to examine and evaluate this version in detail.



Two versions for Era III of the German Federal Railways are available today for evaluation: two coaches with regular service inscriptions (item no. 49.338.02; front) and two others with those for the EUROP coach stock (49.338.12; rear).

The boxes each refer to a run of 60 packs, i.e., 120 wagons in total. However, this does not refer to each of the two product combinations, but to the total number of both DB versions: According to the manufacturer, each of the two versions was produced exactly 30 times, so they only come together to the stated 60 pieces.

We now have a two-pack as Era III version with standard inscriptions (item no. 49.338.02) and for the EUROP car stock (49.338.12). According to the box inserts, the cars are “Ommu 33 (ex-Villach)”, which would not be correct designations for the Bundesbahn.

However, before we go into the labelling further, we can already state at this point that this is a printing error and that the models are indeed correctly labelled. And so, after opening the transparent boxes, they immediately reveal the usual good impressions of this manufacturer: clean workmanship, coherent photos and successful printing.



In order to make the differences clear to readers with little knowledge of prototypes, we have compared one wagon of each version here: regular freight wagon markings (left) and DB EUROP markings (right).

Data and dimensions of the open freight wagon Ommr 33 (ex Villach):

	<u>Prototype</u>	<u>1:220</u>	<u>Modell</u>
Length over buffers	10.100 mm	45,9 mm	46,0 mm
Largest width	3.020 mm	13,7 mm	12,8 mm
Height over rail head *	2.785 mm	12,7 mm	12,8 mm
Body length	8.800 mm	40,0 mm	40,9 mm
Wheelbase	6.000 mm	27,3 mm	26,8 mm
Wheel diameter	940 mm	4,3 mm	4,4 mm
Net weight	10.500 kg	---	5 g
Years built	1939 – 1945		
Quantity produced	49.115		
Retirement	bis 1974		

* over wagon body (without fasteners)

Taking the important measurements and converting them to the prototype values also proves precision landings: There is no better way to do it. Regarding the Linz, we had said that we had never before seen such a correctly converted wagon in a test. Now we know that this model is no longer alone!

In its construction and mixed construction, the usual principles of FR Freudenreich Feinwerktechnik are continued: models with a sufficiently high expectation of quantity receive a box made of five injection-moulded parts (polystyrene) glued together, the chassis consists of etched, folded and soldered metal parts.

They again provide a sufficiently high weight and the low centre of gravity, which is important for driving stability. The tip-mounted wheel sets are insulated on both sides, which is why the undercarriage remains isolated.

The wheels are black nickel-plated and are therefore unobtrusive in appearance. The turned buffers (on one side with prototypically curved plates), the coupling shafts with pressure spring and system couplings are FR's own designs, but are fully compatible with Märklin, which is also nothing new.



View of the wagon floor made of etched metal sheets with the spatial framework structure.

First impressions confirmed

Even under the magnifying glass, both model versions keep what they already promise at first glance: fine details such as lashing eyes moulded on the outside longitudinal member, end wall fasteners and only slightly simplified door fasteners that could be operated from the ground (without a step). The box struts, plank heights and fine gaps between them have also been well defined and implemented.



The overall appearance of the Ommr 33 is accurate, and the measurements confirm this. Correct for the Bundesbahn is the black printed longitudinal beam, on which many of the wagon inscriptions and also the lashing eye reproductions can be found. The printed note box next to the chalk field looks a bit more plastic and therefore better with this lettering version.

The overall appearance is therefore not only coherent in terms of the dimensions, but also according to the subjective impression that the eye makes when looking at the layout near other wagons. The diagonal stiffeners next to the loading doors, which were indispensable for the stability of the box, have not been omitted.

As with the Linz, FR has also set off the loading doors inside the body from the (otherwise smooth) walls. This is a feature that many manufacturers do without. But it is definitely noticeable when a wagon is to run unloaded. Therefore, it is also to be explicitly acknowledged. The black-painted handle bars at the right end of the wagon also belong to such small details.

The box body is correctly painted in RAL 8012 red-brown, the chassis and the longitudinal beam, which is part of the body in the model, in RAL 9005 deep black. The pad printing came in handy on the solebar, as the areas to be painted are interrupted by the box struts.



Another feature worth highlighting are the car doors that are reproduced on the inside (photo above). The magnifier-readable printing is also of high quality and can withstand multiple magnification (photo below). Only the gloss level of the black long girder printing differs slightly from the matt black paint of the undercarriage.

A minimal point of criticism here would be at most the slightly different gloss levels: the body and chassis are pleasantly matt in appearance, the black-printed area of the longitudinal member shines a little more in direct comparison. Since it is hardly noticeable, this is to be understood as a suggestion (for improvement) and not as a defect.

The brake lever on the undercarriage is not coloured. The clean application of the paint and the printing make a significant contribution to the successful overall appearance: We could not find any dust inclusions.

All four wagons included in this test of both packs have different road numbers from the correct number range of this type of construction. What they have in common is that all four are labelled as Ommr 33. The omitted sub-generic sign u, which is mentioned on the pack, was therefore not written on. According to the r, however, all four wagons are supposed to be re-gauged representatives.



The brake lever, which can be seen on the right edge of the sprinkler, was not colour-contrasted. A handle bar was added separately at both ends and painted in RAL 9005 deep black. The superstructure is painted in RAL 8012 red-brown, which was once prescribed by the DB.

All of the (white) company inscriptions of the prototype can also be found on the models. Since the solebars are part of the car body in the model, the inscriptions have also been printed there. Differences between the two lettering arrangements have been correctly taken into account. The note box is not raised plastic, but is again part of the pad printing on both versions.

On the two EUROP coaches it is located in the area of the larger chalk field, whereas on the DB cars with normal inscriptions it is located outside this area and had to be underlaid separately in black. This was done very precisely and even looks a bit more plastic and thus more convincing in the model.

The running gear remains without any surprises, as it is identical to that of the Linz presented in **Trainini®** 4/2020, therefore our words of praise also apply to the Ommr 33 or former Villach: The elaborate sprinkler system tapering towards the centre and brake reproductions at wheel level are also particular strengths of the models here.

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A direct comparison of the ends shows that the two wagon ends are not completely identical: On one side, access boards can be seen at the ends (photo above). The two wagons with standard inscriptions (photo above) and from EUROP stock (photo below) are shown in comparison to each other.

The single hooks on the axle holders with roller bearings and the shunting brackets under the buffers are also correct. The floor of the wagon, which is not visible during operation, was not designed, which we again consider to be completely unobjectionable, because such expenditure, which is not visible here, would ultimately have to be paid for by the customer.

Very good overall impression

In conclusion, the Ommr 33 offers no cause for criticism. In school grades it would get straight A's, which pleases us all the more because this is an extremely important type of car of the fifties and even the sixties.

It must not be missing in block trains of that time if the model railway enthusiast wants to stay close to the prototype. This will certainly also be the reason why FR Freudenreich Feinwerktechnik has chosen a design that allows larger quantities: Further operating number variants are certainly to be expected in the future, and the customer is not doing anything wrong at this point.



The two wagons from the first set (49.338.02; photo above) bear the road numbers 814 005 and 820 180, the EUROP representatives from the second set (49.338.12; photo below) the numbers 814 012 and 814 017.

When the prototypes were still in use, open freight wagons made up the largest proportion of DB's wagon stock. They were used for many bulk goods, including coal, in particular. But ore was also once transported in them.

The "Lange Heinrich" on the Emsland line, which the model railway industry would like to sell us through the series as something else, actually consisted of such older types of wagons. It was once hauled by class 50 steam locomotives, long before the heavier class 44 made its home there.

One could also casually conclude: What the Oppeln is for the covered wagons, the Villach is for the open wagons, virtually an all-round wagon of bygone times. FR has miniaturised it impressively, and almost uncompromisingly, on a scale of 1:220.



Open wagons are particularly impressive in block trains, as here in the “Langer Heinrich” according to a historical model and not a manufacturer’s interpretation. Of course, individual wagons can also be used at the loading siding of the local coal merchant or groups of wagons can be added to mixed through goods trains.

If it hadn't already been released last year as a first design, it would now have earned a nomination for the Best New Releases of the Year 2020 in the wagon category. And, this much we can certainly share, it would certainly not have been an outsider there!

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Douglas DC-9-30 as a new product from Herpa

One aircraft with many Names

Aircraft are rather a marginal topic in our magazine and yet there are quite a few model railway enthusiasts who also collect such models or use them in Z scale. For them, we present interesting successful models and popular airlines here from time to time. Today, it is a successful model that has borne various names over the course of several decades and was on the road for an equally interesting airline.

The Douglas DC-9 made its maiden flight on 25 February 1965 and entered service just under ten months later. Series production of a total of 976 aircraft lasted until 1982, making it an outstandingly successful model. But even after these 17 years, it was far from over!

The twin-engine narrow-body aircraft was designed from 1961 to complement the four-engine DC-8 long-haul aircraft on short and medium-haul routes. It is a twin-engine low-wing aircraft with jet engines mounted at the side of the tail. Equipped with a pressurised cabin and retractable landing gear, as had long been standard for jet aircraft, the T-tail, in particular, gave it a striking appearance with recognition value.

In the course of its long history, it was to compete against the Boeing models 727, 737 and 757, but sometimes under other names. This was triggered by the economic difficulties of the Douglas Aircraft Company, which led to the merger with McDonnell to form McDonnell Douglas in 1967.



The McDonnell Douglas MD-87 (officially: DC-9-87) also flew at Aero Lloyd, and was a further development of the basic version. Photo: Ralf Manteufel (GFDL-1.2)

In 1997, another takeover by competitor Boeing occurred, where the last version of the DC-9 was modernised again and now continued to be sold as the Boeing 717 until 2006. So, the production history alone spans just over four decades.

Until the last delivery as Boeing 717 on 23 June 2006, the former DC-9 experienced a total production of 2,438 copies. They were divided into 976 copies of the DC-9, 1,191 of the MD-80, 116 of the MD-90 and 155 as the Boeing 717, making it one of the most successful passenger aircraft of all time.

Depending on the version, the DC-9 could carry 90 to 130 passengers. At the beginning of its development, the original passenger capacity was 56 to 77, depending on the seating arrangement. This shows that with the growing air traffic and changing needs, the requirements changed rapidly, which was also true for other types.

The DC-9 Series 10 (original version) also had to be stretched and adapted several times to remain successful. The first DC-9-30, stretched by 4.50 m compared to the original version to accommodate up to 115 passengers, proved to be the most successful: it alone accounted for 621 of the 976 DC-9s delivered from January 1967. This type is the model for the Herpa model presented today.

Large operators were mainly in the home country USA, but the Douglas DC-9 aircraft family also found favour in Europe and elsewhere, most notably Alitalia for later versions. Even today, some aircraft are still in the air, albeit largely only in cargo service. Military versions were also built.



The DC9-30 entered the Aero Lloyd fleet early on and was in service there for years, here photographed in January 1985 in Frankfurt (Main), in a modified but also unimaginative Air France livery. Photo: Kambui (CC-BY-SA-2.0)

Because of its importance in Italian domestic and European short- and medium-haul traffic, let's briefly discuss the different names already alluded to in the headline: Introduced to the market as the Douglas DC-9, its manufacturer was absorbed into a merged company just two years later.

In the case of newly developed designs, the abbreviation DC (for “Douglas Commercial”) was replaced by the new company name MD (McDonnell Douglas). Here, however, the designation remained, presumably because of the type certification granted. The new manufacturer was only recognisable in the long name McDonnell Douglas DC-9.

These official type designations survived even when the aircraft finally entered service in a further developed form as the MD-80, the version that was long in service with Alitalia as the “Super 80”. So, the MD-80 was officially called DC-9-81, -82, -83 and -87.

Only the MD-88 and the last version marketed by McDonnell Douglas itself, the MD-90, received official certification under these designations. The same applied to the last version, which Boeing had already sent into the race as the 717.



Two years before its sale, Herpa's model is shown here on 28 May 1992 at Stuttgart-Echterdingen Airport (STR). The McDonnell Douglas DC-9-32 with the registration D-ALLB is still in the service of Aero Lloyd. Photo: JetPix / Torsten Maiwald (GFDL-1.2)

So, what would not be apparent to outsiders from the designations now becomes all too clear with this knowledge: the DC-9 has been a once commonplace aircraft that probably everyone has encountered who has embarked on an air journey. And this brings us to the choice of airline that Herpa has made for its latest new products.

Brief History of Aero Lloyd

The tax legislation of the time in Germany in the seventies and eighties repeatedly led to the founding of so-called “dentist's shipping companies”. Shipping and air shipping companies that were already geared to loss-making results from the outset were designated as such.

High-earning private individuals could then claim these loss allocations for tax purposes. They reduced their taxable income, consequently lowered the calculated top tax rate and brought the shareholder the decisive advantage in the wallet via saved taxes.

A decisive prerequisite was the liquidity of the company, which was also the reason why Aero-Lloyd Luftverkehrsgesellschaft mbH, founded in 1979, failed very quickly. Founded by three investors as a charter airline in posh Oberursel with headquarters in Frankfurt am Main, it was granted a licence for scheduled flights as well in June 1980. At the beginning, the fleet consisted of three rather aged Sud Aviation Caravelle 10Rs in a red Air France livery.

But by 2 December 1980 it had to stop flying again. However, Aero Lloyd was not yet at the end of its tether: on 20 December, the company resumed operations after the new shareholders Deutsche Luftfahrt Leasing, and Air Charter Market bought the name from the bankruptcy estate.

They founded the successor company Aero Lloyd Flugreisen GmbH & Co. Luftverkehrs KG. On 1 April 1981, the resurrected airline resumed charter flights from Frankfurt (Main). For the time being, the three old Caravelle aircraft were still being used, while the industry was still speculating about another quick bankruptcy.



Herpa's new product of the McDonnell Douglas DC-9-30 in the colours of Aero Lloyd (item no. 571012) is a somewhat belated birthday present for the 40th anniversary of the founding of the now defunct airline.

In early 1982, it added three slightly larger Douglas DC-9-32s to its fleet, which it had acquired second-hand from Indonesia's Garuda, which is the basis for the new Herpa model, which reproduces one of these aircraft with the registration D-ALLB.

In 1986, factory-new McDonnell Douglas DC-9-83 (MD-83) and in 1988 also DC-9-87 (MD-87) followed. With them, an independent livery was finally introduced, which looked very appealing and summery warm. So, it was a perfect fit for this airline. Herpa produced the model in this 1986 livery, and chose an aircraft type that was very formative and important for Aero Lloyd.

In the summer of 1988, after efforts by Aero Lloyd, a new licence was granted for scheduled flight operations from 31 October of that year. Its main focus, however, was and remained charter traffic to Mediterranean destinations.

Nevertheless, the return to scheduled services was the beginning of the end. The poor utilisation of the aircraft of only 16% was castigated by the press at the time with the term “ghost aircraft”. The reasons given were the behaviour of the top dog Lufthansa, low frequencies and an “amateurish advertising policy”.

But the final end of the colourful planes dragged on for years. The business model was finally overturned in the aftermath of the terrorist attacks in New York on 11 September 2001.



The distinctive lettering on the vertical stabiliser, underlined by the sun colours, disappeared from the aircraft at the end of 2003. In the model, the airline lives on and allows a view here of the no less distinctive jet engine of the DC-9.

On 16 October 2003, Aero Lloyd filed for insolvency with the Bad Homburg v. d. Höhe District Court and ceased flight operations with immediate effect after its restructuring concept was rejected by the Bayerische Landesbank.

The prototype for the model had long been out of stock by then: sold to Midwest Airlines in the United States in 1994, the aircraft is now considered scrapped.

Herpa's belated present

Measured against the original start of air traffic, Aero Lloyd would have been 40 years old last year. And Herpa had planned the model for this occasion, but it was not delivered on the originally planned date.

The miniature (item no. 571012) is, like all other aircraft of the Wings collection already presented here, sufficiently close to Z gauge not to appear too large. Apron vehicles as well as figures can be used for visual comparison.

We have taken important measurements from the model to judge the reproduction quality and compared them with the prototype data, which were calculated for the conversion scale 1:200 and our comparison scale 1:220. The result highlights our assessment in this case, as well.

Size and details of the McDonnell Douglas DC-9-30

	<u>Prototype</u>	<u>1:200</u>	<u>1:220</u>	<u>Model</u>
Length	36,60 m	183,0 mm	166,4 mm	174,0 mm
Wingspan	28,40 m	142,0 mm	129,1 mm	141,8 mm
Height	8,38 m	41,9 mm	38,1 mm	41,8 mm
Max. Take-off Weight	49,94 t	---	---	244 g
Cruising Speed	ca. 900 km/h			
Range	3.030 km			
Max. no. of Passengers	115			
Engines	2 x P&W JT8D-7			
Thrust	2 x 68,9 kN			

The aircraft, which has been converted into metal, has a very high-quality appearance due to its weight and feel. This is also ensured by a clean and impeccable paint job in the correct colours of the former Aero Lloyd.

In addition, there are elaborate pad prints that reproduce small and special details or make them look more plastic. These include, for example, position lights, the window frames of the cabin and also of the cockpit as well as the frames of the

passenger doors and emergency exits. The tailgate of the prototype has also been depicted in this way, but is hardly in the viewer's field of vision on the tarmac.

But we also like the details that are represented by means of attached parts. We would like to mention such banal things as the typical T-tail, the characteristic wing shape and sweep or an attached antenna on the top of the fuselage.



With its overall dimensions, the model can be used on layouts of nominal size Z without appearing too large. The detailing also fits in excellently: In addition to the finely designed undercarriage and attached antennas, many other features have been reproduced by elaborate printing.

Absolute highlights, not only on this conversion, are the filigree and yet very stable landing gear including flaps or the two jet engines at the rear end of the fuselage: Here, if you look closely, you can also see the turbine blades. No compromises were made in the shape of the engine outlets either.

In summary it can be said that it would be a pity to hide this successful model somewhere in a back corner of the layout. The airport, on the apron of which the McDonnell Douglas DC-9-30 of Aero Lloyd is presented, should rather be clearly visible.

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The model also exudes special charm when viewed from the front: the eye is drawn to the framed cockpit windows with windscreen wipers and, further back, the finely produced turbine blades in the two engines attached to the side of the fuselage.



The summery dressed passers-by by Faller (158052) allow a scene that would also be conceivable on many layouts: off on holiday!

Then, you can also spread a little holiday mood with the 1:200 miniature! The bright, warm colours of the machine registered under D-ALLB in operating condition from 1986 to 1994 contribute their part to it.



Competitors on the apron: The Boeing 737 was an aircraft type that was in direct competition with the McDonnell Douglas DC-9. The big Lufthansa was also always trying to make it difficult for Aero Lloyd to survive.

And, surely, this can be underlined even more clearly with holiday travellers who want to get off the apron bus and climb the stairs to the aircraft. Even model railway layout set in domestic climes can thus add a touch of the Mediterranean, beach and sun.

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

Ideas from reader for readers

Ten Tips for Success

Our reader Kay Anbuhl from Berlin has been, like many others, very active and busy in his hobby over the last few months. Today, he shares his ideas and examples of how to turn old models into something great with little effort, a bit of skill and patience. We hope that this will inspire regular readers, but also new ones who have taken up the most beautiful hobby in the world for the first time in recent months.

By Kay Anbuhl. Being at home much more than usual over recent months made think of making better use of the extra time. I've been also thinking especially of newcomers to the hobby who, due to the current lack of new starter packs, might rather source their first models from the second-hand market.

Most of the time, it is the inexpensive models of the first three Mini-Club decades that can be found there, rather than the highly topical new products. There is now a world of difference between the two in terms of detailing and, above all, painting and lettering.



With just a few simple steps and a little paint, even old Mini Club models can be brought largely up to date again.

But even with a few simple steps, these “old treasures” can be updated. I would like to give, therefore, a few easy tips and suggestions in the following.

Tip 1: Improved appearance of refrigerator cars

A classic in the fleet is the 54 mm refrigerator car (e.g. Märklin 8600 or 8631), which was produced as a beer car in numerous variants. In my opinion, its roof looks much better if it is also painted on the front side (ends).



The roof of the refrigerator car was repainted grey and the front ends were included for a better effect.

This can be done quite easily with a size 1 brush. Since the incidence of light on the front side is always different from that on the round roof, a deviation in the colour tone is not a particular problem. This is even less of an issue, if we also replace the often silver-coloured roof with a more attractive grey.

Tip 2: Make wheel sets visually less conspicuous

For about two decades Märklin sold its wagons with bright nickel-plated wheel sets, which are no longer convincing today, due to their unrealistic appearance (example: "Rheingold 1928" with item no. 8133).



The bright nickel-plated wheel sets of earlier generations no longer shine so brightly when their wheel discs are darkly painted.

Märklin has now solved this by using black nickel-plated axles.

The brightly shining axles can also be significantly improved by darkening their sides with black or dark grey paint.

The needle ends of the axle (tip bearing), the running surfaces and the wheel flanges should, of course, not receive any paint! Getting it right takes time and patience, but is worth the effort.

Tip 3: Removal of running boards

When Mini-Club was launched almost 50 years ago, very different freight cars were equipped with identical standard chassis in an obvious compromise between cost and prototype fidelity.

A classic case is the 54 mm chassis of the freight wagons with the item numbers 8605, 8606, 8610, 8615, 8616 and 8622. This chassis has a running board in the middle, which looks very out of place on a low side car (8610) or a container wagon (8615 / 8616). The only type of car where it did make for a prototypical look was the 8600 refrigerator car.



The standard chassis of the first-generation freight wagons had the same length - regardless of the prototype - and running boards in the middle of the wagon. On these two types of wagons, this was not prototypical, which is why they were removed with a sharp craft knife.

A simple craft knife is all that is needed to correct the mistake – goodbye, running boards.

Tip 4: Easy improvements for powdered freight silo cars



The upper part of the frame on the Ucs type powdered freight silo wagon benefits from a bit of black paint, given that it is part of the superstructure of the model and, therefore, of the same colour.

Numerous variations of the 40 mm silo cars have been produced over the years. A common characteristic of all of them is that the silos and their base share the same colour. In my opinion, this does not look very realistic.

Therefore, I painted the bottom with black paint (Revell silk matt) which is actually quite easily done with a size 0 brush.

As you can see in the photo, mistakes sometimes happen, but this should not discourage anyone, and they can usually be corrected.

For example, I forgot to paint the white floor behind the access ladder to the silos on the photographed example (82502) – I still have to work on that. Much more difficult to paint, however, are the yellow hand wheels.

One also needs a steady hand for the steps on top of the silo. But the result is convincing, because a piece of plastic has now really become a wagon with two silo containers.

Tip 5: More operational safety through modified couplers

Mini-Club was the brand under which Z-gauge was marketed when it appeared in 1972, and anyone who has been around since these early days will, like me, probably own numerous cars that are equipped with the old standard couplers. Among collectors, they are usually referred to as “Coupler 1”.

Märklin changed this in 1977 by slightly bevelling the top at the front end. This significantly improved the coupling behaviour. But, especially in the case of four-axle passenger wagons, it is not easy to change the couplings and convert them to more up-to-date ones.

Since I never got the Märklin uncoupling tracks to work safely on my layout, nothing was coupled or uncoupled. Accordingly, I had not attached any importance to the modified couplers for years. But, with the Jörger system, there are also solutions that work more reliably; and, then, suddenly there is a need for action.



These two cars with item number 8722 from two editions illustrate the aim of the modification: On the older specimen (left) the coupler has a smooth upper edge and can catch on the buffer of a coupled wagon. The coupler of the newer specimen (right) already has a bevelled surface that prevents this and which oneself can easily modify. Optical deficiencies on the front sides of the cars are also clearly visible, as the printing has not been applied around the corners.

The later, and still common, bevelled “Coupler 2” also prevents snagging with the buffers or the body of the coupled neighbouring wagon in curves. Such a snag sometimes leads to derailments.

With a sharp craft knife, I have therefore changed the 1972 couplers of my old wagons into a “1977 type” coupling with a courageous cut. It helps. It is important that the new cut surface is smooth and has no burr. The blade of the knife must, therefore, be really sharp.

Tip 6: Improving the front sides of 120 mm wagons

The next classic is the 120 mm passenger wagon in all its variants that have appeared over the course of several decades. Since their front sides are probably not so easy to print, their appearance is rather unappealing.

In my view, the greatest need for action is with the two-colour carriages (pop-coloured carriages, TEE carriages and D-train carriages in ocean blue/ivory). The front sides are painted ex works predominantly in the basic colour of the wagon; the second colour is only marginally drawn around the corner (see also photo on page 27).



Early versions of Z scale passenger carriages can be significantly improved by painting the upper colour strip around the corner and by also painting the transition plates, tail lights and rubber beads.

up to a millimetre too short. Especially on light-coloured cars, an unsightly transition is visible, which can be well concealed by black paint.

Since the reflection of light on the end is always different from that on the long side of the wagon, a small deviation in the colour tone thankfully does not really matter, which is especially helpful with the brightly coloured pop-colour wagons..

Black paint (Revell silk matt) on the rubber diaphragm and the folded-up transition plate helps to further improve things.

It is not important that the rubber diaphragm is painted perfectly, but that it gets paint on the sides, top and inside.

The brush stroke should be as straight as possible and at least somewhat vertical.

I always take off the roof to blacken the transition between the rubber diaphragm and the roof.

For reasons I don't understand, the roof of many older cars is sometimes

Finally, red paint helps the tail lights to look good. This is not as difficult as it first appears, as the tail lights are fortunately designed as a recess with an additional edge. The paint just has to be really good quality to flow properly. And we should start with very little paint. The brush tip must of course be OK, otherwise, we will paint over the edge.

The earlier conversion wagons (item numbers 8753, 8754 & 8755) can also be upgraded in this way. The photo also reveals that the slightly furry look of the pop colour car could be counteracted by a bit of dusting. In addition, the car still has a first generation “1972 coupler” which we still need to “carve” into a “1977 coupler” (see tip 5).

Tip 7: Add white toilet windows

Many of the older Z-scale wagons did not come with non-transparent toilet windows. But that, too, can be easily changed. In 1980, no search engine was available that could have helped me to identify the correct windows for the procedure.

At the time, I had deliberately not applied any white paint, but simply stuck on white insulating tape from the inside so that I could change to the correct window, if necessary, should I have made a mistake.

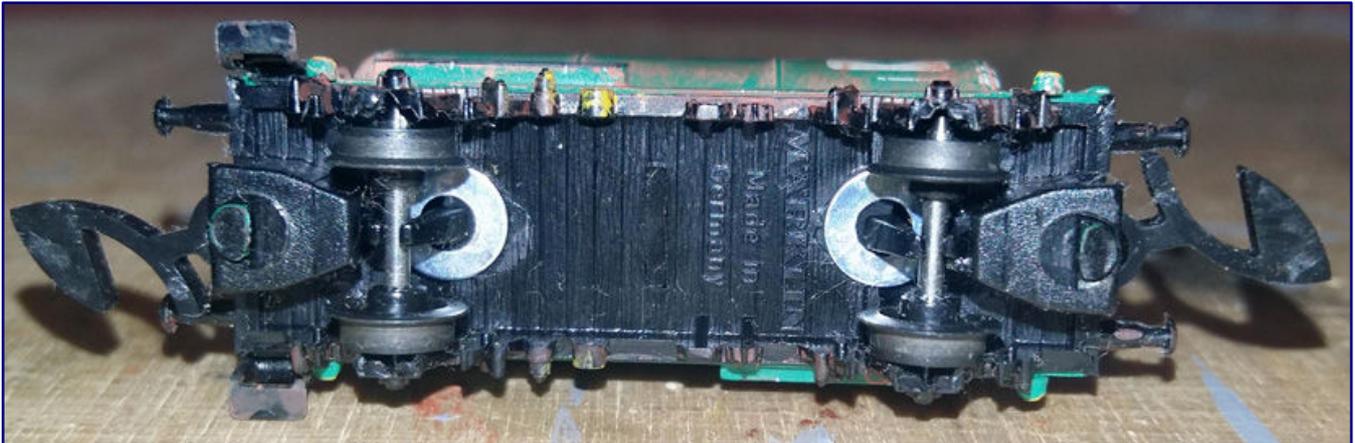


Small measure, big effect: The toilet window on the left coach has a white background - and this is even reversible in case of a mistake.

This insulating tape is still on it and remains so. Toilet windows are easy to recognise due to their smaller format and are usually located at both ends of the wagon, but only on one side of the wagon. If the roof vents are not centred, the side with the roof vents is incidentally the toilet side.

Tip number 8: Increase axle load, if necessary

When we run freight trains with more than ten wagons, it is clearly noticeable that the classic 40 mm tank wagons (item numbers 8611, 8612, 8613, 8614 etc.) derail more frequently than the 54 mm classics (8600, 8606, 8615 etc.).



Metal washers can invisibly, but all the more effectively, increase the weight of light freight wagons and provide more driving stability

The reason is quite easy to determine, because these wagons have simply turned out too light. We should not weigh every word we say, but we should put weight on every wagon! The typical „standard freight wagon“ weighs about 5.3 g, whereas the short tank wagon weighs only 3.6 g. Both are two-axle wagons, so the axle load of the lighter wagon is much smaller, unfortunately, even too small.

The remedy here is to add weights. M2 metal washers are perfect for these cars. To do this, we first remove the axles, place the washers above the inner axle holders, and finally fix the washers there with a tiny drop of super glue (e.g., Bindulin, Pattex or Uhu).

My experience is that cars weighing less than 2.3 g per axle do not run reliably. The weight can be adjusted very precisely with the washers, because two, four or even six such washers can be easily attached as required.

In this way, the short tank cars run very reliably even with the old plastic wheels, which were once considered “notorious” and, like the old couplers, were only used for a short time.

However, other wagons also have the problem being too light; e.g., the powdered freight silo cars already mentioned or the four-axle Langenschwalbach passenger cars. Even the heavy oil wagon 80317 is still too light, despite its metal chassis.

And the old 8619 long timber freight car also weighs only 8.2 g, which, for design reasons, was only distributed to four axles despite the three-axle bogies. The axle load, thus, still proves to be too low.

Tip 9: Cable pull hooks in yellow

And once again, it's all about the classic 40 mm tank cars. A bit of yellow colour helps to highlight the cable hooks. These so-called UIC hooks are also found on many other types of wagons, but not in yellow. A small brushstroke with matching Revell paint works wonders here.



A simple brushstroke literally works wonders on yellow cable hooks.

Tip 10: More realistic loads for car transporters

The DDm 902 car transport wagon (item no. 8714) came with eight unpainted rubber cars (“erasers”) which made for a rather unrealistic impression. By the way, each wagon can hold 12 cars on the two loading levels. This looks more realistic, but the wagon will weigh 18 g if loaded like this.



Two examples of DDm car transport wagons that can run on long-distance trains: up to twelve vehicles can be loaded on both floors of this double-decker wagon.

With locomotives that have a lot of traction, such as the old class 216 (8875), this is still not a problem with five 120 mm pop colour wagons and two fully loaded car transporters. A newer “Lollo” locomotive (8866) or a class 218 (8880) can get stuck in a curve with such a heavy train, and mastering gradients will be difficult. Operating tests are therefore recommended in order to determine the right locomotive for the desired train formation.

The rubber cars can attain a semblance of real cars by highlighting their windows and painting bumpers, headlights and hubcaps. Some matt black for the tyres and red for the taillights, and they will actually be usable. Job finished!

All photos (except pages 24 and 27): Kay Anbuhl

Providers mentioned in the article:

<http://www.peter-post-werkzeuge.de>
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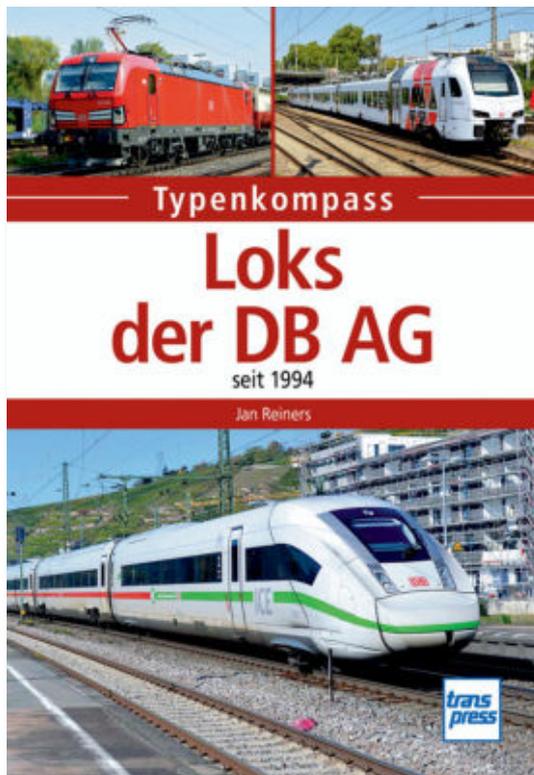
Adhesive suppliers (superglue):

<https://www.bindulin.de>
<https://www.pattex.de>
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Note for English readers: The literature section that follows is not translated into English because the original texts of the books involved are in the German language. The original German is left here for information purposes only.

Lok und Triebwagen der DB AG Typenkompass auf neuem Stand

Transpress erweckt gern den Eindruck völlig neuer Bücher, auch wenn es sich tatsächlich um eine Wiederauflage handelt – mal ohne erkennbare Änderungen, mal überarbeitet und erweitert. Letzteres trifft auf den hier zu besprechenden Typenkompass zu, dessen letzte Auflage vor mehr als zehn Jahren erschien. Und in der Zwischenzeit hat sich im Bestand der Deutschen Bahn wieder viel getan.



Jan Reiners
Typenkompass
Loks der DB AG seit 1994

Transpress Verlag
Stuttgart 2021

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Druckfrisch ist der Typenkompass, den wir heute vorstellen dürfen. Im November 2010, also mehr als zehn Jahre zuvor, haben wir seine Vorgängerauflage an dieser Stelle vorgestellt. Seitdem hat sich viel getan und nicht nur der Einband hat eine neue Gestaltung bekommen.

Weniger glücklich sind wir mit der Tatsache, dass die Neuauflage eines bereits veröffentlichten, aber längst vergriffenen Titels eine völlig neue ISBN zugeteilt bekommt, weil dies eigentlich dem Sinn dieser Katalogisierung widerspricht.

Einem Interessenten erschwert dies den Abgleich, und möglicherweise greift er zu einem vermeintlich neuen Buch, das aber bereits sein Regal schmückt. Das kann in diesem Fall nicht passieren, denn seit Erscheinen der vorherigen Auflage hat sich im DB-Lokbestand wieder einiges getan.

Das betrifft weniger, aber auch, den Bestand an Lokomotiven, vor allem aber denjenigen an Triebwagen, die ebenfalls im Buch behandelt werden. Und so sind wir dankbar für diese überarbeitete und aktualisierte Neuauflage, die wieder einen kompakten und kompetenten Überblick bietet.- nur eben auf dem neuesten Stand.

Doch darauf wollen wir gleich noch mal einen Blick werfen. Vieles, was diesen Titel charakterisiert, trifft auch auf andere Typenkompass-Bände und eben den Vorgänger zu. Wir zitieren uns beinahe selbst, wenn wir den Umfang beschreiben:

Behandelt werden Lokomotiven und Triebwagen, die seit 1994 für die Deutsche Bahn AG im Einsatz waren und sind. Eine Ausnahme bilden angemietete Lokomotiven oder Splittergattungen, die nur kurzzeitig nach Firmenübernahmen im Bestand waren, aber nicht mehr zum Einsatz kamen.

Während alle ICE-Generationen, also auch die seit Erscheinen des letzten Bands hinzugekommenen, elektrische und dieseltreibene Lokomotiven, übernommene und seit 1994 neu beschaffte Triebwagen, einige Schmalspurlokomotiven sowie die Tunnelrettungszug-Lokomotiven der Baureihe 714 behandelt werden, fehlen Instandhaltungs- und Messfahrzeuge mit der genannten Ausnahme unverändert.

Letzteres ist bemerkenswert, weil das auch 2010 schon so der Fall war. Und damals wie heute gibt der Verlag den Buchinhalt oder -umfang an dieser Stelle leider falsch an. Wir werten das als weiteren Beleg, dass es sich nicht um ein völlig neues Buch, sondern eine neue und überarbeitete Auflage handelt.

Wegen des identischen Seitenumfangs und Neuzugängen bei der DB wie den Pesa-Link-Dieseltriebzügen der Baureihen 631 bis 633, die übrigens mit völlig falschen Baujahren angegeben wurden, oder auch der nun weit verbreitete Siemens-Vectron (Baureihe 193) mussten offenbar auch Fahrzeuge entfallen, die 2010 noch aufgeführt wurden: Gemeint sind die letzten Dampflokomotiven auf Schmalspurbahnen (Baureihe 99), die kurzzeitig noch der DB gehörten.

Die Darstellungsform ist gewohnt: kurze Portraits auf einer, seltener zwei Seiten, mit den wichtigsten Daten und Angaben zur Betriebsgeschichte und dazu eine kleine Tabelle mit den wichtigsten Daten zur Technik. Das Fotomaterial, jeweils ein bis zwei Aufnahmen pro Baureihe, scheint komplett ausgetauscht worden zu sein.

Das haben wir schon beim Durchblättern als sehr erfrischend empfunden. Auch die Reproduktionsqualität der Aufnahmen ist qualitativ nicht zu beanstanden. Was uns gewundert hat, ist die mit 100 um 23 Bilder geringer angegebene Gesamtmenge.

Wir haben nicht nachgezählt, aber ein reduzierter Bildanteil widerspricht zumindest unserem Eindruck. Und der ist es ja, der letzten Endes zählt, wenn ein Kauf erwägt wird. So bietet auch dieser Band keine großen Überraschungen, unliebsame schon gar nicht.

Wenn wir diese Rezension in wenigen Sätzen zusammenfassen wollen, können wir den Verlagstext im betreffenden Abschnitt unverändert übernehmen: In prägnanten Texten und mit zahlreichen Bildern werden die verschiedenen Baureihen (hier) vorgestellt.

In gewohnter Typenkompass-Qualität halten die einzelnen Portraits der Triebfahrzeuge neben technischen Fakten auch Informationen zur jeweiligen Historie und Einsatzgeschichte bereit. Dem ist nichts mehr hinzuzufügen, es trifft alles auf den Punkt.

Angemerkt werden darf allenfalls noch, dass auch dieser Typenkompass zu den günstigsten Büchern der Fachliteratur gehört und einen guten Einstieg für Interessierte bietet. Er schafft einen kurzen, aber guten Überblick und passt auch auf Wanderungen entlang von Bahnstrecken perfekt in jeder Jackentasche.

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Winter bei der Bundesbahn Alle reden vom Wetter...

Wer kennt ihn nicht, den wohl berühmtesten Werbespruch der Bundesbahn. Auch heute ist er noch in aller Munde und muss oft dafür herhalten, sich über die moderne Bahn und ihre immer wiederkehrenden Betriebseinstellungen lustig zu machen. Ein Buch versucht, die Zuverlässigkeit und Mühen der früheren DB im Wintereinsatz aufzuarbeiten.



Udo Kandler
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Alle reden vom Wetter

VGB Verlagsgruppe Bahn GmbH
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Wie war sie eigentlich, die Bundesbahn? Das ist sicher eine Frage, die sich immer häufiger stellt, nachdem die Behördenbahn mehr als 25 Jahre Geschichte ist. Die Erinnerungen an sie schwinden und im Rückblick neigen wir leider dazu, uns nur an positive Dinge zu erinnern.

Eine Besonderheit im Rückblick ist sicher die Winterzeit, die wir rund sechs Wochen vor Erscheinen dieser Ausgabe noch einmal eindrucksvoll zu spüren bekamen. Das macht dieses Buch aus dem Vorjahr nun so aktuell und verleitete auch uns dazu, einen Blick hinein zu werfen. Immer im Gedächtnis bleiben werden vermutlich die Werbesprüche „Wir fahren immer“ und „Alle reden vom Wetter – wir nicht“. Doch stimmt das? Fuhr sie wirklich immer, so wie die damals Verantwortlichen verlautbarten?

Autor Udo Kandler widmet sich im vorliegenden Bildband diesen Fragen und zeigt Motive und Erinnerungen aus vielen Wintern, die aus rund dreißig Jahren Bundesbahnzeit stammen und unterschiedliche nicht sein könnten.

In hervorragender Wiedergabequalität sind darin Räumeeinsätze, Zugfahrten und Kolonnendienste aus normalen Wintern ebenso zu finden wie Bilddokumente aus sogenannten Jahrhundertwintern. Zu solchen Extremwintern gehören die Jahre 1962/63, als der Rhein zeitweise mit bis zu fünf Metern hoch aufgetürmten Eisschollen für Schiffe unpassierbar war – ein bis heute einmalig gebliebenes Ereignis.

Nicht ganz so lange zurück liegt der Winter 1978/79, der auch vielen Menschen in Erinnerung geblieben ist: Eine seltene Wetterlage sorgte im Norden Deutschlands damals für einen rasanten Temperaturabfall, verbunden mit starkem Schneefall, als feuchte Atlantikluft auf polare Kaltluft stieß. Der in Küsternähe und im flachen Hinterland starke Wind sorgte für meterhohe Schneeverwehungen und ließ die Schneeberge vereisen.

Damals ging buchstäblich nichts mehr: Weder für Autos noch Züge gab es noch ein Vorankommen. Viele Menschen saßen in Fahrzeugen fest und drohten zu erfrieren. Katastrophenalarm wurde ausgelöst, die Bundeswehr stellte Soldaten ab, die teilweise mit Panzern zu den Eingeschlossenen vordrangen, um sie

mit Schaufeln auszugraben oder mit Hubschraubern aus der Luft zu versorgen, bis der Landweg wieder teilweise passierbar wurde.

Beide Ereignisse sind, wie viele andere auch, im Buch festgehalten, doch im Gesamtkontext und -umfang bleibt ihnen eher eine Nebenrolle. Bestimmendes Hauptthema dieses Werkes ist der unbändige Willen der Eisenbahner, unter allen Umständen auch im Winter bei Eis und Schnee den Zugbetrieb uneingeschränkt aufrecht zu erhalten.

Dieser letzte Satz enthält einige Superlative und lässt die Bundesbahner rückblickend fast heroisch erscheinen. Da muss eigentlich jeder stutzig werden, doch der Autor tut genau das leider nicht. Er berichtet eifrig und begeistert in Wort und Bild, wie Schneeräumkräfte in Mannschaftsstärke ausrückten und den Bahnbetrieb sicherten.

Einfaches Handwerkzeug wie Besen, Schaufel und Spitzhacke oder handgeführte Schneeräumer belegen die harte, körperliche Arbeit. Schneepflüge an den Elektrokarren der DB oder auch Flammenwerfer zum Enteisen von Weichen erscheinen als erste Zeichen von Modernität. Bis dahin musste jeder helfen, der konnte – bei Büroangestellten meist unter dem Vorbehalt der Freiwilligkeit.

Archaisch muten die Klima-Schneepflüge und Henschel-Dampfschneesleudern heute an, die hier ebenfalls nicht zu kurz kommen dürfen. Da sie nicht nur in der Spur Z schon als Modelle nachgebildet wurden, ergeben sich hier viele Anregungen und Quellen für Modellbahnumsetzungen aller Spurweiten. Wer authentisch bleiben möchte, kommt an diesem Buch also nicht vorbei.

Aber das Buch hat auch einen großen Haken: Der Autor lässt sich dazu hinreißen, die Bundesbahn zu glorifizieren und als besseres Beispiel der Deutschen Bahn AG gegenüberzustellen. Das halten wir für eine zu deutliche Wertung, die aus dem Buch heraus nicht hinreichend belegt werden kann. Warum nicht?

Udo Kandler stützt sich auf die nachhaltig wirksamen Werbekampagnen, die wir eingangs schon mit ihren Leitsprüchen zitiert haben. Für sein Werk zieht er viele Quellen heran, die direkt von der Bundesbahn stammen, darunter vor allem das Presse- und Werbeamt, oder die ihr nahstanden. Das Bildmaterial stützt sich vor allem auf offizielle Aufnahmen der Direktionsfotografen – also durch die Reihe fast nur Eigendarstellungen des Portraitierten.

Objektive Quellen fehlen fast vollständig oder ergänzen und unterstreichen allenfalls die dargestellten Lagen. Und dennoch lässt sich auch dem Buch noch entnehmen, dass die DB zwar stets bemüht war und großen Aufwand trieb, aber keinesfalls immer und auf allen Strecken den Betrieb pünktlich abwickeln oder sogar aufrechterhalten konnte.

Darüber wird selten berichtet und hier ebenso nicht. Hintergrund ist, dass es dazu wenig Material gibt, denn die DB war nicht mal verpflichtet, derart gravierende Betriebsstörungen bekanntzugeben. In den damaligen Zeiten, Jahrzehnte vor dem Internet, erfuhren die Menschen also meist gar nichts von winterlichen Problemen und hielten sie bestenfalls für lokale oder regionale Phänomene.

Nicht zu vergessen bleibt auch, dass die DB einen öffentlichen Auftrag hatte, und zu diesem gehörte auch eine wichtige Transportfunktion im Verteidigungsfall. Flächendeckende oder größere Störungen hatten im Kalten Krieg den Charakter eines militärischen Geheimnisses und wurden nicht in den Medien ausgebreitet.

Das hätte der Autor wissen und berücksichtigen müssen, als er diese Reminiszenz auf die Bundesbahn verfasst hat. So ist es zwar ein tolles, lesenswertes und deshalb auch empfehlenswertes Buch geworden, aber es kann den Charakter einer Folklore in Teilen eben auch nicht abwerfen!

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Staying in the conversation (Part 1)

JMC Scale Models: How it all began...

João Marrafa de Carvalho is known under the brand name JMC Scale Models and has become a famous name in Z gauge with his very finely designed car models made of cast resin. The Portuguese has long since made a name for himself in our community with his great ideas and good realisations. That's why we asked him about his career as a model maker and supplier, and let him take the lead today for this year's focus topic.

By João Marrafa de Carvalho. Miniature models have been my great passion, ever since I can remember, just everything: Cars, trucks, buses, trains, planes, boats, houses... But the cars were the primary focus. Classic cars, mainly.

I remember: When I was four years old, my grandfather gave me an H0 gauge train set of the Orient Express from Lima. Apart from the fact that it has long since suffered damage, which was to be expected with a small child, I still have this set!



João Marrafa de Carvalho, the person behind the JMC Scale Models brand, painting his models from resin casts. Today, he explains, among other things, how the master moulds for this process are created.

I also remember my father assembling a 1:72 scale C-47 aircraft model kit during that time and later a Revell Airbus A320. So, scale modelling has always been present with me since my early years.

Around 1999 / 2000, at the age of 12, I left the metal cast toy cars of Majorette and Matchbox to officially start my life as a scale model builder myself. First, with H0 gauge railways, then with plastic building sets.

During this time, a colleague of my father's, a real model-making enthusiast and very talented modeller, opened up the amazing horizons of this wonderful hobby to me. I still have dozens of railway magazines, brochures and technical documents that he provided me, with along with the model kits he built.



Cars always played an important role in his modelling career. This has not changed since his orientation towards Z gauge. However, North American classics have now been joined by those from Europe, such as here the first front-wheel drive MAN, popularly known as "Pausbacke" (chubby cheeks).

One of the subjects he introduced me to was "scratch building" (making or rebuilding a model yourself, not using prefabricated parts). I was completely excited by this new kind of skilful model building and its infinite possibilities to create things virtually out of nothing. Since then, I have devoted myself mainly to this field.

In 2005 / 06, some friends started asking me, "Why don't you sell the items you make?" To be honest, I was very reluctant to do so at first. It was also during this time that I discovered Z gauge.

I started to see amazing dioramas and other accessories just being sold through internet auctions. These small works really amazed me and caught my attention.

I began to ask myself, "Why not also build small dioramas in vintage style?" At the same time, I also started to build my own vehicles. I tried to post some of my 1:220 scale works on the auction platform as well, but I was a bit disappointed: My dioramas didn't sell easily.

Sometimes they were sold, but not for the price I expected. When I look at these little pieces today, I understand why...: Skill requires experience, patience and time. So, I started to improve my modelling skills, step by step. And I am still doing that today. I just don't consider myself a professional designer. I still have so much to learn and improve.

Then, I finally stopped with the dioramas and devoted myself completely to the vehicles. In the meantime, I had heard a lot about making resin casts, and then I began casting my first self-made cars.

I found this technique simply great. Now I could make several cars from a single master form. I cast copies using resin, and then painted and weathered them. The cars seemed to sell a little better than the dioramas had before. So, with each new car I made, I tried to improve my techniques.



One of the more recent classics to emerge in Portugal is the German Henschel HS 160 city bus. Here, the excellently done model can be seen in typical layout use at the bus station next to the track layout. Photo: Dirk Rohwerder

In 2011, I finally created a blog dedicated to the Z gauge pieces I made. After a few years of inactivity, I recently brought it back to life. In 2016, I also created a page on Facebook, which is much more interactive and visible than the old blog. To this day, this is my favourite platform to spread the word about the models.

A few years ago, during my years of study, I had the opportunity to get more intensively involved with CAD programmes. In mechanical engineering, they are used very extensively today, for example Solidworks and Catia.

Solidworks is my favourite, and the programme I like to model with the most. I really like designing in 3D. Unfortunately, I don't have my own 3D printer, so I have to use 3D printing service providers to print the prototypes / master models. I then use these to make the moulds that are used for the resin casts.



The designs have long been created on the screen with the help of a CAD programme. But there are also cases in which classic manual work is required in addition: In the case of the Opel Blitz box-type lorry, the front comes from a CAD design, while the rear area was more quickly produced using classic methods.

However, working with CAD programmes also gave me the opportunity to create models much faster, more perfectly and in more detail than was possible when making them purely by hand. However, some shapes are sometimes difficult for me to construct in 3D. And then, I like to make use of some of my “scratch building” skills again.

So, it is quite common that both techniques are used in parallel when building a model. For example, I had the front part of the Opel Blitz box-type lorry 3D printed while the rest of its body was "scratch built".

A decisive turn is now still missing: Since I have been involved in Z-scale modelling, my focus has mostly been on the classics among the American cars. The reason for this is firstly that I am a great lover of the great vintage beauties, and, secondly, because American car models in 1:220 scale were previously very difficult to find.



João Marrafa de Carvalho is pleased that his models are so well received by the Zetties today, which provides sufficient motivation to continue with more classics. Some of them could already be on the workbench here

Recently, however, I have also started to pay a little more attention to European vehicles, not only because some models are still missing in Z scale, but also because there are a vast number of vehicles from Europe that I love very much and that I would therefore also like to construct.

Let's see together where the journey will take us. And stay in touch with me and my models!

All photos (except page 38): João Marrafa de Carvalho / JMC Scale e Models

Webpages of the manufacturer mentioned in the article:

<http://jmc-scalemodels.blogspot.com/>

<https://www.facebook.com/pages/category/Games-Toys/JMC-Scale-Models-341193572911400/>

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.

Reader feedback on our Mozart knife recommendation:

The red craft knife (meaning the precision knives from Mozart that we recommend; editor's note) feels really good in my hand.

Jan Tappenbeck, by E-Mail

“Trade fair car” 2021 on its way to the dealers:

The current long-distance paint scheme of the Deutsche Bahn AG is used on the Bi-28 standard passenger car (Item no. 80131), which continues the series of International Spielwarenmesse (Nürnberg (Nuremberg) International Toy Fair) cars. With the wagon in white paint, with red belly band, “Dürr biscuit” and basalt grey roof, Märklin commemorates this year's anniversary “50 years of Intercity”.



Even without a toy fair, Märklin did not skip its dealer gift and this time dedicates the wagon (item no. 80131) to the anniversary "50 years of Intercity."

The anniversary is also printed in white on the roof. Instead of a note “Thank you for your visit”, “Thank you for your trust” is now printed on the packaging due to the postponed trade fair date.

This gift will now be gradually handed over to the dealers who order from Märklin's new products programme when the next agent appointment is due.

Two more new products from JMC Scale Models:

This Portuguese car model supplier, which we also present in detail in this issue, had announced two more new products after the editorial deadline, which we would like to add here.

They fit perfectly into his existing product portfolio, as they have again been designed according to German and American models. The fans of North American vehicles are looking forward to a truck from 1947 ("1947 Federal Tandem Axle Truck").



With the three-axle tractor unit from 1947 (photo, left) and the Hanomag A-L 28 with box body (photo, right), two more new products have recently been announced. Photos: JMC Scale Models

The Hanomag A-L 28 with box body, a light truck for 1.5 to 3 tons payload, was modelled on a local model. The Hanomag L 28 base vehicle was their first, completely newly developed commercial vehicle after the Second World War. With its American-style alligator bonnet and headlights integrated into the front, it looked very modern in 1950.

Built until 1960, from 1955 it was fitted with front-hinged doors instead of rear-hinged doors and, in the last years of production, with a large panoramic windscreen instead of a two-part one without curvature.

The all-wheel drive version A-L 28 chosen by JMC Scale Models as a model appeared in 1958 after Rheinstahl took over Hanomag. The technically independent offshoot had a high-legged and compact appearance, but was particularly capable off-road.

It was designed as a radio, command, equipment and crew vehicle, which often had the box body that the small-series manufacturer also reproduced. This version was bought in large numbers, especially by the Federal Border Police, riot police and emergency services such as the THW. Until a few years ago, some of these vehicles were still in use by aid organisations.

Illustration still to be provided:

In the February issue we mentioned in the article on Archistories (page 62) that we would add a photo of the rural US village church (art. no. 403181), but, unfortunately, it was not possible to include it. We would now like to follow up this announcement with action.



We have not yet been able to show a photo of the elaborate rural village church in North American wooden construction (art. no. 403181). Now, we are finally able to do so. Photo: Archistories

The three new colour variants for the building series of rural US houses in the style of the turn of the century also deserve a pictorial appreciation (on page 44 above): olive green (404201), ruby red (405201) and dark blue (406201).

Two Schrax new products available:

At Schrax, among other things, tables are making their way into the programme this month. Because simple things often create the greatest effect, the round and square versions are certainly a good idea.



The US wooden houses from the turn of the century have been supplemented by colour variants in olive green (404201), ruby red (405201) and dark blue (406201). Photo: Archistories

They are 3D printed as single-colour resin models in various colours. They are usually delivered in assorted colours, but special requests can also be made.

A truck loading ramp for modern goods logistics is also interesting. The coloured model is made in one piece and represents a rolling door with rubber curtains and reflectors. It can be easily glued to a wall. With regard to the appropriate mounting height, the model railroader is guided by his models.

This new product is particularly useful when a modern logistics centre is to be modelled, whose simple functional architecture often appears unadorned. Such a hall can be considerably enhanced by adding several loading ramps.

The new products are available at <http://www.schrax.com>.

Intermodellbau Dortmund postponed:

Westfalenhallen Dortmund has announced that due to the current pandemic and the associated official measures, Intermodellbau 2021 cannot take place during the usual time in April.

The organiser is forced to postpone the fair to the autumn in the hope that there will be noticeable successes with vaccinations by then. This is intended to create greater planning security, and, above all, to ensure health protection for all involved.

The new date for the world's largest trade fair for model building and model sports is now Wednesday, 17 to Saturday, 20 November 2021. According to our current information, this means a time overlap with a model building event in Stuttgart.

AZL with design newcomers:

American Z Line will release the first new mould of this year in March: single-domed tank cars with an 8,000 gallon capacity. Built from 1917 onwards by the General American Tank Car Company, these prototypes were designed to transport bulk liquids and were not insulated.

They were used with a range of products from oil to food. The models have blackened wheel sets, fine, separately attached parts, and the usual AZL couplings, are cleanly painted as well as pad printed labelling. The bogies correspond to the Bettendorf design.

The first edition appears with silver-coloured boiler and red shadow inscription as single wagon (art. no. 915000-1) and two-pack (915030-1) for Roma Wine.



The R-70-20 refrigerator cars appear this month with inscriptions for UPFE, i.e., Union Pacific Fruit Express. The yellow cars are offered individually (914801-1), and in packs of two (914831-1) and four (904801-1). The diesel-electric locomotive EMD GP38-2 of the UP follows with the new service number 2002 (62508-8).



Two paint schemes of the EMD F7 are currently available for the Western Pacific. The silver-orange version is available as A-unit (63008-2) and AB-unit (63008-1), the dark green-orange version only as an A-unit (63015-1 / -2), but with two different service numbers available.

New in form is the tank car from 1917 in design for Roma Wine (item no. 915000-1; photo above). The silver-orange F7 are available in two versions, here as AB version (63008-1; photo below). Photos: AZL / Ztrack

Manufacturer's photos of the current deliveries can be found on the following website: <https://www.americanzline.com>.

Business closure in the crisis:

In the meantime, the mystery surrounding the supplier Modellbaukompass, which was still posed in our "Trade Fair Issue" 2/2021, has been solved. Heinz Wagner was forced to make a financial contribution as a result of a noticeable drop in sales, which was mainly due to the fact that he was unable to attend trade fairs, and was thus unable to be close to his customers who needed advice.

Also, with a view to health conditions and a lack of prospects for opening, he finally decided with a heavy heart to close his business on 31 December 2020. We regret this, but can also understand it.

Unfortunately, this means that our readers will no longer have the opportunity to purchase Vallejo products, Gabbert spray equipment, and a few other aids and tools, which were provided with an exclusive reader discount.

Fine SMZ model delivered:

Sondermodelle Z from Vienna recently delivered the 628/928 502 diesel multiple unit as a version for DB long-distance traffic. Its prototype has been operating as the "Sylt Shuttle Plus" between the island and the mainland since 2015.

SMZ has again installed its kinematic close coupling in this model, and, thus, enables rubber diaphragm to rubber diaphragm operation on straight stretches. In curves, the coupling distance is sufficiently extended to be able to drive through the curves cleanly.



The class 628/928 diesel multiple unit now also wears the colours of the DB long-distance service at the SMZ, and is, thus, on the move as the "Sylt Shuttle Plus".

In the premium version, this diesel multiple unit also has extensive digital functions, which are listed on an insert. Packed in a wooden box, it already conveys a very high-quality impression.

Move completed:

In the February issue we mentioned a temporary break in the work of Spur Z Ladegut Josephine Küpper. The background was an upcoming move, which occurred on 1 March 2021.

The load specialist can now be reached at its new address: Ellerstraße 16, 52078 Aachen. Telephone number and the internet pages with electronic sales (<https://spur-z-ladegut.de/>) remain the same.

More new products at Zmodell:

Zmodell from the Ukraine has presented another new product that had not been mentioned to us for the last issue. It is a freight car pack for the Swedish SJ, consisting of two Hbbins type cars (art. no. 92386).



Based on Märklin, Zmodell has put the SJ Hbbins sliding wall cars (Item no. 92386) on the rails as a duo. Photo: Zmodell

They are based on the Märklin models 82384, were carefully cleaned of paint and printing, and then redesigned and properly equipped. Examples are the handwheels that are separately attached to the frame. The lettering was applied with a Mimaki UV printer to the prototypically repainted housings.

Each wagon duo, with different operating numbers, is delivered in its own packaging. The models are safely stored in a firm foam bed (EVA; ethylene vinyl acetate).

All publishers under one roof:

EM Editor-in-Chief Michael Hofbauer, the new “Head of Content”, and overall head of the railway/model railway programme of VGB, Geramond and Alba, has addressed readers and staff of the magazines in a message outlining what has happened in the last few months since the VGB takeover.

For example, at the turn of 2020/21, the staff of all three publishers moved into shared office space at the publishing house in München (Munich). Some long-serving employees from the VGB environment have retired or accepted new professional challenges.

Under the umbrella of the publishing house, the (remaining) magazines are to maintain their independence, but sharpen their profile in order to avoid overlapping topics between the publications. Parts of the programme, such as their own film production or the magazines “Züge” and “Eisenbahn-Journal”, were discontinued. In the future, the trade magazine “Miba”, and also “Eisenbahnmagazin” and “Modelleisenbahner” will be of interest to Zetties.

VGB's sophisticated book programme is to be continued and clearly distinguished in terms of content from the more popular Geramond range, which is geared towards the classic book trade. The digital channels in the form of electronic publication are also to be strengthened.

Faller reissue delivered:

Already available from specialist dealers or directly from the manufacturer is the “Bystanders” pack (art. no. 158052) from Faller, which we only announced in the last issue. The set contains six figures, three each female and male, in summer clothing. This is a reissue of the figure pack with the same item number from 2016.



Faller's bystanders (art. no. 158052) were already in the programme in 2016 and are a welcome re-release.

Lots of Märklin deliveries:

March has brought many new Märklin models onto the market. So just in time with the reopened shops there is also a supply of new products. Among them are the class 216 diesel locomotives in traffic red from DB Cargo (Item no. 88791) and the Rh 2016 from ÖBB (88880), two locomotive models with the latest technical standards.

Both are not only neatly painted, but also finely printed and thus make a good impression. This also applies to the three German Federal Railways SSy 45 heavy goods wagons (82229) loaded with Leopard 1A1 main battle tanks of the German Federal Armed Forces, which we will review in detail in the April issue.



Among the models recently delivered by Märklin there are also moulded novelties with the SSy 45 heavy goods wagons. The quite elaborately printed Leopard 1A1 tank models supplied by Schuco are also among them.

Friends of the ÖBB will receive three orange-painted cars with the “Eurofima 1st/2nd class passenger car” pack (87343) at the high level of painting and printing to which Märklin has been able to improve in recent years.

Also, two more of the announced Intercity cars in product colours are now available. They, too, have many small and fine printing features, are also neatly designed around the corners, and show the once common “wash edge” at the roof transition. Delivered here were 1st class high-capacity coach Apmz 121.1 (87252) and dining car WRmz 137 (87742). The Easter wagon 2021 (80421) can also be collected in time for the highest Christian festival, now that it has arrived at dealers.

There is now a Trainini Index 2020:

The electronic tool for searching for contributions has long been missed by many readers in an updated form. When the conversion of our internet pages to the up-to-date solution currently under development is due, we will probably also be able to offer an indexing function directly in the page offer.

But until then it will take some time and therefore our reader Wolfgang Papst has created a new **Trainini Index 2020**, which can evaluate all 16 volumes and the first two issues of the current volume and is now ready to be loaded and saved (ZIP file). It works in the same way as its predecessors.

The contents, a file called Trainini.pdx and a folder called “Trainini” with two index files included, are to be placed on any computer drive. The monthly issues are then stored on the same directory level in folders separated by year. These folders are named, for example, “2020” for the most recently completed year.

The **Trainini Index 2020** is opened by starting the PDX file, which can also be done from the desktop, provided a shortcut is placed there.

In the input window that opens, the desired search term with possible additional information is then entered and the index search is started by pressing a button.

The result will be all **Trainini®** issues since August 2005 in which this term was found – individual success, therefore, depends on sensibly and precisely chosen terms and correct spelling.

Provided that the annual folders have been created and filled with the issue files, the articles found can be opened page by page directly from the index. If this is not the case, the hit list helps you to load the issue(s) from the pages of our licensed archives.

New products at EtchIT-Modellbau

This supplier was missing from the list of new products in the February issue, but a little later EtchIT-Modellbau also followed suit and announced new models (kits). The Ikarus 66 (art. no. XD066_Z) appears in the usual production method and print quality and is a bus that Reichsbahn fans will not be able to do without after the former DDR model.



Many model railway enthusiasts who build according to East German models will certainly have been waiting a long time for the Ikarus 66 (item no. XD066_Z) as a typical bus in the former DDR. Photo: EtchIT-Modellbau

It can now be ordered directly from the manufacturer at <http://etchit.de>.

NOHAB models at the 1zu220-Shop:

The NOHAB diesel locomotive V 170 in the silver-blue design of the BOB (Art.-No. 49.126.01), exclusively produced by FR Freudenreich Feinwerktechnik for the 1zu220-Shop, has now been delivered and is available as an analogue version.

With the additionally orderable item 00.125.00, the model becomes a digital locomotive with operating sounds and extensive functions. Our readers can get an impression of what this model then has in store by watching the video linked on our home page: The model shown there has the same range of functions.



The colourful NOHAB V 170 1151 of the BOB (item no. 49.126.01) is a special edition of FR Freudenreich Feinwerk-technik for the 1zu220-Shop. Photo: 1zu220-Shop

The locomotive is a scale replica powered by a Maxon RE8 motor (bell armature drive) with flywheel mass. All six axles serve both the drive and the power pick-up.

The gearbox was designed so that the top speed corresponds to the converted one of the prototype. Thanks to a milled brass main frame, the locomotive has a high weight of 47 grams, which gives it an impressively high tractive force. The lighting, which is direction-dependent in analogue mode and switchable in digital mode, is done with maintenance-free light-emitting diodes.

New products also at NoBa-Modelle:

NoBa-Modelle (<https://www.noba-modelle.de>) has also released new products. Among them are completely new designs as well as modifications of already known products. In future, road traffic will be enriched by the Hanomag F 55 with beer barrels as a finished model (art. no. 6233RF), but six beer barrels are also available individually in unpainted form (10260R).

Five small cable drums (10613R) are recommended as additional loads, one of which can also be found on a cable drum trailer with cable drum (6218R). The Actros with sweeper (6376R / 6376RF) is available

both as a kit and as a finished model, as is the T5 transporter with flatbed for tradesmen (6203R / 6203RF).



Two of the current new products fill previous gaps in the Z-gauge assortment: The sweeper (item no. 6376F; photo above) and the Neunkirch tram as an articulated multiple unit (5856; photo below). Photos: NoBa-Modelle



For a long time, no catenary repair railcar had been available for Z gauge. So NoBa-Modelle has unceremoniously added the contemporary detailed VT 55 (5212RF) to the assortment. Photo: NoBa-Modelle

The formerly ubiquitous transformer station (4077R) is helpful for designing layouts, while the five platform edges and two corners (5502R) are far more timeless in their construction. A nice little gem is the Neunkirch tram (5856), which is only one of three new track models.

The MD4ie makeshift baggage car, which is now available with NoBa bogies both as a kit (5316R) and as a finished model (5316RF), should also be mentioned here. The latest addition is the VT 55 catenary repair railcar, later class 701/702, which is also available in both versions (5212R / 5212RF).



The Bavarian cattle car 82005 with spoke wheels from ZetNa220 serves the early era I.

Deliveries and announcement at ZetNa 220:

The small series manufacturer ZetNa 220 from Catania in Sicily (Italy) has started to deliver two of its wagon models again after refinements to the wagon markings occurred.

A short freight wagon of the Royal Bavarian State Railways (K.Bay.Sts.B.) in unbraked version is offered for Era I. The green-painted cattle wagon is a very special model.

The green painted cattle car bears the road number 82005, has spoked wheels and belongs to the early era I before the turn of the 20th century.

replacement types of the twenties. It also has additional inscriptions on the individual flaps, the decals could be applied much better than in the first edition. This model will be presented in detail in the April issue.

Also available again is the small cattle car V 23 of the German Federal Railways (Era III), which belongs to the



A uniform and appealing appearance is offered by the cattle car V 23 from the stock of the German Federal Railways, which ZetNa 220 has also realised as a Z-gauge model.

The next project announced is DB's VImms 63 cattle car from their new construction programme. There is already a first model to be seen, but it still has errors that will be corrected in the further course of the

project. For example, the prototype had a smooth roof without beading, and the first model is also a little too short.

Only one new delivery at MTL:

Only one wagon is available for delivery at Micro-Trains in March: The single-domed 39-foot tank wagon (Item No. 530 00 490) with blue-yellow paintwork belonged to a series of eight similarly painted examples of the St. Lawrence Starch Company from Ontario (Canada). Used for the transport of corn syrup, they were in use until the early 1980s between Port Credit and confectionery and food companies in Eastern Canada.

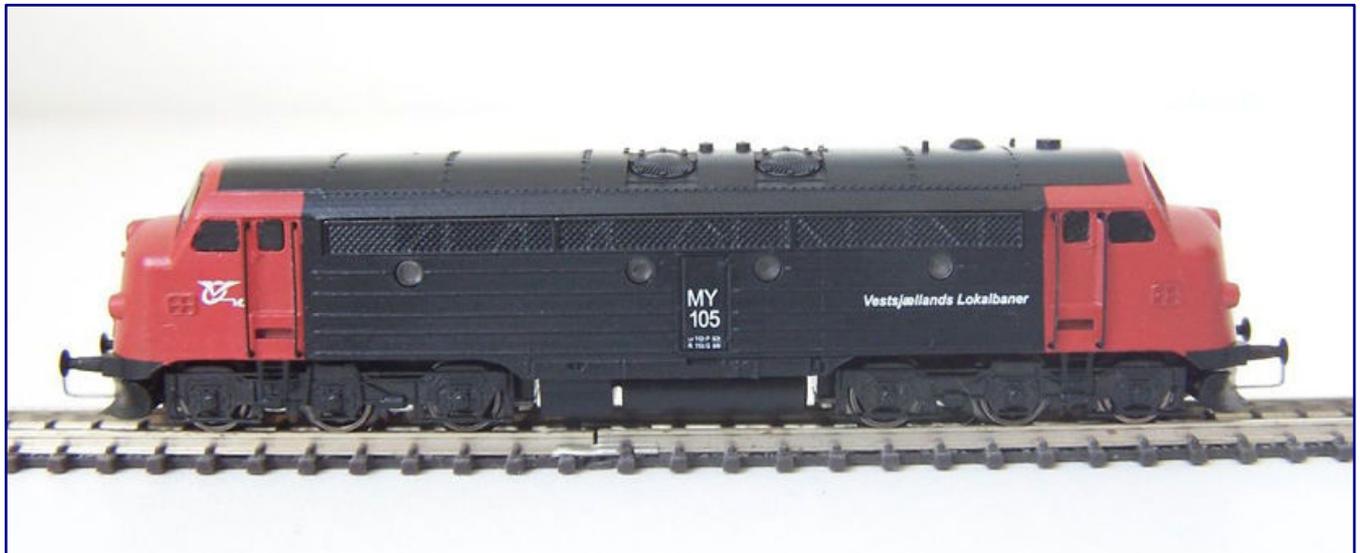


The DB's new-build wagon Vlmms 63 exists at the present time as the first prototype.

Micro-Trains products are distributed by Case-Hobbies (<http://case-hobbies.de>), among others.

Smallest edition announced by Freudenreich:

FR Freudenreich Feinwerktechnik is expected to produce a small edition of only eight examples of the NOHAB locomotive MY 105 of the Vestsjællands Lokalbåner (item no. 45.125.01) in August. The preliminary sample can already be seen in the photo.



The NOHAB MY 105 from Vestsjællands Lokalbåner (art. no. 45.125.01) is only published in a very small edition. Photo: FR Freudenreich Feinwerktechnik

Interested parties should hurry to secure one of the last four free copies (as of the editorial deadline), which can be selected analogue or in DCC sound version. The technical equipment corresponds to the previous NOHAB models, we had published a test report in **Trainini®** 5/2019.

About the prototype of this locomotive: When DSB disposed of its MY locomotives at the turn of the millennium, several machines were transferred to private railway companies. The former MY 1145 found a new home at Vestsjællands Lokalbåner (VL) in 2003 and was given the designation MY 105. However, it retained its last DSB livery in black/red, which also corresponds to the condition of the model.

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