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50 Years of Intercity

White Shark from NoBa-Modelle
Archistories in Portrait

Introduction

Holger Späing
Editor-in-chief

Dear Readers,

We are still struggling to get back on schedule. After months of improvising, during which we had to put many projects on hold, this is no easy task.

And, so, I expect that we will still be busy until the end of 2021 getting back on schedule, even in the many areas that are not visible to the outside world.

One instance of what I am describing here is the class 403/404 express train from NoBa-Modelle: I had long hoped for a Märklin model after the one appeared in their H0 programme.

Honestly, I have to admit that with three different bodies and only two possible prototype variants, it has no chance of recouping its development and manufacturing costs.

All the more I was pleased about the small series model that uses chassis parts from Rokuhan-Shortys. As this train had been specially developed for use in Intercity traffic, it fitted better than any other model to the anniversary we would like to commemorate today: 50 years of Intercity in Germany.

Unfortunately, we were not able to complete the train in time for the publication of this edition. With a heavy heart, it was therefore only enough for part 1, and we will still catch up with the final result. Nevertheless, it will probably be able to convey our excitement.

But we have also showcased the anniversary celebrant in this way: We present the long history of the IC and its concept in more detail than hopefully any other professional journal. Of course, we cannot go into as much depth as a book, but we have covered all aspects of this long-distance concept and its pioneering work in sufficient detail.

It is also appreciated in the miniature, because we have looked at typical train arrangements and would like to show that the Intercity can be very versatile. If you are interested, you will also find useful ideas in our DVD tip. The book presented is dedicated to another anniversary: Faller is 75 years old this year.

But the variety of topics is far from exhausted: Markus Gaa reports on a private model railway meeting that is something very special after so many months. In an interview, Frank Drees wants to introduce us to the philosophy and aspiration of his Archistories brand.

Last, but not least, as you are used to, we have compiled the latest news from the world of model railways and Z gauge, including new products that have been delivered. The scope is a bit smaller than in the last months, but no less interesting. Have fun reading!

Sin-Z-erely,

Holger Späing

Trainini®
German Magazine for Z Gauge
International Edition

Editorial

Model

Prototype

Design

Currently no items

Technology

Currently no items

Literature (not translated - only in German)

News

We thank Henning Folz, Andreas Petkelis, Peter Rappold, Oliver Strüber and Eisenbahnstiftung for their photo contributions.

Date of publication of the German language version of this issue: 2 October 2021

Cover photo:
In the early days of the Intercity, 103 107-9 hauled one of the new trains that were to determine the future of the Bundesbahn. In the absence of sufficient TEE-standard carriages, we still find blue compartment carriages from the F-train era, which has just come to an end, in her train.

Series 403/404 from NoBa-Modelle (part 1)

Ancestor of German High-Speed Trains

When the manufacturer NoBa-Modelle came out with a model of the class 403/404 Intercity multiple unit, our hearts immediately beat faster. This vehicle with its distinctive and futuristic looking front design had been on our wish list for a long time. And since we know that we are not alone in this, it seems apt to mark the 50 year IC anniversary with an article about this model.

Few trains have caused as much controversy as the former class 403/404 express train known as the “Donald Duck” or “Duck's Bill”. Despite being limited to three prototypes and never having entered regular production, the train has always remained well known.

Years ago, Märklin surprised its H0 gauge customers with a new model that appeared in both prototype versions. For the smaller Z scale market, on the other hand, it obviously seemed too risky to invest into developing this model.

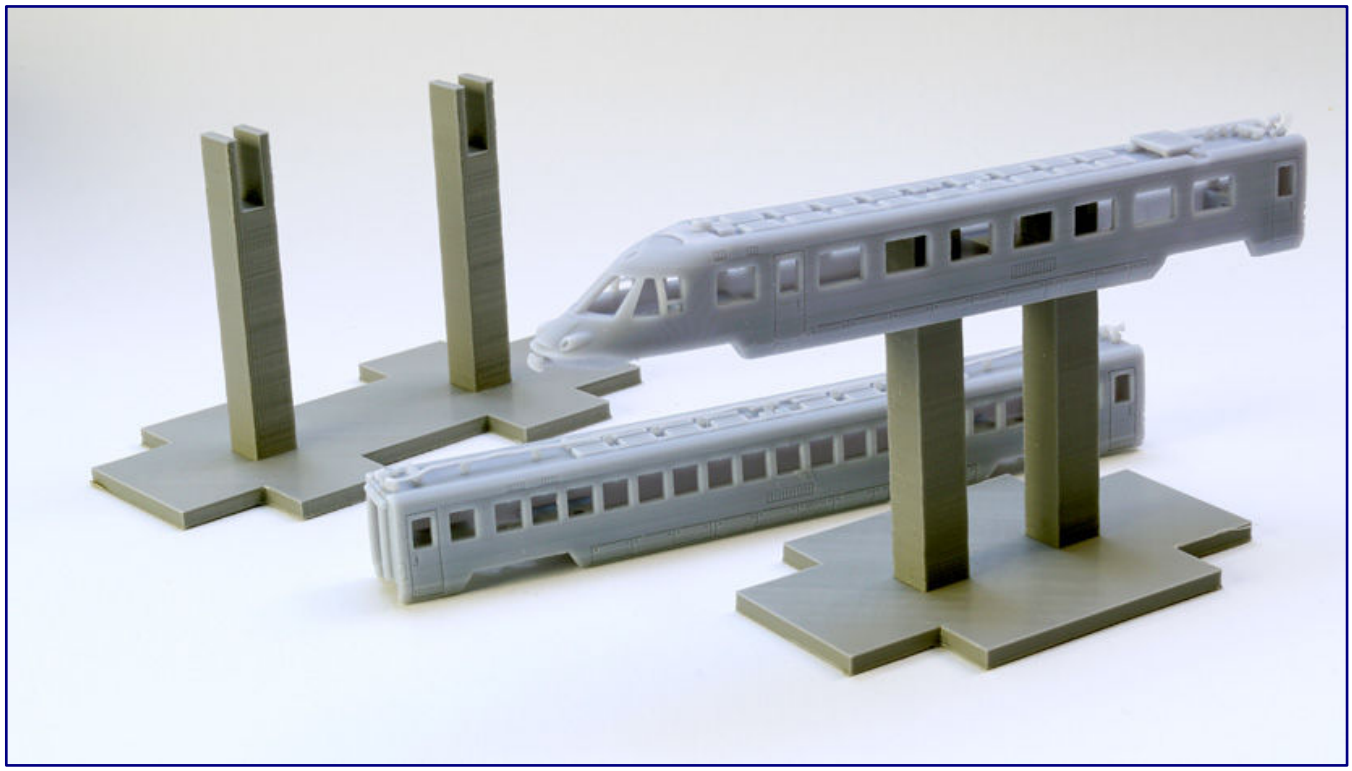
Class 403 / 404 multiple unit in intercity service, photographed in 1975 in the track area of Nuremberg main station. Photo: Jan Oosterhuis (public domain)

After all, it would have required three different car bodies, plus window inserts and many other parts. The prospect of amortising these costs was probably hopeless, in view of the small number of variants.

As a consequence, this multiple unit whose design concept divides opinions amongst railway enthusiasts, but which also has a loyal fan community, became a case for small series production. The company NoBa-Modelle discovered a way to bring it to life using a 3D printing process and powered chassis from Rokuhan’s Z Shorty range.

The models are available both in a ready-made version (art. no. 5207RF) and as a more affordable kit (5207R), with the latter consisting of body shells which still need to be painted, labelled and motorised. We have resorted to the kit option, because this train in its original IC design makes for a nice and exciting modelling challenge lasting several evenings.

At the same time, it should be noted that the “ET 403” is not a suitable object to start your first attempts at building your own rolling stock. Although it does not require different components to be adapted and joined together, it is quite demanding in terms of all the paint work to be done.



Two unfinished shells take a seat on NoBa-Modelle's painting stands for a trial run to find out which one is better placed on the short and long versions of this tool.

The reason for this is the slanted and curved surfaces of the end carriages, which make masking difficult. This challenge, which we mastered after thorough preparation and research, will be a focus of this first part.

Originally, it was planned to present the entire project in this article, and to add a second short report on the Lufthansa Airport Express version of the ET 403 at a later date. Instead, we will now divide this building report into two parts of similar length, but with still some uncertainty as to when the second part will be ready for publication.

While the sequel will be dedicated to applying the lettering, inserting glass panes and motorising the train and should also include the promised look at another version of the train, today’s article will look at what additional parts are still needed and preparing the 3D printed shells. Special attention will be given to the preparations for painting the trains!

Off to work we go

NoBa-Modelle prints the multiple unit exclusively in resin. This makes sense because of the better surface quality and given that a PLA print might not yield a sufficiently appealing exterior. Nevertheless, we carefully inspect all four shells for any imperfections before we start, because corrections will be practically impossible later on.

At the same time, we procure the necessary additional parts that will be needed to make our multiple unit run. They are all available from Rokuhan via the Noch sales channel, the article numbers used by Rokuhan are indicated below (note that they are not identical to the article numbers used by Noch):

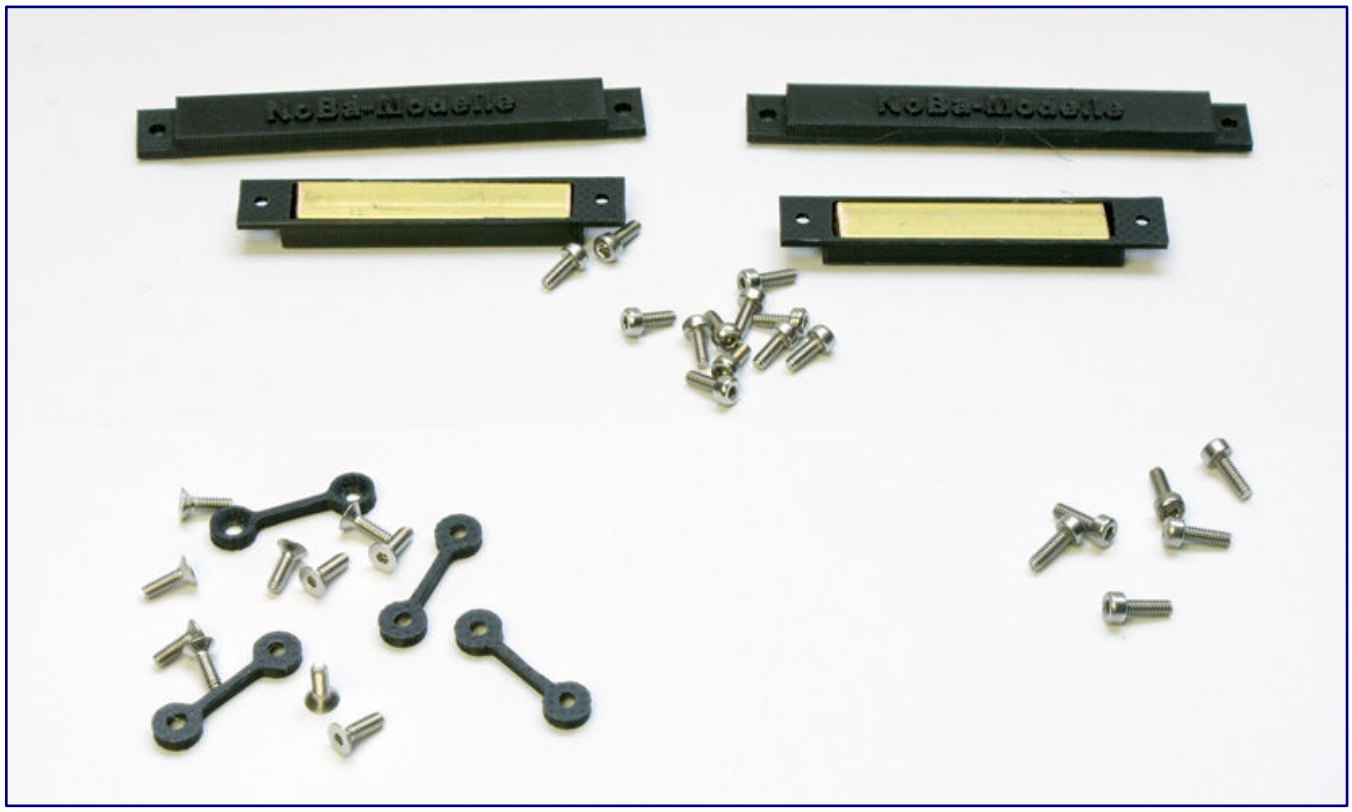
2 x	SA001-1	Z Shorty Motor Chassis (Normal Type)
3 x	SA006-1	Z Shorty Container Car (blue)
2 x	A048	Retracting pantographs (from the class 181[2] model)

In addition to the train kit, we need Rokuhan parts, available from Noch. A total of five Z Shorty chassis, including two motorised ones, provide the necessary bogies and drive.

All lettering, covers, coupling rods and ballast weights for the individual wagons are included in the kit, including the necessary fastening material. We also purchased Märklin-compatible type 907 couplings from Micro-Trains (002 04 010).

Right from the first inspection of the shells and components, we were unconvinced by the proposed fixed connection of the four train sections by screwed couplings, which cannot be separated during operation. This makes for stable connections, but would very much complicate the re-railing of the complete train.

If these couplings could be replaced by detachable connections, the vehicle would be more flexible in operation and could also be run as a three-car train or with only two end cars. In principle, nothing would stand in the way of adding a fifth carriage. So, it is worth a try!



NoBa-Modelle includes other parts in its kit that are needed to complete the train: Base plates with weight inserts (above), coupling rods (left), and the necessary fastening material in the form of different screws.

After checking for completeness, one would normally start with correcting small imperfections of the printed shells. In our case, however, we are very satisfied with all surfaces. The high resolution of the resin prints and certainly also the well, thought-out alignment in the printer, make all surfaces look surprisingly smooth. In fact, the individual print layers are hardly visible without a magnifying glass.

So, it's straight to the choice of a suitable primer. Since the basic colour of the train is RAL 7032 pebble grey, it has to be a light-coloured version such as white or light grey. We decide on “White Primer” (SNR-401), a water-based PU primer from the US manufacturer Badger.

Before bringing the air-brush into action, we clean the surfaces of the four shells. Even though they have already been treated to an isopropanol bath by NoBa models, we subject them to this procedure again ourselves.

The aim is to remove all fingerprints from surfaces in order to prevent paint adhesion problems later on. Ultimately, however, this means that the parts are no longer touched with unprotected fingers after the bath! They are ready for painting as soon as they are completely dry.

Painting challenge

We had already dropped a hint at the beginning that the paint job is a main challenge with this project. After applying the base coat, many more painting steps follow, later also with the help of a fine hair brush.

But, first, the window strips and the trim strips above and below them will have to be spray-painted. This will be followed by the lower skirts. On the end cars there is always the problem that the paint edges do not run over straight surfaces.

After cleaning the shells with alcohol, the paint process starts with a base coat of white PUR primer (Badger). Only then does the work of masking off the individual surfaces for the top coat begin.

Since they are curved, they are very difficult to mask off and are not always safely protected from paint mists. Whilst anticipating that some retouching might become necessary, things did go wrong in areas where we did not expect it: Nobody is immune to making mistakes, as will become clear.

Nevertheless, the process gives us great pleasure and is a welcome challenge. And as we all know: Facing new challenges helps us to improve our skills. At the beginning of the process, we scout the market to see which masking tapes are offered by different manufacturers.

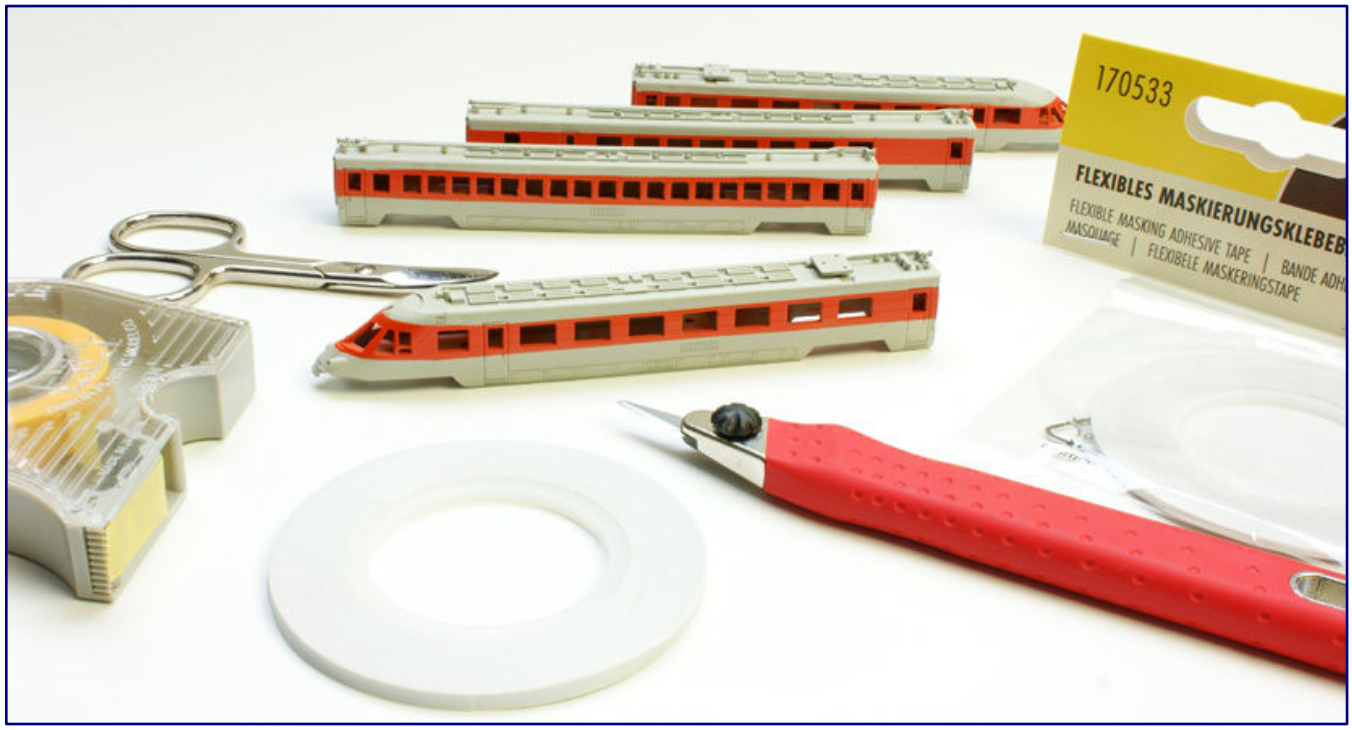
In the past, we have had to pay a lot of dues here: sometimes paint would bleed underneath the masking tape, and on other occasions masking tapes would stick too strongly to the surface and tear off the layer of paint to which it was attached.

Eventually, we ended up using masking tapes from Tamiya, which we could always rely on. They are available in three widths, which unfortunately only help us with the larger surfaces in this case. However, we also needed narrower versions that are as flexible as possible, and can also be guided around curves without kinks.

So, we came across Vallejo products that seemed worth a try. Faller then unexpectedly pointed out to us that they now also have their own products in their range that offer exactly this flexibility. So, we gave them a try!

Faller's flexible masking tape (170533) contains two rolls of 18 metres each. The widths of the tapes are 2 and 3 mm. The material they are made of is similar to PVC insulating tape when applied and is probably related to it.

If we have to go around bends with it, it is easy to pull and adapt the tape to the desired shape. It behaves just as we want it to: it doesn't want to return to its original state, it doesn't wrinkle, and it sticks excellently, even to curved surfaces, without damaging the paint underneath.



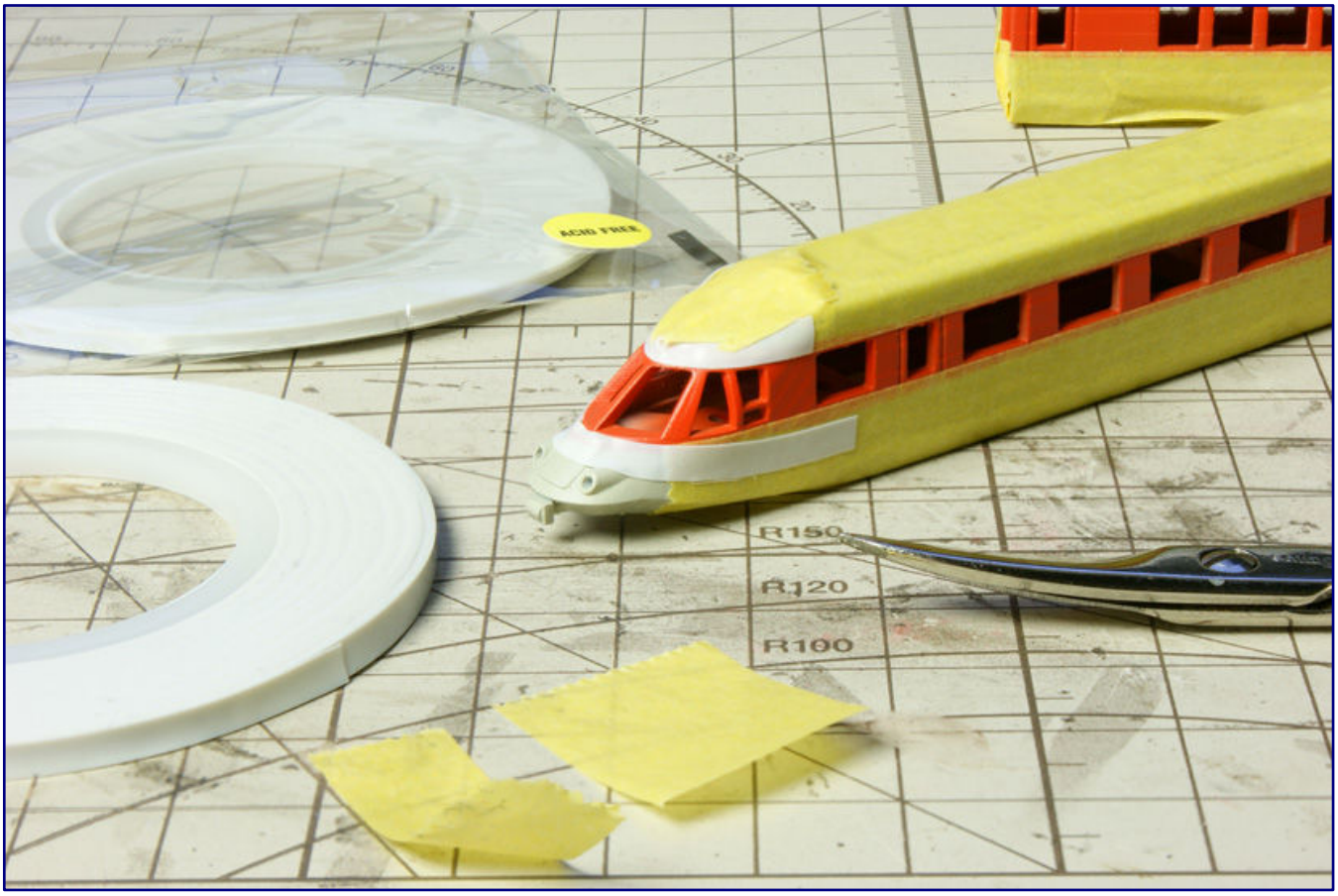
The base colour and the orange of the two decorative stripes have been applied. This has already required a first masking process. The next one is just about to start. The products from Tamiya (left) and Faller (far front and right) are used again.

Of course, caution is advised: steps against paint infiltration must be taken here, as well. Due to a lack of experience with this product, we initially assumed that this risk here was perhaps even higher than with the paper-based tapes from Vallejo and Tamiya due to the material.

We also use our favourite product from Tamiya, which has proven its worth over the years: available in a practical dispenser holding an 18 metre roll, we use the 10 mm (300087031) and 18 mm (300087032) versions to protect the adjacent surfaces from paint mist.

In areas without any curved surfaces, we only use the Tamiya masking tape. In transition areas, such as the lower part of the front skirts, a liquid masking product is needed, in addition. We use one that is distributed by Faller and available in many modelling and model railway shops: masking liquid by the English manufacturer Humbrol (489217), in a 28 ml jar.

Where needed, it is carefully applied with the fine hair brush. As it dries quickly, one has to quickly remove the brush from the object after application. Otherwise the masking liquid might stick to the brush and come off again. The milky-purple liquid turns transparent when dry. Once this has happened, it can be painted. Afterwards, the rubber film can be carefully lifted from the surface with a toothpick tip and peeled off.



This image illustrates how the white Faller masking tape follows the curves of the train's front and tightly sticks to the surface. The other protected surfaces are covered with yellow Tamiya masking tape.

We would also like to describe how surfaces are protected from paint bleeding underneath the masking tape. There are several approaches to this:

1. The spray pistol is guided in way that its jet does not hit the adhesive edge from above and press the aerosol underneath. Spray lightly from below over the edge or exactly at right angles to the object. However, it is not always possible to avoid infiltration, so here are two more approaches.

2. Apply a first thin coat of paint to the adhesive edge in exactly the same shade as the masked surface underneath. Although bleeding can now occur, it does not disturb the overall picture. The drying paint seals the adhesive edge and is then sprayed over in the target colour. However, if the paint is not sufficiently dry, an unintentional wet-on-wet mixing may occur in the following step!

3. The same procedure as in point 2 can also be carried out with a matt clear coat. It should be matt because then it dries considerably faster than paints with a higher gloss level. The risk of colour distortion due to unintentional wet mixing is much lower here. Later differences in the gloss levels of the model are evened out by the final protective varnish.

It is always important to bear in mind, especially with regard to point 3, that decals adhere less well to a matt base! The matt clear coat (we use the deep matt acrylic clear coat (83211) from Bergswerk) should not cover large areas, because otherwise they have to be treated again before applying inscriptions.

The all-important procedure of preparing the paint job for this train kit is now described in detail. If you want to rebuild our project, you should take this to heart to ensure success. There is a lot of masking to be done over several steps, given that window strips, decorative strips on top and bottom as well as the apron cannot be applied cleanly in one go and without masking.

We strongly recommend to refrain from painting with a handheld brush. It is simply not possible to achieve a sufficiently precise and even result with a brush and the expected sub-optimal outcome would not do justice to this beautiful train.

The right mixture makes the difference

Now it's finally time to apply the colours. Our topcoats are again from Oesling Modellbau and have a silk matt gloss level. What is special this time, however, is that with the exception of the base and apron colours, none of the available paints are directly available in the right RAL colour codes.

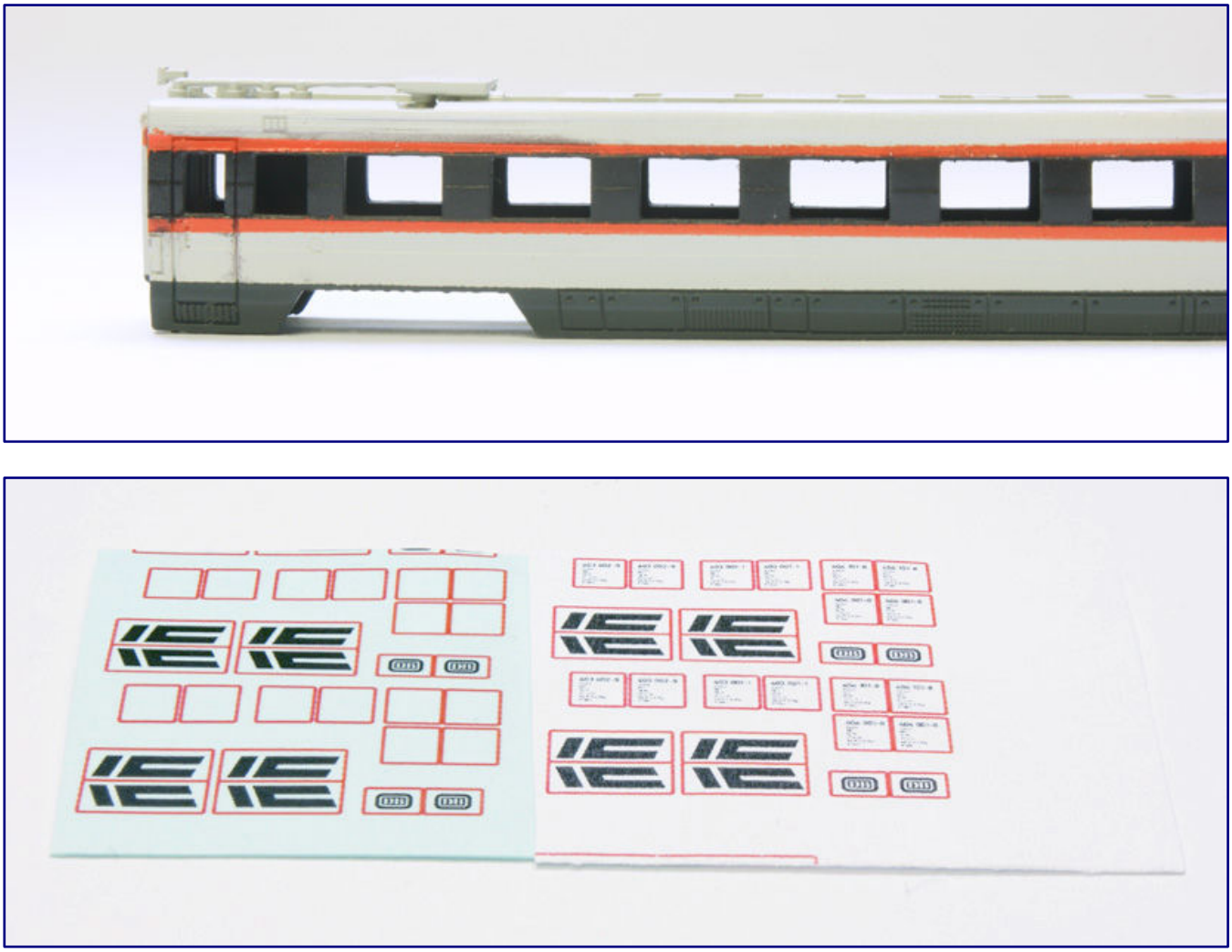
The Bundesbahn had put a lot of thought into the livery of its flagship train. Alternative possible paint schemes were assessed on models, and finally even a 1:1 model was built.

For the areas along the windows, a mix of three different RAL shades is required to achieve the desired result, as noted in the article.

The intention was that the paint to be chosen should use the 1970s pop culture colour spectrum, emphasise the unique lines and shapes of the train and also harmonise particularly well with the tinted and gold-tinted windows in the area of the window band. Extensive colour tests by the BZA Munich (the Bundesbahn Central Office), on a TEE wagon were the result.

For the window band, it was decided to use a mixture of 50 parts RAL 8022 black-brown and 1 part RAL 2002 blood orange. This harmonised particularly well with the colour reflections of the windows and made the many windows of different widths and with deviating distances merge visually into one long window band.

Once moving, this created the illusion of the train running at a higher speed than was actually the case and emphasised the character as a multiple unit. In addition, decorative stripes above and below the window band gave the train a train slimmer appearance.



Some errors still need to be corrected: For example, paint mist deposited on parts of an end car (above; left). NoBa-Modelle also includes the necessary decals with its kit (bottom). It is a good idea to mark the cutting edges in colour and also to include a paper printout (right in the photo) that makes the white prints traceable with black ink.

For the stripes, the BZA Munich decided on a mixture of 50 parts each of RAL 2004 pure orange and RAL 2002 blood orange. RAL 7032 pebble grey had already been chosen as the basic colour, which had also been used for the side walls of the Bundesbahn's pop colour passenger carriages. The apron was painted in RAL 7021 black grey.

All of the mixed or pure paints came from Oesling Modellbau. For the silk matt finishes as we use them, their article number is always composed of the colour type and gloss level code 8100 and the RAL number, so for example 81002002 for the blood orange from the pop colour spectrum.

The individual painting steps can now follow one after another, each with a few days of drying time in between. Start with the basic colour pebble grey, then spray on the decorative stripes, first as a wide band and finally masked off so that the window band can be darkened. The skirt follows at the end and requires the most masking fluid in the lower front area.

We are not immune to mistakes either, which is why some corrections were inevitable. On one powered car we did not mask correctly and noticed the mishap too late. A mist of paint from the window band got to the decorative strip and part of the roof of the coach.

Interim status as of now: All four wagons have received their basic colour scheme. Brush work on brake resistors, electrical cables and the rubber beads will follow.

Likewise, there are still a few areas where paint has bleed under the masking tape and that need to be fixed. And the width of the decorative strips has not turned out to be a complete success everywhere. It is and remains an exciting project, which gives sufficient pleasure and motivates us to take these steps.

With this, we have already completed our description of what we have achieved at this stage of the build. In the continuation of this article, we will work with brushes in order to paint and highlight the brake resistors on the roofs, the roof insulators and cables as well as the rubber bulges. Markings and a final varnish of clear coat will finish the paint work as planned.

Modelling the windows will be an interesting challenge, in particular as we aim to imitate as closely as possible their original tint. And once that is done, the train will have to learn to run and get its drives installed.

At the end of the second part, our train will hopefully look like the one that the manufacturer NoBa-Modelle presents on its own web pages. Photo: NoBa-Modelle

This is brings us to the point of providing more detailed information about the prototype, which will surely grab your attention as a reader and put this train kit on your wish list!

Manufacturer of the base model:
http://www.moba-modelle.de

Sources for the parts required:
http://www.rokuhan.de
https://www.micro-trains.com

Masking tapes, paints and primers:
https://www.badgerairbrush.com
https://www.bergswerk.de
https://www.faller
http://www.oesling-modellbau.com
https://www.tamiya.de

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Intercity trains suitable for the layout

Brevity is the Spice of Life

The class 103 is one of the most popular German electric locomotives in all gauges. This is certainly no surprise, as it was very much on the spot for years as the flagship locomotive of the German Federal Railways, and with it the Intercity. We have had a look around to find some trains that are worth seeing and for the most part also short trains that cut a good figure on Z-gauge layouts.

An Intercity is a beautiful eye-catcher on the model railway and can so far appear in four liveries from three colour concepts: in the starting concept based on the TEE colour scheme with the basic colours purple and ocean blue, in product colours, and in the long-distance colour scheme of the Deutsche Bahn AG. The transitional variant with a completely traffic-red window ribbon, which was later only used for the car train, should not be forgotten here.

The InterCity, at the beginning of its era in red-ivory-coloured livery, is celebrating its 50th anniversary. We are therefore looking at suitable train compositions for the model.

During German Federal Railways times, we remember Intercity trains with long train lengths since the introduction of 2nd class, but there were also very short versions, albeit quite few in number. The train lengths and class ratios depended on the IC line and its basic capacity utilisation as well as the demand on individual weekdays and in the various frequencies.

The following 14 variants were common for 150 trains at DB in 1979/80 (source: Vom Fernschnellzug zum Intercity; Freiburg 1983):

Variant	1st Class	Train restaurant	2nd Class	Total	Number of trains
1	2 cars	1 car	2 cars	5 cars	4
2	2 cars	1 car	3 cars	6 cars	2

3	2 cars	1 car	4 cars	7 cars	6
4	2 cars	1 car	5 cars	8 cars	11
5	2 cars	1 car	6 cars	9 cars	14
6	2 cars	1 car	7 cars	10 cars	3
7	2 cars	1 car	8 cars	11 cars	5
8	3 cars	1 car	4 cars	8 cars	1
9	3 cars	1 car	5 cars	9 cars	13
10	3 cars	1 car	6 cars	10 cars	33
11	3 cars	1 car	7 cars	11 cars	29
12	4 cars	1 car	5 cars	10 cars	2
13	4 cars	1 car	6 cars	11 cars	3
14	4 cars	1 car	7 cars	12 cars	24

The advantages of Z gauge are obvious here, because scale-long trains without shortened wagons should not be possible in any other scale. But even in 1:220 scale, this requires a larger layout with a long parade track.

The locomotive should ideally be equipped with traction tyres or be weighted down a bit, the latest edition of the class 103 from Märklin has been moulded in metal-filled plastic, and has, thus, gained quite a bit in tare weight.

If Intercitys based on the IC 71 concept are chosen, they are more convenient for model railroaders, because due to the lack of 2nd class they were usually much shorter. The situation is similar with many ICs of the present day, which often run on former Interregio lines and frequently also comprise only six to eight passenger coaches including the bistro coach, which also accommodates part of the 1st class.

The appearance of an InterCity was almost always more diverse than many remember. It was not limited to the use of the class 103 alone. Photo: Noch

Hereafter, we would like to suggest some train compositions that are close to the prototype and can be represented with Z-gauge models. The focus is on short sets, but all model railway eras in which IC traffic can be represented are to be covered.

The locomotives used

Not all locomotives that were used in Intercity traffic were or are also available in Z gauge. Therefore, we cannot list individual combinations here, but the following article about prototype train compositions should provide suggestions, in case suitable models are added in the future.

The standard locomotive of the Intercitys for many years was the class 103, of which the DB had procured 145 series machines. Only in 1970/71 were they used in front of F-trains, for which they had actually been developed and ordered.

From 26 September 1971 onwards, the newly introduced Intercity was its most important area of operation, which no other electric locomotive series was to compete with. The class 103 can be used in front of ICs both with scissors pantographs, with which it was delivered, and with the single-arm pantographs, which it received later, and for which it is better remembered.

The class 103 became the main carrier of IC traffic, and this is the way it should be in the model. Individual locomotives, such as 103 245-7 here on 7 June 2009 in München (Munich) Central Station, remained in the fleet even after the turn of the millennium and were still allowed to help out in high-volume traffic.

In 1979, another series entered the service of the German Federal Railways: the first three-phase current electric locomotive in the high-performance range. The five machines listed as class 120^0 were shown at exhibitions and extensively tested.

Above all the 120 005-4, which had a deeper front kink and does not exist as a Märklin model, was used early on in Intercity services. Her sisters followed later or replaced her on a case-by-case basis. This

means that Märklin models 8853 and 88527 can also be used well in front of such trains, particularly as they also look timelessly elegant in their original livery.

However, it should be considered that these locomotives are only suitable for two-class IC trains, because the IC-71 concept was before they entered service. Of course, this also applies to the series locomotives of class 120[1], which Märklin has issued several times in orient red, traffic red and various special designs on the same model basis.

Just one example of splashes of colour in front of IC trains is the elegant 120 159-9 in Märklin livery, which has become known as the "mourning locomotive", also photographed on 7 June 2009 in Munich Central Station. It is also the penultimate series locomotive of its class. Of course, it was also offered as a model, as its markings already reveal.

Class 111 locomotives were regularly used in front of trains according to the IC-79 concept, sometimes even in double traction in front of heavy trains. This was due to the sudden lack of fast electric locomotives when the frequency was increased.

The ocean blue- and ivory-coloured locomotives were primarily used, but there is also evidence of urban railway livery in individual cases. Orient red and primarily traffic red examples are not appropriate, because at the time of the introduction of these colour schemes, the DB could already draw on the sixty series locomotives of class 120[1].

The 110 and 112 series were not in scheduled IC service. The 110, with a maximum permissible speed of 150 km/h, was too slow for this type of train. The 112, which was not inferior to the class 111 in this respect, was not scheduled for IC service either, although it even carried the matching colour scheme.

120 112-8, probably one of the most beautiful advertising locomotives of the class 120, also came across the country ahead of the Intercity. However, when it was waiting in front of the camera lens in the warm evening light at Munich Central Station on 24 April 2014, it was in fast local service in the direction of Nuremberg.

This brings us to 218 217-8, the only locomotive of its class with a purple/ivory livery. Its design was only a livery trial in 1974, which was also carried out in parallel on 218 218-6 with the ocean blue and ivory combination chosen a short time later.

218 217-8 was not at home in a depot that had to harness IC trains, which is why the use of this diesel locomotive in front of the type of train being discussed here is almost unlikely. Nevertheless, other class 218 locomotives were and still are in Intercity service.

Mostly, they operated in double traction, which was not necessary for traction reasons, but to supply the air conditioning systems. Only remarkably short ICs, of which there are more today than in the past, are hauled exclusively by one locomotive. Due to the long IC service life, all colour concepts were represented on this class.

Many people may find the former everyday locomotive of the local traffic in front of such high-quality trains surprising. In fact, however, it provided regular services, starting from Wiesbaden. When the DB tried to speed up traffic and removed the Hessian capital from the IC concept, a replacement had to be found due to political pressure.

These were the Wiesbaden-Citys consisting of only two coaches, one each 1st and 2nd class, in the direction of Frankfurt (Main) and later also to Mainz, for which they were sufficient in terms of performance and maximum speed. At least until now, a suitable version of this locomotive is missing in the Märklin programme.

However, it becomes more critical with the train cars, which as “exotics” are also not to be expected to be provided. We have nevertheless mentioned this train because in the early days it was still necessary to fall back on a Bpmz and an Apmz. In this version, the Wiesbaden-City was equipped with a locomotive at each end due to the lack of a control wagon, certainly a very interesting model variant.

We do not want to leave the field to Märklin alone though. There is another Intercity locomotive that is not in Göppingen's programme. Here, Rokuhan has filled a gap in cooperation with Noch.

The class 218 has always been a regular locomotive in InterCity traffic and, contrary to all planning, its era has still not come to an end. In order to supply the carriages' air-conditioning systems, it can regularly be seen in double traction in front of this type of train. Model railroaders should take this into account, if possible, as shown in this photo.

We are talking about the class 181^2 dual-system locomotive. Throughout its entire service life, it was mainly used in cross-border traffic, but also sometimes pulled trains in domestic traffic.

It could also be seen in front of Intercitys, of which there were even cross-border versions. The IC did not leave this field of activity to the TEE and later EC alone! The class 181^2 has seen four colour schemes in the course of its more than 40 years of service and in all of them it was harnessed to the IC. That is why we can call it a typical Intercity locomotive.

The last and most important Intercity locomotive was and still is the class 101. It was procured in 1996 in exactly the same number as its predecessor 103 (145 units), and was supposed to replace it completely, which it finally did.

Märklin was a long time in the coming with the most important version in traffic red, but this too has been a thing of the past for some years now. In addition to the class 120, it was suitable and continues to be chosen for advertising designs because of its plain exterior walls. As with hardly any other model, the Göppingen company has also made use of this for Z gauge.

The class 101 succeeded the class 103 in the prototype from 1996. It also received many special liveries. One of the most recent and certainly the most attractive is the one by Märklin for the company's 160th anniversary, with which it travelled throughout Germany for a year and will remain so in the model for even longer.

Short Trains 1971 - 1979

Due to the two-hour interval and the fact that there was no 2nd car class, the trains were even shorter at the beginning of the Intercity era. They were not suitable for model railways on all lines in terms of the number of carriages carried, but the proportion of ICs that could be displayed on an average-sized model railway layout was at least higher.

Of particular interest to model railway enthusiasts is certainly the acute shortage of wagons that the Bundesbahn had to contend with. It led to the fact that for a longer period of time blue passenger coaches from the new construction programme also appeared in the IC, which previously ran in the F trains.

Thus, Intercitys with only three or four coaches, including a dining car, can also be formed with two steel-blue Aüm 203s. The fourth day coach can then be an IC large-capacity coach Apmz 121, for example. In individual cases, single A(ü)m 203s still joined the train after the initial phase, which is why such a splash of colour can also be welcome on the model railway.

A typical Intercity from the time of the start of operation still had to get along with compartment coaches as a substitute and also promises colourful model delights.

For what appears to be a typical Intercity based on the IC 71 concept, we looked at the IC 113 / 116 “Glückauf”. In the 1971 winter timetable, it regularly consisted of seven coaches, which is not unusual among all trains. In later timetable years it became longer and would then be oversized for most layouts.

This train was not chosen by chance: In its scheduled carriages Avm (Am) / Avm / WRmz / Apm / Avm (Am) / Am / Am, two ordinary compartment cars were already included, two more frequently appeared in addition in the train composition, as the bracketed additions show.

Another example, which however requires compromises for the model implementation, is the IC 184 “Südwind” München (Munich) - Bremen (counter-train IC 185 “Nordwind” driven with class 601) from the summer timetable of 1972, a service of class 103: Avm / Avm / ARmz / Apm / Avm (Am).

Suggested train composition for IC 184 "Südwind", all Märklin material: 8854, 8724, 8724, dining cars from 81593, 8725 and compartment cars from 87400. Even in the prototype it sometimes happened that a dining car had TEE inscriptions. Here, it replaces a half dining car ARmz, which does not exist as a model.

Here, too, an air-conditioned 1st class compartment coach was replaced by an ordinary, non-air-conditioned passenger coach, which also has its appeal with this layout-suitable Intercity. However, the half dining car from this train is not available as a model.

This requires either self-building or a compromise, for example by substituting the bar wagon ARDümh 105 from the wagon pack 87285, which, however, does not reproduce the correct prototype shape either, but is based on the body of the only dining car.

This InterCity largely corresponds to our proposal for the IC 106 “Rheinpfeil”: Here, the humpback dining car has already been exchanged for a WRmz 135 (Märklin 8727) and the car order deviates from the train composition plan. The first car behind the locomotive (Apmz 121) would have to be moved to the end of the train to correspond exactly to the original composition plan.

Comparable train compositions with this compromise would be IC 182 “Hermes” (Munich - Bremen) of the lightly frequented line 4 from the winter timetable 1973/74 (Avm / Avm / ARmz / Apm) and IC 165 “President” (Frankfurt/M. - Munich) from the summer timetable 1975 (Apm / ARmz / Avm / Avm).

Particularly interesting are regular trains with the observation coaches ADm 101. Here, we find the IC 106 “Rheinpfeil” (Munich - Hannover) from the summer timetable 1972. Its coach order changed several times on the way because of discontinued through coaches and exchange with the TEE “Rheingold” in Duisburg Hbf.

We, therefore, consider the Munich - Dortmund section, which is suitable for model railways and can be reproduced as follows: Adm / WRm Avm / Avm / Apm. If you want to extend the section in the direction of Hannover, you can add two more Avm at the end of the train. It is also interesting to note that humpback dining cars were still found on this train until 1972, which contributed to the choice of this timetable section.

We close the era of single class IC trains with the class 403/404 express train, which NoBa models can contribute. Among other things, it ran as IC 182t “Hermes”, for which a four-part basic configuration was provided. If you can run it longer, you can add an additional high-capacity coach, which could certainly be obtained from the small-series manufacturer without any problems. Photo evidence for this train exists from July 1975.

Digression: the DC trains

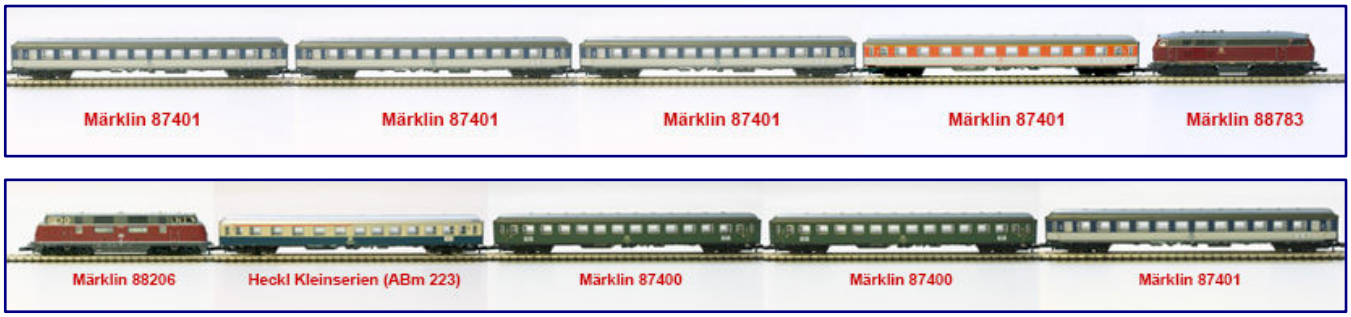
Chronologically, we would like to include the short episode of the DC trains as feeder and connecting trains of the Intercitys for stops during transport. It is not easy to reproduce them and to make them recognisable as DC, as they were not made of special railway carriages and can therefore only be distinguished in the model from an ordinary D-train by the train destination sign.

Therefore, we have collected some DCs on the basis of known photos, which at least appeared colourful and thus appealing. Equally attractive are those City-D-trains that often ran exclusively or predominantly with pop-coloured carriages.

It should also be mentioned here that in many trains the 1st class coach (Am) was exchanged for a mixed class coach (ABm) as a result of poor utilisation. If this is to be incorporated in the model, a suitable model from the earlier Heckl small series programme is required.

The trains of lines 11 to 18 (see prototype article) ran, like the later two-class ICs, at least frequently in block train composition. This is a small distinctive mark for this type of train, which we also want to use.

The prime example for our proposal is the DC 913 “Münsterland” (Emden - Frankfurt/M.) from the winter timetable 1973/74, usually formed exclusively from pop colour coaches and led by class 216: Am / Bm / Bm / Bm.



Two train composition proposals for DC trains of line 11: DC 913 “Emsland” from the winter timetable 1973/74 (picture above) and DC 910 “Emsland” from the winter 1974 (picture below).

Explanations of the type abbreviations from the train composition plans:

Symbol	Description	Model example
Am	Compartment coach 1st class	Märklin 8710 (or 87400)
ABm	Compartment coach 1st / 2nd class	Heckl Kleinserien
Abn	Silberling 1st / 2nd class	Märklin 8717
Adm	Observation coach 1 class	Märklin 8728
ARmz	Half dining coach	Similar to Märklin 87285
Apm	Air-conditioned open-plan coach 1st class	Märklin 8725
Avm	Air-conditioned compartment coach 1st class	Märklin 8724
Bm	Compartment coach 2nd class	Märklin 8711 (for DC), 8721 (DC & IC), from 87282 (IC) & from 87404 (for DC)
Bpmz	Air-conditioned open-plan coach 2nd class	Märklin 8759 & from 87282
Byl	Middle entry coach 2nd class	Märklin 87335 (or from the train set 81175)
WRbumz	Quick-Pick-Dining coach	so far only Z-Club International on Märklin basis 8727
WRmh	Dining coach	Märklin 8726 (or in 87281 or train pack 81593)
WRmz	Dining coach	Märklin 8727

One 2nd class coach shorter, but otherwise identical in appearance, was the DC 910 “Emsland” (Frankfurt/M. - Emden) in the same timetable section).

In winter 1974 it continued to run beyond Emden to Norddeich, but had exchanged its Am for an ABm.

It was now hauled by class 220 on the Ems land line, and class 110 on the electrified sections.

The train pair DC 931 / 932 “Diemelland” (Dortmund - Bebra / Bebra - Dortmund) was even shorter in the winter timetable 1974/75: ABm / Bm / Bm. It ran via Unna - Soest - Altenbeken - Kassel, and, due to the lack of an overhead catenary wire, was still diesel on the entire section at that time.

Less attractive, because partly formed from local transport material, were the DC trains of lines 21 to 28, which emerged from existing train connections. Here, we have chosen DC 891 “Oldenburg-City” (Oldenburg - Hannover) in the winter timetable 1974/75: Bm / ABm (or ABn) / Bm, hauled by class 220.

Two proposals for DC that emerged from already existing trains: DC 891 "Oldenburg-City" from the 1974/75 winter timetable (pictured above) and DC 892 "Weser-City" from the summer of 1974 (pictured below). Only the upper one is not immediately mistaken for a normal local train, as it is made up exclusively of D-train carriages and the pop colour carriages make it stand out somewhat from the crowd.

DC 892 “Weser-City” (Hannover - Cuxhaven) in summer 1974 was no more attractive: Bm / ABm (or ABn) + Bm. Here, we still simulated the failure of a coach and replaced the first Bm with a centre-entry coach (Byl).

Two-Class Intercity

The trains following the IC-79 concept are exciting, as the Intercitys have now regularly become much longer. Many of them will blow up even generously sized model railway layouts. The locomotives also reach their limits of tractive power.

A train of the configuration variant 2 explained at the beginning is made up of Märklin's car sets 87281 and 87282 together with class 103 (88543). At least two IC ran in this short version. Freely extended by

two 2nd class coaches, it would be possible to recreate a composition with a total of eleven train compositions.

In some cases, it would also be attractive to add the entertainment car WGmh 824 (87210) to the end of the 2nd class car block. This was certainly not an everyday occurrence, but corresponds to train compositions that are photographically documented.

Detail from a train formation proposal: In the two-class intercity, a lounge car is lined up directly behind the locomotive. The larger block of 2nd class coaches is represented by the following Bm 235, which must also be joined by dining cars and 1st class.

IC 580 “Riemenschneider” (Munich - Hamburg-Altona) from the 1980 summer timetable also has a special appeal. We want to take advantage of its special features and have put together a combination from its running days that is still model railway friendly:

Dm / Bm / Bm / Bm / Bm / Bm / Bm / WRbumz / Avm / Apm

Adding colour is the use of an alternative locomotive in the colours of a different paint scheme, here represented by Rokuhan's 181 206-5. Photo: Noch.

As can be seen, this train was one of the few Intercity in which a baggage car (and actually also a mail car) was included. The dining car is a copy of the unpopular Quick Pick car, which was once released by Z-Club International and which could follow as a correct model from Märklin, as the basic form (in the tourist train) is now available.

Those who cannot accommodate this train on their layout simply shorten it by one or two 2nd class coaches. It should be noted here, however, that none of the air-conditioned large-capacity coaches were used yet, and the train consequently lacked the usual comforts. This is typical for the early, two-class trains and can also be transferred to other IC by omitting Bpmz 291s, or reducing them to a single car.

The class 120 is also to receive IC honours in our proposals. We have selected IC 686 “Albrecht Dürer” (Munich - Bremen) for a suggestion here, as it was on the move on 7 January 1981. Led by 120 005-4, it consisted of five Bm 235, one WRmz 135, one Avmz 111 and one Apmz 121.

The IC 686 "Albrecht Dürer" of 7 January 1981 can be reproduced from Märklin models as shown here. Only two compromises are necessary: The pre-production locomotive of the class 120 has to be reproduced by the model of the 120 004-7, and we have replaced the dining car WRmz 135 by a closely related WRmh 132. The number of the five Bm 235 (picture above; shown are three examples) may be reduced on the layout, if necessary.

Again, no Bpmz 291 was represented. The train can be easily reproduced in this consist, only the pre-production locomotive with the deeper kink must be exchanged for one of the usual appearance.

In order to be able to reproduce two-class trains suitable for model railways, a little trick can help. On special occasions, there were also special trains according to IC standard. Such a train with 120 004-7 is documented for 14th September 1986 and is very interesting.

With only minor compromises, this very short train without dining cars can be reproduced with Märklin models.

We have somewhat loosely reproduced the special IC of 14 September 1986 hauled by 120 004-7. This refers to the use of Märklin coach 8758 (Apmz 123), in the original there were two Apmz of a different design.

A final option is IC runs beyond the system terminus stations. For example, groups of coaches continued to run from Munich to Garmisch-Partenkirchen for tourist reasons. One air-conditioned 1st class coach and two 2nd class coaches are often sufficient for this. Sometimes these trains were also hauled by the class 103. A 111 or even a 110 should be just as credible here.

On the Baden Rheinbahn, parallel to the Mannheim - Stuttgart high-speed line behind the noise barrier, 120 004-7 pulled into the new Hockenheim station on 14 September 1986 in the morning. It had a special train on the occasion of the partial relocation of the Schwetzingen - Hockenheim - Graben Neudorf line. Photo: Archive Peter Rappold

Product colours and DB long-distance traffic

It becomes more difficult for us to describe concrete train compositions from the time of the product colours to the present. A mere repetition of the plans would probably become boring at this point. Therefore, we propose to follow the suggestions already made and only replace them with the contemporary train car stock.

Three different colour schemes can be seen in this InterCity of the transition period: The locomotive and fourth coach still wear the livery introduced in 1974, which closely followed the TEE scheme. The two 1st class coaches are painted in product colours, but the first of them still has the old window frames in ivory paint, while the dining car marks the transition from the product colours to the long-distance colours of the Deutsche Bahn AG.

In the last years of the German Federal Railways, little or nothing has changed in terms of train lengths. Air-conditioned 2nd class compartment coaches (Bvmz), which were newly added, do not yet exist as a Z-gauge model, which is why we cannot consider them here. So, we have to follow the established models.

An example of a model in product colours with old window frames is the WRmz 135 dining car with Märklin item number 8774.

Depending on the period in which the train is to run, the proportion of Bpmz in the train set increases. From 1986 onwards, individual coaches appear in product colours in the Intercity, which make it look very colourful, especially as the roof colours were also not uniformly designed.

During this transitional period, many of the repainted coaches still had the old window frames in ivory colour. This did not look nice, but was immediately noticeable and is therefore also a stylistic device to reflect this time of transformation in the model.

Märklin picked up on this phenomenon and, in addition to the “worked out to the last detail” product colour specimens, also offered those with deviating window frames. An example of this is the dining car with item number 8774 from the production period 1989 to 1994.

1994 also marks the transition to Deutsche Bahn AG, externally identifiable by the change from the so-called Ege-biscuit logo to the Dürr-biscuit logo, the nicknames of the two company logos. Märklin already had both versions in the assortment for the product colours.

Further transitional periods also existed on the IC, however, which can also be taken up on a scale of 1:220. First of all, push-pull trains were introduced in Interregio traffic, which soon also served as a template for the IC. Märklin took this into account with the 87750 and 87752 car sets.

The still typical InterCity can be formed from Märklin cars according to the long-distance colour concept and a red class 101 electric locomotive. Such trains are often used as push-pull trains, and therefore also offer the attractiveness of being pushed around on the model railway layout.

The first-mentioned train car set reproduces coaches that were created by dispensing with the set-off stripe. At the same time, the Orient red was replaced by traffic red. This modification and the idea-giving product colours also ran mixed in the same trains for a long time. But soon this colour concept was only used for night and car trains.

“The brighter, the faster” was now the slogan of the Deutsche Bahn AG. Local trains were and still are clearly dominated by the traffic red, slower long-distance trains showed a fairly balanced colour scheme between the red and white areas, while the IC adopted the “white sausage” appearance of the ICE.

This is still the case today, but the Intercity trains are often shorter than in the past and often run as push-pull trains. The class 101 is an ideal vehicle for this, which can at least provide variety with its many

advertising liveries. The classic dining cars have been phased out in the meantime, and the bistro cars from the Interregio have taken over their duties. This can also be easily reproduced with Märklin products.

At the time of publication of this issue, it was not yet possible to recreate an IC 2, here 146 570-7 in front of such a train in Düsseldorf Hbf on 18 November 2016.

The final model is the IC 2, which has been announced as a new autumn model in 2021 and will also find a place on the layouts in the future. It is painted in the ICE colour scheme, but does not embody the claim to high speed.

As a model, it is also a noticeable compromise, because neither the shape of the locomotive nor that of the coaches is correct for it. Nevertheless, more than a few are looking forward to this train. They will also be able to accept that they will receive it with only four double-decker coaches, while its original is permanently on the tracks with five units and is not even allowed to run in the replicated constellation.

Manufacturer of the models used:
http://hecklkleinserien.de
https://www.maerklin.de
https://www.rokuhan.de

Compiled train formation plans:
http://www.welt-der-modelleisenbahn.com

Photos of various train formations:
https://hobby-eisenbahnfotografie.de

50 Years of Intercity

Revolution in Long-Distance Transport

The ideas that led to the Intercity network, with which the Bundesbahn launched a top product on 26 September 1971, date back to 1967. Although critical voices were heard at the beginning, this well-thought-out system was to revolutionise long-distance transport and become a model for many similar networks in Germany's neighbouring countries. Even today, it is impossible to imagine long-distance rail transport without it.

As early as 1951, the Deutsche Bundesbahn operated a network of fast trains, which initially only carried 2nd class, which then became first class with the class reform of 1956. The service times, train schedules and the comfort offered were geared to the needs of business travellers.

For the first time, they represented a route system that followed the plans and proposals of the passenger train timetable consultant at the HVB headquarters, Ministerial Advisor Dipl.-Ing. Carl Fischer. The main feature was that train runs were linked at important transfer hubs so that the target group could reach all economically important cities in Germany on the same day.

One of the characteristics of the long-distance express train system was that some train pairs only ran once or a few times a day. They also did not have a fixed frequency, but were integrated into the timetables according to identified demand.

From 1957 onwards, they were joined by the Trans-Europ-Express trains, which began to connect the European economic centres in a similar way, but with even greater comfort. They now formed the top product not only in DB's long-distance transport. The top speed in the DB network was set at 135 km/h

with the new long-distance express railcars. In 1958, changes to the EBO (Eisenbahn-Bau- und -Betriebsordnung - Railway Construction and Operating Regulations) increased this to 140 km/h.

From the same time onwards, the well thought out network of long-distance transport was increasingly undermined by international desires and developments within Germany. With a few exceptions, only quite independent line systems remained.

A class 601 diesel multiple unit waits for departure to Munich as F 120 “Prinzregent” in Frankfurt (Main) Hbf in 1969. It is one of the six F train pairs that carry the additional designation "Intercity". Photo: Reinhold Palm, Eisenbahnstiftung.

Nevertheless, TEE’s as well as F trains gained a considerable clientele in the fields of commerce, business, industry and politics. But they were also popular for private and holiday travel. As a result, the trains became longer and thus increasingly interesting for DB. After all, 300 to 400 passengers per train were no longer uncommon.

However, in the competition with air travel as an alternative and the increase in individual transport, DB also had to develop further and plan what the long-distance transport of the future could and should look like.

In the meantime, the automobile had achieved a traffic share of about 70 % for business trips, while the railway and the aeroplane accounted for about 14 % in roughly equal shares. The main competitor was thus clearly determined; the railway had to be able to offer at least the same level of comfort and be as fast as possible in order to win back shares here. This required equally well coordinated transfer possibilities.

The “big bang” for the new concept of Intercity transport that was to follow from these considerations is generally dated April 1967. At that time, Ministerialdirigent Dipl.-Ing. Wattenberg from the HVB made the

proposal to introduce a dense inner-German high-speed railcar network that was to connect all the important economic centres of the Federal Republic of Germany with each other.

The road to “Intercity 1971”

The increasing electrification in Europe and the need for higher space capacities had in the meantime led to agreements among the railway administrations participating in TEE traffic to also allow locomotive-hauled trains.

This process had begun with the conversion of the “Rheingold” and “Rheinpfeil” F trains into TEEs in the summer of 1965. Conversely, this led to the release of the VT 115 diesel railcars and a suitable field of application had to be found for these comfortable vehicles.

Abbildung: Sammlung Oliver Strüber

In the 1968/69 winter timetable, the vehicles now operated as class 601 appeared in F-train service. This network had been supplemented by some connections in a first step and thus represented a first anticipation of what was to follow in 1971.

Six pairs of trains led by the TEE railcar were additionally given the designations “Intercity A” to “Intercity F,” which was intended to indicate travel time reductions as effectively as possible, and, at the same time, made it possible to test the later train designation for acceptance.

In the same year, passenger train timetable consultant Dr.-Ing. Hussong presented an operating programme on behalf of the Board of Management. After it had been approved, the Board of Management

In 1971, the DB presented its new product in an effective advertising campaign and chose the now unforgettable motto "Germany at two-hour intervals". Illustration: Sammlung Oliver Strüber

set up a working group at the end of 1968 consisting of specialists from all the departments involved, who were to work out the most appropriate solutions by May 1969.

The chairman of this committee, department president Dipl.-Ing. Friedrich Scheller, finally presented a comprehensive proposal for a new and rhythmic Intercity network system.

On 1 August 1969, it was approved by the Executive Board and incorporated into the existing timetable with minor deviations.

The target date for the implementtation of the new long-distance concept was 26 September 1971, the start of the 1971/72 winter timetable, a rather unusual date, as such serious changes were usually implemented at the start of an annual timetable (start of the summer timetable).

The choice of date was a compromise, however, and could not be delayed any further for competitive reasons. It could not be moved forward either because of the long delivery times for new passenger coaches, and the procurement of multiple units was also ruled out for the time being because of the development time required.

In its ambitious project, the Bundesbahn was now aiming for a higher top speed of 200 km/h on longer sections, for which the four high-speed locomotives of the E 03 series, which had been tested since 1965, were already designed. The cruising speed, i.e., the calculated average speed between two stops or the total distance travelled by a train, was to increase to 140 km/h. This was soon, and for some time, impossible.

However, this was soon and for some time not feasible: to put the brakes on the economy of the year, the superstructure budget was cut in 1970 and the tracks could not be upgraded for the higher loads to be expected.

At the same time, they were already under greater strain due to a strong increase in traffic, which is why it was not even possible to make full use of the great tractive power of the class 103, the series copies of which were delivered from 1970 onwards. In addition, there were problems with the line train control (LZB) that still had to be solved.

A series of accidents in the first half of 1971 put DB under additional pressure: it was now often accused of having “succumbed to a speeding frenzy”. In view of the technical progress and the state of electrification that had been achieved, which made higher train weights and longer runs possible, this was not objectively tenable. Nevertheless, it made the Bundesbahn abandon its plans for the time being.

The 1971/72 winter timetable nevertheless showed a slightly increased cruising speed of 108.2 km/h, but it could not be maintained permanently. The Intercity was not free of teething troubles when it was introduced to the market; delays of 20 minutes were not uncommon. In 1972, the DB had to make the first corrections and add special surcharges to the timetables, which meant that the average travel speed dropped to 102.5 km/h.

At the beginning, the new trains were not all that economically significant, because the relatively few Intercity trains were offset by around 600 two-class D trains and 2,000 express trains with feeder functions. But they were an important calling card and, as a top-quality product, a flagship that DB needed in order to survive in the competition.

An Intercity according to the original concept of 1971, i.e., consisting only of 1st class coaches, passes through Wuppertal-Zoologischer Garten on 3 May 1978.103 153-3 can be seen at the head. Photo: Wolfgang Bügel, Eisenbahnstiftung

In terms of the concept, the state railway was oriented towards the comfort of the TEE and also committed itself exclusively to 1st class. Since 1968, a clear increase in demand could be felt here (1970: + 14 %). With the Intercity, it was able to react to this and at the same time make the two-class long-distance trains in 2nd car class more appealing at the expense of the IC.

The Bundesbahn also saw its plans confirmed by the studies “TEE market research” (October 1968), “TEE travel habits” by GfK (May 1968), and the UIC report “Optimal travel comfort” (March 1969).

It was new and hitherto unique in the world for a railway administration to set up a network of fast and comfortable trains covering wide areas of the main traffic flows. The trains ran, equally uniquely, in an approximated two-hour interval timetable.

The existing TEEs were included in the system and the frequency, which DB was largely able to push through in the International Timetable Conference against the opposition of neighbouring railways. And it was to be proved right, because even the initial opponents were later to take up the idea of the interval timetable and also copy the Intercity in many cases.

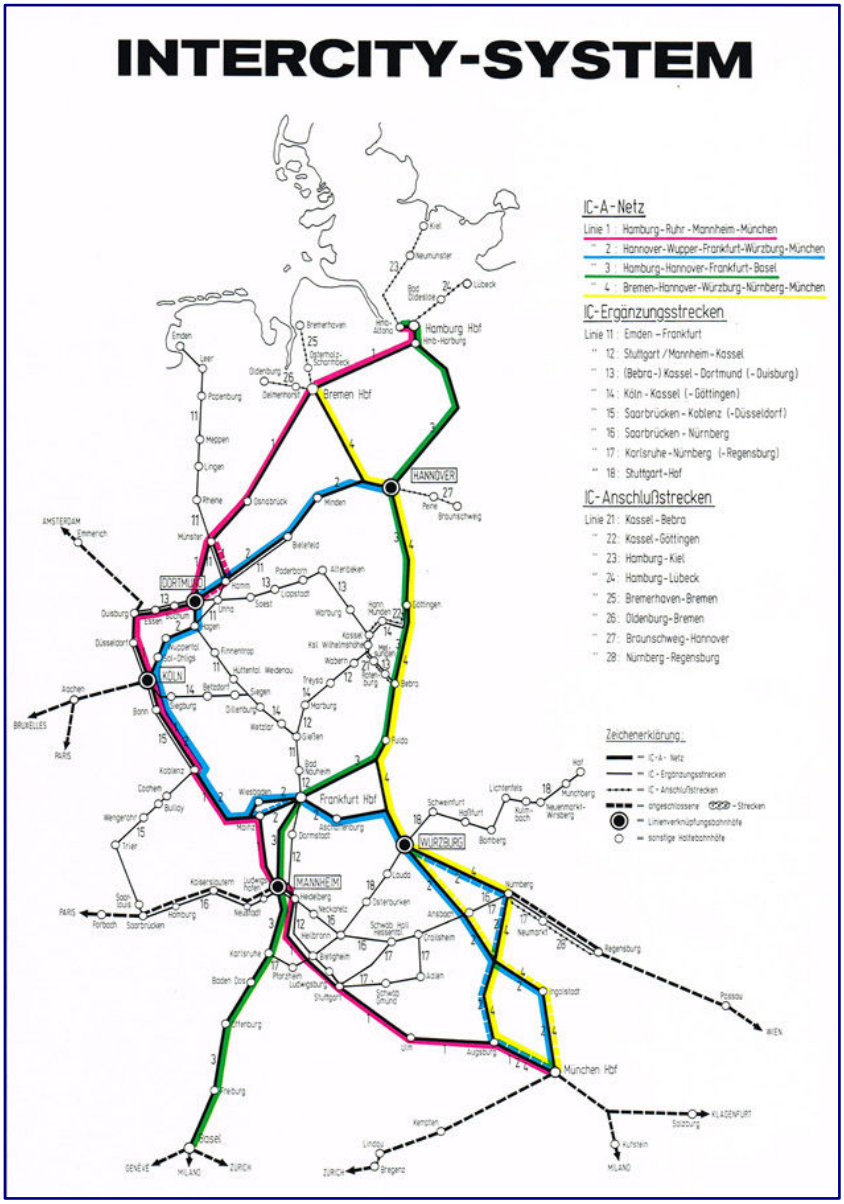
A network of four lines was planned for the Intercity, serving 33 cities.

Dortmund, Hannover, Cologne, Mannheim, and Würzburg were chosen as the five connection points of the system, where two trains of different lines stopped at the same platform at the same time and enabled the desired, fast transfer.

This network was called IC main network or “Intercity A”, and was also implemented. “Intercity B” (Intercity supplementary network) was also planned from the beginning, but it was not a success, but we will come back to that in a moment in the following chapter.

First, let’s take a look at the four lines that did not necessarily correspond to the train routes. Some trains were run permanently or seasonally beyond the IC terminus stations for circulation or tourist reasons, others were shortened somewhat for service considerations.

Likewise, there were always “line-switchers”, i.e., trains that changed at one junction station to the running route of another line. Nevertheless, it was possible to maintain the two-hour rhythm with short and reliable transfer times:



I n the 1973 Annual Report, the Bundesbahn presented its 1971 Intercity system together with the supplementary and connecting routes that had been introduced in the meantime. Illustration: Oliver Strüber Collection.

Linie 1
Hamburg – Bremen – Münster – Dortmund – Essen – Cologne – Mainz – Mannheim – Stuttgart – Munich

Linie 2
Hannover – Dortmund – Wuppertal – Cologne – Wiesbaden – Frankfurt (Main) – Würzburg – Munich

Linie 3
Hamburg – Hannover – Fulda – Frankfurt (Main) – Mannheim – Basel

Linie 4
Bremen – Hannover – Bebra – Würzburg – Nuremberg – Augsburg – Munich

This list shows that the Hannover and Munich junction stations were even served by three lines; in addition to the junction points, Augsburg, Bonn, Bremen, Frankfurt (Main), Göttingen, Hamburg, and Koblenz were also served by two lines.

The route network covered around 3,700 km with 528 connections between the 33 cities. Essentially, it covered the former F-train network, but offered significantly more direct connections, sophisticated transfer options, and significantly more train connections.

The former TEE multiple units of class 601 supplemented the locomotive-hauled trains. The TEE emblem on the front ends was covered by a new Intercity metal plate during these operations, as seen here on 7 September 1972 at the Bw München Hbf. Pho to: Dieter Junker, Eisenbahnstiftung

The concept and launch date were therefore fixed, so the Bundesbahn had to introduce its new concept in a promotionally effective way, “Deutschland im Zwei-Stunden-Takt” (Germany at two-hour intervals) memorably summarises the key points of the Intercity. With this motto, it began advertising its new top product in the 1971 summer timetable, and from July onwards it intensified advertising in all other areas as well.

On 26 September 1971, the new idea then went into practical everyday operation. The series 103 locomotives and the class 601 multiple units, which were no longer used in TEE service, were the top performers.

Only the newly ordered, air-conditioned 1st class passenger coaches, modelled on the Rheingold coaches, were not yet in service in sufficient numbers, which is why ordinary Aüm 203s, as they also ran in F train service, were required as a substitute. This was to remain a permanent problem, albeit with a decreasing tendency, because as soon as enough cars were delivered, a noticeably increasing demand caused new and constant shortages.

The White Shark is coming

No sooner had the Bundesbahn's success child been born, at least as a plan, than the question of what the means of propulsion for the fastest traffic should look like in future also came back into focus. Both a locomotive-hauled train and the multiple unit have advantages and disadvantages due to their specific characteristics.

On the part of DB, the following demands were made on a vehicle for high speeds:

- A modern appearance should symbolise the latest state of technology.
- Light weight was important to protect the superstructure, which is subject to high stresses at high speeds, and also promised cost reductions.
- The seating capacity should be easily adaptable to the then current demand.

403 006-0 in IC service waits for departure at Holzkirchen station (part of Munich Central Station) on 10 November 1974. Photo: Archiv Petkelis

The first two points clearly spoke in favour of a multiple unit, the desired flexibility rather for locomotive-hauled trains. However, it was not clear what the optimal vehicle would look like. The final outcome of these discussions can be seen in today's fast long-distance traffic.

A first answer that followed was the conversion of four class 601 power cars to gas turbine drive. The four class 602 units were for testing purposes, as a class 603 series multiple unit was also planned, but never built.

On four class 601 machine cars, the traction diesel engines were replaced by AVCO-Lycoming gas turbines (type TF35) with 2,200 hp output. The vehicles were easily recognisable by the significantly enlarged air intakes, as illustrated by the comparison of 602 002-8 with the regular version (right) on 30 November 1975. Photo: Prof. Dr. Willi Hager, Eisenbahnstiftung

Thanks to the AVCO-Lycoming type TF35 helicopter turbine, built under licence and supplied by KHD, which was installed in place of the diesel engine, the power head output doubled to 2,200 hp and made it possible to transport ten-car sets at 160 km/h. The train was used in Intercity service.

The four units of the 602 series were used in Intercity traffic from July 1974 onwards, initially exclusively in the same series. It was not until January 1975 that it was possible to use a 602 with a 601 at the other end, because this required a newly developed synchronisation control for the diesel engine and gas turbine to run together.

From then on, three power cars were in service, the fourth serving as a reserve for a possible breakdown. Their scheduled IC service ended between 22 February and 28 May 1978, partly due to expiry. In retrospect, it should be noted that the use of gas turbine multiple units in Intercity traffic did not appear to make sense at any time, because all lines were electrified.

However, the project "class 603" and the quite inexpensive testing of this drive by converting existing vehicles followed a euphoria that had broken out in Europe (France and Great Britain), as well as in America. The reason for this was the expected difficulties in drawing current from the overhead line when maximum speeds of up to 300 km/h were anticipated.

On 24 May 1970, the order was placed for the construction of three test multiple units of the class 403. Strictly following the IC-71 concept, they were intended as pure 1st class multiple units. All four coaches were powered and consistently followed the lightweight construction using aluminium.

The Deutsche Bundesbahn proudly presented its new class 403/404 parade train wherever it could. In internal competitions, it even searched for a catchy name to anchor in it customers' consciousness. According to their ideas, it would then probably have been remembered by us as "Hecht" (pike). Illustration: Sammlung Oliver Strüber

The two end carriages (class 403) offered compartments, the two intermediate carriages a large room (class 4040) and a half dining car with 24 seats (class 4041). As the first German high-speed train, it can certainly be seen as an early precursor of the ICE. In the seventies it really embodied the modern Bundesbahn and had a function as a parade train.

The DB took great pains to find a suitable paint scheme that corresponded to the zeitgeist of pop colours, emphasised the sleek shape of the multiple units and harmonised as well as possible with the gold-anodised windows. Models (also in 1:1 scale) were built and various colour mixes tested until the perfect appearance was found.

The Bundesbahn even wanted to establish a name that would convey the appearance and characteristics in a memorable way and would become naturalised among customers. The name “Hecht” (pike) was one of the favourites. However, the three trains were more commonly known as “white shark” and “Donald Duck.”

The first multiple-unit train was delivered to the customer on 2 March 1973. The trains went into scheduled Intercity service in the 1974/75 winter timetable, but were to be withdrawn from this high-quality service again in the 1978/79 winter timetable due to the “IC ‘79” concept. In these four years, especially the poorly utilised line 4 (Munich – Bremen) became the main line for the class 403/404.

This hardly allowed a profitable use of the new trains and completely missed their potential. Only relatively few passengers were thus able to enjoy the latest vehicles at all and were useful for representative surveys of how they were received by the public.

Initial plans for additional middle cars, which did not necessarily require their own drive because of the power reserves, were not implemented after the teething troubles had been remedied. Thus, their use was wrongly considered rather inflexible and costly; in the two-class Intercity concept of 1979, they then no longer had a chance and were eliminated from these services. They only found a future in special trade fair and regular service, then from 1982 in charter service for Lufthansa.

A class 602 power car leaves Cologne Central Station on 17 May 1977 as IC 147 “Dompfeil” bound for Hannover. Photo: Peter Schiffer, Eisenbahnstiftung

Successes and failures

Line 4 (Bremen – Hannover – Bebra -– Würzburg –Nuremberg – Augsburg – Munich) remained a problem child for a long time, and in contrast to the other three, it was only poorly utilised. Here, it was to take years until the Bundesbahn found a suitable solution.

There was also a major failure to cope with, because part of the concept, which was already available in 1971, was implemented with a delay and then only half-heartedly. Officially it was called “Intercity B”, which meant a supplementary network to “Intercity A”, the main network. The DB had announced early on that it was to follow in the summer of 1973.

Introduced with the timetable change on 3 June 1973, it covered a route length of around 3,000 km and included a further 73 cities. The Intercity Network A and B now served 121 cities and included around 80 % of all express train traffic in its convenient services.

220 051-7 is in service in front of DC 991 “Tauberland” on 25 April 1975, when it is photographed near Eubigheim. The consist is indistinguishable from an ordinary D-train. Photo: Peter Schiffer, Eisenbahnstiftung

The trains of the B network were a combination of the familiar two-class express train and the comfortable Intercity. Since pure 1st class trains could not be operated economically on the routes to be served, they were also to carry both car classes like the D-train. Since they travelled as such to the “City”, the Bundesbahn specially created a new train type called DC (“City D-train”) with a trademark based on its IC.

They were to be used on eight lines and, like the ICs, were to have train names that picked up on the landscapes they passed through. The following lines went into service for the 1973 summer timetable:

Linie 11
Emden – Münster – Hamm (Westf.) – Hagen – Hüttental-Weidenau (Siegen) – Gießen – Frankfurt (Main)

Linie 12
Kassel – Frankfurt (Main) – Darmstadt – Mannheim / Stuttgart

Linie 13
(Bebra) – Kassel – Paderborn – Dortmund – Duisburg – (Mönchengladbach)

Linie 14
Cologne – Siegen – Gießen – Kassel – Göttingen

Linie 15
(Cologne – Bonn) – Koblenz – Trier – Saarbrücken

Linie 16
Saarbrücken – Mannheim – Heidelberg – Heilbronn – Crailsheim – Nuremberg

Linie 17
Karlsruhe – Stuttgart – Nuremberg – (Regensburg)

Linie 18
Stuttgart – Würzburg – Hof

These eight lines were connected to the IC-A network on one or both sides. Their function was to independently serve the en-route stops not served by the IC as well as a feeder function for the main network.

216 081-0 passes in May 1975 in front of a DC of line 11 on the left track the block station Bentlage, which belongs to Rheine. Photo: Will A. Reed, Eisenbahnstiftung

A second group of the supplementary system were IC connecting lines for which there was less passenger potential and which were only introduced as new services in individual cases. In most cases, DB used existing express and fast trains that had or arranged short connection times to IC. These trains had group names that characterised the route in terms of landscape or city and always ended at -City:

Linie 21 (Kurhessen-City)
Kassel – Bebra

Linie 22 (Kurhessen-City)
Kassel – Göttingen

Linie 23 (Förde-City)
Hamburg – Kiel

Linie 24 (Hansa-City)
Hamburg – Lübeck

Linie 25 (Weser-City)
Bremerhaven – Bremen

Linie 26 (Oldenburg-City)
Oldenburg – Bremen

Linie 27 (Welfen-City)
Braunschweig – Hannover

Linie 28 (Donau-City)
Nuremberg – Regensburg

The DC trains were also to be associated with a quality concept, which is why they were provided with their own logo and highlighted in advertising. Unfortunately, despite the prototype coaches ABvmz 227 and Bvmz 237, the DB had failed to procure high-quality coach material for the 2nd class. Therefore, the usual express train carriages were to be used, but these were to be of the latest design and in good general condition.

In 1972 Linke-Hofmann-Busch (LHB) in Salzgitter developed two prototypes of air-conditioned coaches, including the Bvmz 237 shown here. It had eleven compartments, and, instead of hinged folding doors, it was fitted with newly developed swivel-sliding doors of an experimental design with push-out steps, which was later adapted to the Eurofima coaches with folding steps. Photo: Grandt, Eisenbahnstiftung.

The concept read well in theory, but the subsequent implementation was rather half-hearted and largely ignored the needs of the customers. It was not a success and the number of trains was quickly reduced before this type of train disappeared completely in 1978.

The problems that resulted in a lack of customer acceptance were of different kinds: First, the trains were not very attractive for 2nd class customers, as their connections were exclusively coordinated with Intercitys that only carried 1st class.

And, certainly the difference in comfort between simple express coaches and air-conditioned TEE/IC coaches was not helpful in gaining more popularity with business travellers. Some may also have missed the dining car, which was replaced by a minibar service.

Whatever changes were to take place in the IC concept, the class 103 remained the pillar of this system for thirty years. When 103 164-0 was photographed in Würzburg Hbf, it still wore its front apron and also the DBS 54 scissor pantographs with Wanisch rocker. Photo: Archiv Petkelis

Instead of high-quality wagons, there were often wagons that were in poor condition inside, and sometimes also outside. This prevented any publicity from developing.

On lines 21 to 28, most of the trains consisted of middle entry carriages or Silberlingen (silver coloured commuter coaches) and certainly did not meet the standards of a long-distance train. If they had been running in rush-hour traffic shortly before, the cleanliness of them also left a lot to be desired.

Handelsblatt put it in a nutshell with the following sentence: “It is (...) a superfluous designation, because the 'DC' are simple D-trains without special comforts (...).” And this criticism seems flattering, because many of the trains used in 1973 were still far below this standard.

For the Bundesbahn, however, there was also a need for further action. First and foremost, line 4 was considered a problem child on which the capacity utilisation urgently needed to be increased. At the same time, however, a stagnation in the development of the Intercity became apparent from 1975 onwards, which seemed to jeopardise the long-term expansion plans.

The DB board of directors therefore pondered the idea of adding more passengers to the system in order to secure its future. The class 103 was strong enough to still run at 160 km/h even with a double train load.

In the 1978/79 intercity timetable, two-class trains were tested for the last time before the concept was changed - with far-reaching consequences also for the train material used. Illustration: Sammlung Oliver Strüber

So in the end it seemed the most sensible and perhaps the only option to open up the IC for 2nd class in perspective.

However, this had to be done in such a way that the well-paying 1st class customers did not leave or the capacity in this coach class was reduced in favour of the masses.

Accordingly, in the period from 1976 to 1978, trials were carried out with Intercity trains that also had 2nd class.

In order not to alienate the business travellers, both classes were sharply separated, which was given with the inclusion of the dining car. With this block train formation, it was only possible for the different passengers to meet in the rolling restaurant.

Despite initial criticisms and warnings, this idea proved to be purposeful and successful, which was soon to lead to a change in the IC concept. Despite the need for more comfortable DB did not participate in the ordering of corresponding Eurofima coaches, however, 2nd class coaches with IC standards, which was recognised by then at the latest.

The Integrated Control System (IBS)

The year 1979 would finally bring the major changes that had been announced for three years. The Bundesbahn had worked out its “Integrated Service System”, or IBS (Integriertes Bedienungs-System in German), for short, and consistently enforced the timetable times required for it at the International Timetable Conference. In fact, there was hardly any possibility of compromise, because then all the plans would have become wastepaper.

The IBS became generally known under the more common name “IC ‘79”. DB massively advertised with the catchy slogan “Intercity. Every hour. Every class.”, which effectively conveyed the key points. The addition of 2nd class partially caused many trains to be weakened by some of the 1st class carriages.

Illustration on page 48: Sammlung Oliver Strüber

continues on page 49

INTERCITY.
JEDE STUNDE. JEDE KLASSE.

Verkehrssystem der Zukunft –
bei der Bahn schon heute.
3100 Kilometer Streckennetz.
47 Städte. Täglich 148 Züge.
Der Anschluß-IC steht meist
am gleichen Bahnsteig.

The only way to compensate for this was to halve the frequency of the service, which would also result in a time advantage for the existing customers. This inevitably led to what the railway administration now knew how to emphasise so effectively in its advertising.

In fact, with a few exceptions, the intervals were always fixed to the minute. This enabled frequent travellers to have a good memory and overview. What seems self-evident today was completely new in 1979, and led to great resistance from other railway administrations.

At Sollnhofen, this two-class intercity consisting of eleven coaches was photographed after variant 11 from page 17 of this issue on 12 April 1980. Photo: Archiv Petkelis

After all, D-trains and TEEs also ran across borders and also had to be accommodated in this time scheme, which was not always possible. Similarly, the single-class TEEs were now no longer to be integrated into the IC system, but were not to create competition for the Intercity at home.

The idea of changing from one Intercity to another at the same platform of a junction, i.e., the connection points of the four lines, was retained - and as far as possible without waiting times. Since the trains had become significantly longer with 2nd class, the Bundesbahn introduced carriage level indicators on the platforms and also divided them into specially marked sections A to F for easier orientation.

So, when the new concept was launched with the timetable change on 27 May 1979, important cornerstones remained as tried and tested pillars: The four lines continued to exist, the junctions were also not touched, course cars were to be dispensed with even more consistently and loading times were not envisaged in future either.

In fact, there were only very few ICs that carried a baggage car. The “line exchangers”, which ensured many direct connections, also remained an integral part of the concept.

Another focus was on increasing the cruising speed, as further sections had been upgraded for up to 200 km/h in the meantime. The DB's rolling stock became more of a problem. While air-conditioned coaches were standard in 1st class, for 2nd class they had to fall back on ordinary passenger coaches of type B(ü)m 234, which were technically upgraded with magnetic rail brakes.

Built in series, these coaches were designated Bm 235 and were then also allowed to travel at 200 km/h. The comfort that the Intercity was able to convey with them in 2nd class, however, was for years only that of an ordinary D-train. Now the misguided procurement policy took its revenge, especially since the DB had to give almost all of the newly commissioned coaches of higher comfort (Bpmz 291) to cross-border traffic due to international agreements.

This could not remain free of criticism, which, however, also reached the Bundesbahn elsewhere.

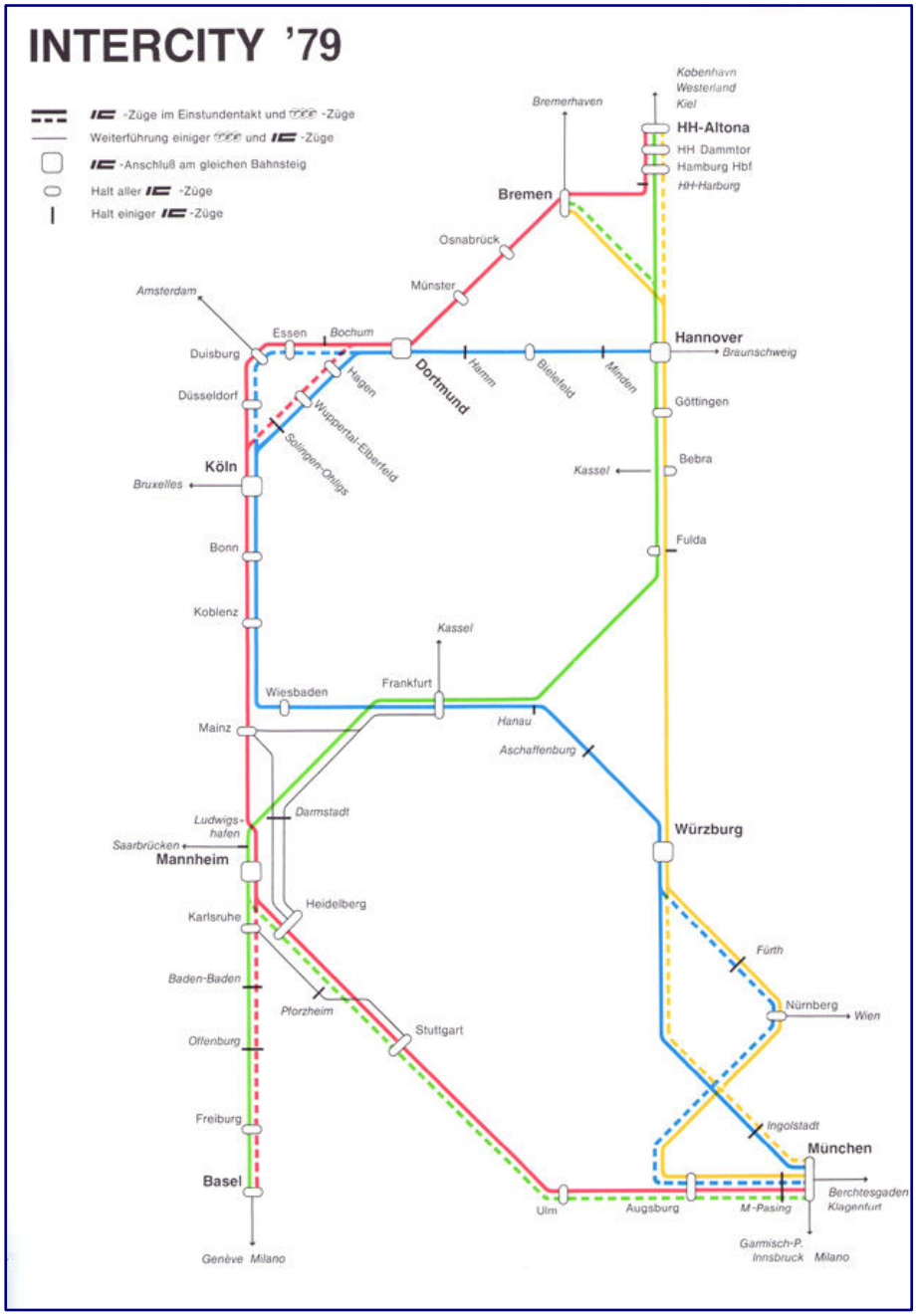
The only way to counter the decreasing desire to dine on the train was through self-service trolleys, where customers took a ready-made meal from the shelf, which was then heated up by far fewer staff in disposable dishes and handed back with plastic cutlery.

Although the Quick-Pick coaches were described as successful, well thought-out and sensible, they were not at all accepted by the customers and became the cause of many complaints.

Soon ÖBB also refused to accept such wagons when crossing the border.

Originally, they were not intended for this high-quality traffic, but for ordinary express trains, but the one-hour interval also resulted in a lack of dining cars, which DB did not know any other way to deal with.

All in all, however, the IC concept proved its worth and became a model for many railway administrations to copy, which was also expressed in the end of the TEE and its replacement by the Eurocity, the international offshoot of the IC.



In the 1979 annual report, DB graphically depicted the new Intercity concept and also showed where supplementary TEE trains were still in operation. Illustration: Sammlung Oliver Strüber

A brief look should be taken at the locomotives used in IC service from 1979 onwards. Due to the lack of 2nd class coaches and the fact that new locomotives or conversions no longer seemed worthwhile, the 403/404, 601 and 602 series were withdrawn from high-quality scheduled long-distance services with the “IC 79” concept.

This photo from Cologne Central Station, taken in 1980, illustrates the principle of trains stopping at the same time on the same platform for quick transfers. The newly introduced platform sections, in the photo you can see the signs with the marking E, also belong to the IC ’79. The IC 625 “Meistersinger” stopping on the left is one of the few Intercity trains to carry a baggage car. Photo: KlausMiniwolf (CC-BY-SA-4.0)

However, the class 103 could not possibly provide all the services that the hourly service entailed. Although designed for top speeds of 200 km/h, the Bundesbahn had not procured any other suitable locomotives.

So 110s were also used on sections that were travelled at lower speeds. Likewise, it used the more advanced 111 (160 km/h top speed) in IC traffic instead of ending its construction in favour of 200 km/h fast machines. And where the performance of one locomotive was not sufficient, the 111 had to be used in double traction.

The five pre-series examples of the class 120 from 1979 were also used in Intercity traffic as part of their testing. Nevertheless, the 145 class 103 locomotives were required to achieve high performance and impressive maximum daily kilometres over the years.

In the summer of 1981, the class 120[0] machines ran intercity services between Munich and Nuremberg. On 5 August 1981, the photographer catches 120 001-3 in front of IC 521 (Hannover Hbf – Munich Hbf) in the station entrance of Schwabach on the bridge over the river of the same name. Photo: Henning Folz

Intercity 1985 and the political turn

When the Deutsche Bundesbahn celebrated “150 years of railways in Germany”, it saw a suitable occasion to make further corrections to the IC system. The goal was now to further shorten travel times, serve additional stations, create more connections and also improve services. Two new lines now celebrated their premiere.

Line 2 no longer ran via Hagen and Wuppertal, but in an east-west direction through the Ruhr region and no longer touched Wiesbaden.

The missing connection from Hagen and Wuppertal was made up for by the new Line 5, which started in Dortmund and also connected Frankfurt Airport to the IC network to continue via Würzburg, Nuremberg, and Augsburg to Munich.

Line 4A, also new, now connected Hannover and Bremen as the shortest of all lines, because the previous Line 4 from Hannover was now a direct connection to Hamburg. Overall, the number of trains increased from 157 to 205 per day with these changes. With 440 line kilometres for 200 km/h, the cruising speed could also be increased to 108 km/h.

From 1987, the class 120 also entered IC service with 60 series locomotives and at least temporarily provided some relief for the class 103 fleet.

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The class 111 was regularly found in IC service on some sections. 111 002-2 leads an Intercity to Munich Hbf at Hechendorf on 5 September 1981 (photo above), while 111 125-1 waits for departure at Mainz Hbf. Photos: Archiv Petkelis

Locomotives of the classes 110 and 112 were not regularly seen in front of the Intercity, as here 112 494-0 on 7 March 1987 in front of IC 693 to Augsburg near Gabelbach. Photo: Archiv Petkelis

The last major changes in the IC concept began in 1991. On the one hand, after the fall of the Berlin Wall and German unification, it became necessary to connect Berlin and then all other major cities in the east of the republic to the network.

In the same year, however, the ICE service was launched, as a result of which the Intercity was no longer the Bundesbahn's top product. The new high-speed trains replaced previous IC runs and were integrated into the overall system.

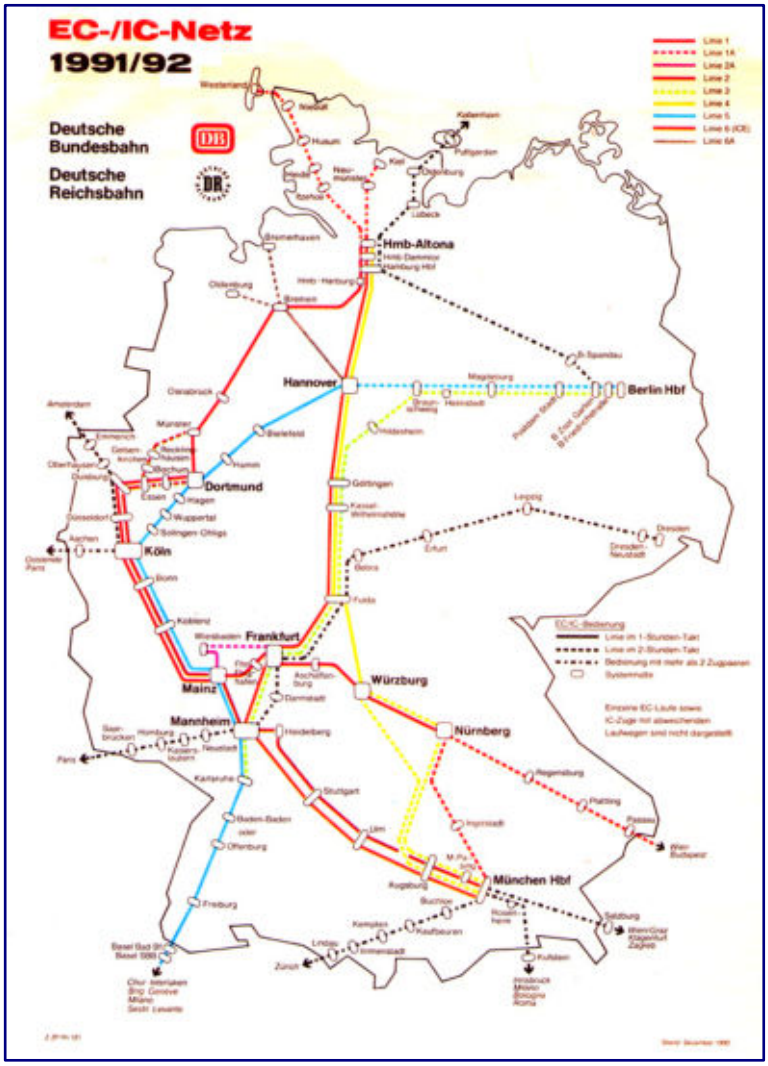
The high-speed network benefited in total and with the growth of the ICE fleet, the expansion in the east could also be further advanced and completed.

However, while almost all the investments of the Deutsche Bahn AG, which had been founded in the meantime, were directed towards the ICE, the Intercity was at best treading water.

The material used was getting older and more and more approaching its economic limit of use.

Photo on page 55:
In the Intercity behind 103 163-2 on 24 April 1993 there is still a 1st class coach, which is not painted in product colours, as the train passes in front of the camera lens in Amstetten. Photo: Archiv Petkelis

continues on page 56



In 1991/92, a major change took place in the IC network: Lines 4 and 5 connected Berlin, and Line 6 was the first ICE service. Illustration: Sammlung Oliver Strüber


66
66
0
DB
103 163-2

The IC "Max Liebermann" was the first Intercity of the Deutsche Reichsbahn in summer 1990 and connected Berlin with Hamburg in the footsteps of the "Flying Hamburger". This use of the leased class 601 was limited to the period from 1 August to 30 September 1990. Photo: Benno Wiesmüller, Eisenbahnstiftung

Only the 145 class 101 locomotives can be effectively booked here. However, they were to replace the class 103 one-to-one and initially freed them up for interregio services before their retirement became foreseeable at the turn of the millennium.

The class 120 was still used in front of an IC in the form of the series locomotives 120 101 to 120 160, here 120 151-6 with advertising design on 11 September 2005 in Hamm (Westf.).

While there were initially also projects and plans for replacements for the Intercity in the form of multiple units, these successors were formally put into service as ICEs with higher fare requirements (series 411, 415 and 605).

In fact, this step meant a first devaluation of the ICE in terms of comfort and speed.

This trend continued long after the turn of the millennium: The latest successor with the project name "ICx" finally appeared in the timetables as ICE 4.

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101 053-7 is seen in front of IC 2202 to Norddeich Mole on 12 July 2015, photographed near Salzbergen (photo above). IC 2012 arrives with 218 494-3 and 218 343-2 at Immenstadt on 21 August 2018, 218 476-0 waits for departure in front of IC 2084 (photo below). Photos: Roel Hemkes/CC-BY-2.0 (photo above) / Joachim Bügel, Eisenbahnstiftung (photo below)

The “x” of the project designation was originally to be replaced by the digit of the IC generation, so the train only received an upgrade to the highest comfort level on paper. Therefore, it was given a lot of folklore to disguise its true identity and distract from the often-criticised poor seating comfort.

However, because the wagons officially running as IC are now completely obsolete, and the class 101 is also approaching the end of its useful life, the need for replacement became more urgent. This also includes the retired Interregio coaches of the next lower comfort level, which have been running in new colours as part of IC for years.

An IC-2 train set waits for departure from Düsseldorf Hbf on 18 November 2016 as IC 2009 to Cologne Hbf. With comparable trains, it was also possible to travel to the cathedral city at the same time for a lower local transport price. Is this a future concept?

Perhaps in order not to completely blur the line between IC and ICE, DB AG reached into its bag of tricks one more time and lowered the comfort level of the Intercity even further. In order to save costs and quickly obtain suitable vehicles, it withdrew existing purchase options from Bombardier for double-decker local trains that were no longer needed in their actual intended purpose as a result of lost riots.

The role that was actually intended for the ICE 4 was now taken over by uncomfortable and rocking local trains, painted as “Weißwurst” (a white sausage), charged a significantly higher fare and summarily referred to as IC2.

The initiated and consistently continued devaluation of the once high-quality long-distance transport at Deutsche Bahn AG only allows for the pious wish that no ignorant passenger will have to undergo an ordeal on a route of 300 km or even more.

Wikipedia entry on the Intercity of the DB:
https://de.wikipedia.org/wiki/Intercity_(Deutschland)

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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.

75 Jahre Faller gewürdigt

Geschichte eines Häuslebauers

Faller ist ein Synonym für Modellhäuser geworden, doch in der Geschichte des Herstellers aus dem Schwarzwald sind noch viele anderen Produkte und Linien zu nennen. Anlässlich des diesjährigen Firmenjubiläums geht ein Buch wieder der Geschichte nach. Wir möchten erklären, warum es toll und spannend, aber eigentlich kein Jubiläumsband ist.

Ulrich Biene
Faller - Die Welt von oben

Delius Klasing & Co. KG
Bielefeld 2021

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Die Brüder Hermann und Edwin Faller setzten vor 75 Jahren ihre Geschäftsidee um, den Menschen Modellbaukästen und Gebäudemodelle an die Hand zu geben. Für Ulrich Biene war das der Anlass, fünf Jahre nach seinem ersten Faller-Buch im selben Verlag einen neuen Titel zu veröffentlichen.

Die Geschichte des Häuslebauers, dessen Name zu einem Synonym für Modellbahnhäuser werden sollte, ist in groben Zügen sicher den meisten bekannt: Den Baukästen folgten Fertigmodelle von Häusern. Anfangs aus Holz, Pappe und Gipsputz gefertigt, hielt schließlich der Kunststoffspritzguss Einzug und sollte die Modellbahn revolutionieren.

Neben die Fertigmodelle traten Bausätze für Preisbewusste und setzten sich durch. Auch Bäume kamen früh ins Sortiment und blieben es bis heute. Selbst vor Figuren machten die Gütenbacher nicht Halt. Und mit ihrem Car-System haben sie ohne jeden Zweifel auch Maßstäbe gesetzt. Dies lenkt unseren Blick auch auf Faller AMS (Kürzel für Auto, Motor, Sport).

Keine Frage ist es, dass der Autor vieles abzuarbeiten hatte, um 75 Jahre im Rückblick präsentieren zu können. Herausgekommen ist ein feines und lesenswertes Buch, das nahtlos ans erste Werk anknüpft, ohne sich spürbar zu wiederholen.

Neue und ansprechende Fotos, zu denen nun im Vorwort auch der Sammler genannt ist, der die Modelle dafür bereitstellte, krönen diese ansprechende und unterhaltende Lektüre. Aber sie ist eben nicht, was der Titel verspricht: „75 Jahre Faller“ steht auf dem Buchdeckel und verspricht einen Jubiläumsband.

Genau das ist dieses Buch aber nicht! Angesprochen werden vor allem Freunde und Sammler historischer Faller-Modelle. Es taucht wieder tief in die Geschichte ein und weiß die historischen Erfolgsmodelle zu nennen, zu beschreiben und einzuordnen.

Sehr gelungen wirkt auch, dass ins Faller-Stammwerk, frühere Außenbetriebe und zu den Heimarbeiterinnen geschaut wird. Ebenso rückt Ulrich Biene wichtige und verdiente Faller-Mitarbeiter der frühen Firmengeschichte in den Fokus und belässt es nicht dabei, die beiden sich bestens ergänzenden Brüder mit ihren individuellen Talenten zu portraitieren. Der Ton wirkt dabei etwas sachlicher und weniger euphorisch, als wir ihn vom ersten Band in Erinnerung haben.

Neben Aspekten der Firmengeschichte werden auch einige Produktlinien betrachtet, darunter die großen Kassenschläger wie auch Fehlgriffe, die schnell wieder verschwanden. Kindheitserinnerungen werden wach, die schrill-bunten Siebziger haben viele sicher längst verdrängt, aber wohl nicht vergessen.

Der Aufbau der Kapitel und Texte ist bekannt, die Texte sind dieses Mal aber länger und wirken vollständiger. Der Autor vermittelt seinen Lesern viele Fakten, weshalb auch Käufer gut bedient sind, die das vorausgegangene Buch schon besitzen.

Aber warum kommen wir zum Fazit, es handele sich nicht um einen Jubiläumsband? In kurzen Worten erklärt, müssen wir erst mal festhalten, dass der beanspruchte Zeitraum 1946 beginnt und bis ins Jahr 2021 reicht. Betrachten wir die ausführlich vorgestellten und beschriebenen Produkte, scheint die Geschichte aber spätestens in den Neunzigern zu enden.

Das Jubiläumsmodell 2021 findet sich überhaupt nicht im Buch, immerhin reicht die vierseitige Chronik bis ins Jahr 2021, verweist dort aber auch nur auf die im Frühjahr erstmals ausgefallene Spielwarenmesse und ein Neuheitenfeuerwerk, ohne konkret zu werden. Die handelnden Personen nach dem Ausscheiden der Gründer spielen im Buch ebenfalls keine Rolle.

Und so fehlen dem Werk viele Stationen, die nach der „Detailoffensive“ in den Achtzigern bis heute folgten. Nur wenige sind exemplarisch hier wiederzufinden und haben eher nostalgischen Charakter wie die Gasolin-Großtankstelle Brandshof aus dem letzten Jahr.

Als perfektes Beispiel mag das Faller-Car-System dienen. Als würdiger und maßstäblicher Nachfolger von Faller AMS ist es selbstverständlich im Buch vertreten und auch erwähnt, dass es für die Spur N ebenfalls eingeführt wurde. Doch die enorme Aufwertung durch Digitalisierung und Ortung der Fahrzeuge fehlt leider auch.

Unterrepräsentiert ist auch die Baugröße N, die Spuren Z und IIm (über Pola) müssen mit kurzen Hinweisen auskommen. Leider vernachlässigt wurde auch die Zukunftstechnik der Lichtschneidetechnik, die den Werkstoff Hartkarton wieder salonfähig machte und den Modellbau zu seinen Wurzeln zurückführt.

Weitere Beispiele für wichtige Produkte, die Maßstäbe oder Ausrufezeichen setzten, eigentlich nur bei Faller erscheinen konnten und die wir deshalb vermissen: viele spektakuläre Kirmensmodelle, das große und in der Modellbauwelt einmalige Hallenbad, der nachhaltig ausgerichtete Bahnhof Horrem, Kloster Bebenhausen (Jubiläumsmodell zum 70. Firmenjubiläum) oder auch das noch sehr junge Container-Verladeterminal.

Vor uns liegt ein tolles Buch, das wir gern gelesen haben und nicht missen möchten. Es als Jubiläumsbuch herauszustellen, geht aber leider etwas an den tollen Inhalten vorbei. Sie sprechen auch ohne dieses sicher werbewirksame Attribut die meisten Modellbahner an, denn Faller ist schließlich nicht nur irgendein Häuslebauer!

50 Jahre IC aus Sicht des Eisenbahn-Kuriers

Ein deutscher Jubilar im Filmrückblick

Ein rundes Jubiläum feiert der Intercity, erfunden durch die Deutsche Bundesbahn. Er bestimmt dieses Jahr nicht nur Magazintitel und Neuheitenprogramme der Modellbahnhersteller, sondern fand auch Platz im DVD-Angebot des EK-Verlags. Und trotz kleiner Schwächen verbreitet er viel Freude beim Anschauen für den interessierten Eisenbahnfreund

CFT Video Berlin
50 Jahre Intercity in Deutschland
aus der Reihe „Berühmte Züge und Lokomotiven“

EK-Verlag GmbH
Freiburg (Breisgau) 2021

DVD-Video
Bildformat 16:9
Tonformat Dolby-Digital 2.0
Sprache deutsch
Laufzeit ca. 58 Min.

Best.-Nr. 8601
Preis 19,80 EUR (Deutschland)

Erhältlich direkt ab Verlag
oder im Fach- und Buchhandel

Am 26. September 1971 ist der Intercity-Verkehr bei der Bundesbahn an den Start gegangen, wie wir im Vorbildbeitrag dieser Ausgabe bereits erläutert haben. Sein heutiger 50. Geburtstag ist nicht nur uns eine ausführliche Würdigung wert, sondern in Film-Form auch dem EK-Verlag.

Sein wegweisendes Konzept, das zum Vorbild für den Fernverkehr vieler Bahnverwaltungen wurde, und die lange, noch längst nicht zu Ende geschriebene Geschichte geben genug Stoff für knapp eine Stunde Video-Genuss.

Der Käufer sieht in einem Zeitraster das Erscheinungsbild des IC von den Anfängen bis heute. Im Fokus stehen dabei die bekannten Zugpferde wie die Baureihen 103, 120 oder 101. Aber auch die eher in Nebenrollen agierenden Fahrzeuge wie die Baureihen 218, 245, 403/404, 601 oder 612 fehlen nicht.

In Szene gesetzt wurde ebenso der IC2 als Doppelstock-Wendezug mit den Baureihen 146^5 und 147^5 sowie dem von der Westbahn gekauften Doppelstock-Triebzug. Wird der 612 klar als Mogelpackung entlarvt, wird auch mit dem Verweis auf die Nahverkehrsherkunft der IC2-Erscheinungsformen nicht an berechtigter Kritik gespart.

Doch einige Dinge fehlen diesem Film auch, um eines Jubiläums rundum würdig zu sein: Viele Aspekte der Geschichte kommen zu kurz oder fehlen ganz, darunter beispielsweise der Hinweis auf die Blockzugbildung oder die geschichtlichen Umstände, die zu diesem Konzept führten.

So hätten der Fahrzeugmangel der Bundesbahn in den Siebzigern und frühen Achtzigern Erwähnung verdient gehabt wie auch die so umfangreich erforderlich gewordenen Änderungen im Netz, als Deutschland sich plötzlich einer Vereinigung von Ost und West näherte. Der Netzgedanke und die damit umgesetzten Linien kommen ebenfalls viel zu kurz.

Erwähnt sind, eingebaut über eigene Werbefilmsequenzen der Bundesbahn, nur die vier Ausgangslinien des Systems IC 71. Die letzten größeren Änderungen aus dem Jahr 1985 und eben das Erschließen des Ostens fehlen hier. Lediglich der IC Max Liebermann und die Anbindung Berlins fanden Berücksichtigung.

Zu Gute halten müssen wir den Filmproduzenten, dass Fotos wenig für fast 60 Minuten Film taugen. Ein Video lebt von bewegten Bildern und so musste der Schwerpunkt zwangsläufig auf dem eingesetzten Rollmaterial liegen.

Und das ist dann sehr gut gelungen: gute Auswahl, weitgehend repräsentativer Querschnitt durch alle Fahrzeugtypen und Lackierungsvarianten. Auch die Aufnahme- und Wiedergabequalität ist tadellos. Wie üblich, fanden auch einige historische Aufnahmen Eingang in den Film, die allerdings ausnahmslos Eigendarstellungen der Bundesbahn sind.

So werden viele Aspekte erklärt und deutlich, die zur Idee der DB und ihrem Selbstverständnis gehören. Doch um auch an der letzten Stelle rund zu sein, hätten wir uns noch private Filmaufnahmen aus den Siebzigern gewünscht, die auch das zeigen, was der Bundesbahn nicht genehm war. Wir denken beispielsweise an blaue, nicht klimatisierte Aüm 203, weil es an geeigneten Reisezugwagen fehlte.

Abwechslungsreich und spannend sind Blicke in die Führerstände verschiedener Lokomotiven und Steuerwagen, in die Bahnbetriebswerke und das Treiben auf wichtigen Bahnhöfen. Streckenaufnahmen vermitteln die Dynamik, mit der wir den Intercity verbunden haben und immer noch verbinden sollten. Auch wenn der ICE längst in die Fußstapfen des Intercity getreten ist, gehört er noch nicht zum alten Eisen.

„Rückblick, Gegenwart und Zukunft des Fernverkehrs in Deutschland“ lautet der Anspruch dieses Films und mit nur leichten Schwächen bei der Vergangenheit ist es den Verantwortlichen gut gelungen, diese wichtigen Züge umfassend zu portraitieren.

Wäre dieses Jahr nicht das 50. Jubiläum, auf den der Filmtitel sogar aktiv hinweist, gäbe es nichts zu kritisieren: Der IC ist umfassend und gelungen dargestellt und auch ein völlig Unwissender könnte ihn nach dem Anschauen der DVD wohl richtig einordnen.

Es sind halt Kleinigkeiten, die entscheiden, ob das Ergebnis eine Spitzennote erhält oder „nur“ in den oberen zehn Prozent einzuordnen ist. Deshalb ist uns wichtig, diese Bewertung noch mal explizit hervorzuheben.

Uns ist schließlich auch bewusst, wie schwierig unsere Erwartungen auf diesen letzten zehn Prozent umzusetzen wären: Als der IC „geboren“ wurde, waren Filmrollen noch unglaublich teuer und jeder Hobbyfilmer überlegte gut, wofür er sie einsetzte.

Und damals standen nicht die modernen Züge, die die Zukunft der Bundesbahn bestimmen sollten, im Mittelpunkt des Interesses. Schließlich würde es sie noch lange Zeit geben. Wer damals filmte, der richtige sein Objektiv auf die letzten Vertreter der Dampftraktion.

Und so müssen wir dem EK-Verlag auch attestieren, dass er mit einem Jubiläumsfilm über den Intercity im Markt wohl ein Alleinstellungsmerkmal innehat! Und das wird aus den dargelegten Überlegungen wohl seinen Grund haben. Wir freuen uns, den Jubilar auch immer und immer wieder auf der Mattscheibe anschauen zu können. Auf die nächsten 50 Jahre!

Staying in the conversation (part 5)

Architecture and (Hi)story

Archistories has been active in Z gauge for over ten years, a decision made out of passion. Frank Drees sets high standards for himself and his products, with the clear goal of precision and perfection. The models embody architecture in its purest form and tell a story. Editor-in-chief Holger Späing asked the founder and owner what distinguishes him, his brand and his models.

Trainini: Hello Mr Drees, please tell us, since when has Archistories operated?

Frank Drees: Hello Mr Späing! I founded the Archistories brand in Hannover in 2009. And as it happens, in the beginning you often have different ideas about where exactly you want to go. In the beginning, I only did projects in 1:87 scale. At that time, it was mainly the Frye railwayman's house, the prototype of which is still standing in Lingen in Emsland opposite the former railway repair works.

Many people will certainly remember the Emsland line and the factory, as this was the last line in Germany at the time that was still operated with steam.

Long ore and oil trains still shuttled here between the Ruhr and the North Sea until 1977. That was really impressive and attracted countless photographers to Emsland back then.

Just for fun, I converted the Frye railway house to 1:220 to see how detailed you can build in the smallest common scale.

I myself was a bit unsure at first, as were many customers, because of the tiny size of some of the components; but, it went surprisingly well, and the result was a great success.

To this day, the railwayman's house is one of our bestsellers.

In the meantime, I am convinced that I can expect the customer, especially the Zetties, who are really good at modelling and who are certainly among the most skilled model railroaders in terms of fine motor skills, to make a few extra efforts, because the results are worth it.

Frank Drees talks to us about his company and brand Archistories, which specialises in hardboard laser-cut kits for Z gauge.

Trainini: Who or what can customers imagine behind the name Archistories?

Frank Drees: Archistories is, as I said, a brand that I founded twelve years ago, and I am solely responsible for it. I try to find the best partners in each field of work and to achieve the most convincing results together. This is not easy in this very specialised field of work, because many who do outstanding work do so exclusively privately, or as small entrepreneurs.

That means we have to be flexible, for example, in terms of publication dates and such, and it works.

We publish when a product is fully developed and also available at short notice. It doesn.t matter if it's in the middle of summer or between the years. I don't put myself under excessive time pressure to present something half-baked as a hand sample at some trade fair or other.

So it's important to have the best people in the network in order to set special emphasis on the Z track market together. That is my personal goal for every new product.

For example, I consider Avantgarde model trees to be unrivalled when it comes to finding particularly beautiful solitary trees for decorating dioramas. This is important when it comes to perfect product photos. As a recent example, your readers can hopefully see this in the product photos of the gallery Dutchman Am Geestenveen.

Try to achieve such a realistic effect in Z scale with mass-produced foam flooring.

That is acceptable as a filler for large areas, but simply nothing for close-up and macro shots in product photography.

Then, there is the area of diorama construction, which we need for our product photos and presentations; here, your editorial colleague Dirk Kuhlmann has delivered unique results time and time again.

And, also for good product photography, we have our now experienced partners with whom we have been working for years. This also applies to graphic work in the field of building instructtions.

Good partners are important for Archistories, an example of which is the choice of model trees for the windmill model presentation.

The field of work is highly specialised, and that's why it's important not to always have new partners with whom you would then have to start over again from Adam and Eve every time.

If we have a product for which it is better to add certain components, for example, 3D printed parts, then, this is done, as with the windmill bonnet, by "Z-Doktor" Björn Plutka, who brings together a lot of patience and commitment.

And, so for each special trade, I have to find the partner with whom it simply fits in terms of quality and also on a human level. Then the whole thing is fun, and I have a lot of fun!

Trainini: By the way, we want to introduce Avantgarde-Modellbau here next month. One question that now somehow suggests itself is the question of your own standards for a product from your company. How would you describe your philosophy?

Frank Drees: As I have just said, my aim is to deliver a mature product that is completely convincing in appearance and also presents no unsolvable puzzle for any customer in terms of design.

The search for a suitable partner also involved the mill itself: The bonnet was finally designed and manufactured by Z-Doktor Modellbau.

As I said, my goal is to deliver a mature product that is visually absolutely convincing and does not pose any unsolvable riddles for customers in terms of design.

If, on the other hand, fictitious buildings are involved that quote a certain architectural style, such as Prussian railway construction, then creativity is needed, a trained eye for proportions and effect, as well as a feeling for what a façade needs, for example, in order not to appear flat and boring.

When a product development is completed, the product has been built at least five times during the process in order to identify errors and optimise design details.

If, for example, a tenon joint is very wobbly and you have to assume that some customers might squeeze a little harder, then this detail has to be solved differently and the tenons perhaps lengthened or the joint optimised in some other way.

When the product is completely finished, it is built a few more times because the client gets a finished model for presentation purposes and photo samples are also needed. This way I make sure that a product is really fully developed.

Even though I have been doing this work for ages, I'm never immune to mistakes, that's just the way it is, and that's why I play it safe.

Our customers may already have noticed that after building the basic construction, they have a solid, stable structure in their hands on which the rest can then be well built.

This is very important, because it's no use having frustrated customers who say "once and never again", because they end up with a dented box on their craft table.

Trainini: You mentioned clients, i.e., private or commercial customers who do the distribution themselves. How many products are commissioned by Archistories?

Frank Drees: In the meantime, there are so many of them, and at times even all new products in very different scales. And it's getting more and more, so that I hardly get around to making my own products, some of which have been haunting my mind for years.

Even the basic construction provides a stable building on which the other layers of hardboard are applied.

The windmill I mentioned earlier is a matter of the heart and a product of my own. It took a long time to get there, because I didn't find it appealing to make a windmill without a drive, and then there was the problem of the bonnet.

So, I searched for a long time until I found a partner for the 3D printed part and a drive that was small enough, had a high gear ratio and was of high quality. I am very happy with the result.

As far as commissioned work in general is concerned, there are of course a lot of enquiries from private customers who have loved the so-and-so station since they were children and would like to have it; often together with the idea that such a thing is generously priced at 500 euros.

I have to say quite clearly that this is not the case at all. Product development is pure engineering work that often takes several weeks. That is already clear from my previous descriptions.

If, after development, a product is to be made into a kit, an alternative is a one-off model, and it becomes even more complex, and thus more expensive. A commissioned product

is therefore only something for people who can simply afford it or for entrepreneurs with a well-thought-out plan that pays off.

I can imagine that this information will not be to everyone's liking, but I would ask you to remember that the development of rolling stock also involves high development costs. This is no different for us.

In the meantime, we work with many international partners who have us develop and produce product series.

My brand is successful, and I can say that with some pride. And customers know what they can expect, and I make it a point not to disappoint them. This is my simple business model.

A lot of care also goes into the colour coordination. In this case, it was the choice of brick colour, the cladding of the cone and the wood tone of the gallery beams (in the photo, an attempt with dark brown).

Trainini: I'm glad you mentioned the windmill. It was one of my personal dream models. Now I would like to look in another direction. What does the look into the future promise?

Frank Drees: I have great partners everywhere and this network is constantly growing. This brings me into contact with completely different building styles and sometimes exotic customer wishes, and it also broadens my own horizons.

You get to know people you would never have met otherwise. That's a lot of fun for me. So, I would like to continue on this path, on which so many beautiful flowers have already grown, to put it figuratively.

As far as the technical implementation of the products is concerned: we will continue to choose combinations of the best technology for each component, simply because it has proven itself.

That is and will remain our wonderful hardboard and, for certain details, sometimes a different technique. I have no reservations whatsoever about other materials, but sometimes there are parts that are important for the overall effect that simply cannot be realised well in cardboard or would be difficult to build.

In such cases, 3D printed parts are often the proverbial cherry on the cake. Although the price is driven up by accessories, my point of view is: it is better to sell less than a cake without a cherry on top.

Finding and selecting a suitable high-quality drive became a major challenge. Patterns of the mill bonnet were used to check whether it would fit in without any problems.

About the balcony railing on the mill Am Geestenveen, for the construction, I followed the same tried and tested procedure: a stable sub-structure and the façade construction in the usual way. I think the mill is not that difficult to build, anyone can do it well.

A special feature here is the bearing of the drive. That was a bit tricky, but the way it is now implemented, the motor is nice and stable in position. It works great.

As far as the design is concerned, it is not at all easy to work out a coherent colour concept: Is the cladding of the cone better in grey or in dark brown?

Does the railing of the balcony look better in white or dark brown? And, do I make the brickwork brownish or more reddish?

In the end, I liked the red for the base best because it adds a bit of colour to the model. For the cone, I found the warm-looking brown best, and since the background was rather dark, I achieved a nice, filigree contrast with the light grey railing and the tracking rods of the same colour.

I then added an unobtrusive colour accent with the beautiful, rich dark green that appears in various places on the mill, such as the doors, discreetly on the wings and the very filigree reel at the back.

Trainini: You mentioned that the bonnet was a particular challenge. What were the difficulties?

Frank Drees: Yes, first was to find a shape that crowns the upper part of the mill, but does not look too brutal, but fits harmoniously into the overall picture. It is important how far the bonnet projects above the cone, how high it is, and so on.

In reality, underneath the thatched covering of such bonnets is a roof structure, which in this case is very similar to boat building. You have to think about that when the outer roof skin is being shaped. So, it should not become too organic either.

I always strive to work sensibly in scale, so it was a challenge to accommodate a reliable, high-quality gear motor that is small enough that the building does not have to be made unnecessarily larger because of it. That's exactly what I managed to do in the end, but it wasn't easy, that's true.

The upper part of the drive had to be fitted into the bonnet without compromising the stability of the pressure part. To check the penetration depth in reality, I cut open different versions of the bonnet and checked the space requirements. When the engine hits the bonnet, vibrations are transmitted, which leads to unnecessary noise. This was then adjusted.

Finally, the canopy was given a beautiful rough surface that represents a thatch covering.

I can justifiably say that Z-Doktor Björn Plutka printed my ideas exactly in resin, a truly outstanding result.

Trainini: What else is connected with the development of such new products?

Frank Drees: I always attach great importance to a sensible external image. When so much effort and time goes into a product, as with the windmill, then, I think it is only appropriate to invest a minimum of effort in the appearance as well.

This means lovingly building the diorama, effective photos, realistic lighting and the whole thing photographed by a professional.

Even if the Z scale model railway market is a niche, Archistories would still like to contribute to its further development. Blue photo wallpaper with white sheep clouds in the background with gaudy colours gives me heartburn.

As a result of many trials, studies and test constructions, a model has been brought onto the market that appears harmonious and balanced, and Is, therefore, well received by customers.

I see the special attraction of Z gauge in building as close to reality as possible and that's why we try to ensure that all product photos are realistic, without any tricks, by the way. The products look exactly the same in the photos as they do in the customer's home.

I have the models photographed from all sides (i.e., in front of a white or black background) and then there are usually also a few photos in the diorama, which are often also taken in the "Atelier Kuhlmann". Fantastic results, sometimes even as a video!

Every now and then we also take very elaborate photos for trade fairs, social media or our websites. For me, that's another cherry on top of the cake. A particularly beautiful one!

This atmospheric photo proves how important it is to have a well thought-out, harmoniously coordinated product and the right environment in which to present it. Archistories does not want to leave anything to chance at this point.

Trainini: So, I think I have to stop now. Now, I've heard so many times about cherries that I'm getting hungry. Besides, what you probably don't know is that an Archistories kit is still waiting to be assembled. I'm looking forward to that now! Thank you very much for the interview.

Frank Drees: Many thanks from me too. It was fun!

All Photos: Archistories

Manufacturer's web pages:
https://www.archistories.com

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Get out and meet friends

The Desire for Model Railways

Well over a year and a half of deprivation, during which we cannot or can hardly practise our hobby publicly, at least not in attendance events, is already behind us. When a manageable group is suddenly allowed to meet again in larger rooms to operate together, that is something very special. Our reader Markus Gaa therefore shares his joy and enthusiasm.

Von Markus Gaa. I think we all share a feeling. We, the US Z Lines, don't want to exclude ourselves. What drives us especially is to run long trains, to do shunting jobs, to build up a large modular layout, and, last, but not least, to meet with friends. Meeting, talking, making plans and tackling new challenges is fun for us and also a kind of holiday.

The chance to meet was used to set up a large US modular layout in the community space. Photo: Franz Vetter

So, it was Peter Dumler and Peter Simon who made it possible for us to feel and experience all this again after such a long time. Both organised the premises, the catering for the hungry and thirsty model railroaders and also all the other details around it. It was not a public event, but nevertheless prepared for all eventualities with a resilient Corona hygiene concept.

In the period from 13 to 21 August 2021, the Lutheran congregation of Wunsiedel made their rooms available to us for our meeting. The church council was also there in small groups and let themselves be infected by our euphoria. I would like to take the **Trainini®** readers with me today, to inspire them with photos of our hobby and, of course, to seduce them a little.

continues on page 75


A
HFD
16
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HFD

Photo above:
The modules on display also have a lot to offer in terms of scenery. Lively life and typical American scenes are guaranteed there. Photo: Franz Vetter

Photo below:
Being able to run heavy goods trains in a model is the touch of something special for friends of US railways. Here, two "Challengers" are seen in heavy service. Photo: Markus Gaa

Photo on page 74:
The construction stretched over two halls. The installation was therefore simply built through the door. Photo: Franz Vetter

Across two halls, the Rock Forrest Line was set up with other modules from the High Franks Division, these were the modules and segments in Z gauge, and also Peter Dumler's Räthische-Bahn layout in H0m gauge, as well as the Kirmes segments (H0 size) by Andreas Dumler.

The US Z Lines is a group of enthusiastic US model railroaders of Z gauge. We come from different continental European countries. What we have in common, besides the joy of US model railroading, is the building of modules according to a uniform standard.

We run digital and use mainly products from Digitrax. However, DCC decoders from various manufacturers are also used. The vehicles are mainly from American Z Line and Micro-Trains Line.

On older modules, the tracks are still from Märklin, but since then almost all track is from Micro-Trains or Atlas, because they have a narrower, and, thus, more prototypical sleeper spacing.

Fairground segments by Andreas Dumler in H0 gauge rounded off what was on show in a larger scale as well. Photo: Markus Gaa

I would like to say thank you to all the participants who made the meeting a lot of fun. My special thanks go to Peter Dumler and family, and to Peter Simon, who invested a lot of time and effort to make wonderful moments and great experiences possible for me and us, the US Z Lines.

To the readers of **Trainini®**, I hope you enjoy looking at the photos here, watching the videos on YouTube and of course dreaming about model railroading. See you again – sometime for sure!

for two more photos and info box, see page 77

The Rhätische Bahn of the Dumler family also followed the 1:87 scale and consequently presented itself in H0m gauge (photo above). An Allegra is just setting off from the station (photo below). Photos: Peter Dumler (photo above) / Markus Gaa (photo below)

Pages on the active members and their material:
http://www.uszlines.de
https://www.americanzline.com
https://www.micro-trains.com
https://www.digitrax.com

Videos on the internet about the event:
https://www.youtube.com/user/z220bahner
https://www.youtube.com/watch?v=yhmqVfsD5lY&t=4s
https://youtu.be/VU6OK8fIF-M

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.

Call against vaccination fatigue:
Do we want to continue to read "appointment cancelled" because of rising Corona infection numbers? Wouldn't we rather discover the "new products" that our hobby has to offer again soon and exchange ideas in person, and then "with a good feeling"?

For model railway enthusiasts, the vaccination against the Corona virus should be an incentive, if one would like to soon participate again carefree in one's regulars' table, club meeting or exhibitions.

It is possible that not everyone can be vaccinated, e.g., because of illness or an allergy to ingredients of the Covid 19 vaccines. However, everyone who can be vaccinated should do so and the vaccination offers are becoming more and more straightforward. Talk to your family doctor!

Do it for yourself, for your family and for all of us together and especially for the children and grandchildren who are currently still excluded from the vaccination campaign. For our future, I would like to counteract the increasing vaccination fatigue here.

Sabine Helene Kuhlmann, Düsseldorf

Obituary by Jürgen Faulhaber and Holger Späing:
At the age of only 56 years, Thomas Zeeb, a prominent Spur Z friend, passed away in the night from 11 to 12 September 2021. We are surprised and saddened, we cannot believe it. Our thoughts are with his loved ones whom he left behind.

Thomas had a decisive influence on our gauge and our hobby for decades. Since the nineties, he was active in and for the Z Club 92, founded the model railway club under this name in Stuttgart, and must have been personally known to many Zetties from fairs and exhibitions.

Professionally employed in the body shop "at Daimler", where he was entrusted with the maintenance of robots, he was also a passionate Mercedes-Benz driver in his private life.

His passion for model railways was collecting models and also photographing them. For more than a decade he was responsible for the collectors' database "Collection Märklin Spur Z" at Modellplan.

Thomas Zeeb has sadly passed away. Photo: Dirk Rohwerder

From this context, he was a profound connoisseur of Z gauge model history, a valued contact person, a helpful hobby colleague and also a good friend. He was also able to set a milestone by co-founding the Z Gauge Convention South Germany, which takes place every two years alternating with the Altenbeken exhibitions at the Märklin site. We would like to keep him in honourable memory for his services.

Another top model from Artitec:
Artitec (https://artitec.nl) has delivered its ladder for overhead line maintenance (item no. 322.035) in 1:220 scale. Like other finished models of the manufacturer from Amsterdam, this one is also assembled by hand from resin and photo-etched parts.

The ladder for overhead line maintenance (art.no.322.035) also joins the list of top models from Artitec.

The striking yellow colour gives it impact, the application has been done so discreetly and skilfully, that the ladder does not look brand new, but like a well-maintained tool that has been in service for a long time.

We would like to equip a gang with this finely detailed ladder, and create typical work scenes for a construction train, even if this would also permanently eliminate a passage possibility on the chosen track.

Re-launched pipe loads:
With Spur Z Ladegut Josephine Küpper sewer pipes (art. no. Z-160) are transported again. The specialist from Aachen has reissued the popular load and also other raw loads (Z-305 to Z-307), but also points out that the range has even been expanded in this respect. A look at the webpages (https://spur-z-ladegut.de) is, therefore, worthwhile.

Current status on planned trade fairs:
After the number of cases throughout Europe dropped significantly in some cases in the summer, trade fairs seemed to be within reach again. Model railway exhibitions are currently planned in Germany, the Netherlands and Austria.

We are providing an up-to-date overview here, but recommend that our readers find out for themselves close to the time of the event whether the plans can be implemented unchanged and how tickets will be sold. In most cases, tickets can only be purchased electronically in advance, so that the permissible visitor numbers can be represented with certainty!

The following fairs with model railway participation are known to us for autumn 2021, chronologically in the order in which they will be held:

Modell, Hobby, Spiel in Leipzig
1 to 3 Oktober 2021
https://www.modell-hobby-spiel.de

Modellbau-Messe in Wien (Vienna)
23 to 26 Oktober 2021
https://www.messeninfo.de/Modellbau-Messe-M12243/Wien.html

Eurospoor in Utrecht
29 to 31 Oktober 2021
http://eurospoor.nl

Faszination Modellbau in Friedrichshafen
5 to 7 November 2021
https://www.faszination-modellbau.de

Intermodellbau Dortmund
17 to 20 November 2021
https://www.intermodellbau.de

The latest Märklin deliveries:
The Insider annual car for 2021 (item no. 80331) has arrived at the dealers. The model is based on a private car of the type Uc, used by the German Federal Railways, from the stock of the former chemical and pharmaceutical company Hoechst AG from Frankfurt (Main).

As in the last years, the manufacturer from Göppingen presents the members of the Insider Club a model based on a form that has existed for years. This wagon is to be located in the late epoch IV: Märklin indicates an operating condition around 1994, i.e., in the transition period to the Deutsche Bahn AG.

Also on sale now is the vehicle display (89024) with eight Tempo tricycles in the colours zinc yellow, azure blue, fire red and pale green (box body) as well as turquoise blue, pure orange, pebble grey and moss green (flatbed version as new form variant). All models are individually packaged, rollable with rubber tyres and have windscreen glazing.

Two of the three recently delivered Märklin new products are the Insider annual wagon for 2021 (item no.80331; photo above), and the class 042 multi-purpose steam locomotive (88276; photo below).

Shortly before the editorial deadline, models of the class 042 multi-purpose steam locomotive (88276) also arrived at the dealers, but this did not yet have an effect on the total edition. We will present both oil-fired steam locomotives in detail in the October issue, and then also show that they have not been realised absolutely correctly in every detail.

Railway strike in Wonderland:
While many customers were annoyed by the recent rail strike and the stubbornness of the railway board in demanding real wage cuts from its employees, Miniatur Wunderland Hamburg took this regularly recurring event with humour.

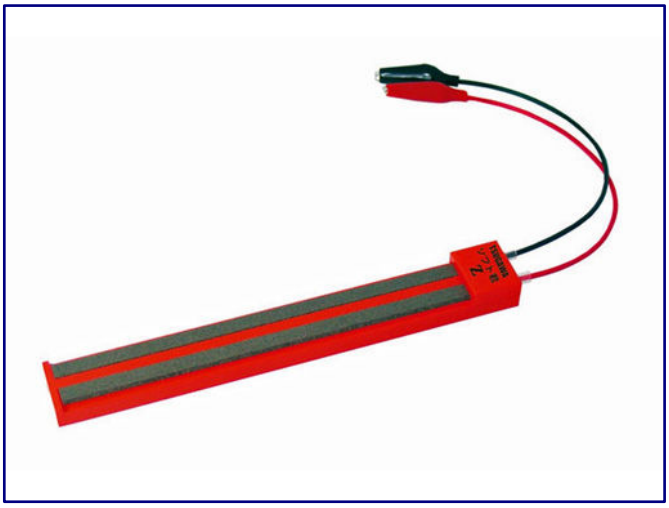
In Hamburg, the recent railway strike was also a theme on the show layout, garnished with a portion of humour. Photo Miniatur Wunderland

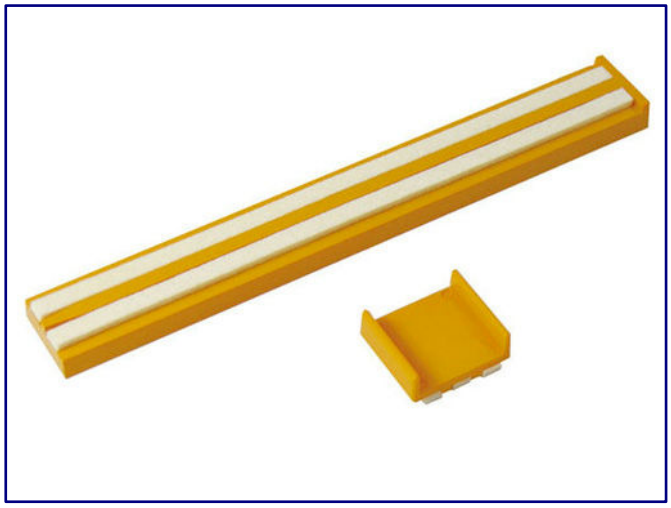
There it also took place in parallel and in small scenes. A group of train drivers demonstrated on a platform in Mesebach, Claus “Superman” Weselsky stopped an ICE in the Harz mountains and a group of train drivers blocked a track, bringing everything to a standstill. In addition, a new version of “Major Claus” was sung and authorised by Peter Schilling, however, the video can no longer be called up for licensing reasons.

Wheel cleaning system at the Model Railway Union:
Modellbahnunion from Kamen has introduced two wheelset cleaning systems for Z gauge in its programme. Their sponge conducts electric current and thus gently cleans the driven wheels of the mounted locomotives.

The tool is connected to the track or transformer with the enclosed cables of the electric version (art. no. MU-Z-A12508). With light pressure, the locomotive is held on the tool while its rotating wheels are cleaned by the sponge.

It is suitable for both analogue and digital models, and adhesive tyres are no reason not to use it. The usable length is about 180 mm. The non-electric version (MU-Z-A12509) is identical in length and has a





Two wheelset cleaning tools are now available from Modellbahnunion. They are suitable for motorised vehicles (item no.MU-Z-A12508; photo left) and non-driven models (MU-Z-A12509; photo right). Photos: Modellbahnunion

cleaning felt over which wagon models can be pushed, and whose wheels then also clean themselves when turned.

The provider's electronic shop can be reached at https://www.modellbahnunion.com.

AZL's latest deliveries:

At American Z Line, the EMD F7 diesel locomotive is now ready for delivery in the colours of the Milwaukee Road. Available here are a set of A and B units (item no. 63005-1) as well as a single A unit (63005-2).

These locomotives look much flashier and more eye-catching in the blue and yellow design of the Alaska. These models, also offered as A-B combination (63011-1) and single A-unit (63011-2), also include attached snow ploughs on the fronts of the A-units.

The R-70-20 refrigerated wagons will roll out in September in the eye-catching design, white paint with red sliding doors of the SOO Line. Available here are a single car (914808-1), as well as a pack of two (914838-1) and four (904808-1).

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

EMD F7s of the Milwaukee Road (photo above) and the Alaska (photo middle) as well as refrigerator cars of the SOO Line (photo below) are currently being delivered by American Z Line. Photos: AZL / Ztrack

New from C-M-K:

The zoo assortment at Creativ-Modellbau Klingenhöfer is experiencing further growth. A new addition is the long-tailed tree dweller known as the small spider monkey. Consequently, it is not a representative of the great apes, baboons or gibbons.

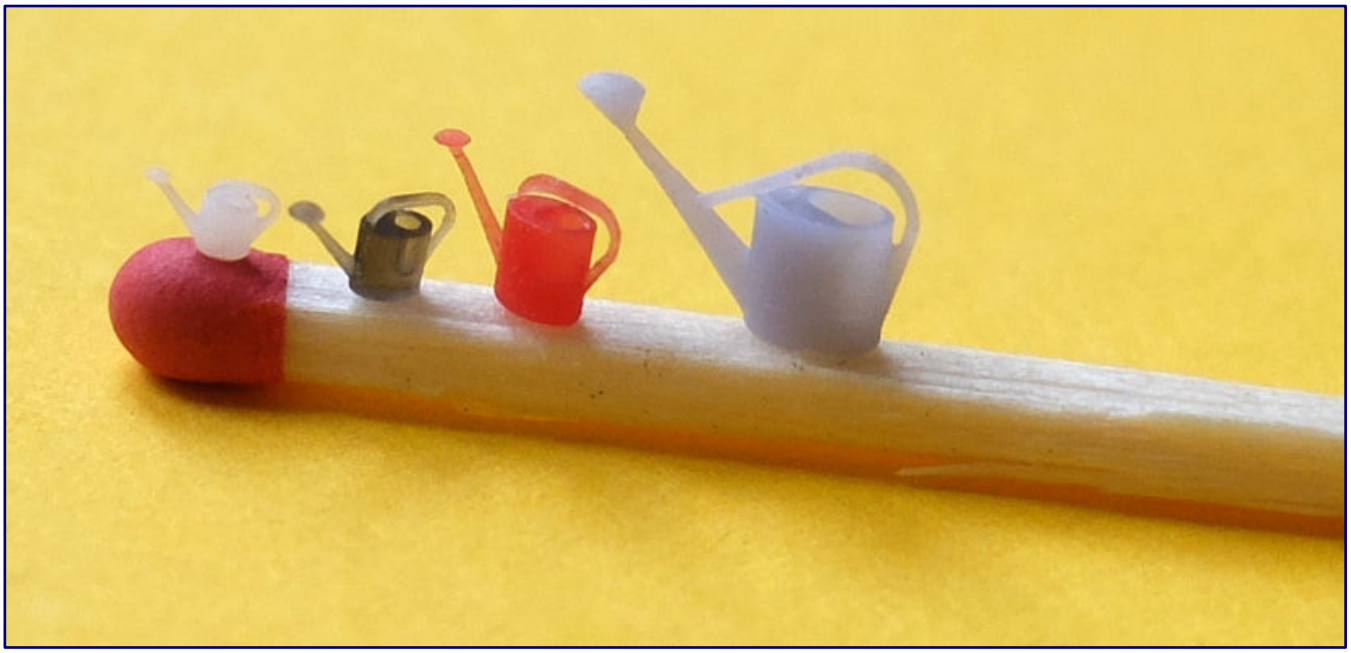

The brown bear family (photo left) has been revised, the "spider monkey" (photo right) is completely new in the range. Photos: Creativ-Modellbau Klingenhöfer

The popular brown bear in the range is now available in a revised new edition, together with two cubs. The figures can be ordered at https://www.klingenhoefer.com.

Watering cans at Schrax:

Watering cans are part of everyday life, often just not on the model railway. Schrax (https://www.schrax.com) now wants to change that and has constructed two different models to serve all eras. There is the galvanised tin casting can of earlier days, which is made with grey moulding material.

For more modern plants, the plastic watering can that is common today is suitable. Different colours are offered, which are delivered in a colourful mix. Special colour requests can of course be made when ordering. The models are based on 10-litre cans, which are often available in cemeteries.



Pouring cans in two design presentations and several scales are now available from Schrax - on the far left of the photo is a Z-gauge example. Photo: Schrax

The parts are delivered to the customer with a small protective bracket so that the very delicate handles and the neck of the can survive transport undamaged. It is removed with a scalpel or sharp knife, and then the watering can is ready for use.

Covered carriages in special Halloween design (photo above), the New York Central (photo middle) and Reading (photo below). Photos: Micro-Trains

This year's Micro Mouse Halloween waggon, a box car in a free special design (art. no. 507 00 700), is scheduled to go on sale soon. From the Sweet Liquid series, wagon number 7 is now due for Imperial Sugar (530 00 550).

Two box cars, each in the same design will follow in red for the ATSF (505 00 431 / 432), in mint green for the New York Central (505 00 441 / 442) and in a strong green for the Reading (505 00 461 / 462).

Micro-Trains products are distributed by Case-Hobbies (http://case-hobbies.de) and others.

Start of autumn with new calendars:

Autumn is upon us and the various publishers are once again presenting their calendars for the coming year. The major publishers Geramond/VGB and EK-Verlag are again offering a wide variety of themed compilations on classic and modern model themes, model railways and individual designers.

For a short presentation, we have chosen another EK publication: the calendar “Model Railways 2022”. Although all the monthly motifs appear summery, they are well put together, and varied.

This concerns different track gauges, urban and scenic themes as well as different countries. Likewise, all three types of traction have been considered in a balanced way.

Zetties will only miss a motif that is also dedicated to their favourite gauge. But even that won.t curb their enthusiasm or prevent them from making a purchase.

New car supplements presented:
The 1zu220-Shop has introduced new truck models, which are exclusively manufactured for them by Wespe Models and are only to be given away as free additions to ordered Insider Club models. This time the manufacturer MAN has been considered with the corner truck 19.230 DFK (item no. WM-HRT10-01) and the later front steer 26.280 DFK (WM-HRT11-01).


The MAN 26.280 DFK (photo on the left) and the 19.230 DFK (photo on the right) were unveiled as new additions to future Insider models. Photos: 1zu220-Shop

The blue-red colour scheme of the previous editions is also retained for these two models. This should make it possible, if desired, to credibly reproduce the former vehicle fleet of a local haulage company in the vicinity of Westheim (town of Marsberg in the Hochsauerland district).

New models and collector's packs at Full Throttle:
WDW Full Throttle (http://www.wdwfullthrottle.com) has put together a new collector's pack (item no. FT-COL55-1) based on models from MKT. It consists of the models FT-1046A and FT-2059, a cylindrical and an open bulk wagon. Another set with factory-made Ford wagons (FT-COL37-2) consists of the open bulk freight wagons FT-2047 and FT-2048 of different colours.

New are the 100-tonne bulk wagons with side box struts and three discharge dashes in design for the Rio Grande (FTPZ-8025-1) as well as cylindrical bulk wagons in white livery and red inscriptions for the Southern Pacific (FT-1066-1).

WDW Full Throttle is available in Germany among others at Case-Hobbies (http://case-hobbies.de).

Exhibition at Giesinger Bahnhof in München (Munich):
25 and 26 September 2021 was a special day for the model railway enthusiasts of the Z-gauge regulars' tables (clubs) in Bavaria and Vienna.

Organised by Z-Freunde International e.V., a model railway exhibition open to the public took place for the first time in about one and a half years on this weekend, naturally under Corona regulations with a hygiene concept.

The event took place in the cultural centre Giesinger Bahnhof in München (Munich).

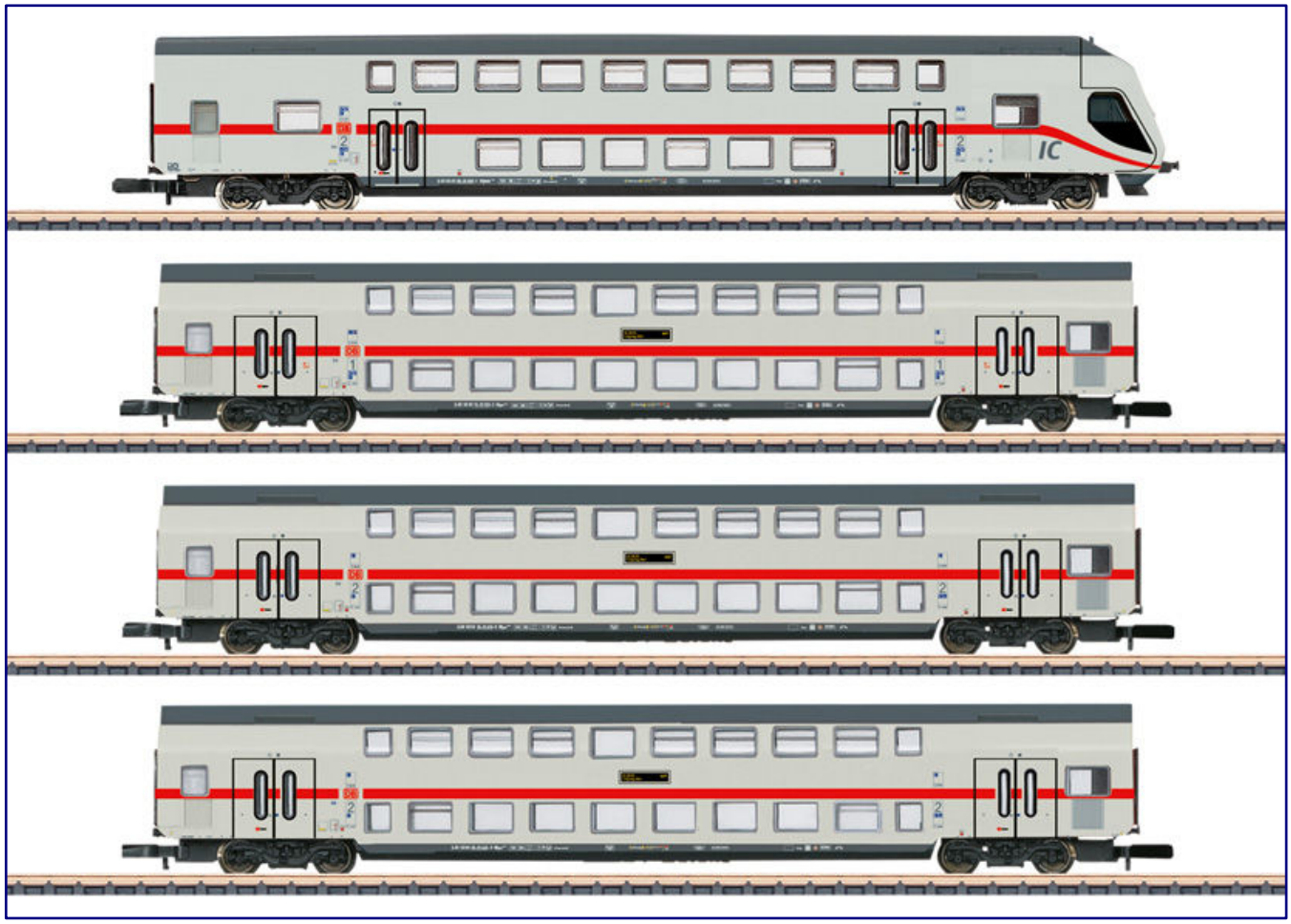
In its luggage hall, there were models, single, box and board layouts as well as digital demonstrations on display. Some visitors took the opportunity and even travelled some 600 kilometres to attend.

Plenty of autumn new products at Märklin:
The Zetties were well thought of on the occasion of the autumn novelties presented by Märklin in mid-September. Among them are models to be expected, but also real surprises. Foreseeable was the Christmas car 2021 (item no. 80631), which this year is dedicated to a blunderbuss in blue livery with Christmas motifs.

It is presented in a clear “delivery vehicle” with one half transparent blue with silver tinsel. With the enclosed ribbon, it can easily be hung from a Christmas tree.

The question of how Märklin would honour the anniversary “50 years of Intercity in Germany” remained exciting. Here, an IC 2 of the Deutsche Bahn is put on for the MHI, which falls out of familiar moulds and therefore requires some compromises.

On offer is a class 146^5 electric locomotive (88485) and a four-car pack (87298) consisting of two DBpza 682.2 2nd class double-decker coaches, one DApza 687.2 1st class and the DBpbzfa 668.2 2nd class driving trailer. However, a fifth coach to add to a prototypically long unit does not seem to be planned, as we have the impression.

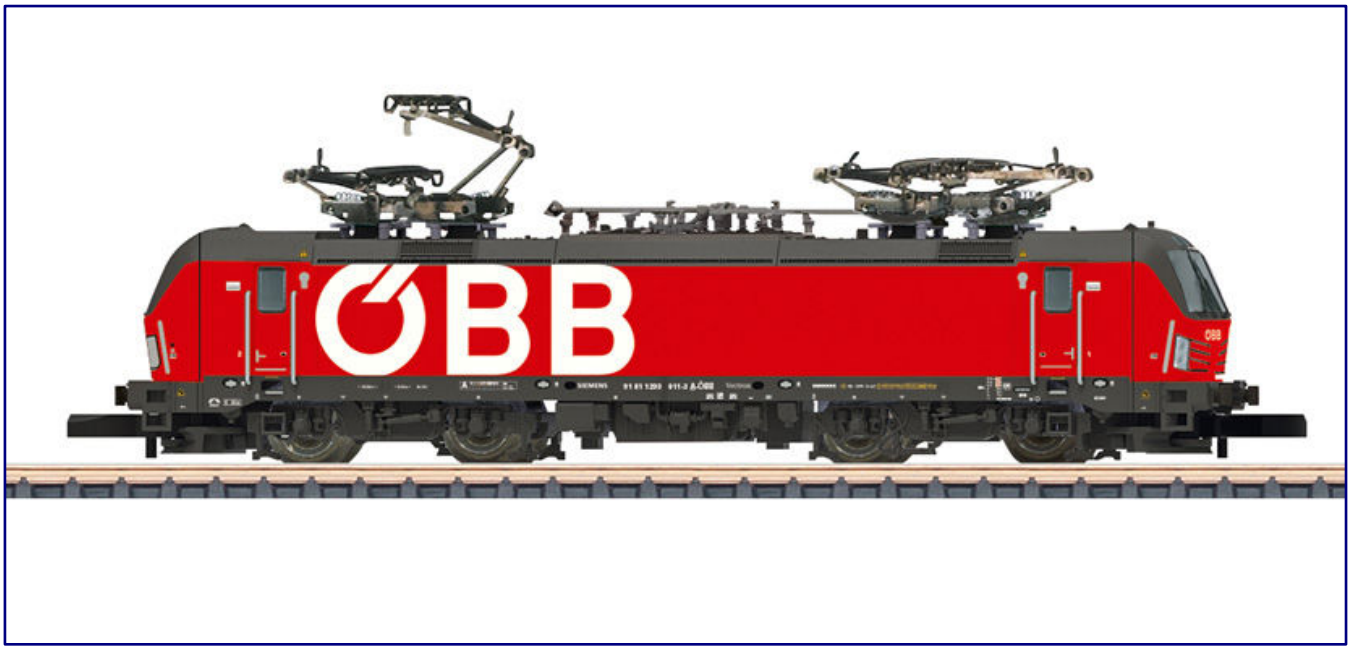


Unfortunately, the car pack for the IC 2 (Item No.87298) only includes four double-decker cars instead of the prototypical five. Photo: Märklin

The matching locomotive for long-distance traffic (88485) is offered separately and prototypically labelled as class 1465. Photo: Märklin

On 1 October 2021, the prototype for the new products of the class 101 electric locomotive in design for the DB Museum in Nuremberg (88678) is to be presented, which is to promote an exhibition starting at the same time that deals with the topic of design on and of rail vehicles.

Surprisingly, Märklin has added a third version of the Vectron long before the first two announced models are delivered: Following the example of the ÖBB, the class 1293 with four single-arm pantographs (88234).



The Siemens Vectron has not yet been delivered, which does not stop Märklin from announcing a third variant (88234) with the ÖBB version. Photo: Märklin

The Kittel steam railcar type CidT is now to roll in its probably most beautiful livery for the DRG (88146). The wine-red-light ivory livery really suits the vehicle and is underlined by a buffer plate warning coat.

The class 280 receives ivory-coloured trim strips as Epoch IV version (88804) instead of reproductions of the earlier trim strips in white aluminium version. Photo: Märklin

Diesel traction is covered with the class 280 multi-purpose locomotive for Era IV (88804). It then carries a three-light headlight and separate, red tail lights, but no exhaust muffler. The main difference to the Epoch III version for the Insider Club members are the ivory-coloured trim stripes, which were painted on the prototype after removing the white-aluminium-coloured trim.

Already announced and presented in the last issue was the diesel locomotive class 218 (88807) of the FIZ of the Deutsche Bahn AG.

Latest news from Panzer-Shop NL:
The Panzer-Shop NL (https://www.panzer-shopnl.de) says it has reason to celebrate. They are moving into a new building, which offers more space and a better working environment. At the same time, some new, also highly detailed vehicles have been added to the programme, which is why a visit to the manufacturer's pages is worthwhile.

And since an inauguration celebration with customers, especially from the international environment, is impossible, Kevin Boogard is making another offer to interested customers: Until 3 October 2021, there is a 10 % discount on orders of vehicles, figures and scene accessories, which will be calculated automatically.

All you have to do is enter the code "Umzug" in the shopping cart to activate it.

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