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and Prototype

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German Magazine for Z Gauge



Encounter with the Rabbit Hutch

A View of Nature
Intermodellbau 2023

Introduction

Dear Readers,

An exhausting, but also exciting month, is now behind me, and also behind all my co-workers for this magazine, and especially for this edition. It began with an invitation to Hamburg, where we were able to attend the premiere of a new section in the Miniatur Wunderland.



Holger Späing
Editor-in-chief

It was a very long, but above all eventful day, which will also keep us busy for a while: Among everything we were making and bringing back with us, there is also some exciting film material. We would like to process this into a new episode of **Trainini TV**.

The only thing we are short of now is time because many events this month have jumbled up all our schedules: On the one hand, there are the print magazines of various publishers who also wanted to be part of the Hamburg premiere. In their editions you will see different perspectives and more photos.

But there is also a lot going on around new product deliveries: Märklin has supplied us with a whole pile of new models, including three new models from new moulds. To measure and test them all in time was too much for us. A little later, we learned of an improvement that had to be considered in our test in any case.

As a result, topics had to be swapped and postponed. This is unpleasant for me, because once again reports are affected that I hope will get a good response from you. But time is limited, especially free time. I have felt that again this month.

Regarding the publication date of this edition, which has also been pushed back, too far for my personal liking, I therefore ask for your understanding. Editors, translators, and all other helpers carry out their tasks with passion in their spare time. Quality is always more important to us than rigid publication deadlines.

I therefore hope that you will forgive the delays and look forward even more to the contents of the May edition. A new model presentation, two event reports and a continuation of the annual focus on 2023 should guarantee a colourful mix.

In the book and film reviews, too, we are going far off the beaten track: with a focus on editing images and photos, we are devoting ourselves to an important marginal topic of our hobby. In the case of film, it is a true discovery that only came into focus with the recently launched sale.

The list of reports we had to process seems endless to me, after all, we also had to draw a line and set the well-known editorial deadline. In short, on behalf of everyone involved, I hope that the effort and work was worthwhile to satisfy you. Have fun browsing through the lines of this edition and stay well-disposed towards us!

Sin-Z-erely,

Holger Späing

A rabbit hutch for Spur Z Märklin fills the Gap

The driver's cab and train driver's compartment were at the opposite end of the car from the toilet, their sizes were identical: The "Silberlinge" control cars procured from 1961 onwards were therefore disparagingly referred to as the "rabbit hutch" and even the "driver's toilet" by the operating personnel. Operationally, they quickly gained in importance, which has now finally led to a 1:220 scale model at Märklin.

After the Bundesbahn had procured prototypes for the type 4n coaches, which became known as "Silberlinge" (silver pieces), from 1958 onwards, matching control cars also followed from 1961 onwards. Like the regular seat cars, they were given an unpainted outer skin of stainless steel (German abbreviation "Nirosta") and the typical beadwork in a peacock's eye pattern below the window band. The end faces were excluded from this pattern.

These new control cars, later designated as BDnf 738, were intended to support and accelerate the replacement of outdated cars with wooden superstructures. In addition to two large 2nd class compartments, they also had a luggage compartment and the driver's cab for pushed operation.



A "Silberlinge" reversible train could also not be missing from the anniversary parades for "150 Years of German Railways" in Nürnberg (Nuremberg). On 14 September 1985, this BDnf 738 is there, showing exactly the operating condition chosen by Märklin. Photo: Manfred Kopka (CC-BY-SA-4.0)

As the last one was extremely cramped, the coaches were soon referred to as the "bunny hutch" and did not enjoy too much popularity. The control compartment could be divided with two swing doors so that a central aisle was created between the control stand (right side of the vehicle) and the driver's cabin (left side).

A rubber diaphragm, which was narrower in the vertical area, and transition plates made it possible to use this central aisle as a transition to the next car when the front door was opened. This was intended for the case when the control car was not used, as such, and ran in the middle of the train set.

Behind the driver's cab was the luggage compartment, which could be loaded on both sides via two bi-fold doors. Adjacent to this was a large passenger compartment, and behind it a small one. At the end of the smaller one was the toilet and two folding seats. The two door systems separating the three aforementioned areas were different: behind the luggage compartment was a single folding door, and between the passenger compartments was a double folding door.

From the passenger's point of view, the new carriages were very well thought-out: upholstered seats with imitation leather upholstery were not yet taken for granted at that time, and this seating comfort also led to the use of "Silberlinge" in faster trains for a long time, up to high-class express trains.

The maximum permitted speed was 120 or 140 km/h, depending on the equipment. The successor type BDnrfz 739, built from 1969 onwards and largely identical in appearance, received improved and reinforced brakes throughout and was allowed to run at 140 km/h. It also no longer had steam heating.

However, the bogies of the Minden-Deutz type remained light as a common feature with its predecessors. From 1971, the Bundesbahn reacted to the criticism that the driver's cabs were too narrow (front to back) with the BDnrfz 740, which was given the so-called Karlsruhe head.

Its own design was already shown in 1:220 scale in the Märklin models 8718 produced from 1978 onwards. Even "bunny hutches" were converted accordingly at the same time as the Mini-Club models appeared and then designated BDnf 735.



The class 280 reversible train, which was already offered as an Era IV version, was also used with bunny hutches. Here, 280 010-0 is on its way with N 772 near Ebermannstadt on 12 August 1975. Photo: Werner Vierling, Eisenbahnstiftung

However, the appearance became even more colourful: Since the connecting doors were hardly used, DB removed them during stays in the repair works. Thus, the transition doors were closed, which certainly also curbed draughts due to leaks, and the transition plates were removed. The rubber diaphragms on the driver's cab side also disappeared, often with a time delay.

A variant of the wagons that should not be neglected is the type Bdnb 742. It was created by conversion when the driver's cabs were severely damaged in accidents and the wagon was no longer needed with the push-pull function. The signal horn and headlights were then removed, the transitional equipment was then fully represented. This also included a functional rubber diaphragm which stood out from the control wagon in its standard design.

A final look at the prototype is the colours used. Even though the side walls remained unpainted, the frame was colour-contrasted from them. As delivered, the cars had a black stripe here. From 1975, the side beams were then repainted ocean blue.

An overdue decision

After 45 years of waiting, the Göppingen-based manufacturer is finally offering the distinctive head shape of the "Silberlinge" control cars, which is so popular with model railway enthusiasts. This is an important step because the previous offers could only cover the prototype period from 1971 onwards.

Accordingly, it was not a single control car from Märklin for Era III in the past. The once most modern face and the modernity of the DB associated with the reversible trains was therefore completely missing in an important, but, so popular era.

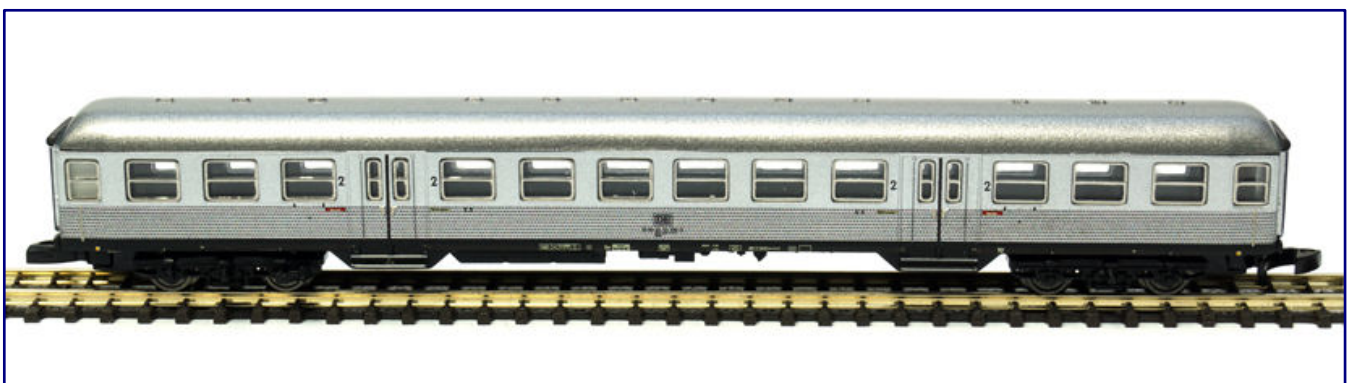


The new local transport car set (art. no. 87189) comes in three parts and features the long awaited BDnf 738 "rabbit hutch" as a new tooling.

This will now finally change, because our prototype section also shows which variation possibilities are still available here and a model has already been announced for Era III. This is also extremely important news against the background of several locomotives in the product program that are suitable for reversible trains and have appeared in new form since 2010: V 200⁰, E 41, and V 80.

Added to this is the fact that the 8718 “Silberlinge” control cars and all their successors to date are perceived as technically outdated because, until recently, they were still fitted with incandescent lamps whose light emission is barely perceptible when not travelling at ICE speeds.

The MHI car pack 87189 that we are looking at today is therefore an important signal to customers and arouses joy for possible combinations in the future. At the same time, the aim is to finally catch up technically to the current state of the art, which seems all the more important, as this has long been done with the locomotive models almost through the series.



In identical size we show here the three silver pieces from the new MHI wagon pack to make their respective design visible: above the control car BDnf 738, the 1st/2nd class car ABnb 703 in the centre, and the 2nd class wagon Bnrzb 719 at the bottom.

So, our expectations for this report are high and now we will see if the BDnf 738 control car, which has not even been delivered in full numbers yet, meets the expectations placed on it. Beforehand, it should be noted that the MHI car pack also includes a silver Bnrzb 719 with 2nd class and an ABnb 703 with 1st/2nd class.

These two cars were created with the help of the moulds that were first used in 1976 for the “Silberlinge” premiere in the Z scale product program, i.e., two years before the control wagon with the Karlsruhe head.

The chosen printing variant is not new either, and corresponds to the one from the train set 81356. Qualitatively deviating features also apply to the rabbit hutch are now to be considered and find their way into this article via it. We will therefore not look at the two passenger cars separately.

Märklin's model implementation

The new BDnf 738 control wagon has one thing in common with the classics from the Mini Club range: it is based on the chassis of the former 8718 model, on which its housing was placed according to an identical concept.

This means that the new mould does not have a removable roof, but that the front and side walls together with the roof form a single injection moulded part. If you want to get to the interior, which seems superfluous in view of the lack of interior fittings (insert figures) and the need to replace lamps, the body must be lifted off the chassis.



The “face” of the control wagon looks convincing. Only the area of the buffer beam looks a bit bare due to the lack of coupling hooks and brake hoses. By the way, the plugged-in control cable for the reversing cable was also omitted, which should be at the front right of the head in the top view (compared to the prototype photo on page 4).

If the car floor and the Minden-Deutz bogies with the axle wipers for current collection are “old acquaintances”, the circuit board inside the car is not. It was newly developed and now finally works with warm white and red LEDs to display the direction-dependent head or tail lights.

The light output at the driver's cab end is good; the light was perceptible even at low track voltage and did not flicker in the test. We are completely satisfied at this point. As with the prototype, the lanterns for the three-light headlight and the two red tail lights are structurally separated.



The new design also included a circuit board that now finally works with light-emitting diodes. Its design will also allow it to be used in the Karlsruhe head: an identical position of the light channels can be seen on the housing lying on the head. The one above also clearly shows that the light guide for the tail lights is coloured red.

Märklin has also handled this correctly from a functional point of view, which does not seem at all self-evident: We are thinking of VT 08⁵ from the construction year 2005/06. It would have been desirable if the lanterns of the tail light had appeared in a perceptible red.

Then the ends would also have given the prototypical impression of a red cover glass, because the light guide is indeed coloured through. But this is not a real point of criticism, because we also have to keep in mind the small size of the diffusing lenses in 1:220 scale. They appear very dark when not illuminated, so that their colour is almost impossible to make out.

The dimensional accuracy of the new products is also good and they fit in well with the already existing “Silberlinge” cars. Minor deviations concern the height and especially the width, which are always the most critical points in our scale. However, the percentage classifications easily hide the fact that these are probably mostly unavoidable measuring errors.

The engravings of the model are no outlier compared to the already existing cars of this type family. Since we would like to rate the “Silberlinge” as a whole, as successful and still contemporary, this also applies to the new rabbit hutch. Thus, the window inserts are also made without gaps.

Dimensions and data for the DB BDnf 738 control wagon:

	<u>Prototype</u>	<u>1:220</u>	<u>Model</u>	<u>Difference</u>
Length over buffers (LüP)	26.400 mm	120,0 mm	119,9 mm	- 0,1 %
Height (roof edge) above railhead	4.050 mm	18,4 mm	17,8 mm	- 3,3 %
Width (car body)	2.825 mm	12,8 mm	13,1 mm	+ 2,3 %
Distance between pivots	19.000 mm	86,4 mm	86,5 mm	+ 0,1 %
Total axle base	21.500 mm	97,7 mm	97,3 mm	- 0,4 %
Bogie wheelbase	2.500 mm	11,4 mm	11,2 mm	- 1,8 %
Wheel diameter	950 mm	4,3 mm	4,4 mm	+ 2,3 %
Service weight	27,4 t	---	16,5 g	
Permissible maximum speed	120 or 140 km/h			
Construction year(s)	from 1961			
Number of units	350			

We particularly like the implementation of the wipers on the driver's cab side (see photo on page 8), as they also played a decisive role in shaping the face of the prototype.

The gap between the car body and the window insert is barely noticeable, and the colour of the transition has been improved.

The only small compromise is the typhoon's horn moulded on the roof.

This can only be seen at a closer look, but an attached component, which was developed for the V 36 and could also be used for a new railbus construction, would have promoted a more filigree appearance.

We have to take a closer look at the chosen design of the front side with the driver's cab: A transition door with window (and handle) has been reproduced there, but no transition plate that could be folded down when used in the prototype.



The horn above the driver's cab (view from the front on page 8), which would have been a better choice as a separately attached part, looks a bit too plasticity. The black frame edge that does not continue to the buffer beam is really disturbing.

This obviously points to the operational abandonment of the transition function, which became common in the seventies, at the latest. The mounted rubber moulding with its narrower vertical stripes does not

seem to fit in with this. However, this corresponds to our own memories of a transitional period and also matches the prototype photo from the railway anniversary in 1985 (on page 4).

More decisive here will be whether Märklin will change this on the Era III model from the 87074 car pack from the 2023 spring new products! Unfortunately, the hand sample does not suggest this so far. However, the colouring of the frame replica in the front area will probably be better.

By using the chassis from the Karlsruhe head, the black long girder replica does not extend all the way to the buffer beam. Where it ends prematurely at the chassis, it picks up the body's housing again and runs through it.

On the model we are looking at here, Märklin has neglected to paint the corresponding part of the "little hat" in the buffer area black. This looks a bit strange and unique, and does not correspond to the prototype in any way.

Otherwise, the painting is done cleanly and in the right colours (painted areas of the prototype) and accurately (replicating the stainless-steel skin). As with all recent models, the appearance has been chosen to be quite matt with a clear coat, which is closer to the operational impression.



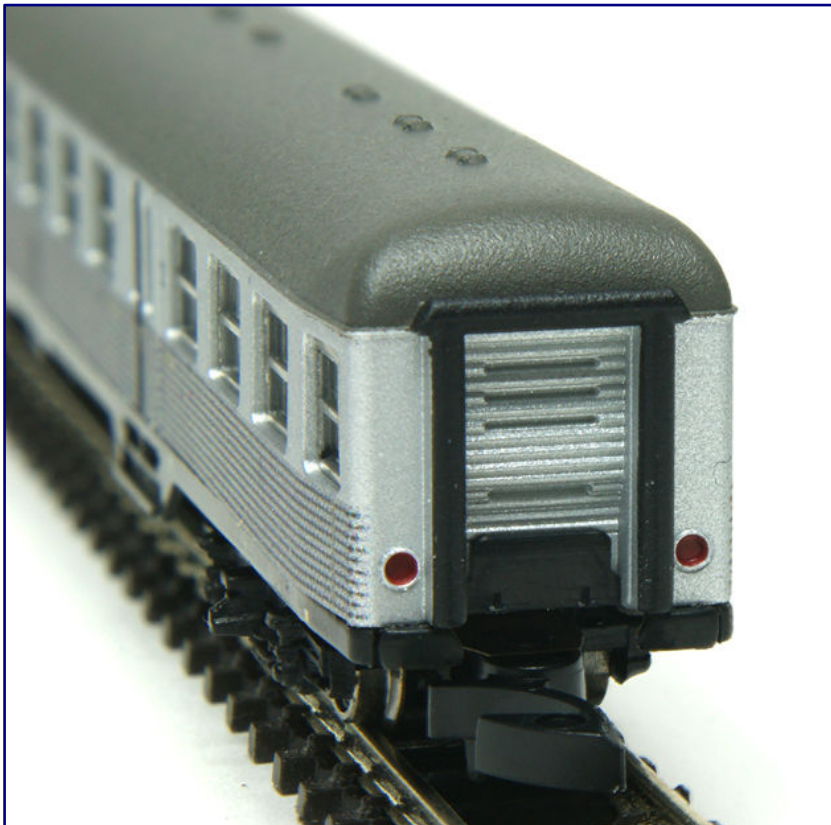
The printing of the model is very elaborate and clean under a magnifying glass: It includes the operating inscriptions, as well as the door handles and the step plates. Also worth noting is the imprint "Handbrake here" between the two steps. In contrast to the other passenger cars, the vertical handle bar at the end of the car is also printed on the rabbit hutch, and not raised as a moulding.

The roof colour of the control car deserves a few words, as it differs from the other two coaches. The BDnf 738 shows an umber grey roof according to RAL 7022, which corresponds to the painting regulations from November 1964. The black Ege biscuit in regulation design also matches this. The inscriptions of the BD Karlsruhe and the revision date, by the way, indicate an operating condition of the year 1977.

The other two seat cars still have the roof in RAL 9006 white aluminium, which was the standard at the time of delivery to DB. The negative version of the Ege biscuit on them, which was characteristic of many "Silberlinge" for a long time, is then also conclusive.



The roof colours of the driving trailer (right) and the other two silver cars differ, which is quite prototypical. Further printing elements can be seen here, which underline the high quality. The sides of the vertical rubber buffers elements, which have not received any black paint, are not liked.



At the opposite end of the car, we find a black transition plate. The tail lights are red. This also corresponds to the reproduction of the other two wagons in the pack.

This design was originally based on a misinterpretation of the labelling regulations for light-coloured backgrounds.

Later, it was specified and supplemented to the effect that the letters DB must always appear light and are always surrounded by a wide, dark border on the outside.

This brings us to the last point, "printing." It is on the usual high Märklin level and leaves nothing to be desired.

The inscriptions on the side walls and frames are in the correct colours and are complete. They also include class numbers in the old typeface directly next to the doors and smoking/non-smoking signs.

The peacock's eye pattern underneath the window sill is also reproduced by pad printing, since this has been the case with all "Silberlinge" editions, so far.

Correctly, it does not run over the front sides and corresponds in the print image to recent editions of this type. Differences may become disturbingly visible if the model railroader combines older and younger editions.

Except for the red tail light dummies at the non-driver's cab end, the front sides of all wagons of the pack remained unprinted. We would like to describe the rubber diaphragms as incompletely coloured: While the horizontal parts appear completely black, i.e., also, on the outer sides, all vertical elements have only been printed in black on the front. A few individual improvements could be made here.

This is not necessary on the steps of the entrances. As far as we know, this is the first time that Märklin has tried to reproduce the lattice plate supports of the steps by printing a thin strip in white aluminium. And that works very well on the model.

Summary

In the final overall assessment, this is an important wagon that has been sorely missed in the product program for a long time. Technically, it has been reproduced in a contemporary manner and does not afford any weaknesses in the mouldings.



The train encounter of the front page from a different perspective: We now see the three-light headlights of the new “bunny hutch” BDnf 738.

The paintwork is also one of its strengths, as is the adherence to the most important prototype dimensions. With the driver's cab end we hope that Märklin has left room in its moulds for the variants of the prototype by means of sliders, and that in the future it will also be able to present us with a complete transition with tread plate or an example with dismantled diaphragms.

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It would certainly be a special treat if a rubber diaphragm could also be represented in the standard version and thus also the version as it was presented after the driver's cab had been removed. Such half luggage cars were used for a time in many night trains that were not operated as push-pull trains. Especially well known is the use with the tiny electric locomotive E 69.

The only weakness of the model is the printing on the rubber diaphragms, which could have been better. The edge of the frame, which is not painted or printed in black all the way to the buffer beam, disturbs the overall appearance, which apparently Märklin has already noticed. We conclude this from the hand sample of the announced Epoch III production model.

Consequently, we experience a model that gives a lot of pleasure and should have a great future in the Mini Club assortment. Almost all criticised points can be eliminated without shape corrections, which is why they do not carry much weight here. We, therefore, nominate the BDnf 738 control wagon from the 87189 local transport car pack for the best new release of the year 2023 in the category cars.

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



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„Intermodellbau 2023“
(German) since mid-May at

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Layout details (part 2)

Our chaotic Nature

Our editor Dirk Kuhlmann shares his reflections about layout detailing beyond tracks and buildings. How can a track plan be complemented with a beautiful landscape and what are the key aspects to look out for? The following photo essay provides a good illustration of the chaos of nature and how its replication can make all the difference towards a successful layout.

What is the secret to a scenically coherent model railway layout? It is the unbelievable diversity in real nature, which often may appear chaotic to the observer, but is nowadays the yardstick for authenticity even at the reduced scale of our model railways.

The exemplary view of a quite ordinary meadow landscape shows us a multitude of different vegetation, partly bare layers of earth or even accumulations of stones, and all this, of course, always in the context of the respective regional setting.



A narrow rural road to a farm in Ostfriesland (East Frisia): nature is present in great variety and certainly in an unorganised, even chaotic state. This is a photo from a 1:220 scale layout.

Only we humans have added straight lines and other geometric shapes to the environment (although there are certainly naturally occurring regular structures such as honeycombs with their hexagonal cells). And this man made mark on nature has influenced and even changed our habits and how we look at nature.

Therefore, it is not surprising that our human centered perception of nature is so often extended to model railway layouts, almost as an “ideal of beauty”.



Man has left his marks, but nature is reclaiming its place.

One good example is the transition from a paved road to its green shoulder and beyond. Most layouts, even real top ones of any scale, feature lush and densely applied grass fibres right next to the tar surface, as if it was drawn with a ruler. On a brand new road with a still dark asphalt surface this would be absolutely acceptable, but otherwise?

Of course, it is up to each model railroader how he sees his “ideal world”. The only thing to observe is that these exhibits usually have a short lifespan, the landscape somehow doesn't seem really exciting – rather boring. The subsequent dismantling of the layout is usually only a matter of time.

Here I may simply invite you to repeatedly take a walk into nature and reality, preferably with a camera at hand. This will, in a very short time, sharpen your eye for the chaotic conditions out there.

A subsequent look at the programme of various landscape material manufacturers will also show how diverse the range of products has become and that the all basic prerequisites for modelling authentic looking landscapes are available. But what is the most sensible way to proceed?

Do your research

Usually, the subject of a ones model railway layout is searched for in ones immediate vicinity, track plans of the prototype are converted to the respective scale and, if everything goes well, we will find matching kits for building and other structures.



Four different roads from very different regions. Apart from the condition of the road surfaces, the respective shoulders may also serve as prototypes for a modelling project.

Further research can be done on the internet and eventually this will produce a more concrete idea of the landscaping part of the project. With the photos you have already taken of the desired area, a new layout can now be conceived at the same time. And, it really helps to consider the landscaping part as being of the same priority of a modelling project, as the rolling stock and track plan parts.

Using self-collected natural materials
Stones, sand and soil appear in the programmes of many accessory suppliers. There is nothing that speaks against using these for railway modelling.
However, when using self-collected materials please bear in mind that they can also contain invisible and unwanted components, such as fungal spores or insect eggs.
Before using them on your layout, self-collected material should therefore, first be sterilised. This is most easily done by first moistening the material, then spreading it as easily on a baking tray and finally putting it in the oven.
Exposure to a temperature of at least 120°C for 30 minutes will destroy all proteins.
If the layer to be sterilised is thicker, it should be done in between, or exposed to the heat for longer. The target temperature must be reached in all areas within the full exposure time.

The next step is to venture out into nature and collect stones, sand and various types of earth. This will be yet another opportunity to become aware of the complete mess that exists next to a normal paved footpath.

This is exactly the process for how I approached my first “chaotic” model railway layout many years ago, “Helenensiel”, set on the North Sea coast.

When researching the project, many fellow holiday-makers wondered about my photo work, with the well adjusted and sinfully expensive camera mostly pointed at the ground and instead of the “blue sea and blue sky with white clouds.”

continues on page 20



In the model and along the road's pavement runs a sandy shoulder. No straight lines to be seen there, and low-growing plants will slowly overgrow the scenery, unless humans intervene (top). Plants will seek out the smallest niche or crack in the road surface to grow. To us, it is just weeds and it looks messy. In reality, it is another hallmark of chaotic nature (bottom).



Many contemporary model railway layouts are designed with have a stony, sandy and earthy base, and low-growing plants modelled with turf materials. Real pieces of wood convey a visually varied forest floor (top). In the finished layout, there is not much left to be seen of the detailed preparatory work (bottom). Instead, the chaotic character of nature comes to the fore.

I had chosen early autumn as the season I wanted to model and noticed already the different shades of colour of the grass. On a rather run-down side road, I noticed the repeated lack of greenery on at least 50 cm to the verge, with only individual pioneer plants to be found here.



In recent decades, the clearing of vegetation next to the tracks has been less intensive than before. This is also worth of a design attempt. Whether in Düsseldorf (left photo) or in Portugal (right photo), the scenes look very similar.



With sidings that are hardly used, it is sometimes only a matter of time before everything is overgrown.

The verge simply consisted of very fine gravel that is often found at the edge of country roads, but nature is reclaiming lost terrain bit by bit. Somewhere between the grass there was still a complete section of railway track, overgrown and forgotten. Such a scenery is of course perfectly suited to the year 2023 and has become a trend with many manufacturers: the so-called “Lost Places”.

continues on page 22



On this photo diorama, everything seems to be in order. However, grass and bushes are spreading more and more along the railway embankment. The first pioneer plants have found a home in the ballast bed. Even the artificial drainage ditch next to the construction remains is barely visible.

A nearby row of trees sparked some further curiosity in me. It looked as if man had planted the birches here in a row, but far from it! He had created a drainage ditch decades ago and where there is water, there is life. A careful look showed that nothing had grown in a line here, and that things were rather a complete mess.

Besides, even the wild and taller plants towards the edge of the field was remarkable. Days later, elsewhere, I examined the plant species at the edge of a natural mixed forest. An elderly couple approached me and I was astonished to learn that both were botanists in their professional life.



If a house is not maintained, nature will soon take over from all sides.

They explained a few things to me and of course the names of the individual plants until my notepad was almost full. A little further on, the forest cleared a bit and a dark green carpet spread out in front of us. I was told that it was a wood anemone.

It grows in light shade, for example at the edge of shrubs or under deciduous trees. Due to its early vegetation period, it can also be observed under otherwise heavily shaded plants and has white flowers. In fact, I transplanted this plant species years later on one of my dioramas.

Implementation

I would like to spare you a lengthy list of tips here and instead refer you to our **Trainini®**- issues 6/2017 to 12/2017, which will allow you to study the extensive steps of landscape design at your leisure and implement them, if necessary, or even supplement them with your own ideas.



In the absence of human intervention, the natural weathering process will take its course. Layers of earth are worn away by the force of water, and, depending on the region, the subsoil will appear. Nevertheless, plants are once again asserting themselves. The scene shown can be seen on the "Tillmanns Loch" layout of the FdE Burscheid (model railway club).

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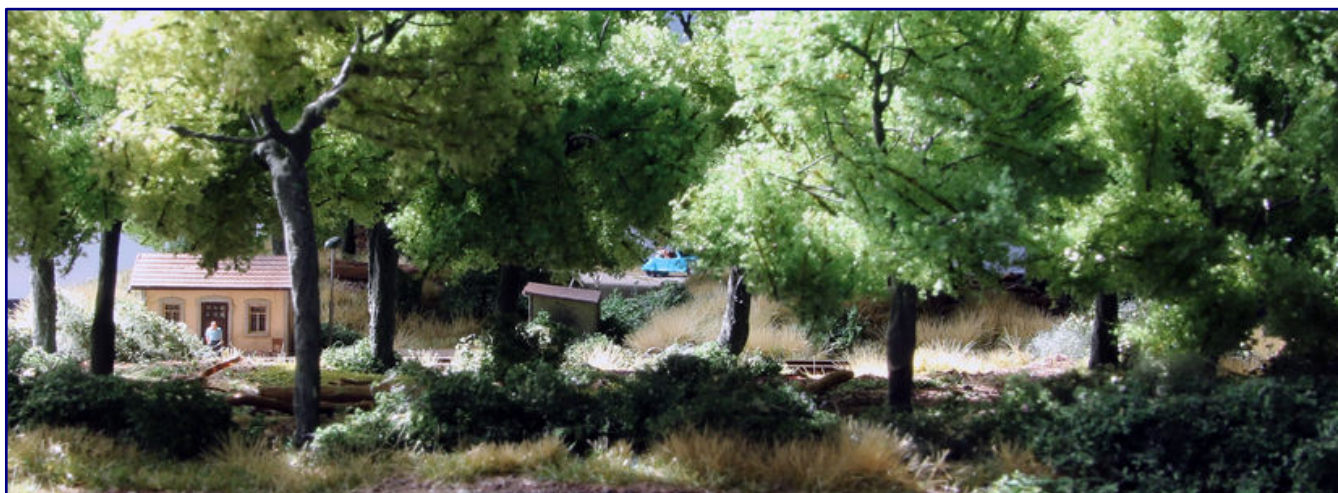


Photo above:

On the right an environment artificially formed by humans and a gradual transition to the left towards an increasingly chaotic and “naturally untidy” environment. Both scenes nevertheless harmonize well between each other.

Photo middle:

At the edge of a forest, it is the previously mentioned variation in the ground cover and low growing vegetation which fills the layout with life (see also photos on page 19).

Photo below:

The concepts described here apply to all modelling scales, as this shot from a non-Z-scale layout illustrates.

With all the design suggestions, the basic rule is quickly established: Approach the design of your landscape in a completely unorthodox way, if possible by following your gut feeling. If you leave the ruler or set square in the drawer, it will work out with modelling an authentic looking piece of nature.



Further evidence: Even at larger scales, the obsession with detail in the design of chaotic nature, can flourish, or simply just look good.

Take your time for the basic ground design, as the later addition of greenery is simply the completion of the landscape. Forest areas should not be hinted at in a rudimentary way, but require a lot of trees and suitable ground cover for arriving at a convincing result.

To avoid “design accidents” during the first serious attempts at taking up such an approach, it is advisable to first test compositions on small wooden boards. This could directly involve also involve some training sessions for the use of a static grass applicator.

Of course, there are wonderful ready made grass mats with the most diverse vegetation available today. They offer a real alternative to electric grassing or even speed up the work. Many of the products on offer from the H0 gauge range can also be used for the 1:220 scale without further modification.

Even the 4 mm high grass fibres serve a useful purpose. Look in late summer at a non-cultivated edge of a meadow, the height of growth is sometimes quite astonishing.

Finally, I would like to give you a simple but effective piece of advice, which I have been following myself for many years: Repeated test photos taken of the evolving layout at the approximate height of a Preiser figure and further photos taken from a maximum of 10 cm above the layout surface will give a good indication of whether or not the design is going into the right direction.



Last, but not least: Nature shows us the different colours of grass and thus a welcome visual variation of pure meadow landscapes (left). Transposed to the model layout, this variety of colours speaks its own language.

In doing so, avoid to focus on the track and don't even include any rolling stock in order to avoid distraction from the landscape. Include a train only later in the final photos, and you'll see that the entire scenery looks absolutely coherent.

References of our author:
<https://www.helenensiel.com>

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.

Bildbearbeitung mit GIMP 2.10 **Sicher zu guten Bildern**

Ratgeber haben wir schon viele gesehen und gelesen. Doch nur wenige erfüllen tatsächlich den Zweck, einem unbedarften Menschen zum sicheren Umgang mit dem vorgestellten Thema zu verhelfen. Ein Buch, das sich genau diese Lorbeeren verdient, stellen wir heute vor. Das einzig Außergewöhnliche an ihm ist sein Inhalt: Üben und Erlernen von Bildbearbeitung mit GIMP 2.10.

Robert Klaßen
GIMP 2.10
Der praktische Einstieg

Rheinwerk Verlag GmbH
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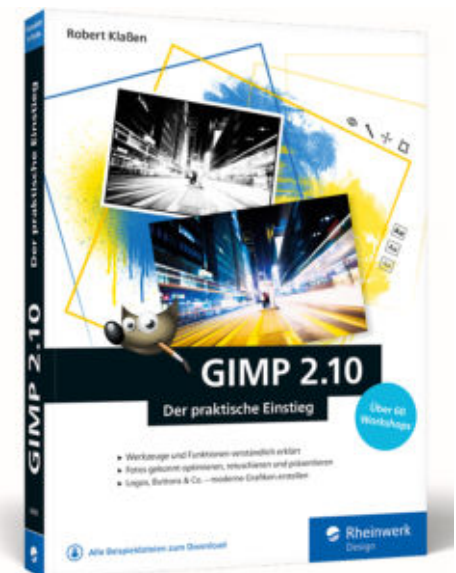
Keine Frage, diese Rezension, die Sie nun lesen, ist in einem Modellbahnmagazin nicht ohne weiteres zu erwarten. Doch besteht ein nicht unwesentlicher Teil unseres Hobbys auch darin, die eigenen Werke gekonnt auf Bildern zu präsentieren und Dritte daran teilhaben zu lassen.

Die selbstgefertigten Aufnahmen sollen dann mindestens genauso spannend und packend wirken, wie es das fotografierte Objekt selbst im persönlichen Betrachten auch tut. Und wenn eine solche Anlage oder Diorama dann in einem Magazin wie unserem portraitiert werden soll, stellen sich auch schon höhere Ansprüche an die Aufnahmen.

Vielleicht aber denkt der eine oder andere Leser aber auch daran, einen eigenen Internetauftritt zu installieren und sich auf diese Weise bekannt zu machen. Dann sind bald Banner und Schaltflächen, bisweilen auch weitere Grafiken gefragt.

Für alle diese Belange gibt es mit GIMP ein leistungsfähiges und frei verfügbares Programm. Es zu verstehen und zu beherrschen, ist dann der Schlüssel zum Erfolg. Diesen verspricht das vorliegende Buch und wir möchten natürlich wissen und teilen, wie gut es diesen Zweck erfüllt.

Zum Autor Robert Klaßen können wir keine eigenen Erfahrungen beitragen, doch seine Referenzen stehen außer Frage: Er versteht sein Handwerk und ist fachlich dafür bestens geeignet. Doch wird er auch ebenso gut und verständlich schreiben können, um sein umfangreiches Wissen weitergeben zu können?



Die Antwort nehmen wir gleich vorweg: Die Aufgaben wurden mit Bravour bewältigt. Vor uns liegt ein Ratgeber, der wie kaum ein anderer den Leser in die Lage versetzt, GIMP 2.10 erfolgreich anzuwenden, den Aufbau des Programms zu verstehen und Erlerntes auch auf neue Projekte zu übertragen, die andere Werkzeuge oder Inhalte erfordern.

Dieses Druckwerk besitzt die Grundfunktion einer guten Bedienungsanleitung, sinnvoll angereichert mit vielen Tipps und Ratschlägen und so eng wie eben möglich am praktischen Arbeiten mit GIMP 2.10 ausgerichtet. Es lässt einfach keine Wünsche offen und ist aus unserer Sicht als Glückstreffer zu bezeichnen.

Schritt für Schritt lernt der Leser die Welt von GIMP kennen und bekommt verständlich wie auch kurzweilig vermittelt, wie die vielen Werkzeuge und Funktionen gekonnt und zielgerichtet eingesetzt werden können.

Dabei arbeitet der Autor viel mit Bildern oder Grafiken und verschafft seinen Lesern mit über 60 Workshops, in denen die im Buch abgebildeten Ergebnisse (angeleitet und erklärt) selbst herbeigeführt werden, einen eigenen Erfahrungsschatz. Nur dieser verspricht auch Erfolge, wenn das Buch erst einmal beiseitegelegt wurde.

Inhaltlich umfasst die Lektüre die Bildkorrektur und -retusche, Fotomontagen, Schaltflächen und Logos für das Internet und noch einiges mehr. Bevor es mit dem Anwenden losgeht, stehen aber auch die Installation des Programms und individuelle Einstellmöglichkeiten der Benutzeroberfläche auf der Agenda.

Sämtliche Werkzeuge und Funktionen werden thematisiert und vorgestellt, damit beim späteren Anwenden ein wichtiges Grundverständnis bereits vorhanden ist. Hier zeigt sich mit der guten und klaren Gliederung eine weitere Stärke dieses Titels.

Typische Aufgaben wie das Korrigieren und Nachschärfen unscharfer Fotos, der Umgang mit Text in Bildern, das Freistellen von Motiven oder auch das Optimieren von Kontrasten, Intensivieren von Farben oder auch das Retuschieren werden hier vermittelt.

Plötzlich erscheint ein leistungsfähiges und deshalb auch komplexes Programm geradezu leicht. Dank der leicht anzuwendenden Tipps und Tricks wird nahezu jeder Käufer in die Lage versetzt, mit GIMP 2.10 Bilder zu erstellen, die ihre Betrachter verblüffen und meist wohl auch faszinieren.

Für vergleichbare gute Programme wie Adobe Photoshop Elements oder gar die Vollversion Adobe Photoshop muss teilweise tief in die Tasche gegriffen werden. Hier profitiert der Nutzer von einer ehrenamtlich aktiven Programmierergemeinschaft.

Alles, was dann noch fehlt, ist ein Buch wie dieses. Auch der Preis erscheint sehr moderat, besonders aber auch im Rückblick unter Einbeziehen der hohen Qualität. Diese schließt auch die Wiedergabe im Druck, eine gute Lesbarkeit und die Reproduktion der Fotos und Grafiken mit ein.

Einem Kritiker, der stets bemüht ist, auch in einem noch so guten Produkt noch ein wenig Verbesserungspotenzial aufzuzeigen, fällt es schwer zuzugeben, dass er nichts dergleichen gefunden hat. Schließlich gibt es auf dieser Welt nun mal nichts Perfektes. Aber alle eigenen Erwartungen, überprüft an der fokussierten Zielgruppe, vollständig erfüllt zu sehen, ist dann das größte Lob, das hier bedenkenlos auch ausgesprochen werden darf.

Filmportrait zur Baureihe 03

Ein verkannter Renner

Hören wir den Begriff „Schnellzugdampflok“, am besten zusammen mit „Pacific“, dann denken wir unweigerlich an die Baureihe 01. Die betriebliche Bedeutung ihrer kleineren Schwester war jedoch etwas größer und doch blieb sie stets in deren Schatten. Die Bundesbahn trennte sich sogar ein Jahr früher von ihr. Im Märklin-Programm spielte sie seit den siebziger Jahren hingegen eine wichtige Rolle. Ein Filmportrait macht die Vorbilder unvergessen.

Rio Grande Video
Die Stars der Schiene – Folge 85
Die Baureihe 03 (DB)

VGB Verlagsgruppe Bahn GmbH
Fürstenfeldbruck 2017

DVD-Video
Bildformat 4:3
Tonformat Dolby-Digital 4.0
Sprache deutsch
Laufzeit ca. 80 Min.

Best.-Nr. 6385
Preis 9,99 EUR (im Abverkauf)

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Während ihrer Dienstzeit stand die Baureihe 03, etwas despektierlich auch als „Salondampfer“ bezeichnet, stets im Schatten der größeren und populäreren Schwester der Baureihe 01. Entsprechend blieben auch weniger Exemplare von ihr erhalten und keine einzige Lok aus dem früheren DB-Bestand ist heute betriebsfähig.

Und so blieb auch diese DVD lange außerhalb unserer Wahrnehmung und erwies sich im nun laufenden Abverkauf als unverhoffter, aber glücklicher Fund. Interessant ist die Schnellzugdampflok der Baureihe 03 doch allemal, denn immerhin gehörte sie im Maßstab 1:220 gleich zum Startprogramm des Premierenjahres.

Als die Mini-Club 1972 auf der Spielwarenmesse als kleinste elektrische Serieneisenbahn der Welt vorgestellt wurde, rollten fast zeitgleich die allerletzten Vorbildmaschinen aufs Abstellgleis. Unsere Modellbahn hat dieser Dampflok also lückenlos ein Andenken bewahrt.

Deshalb glauben wir, dass sich viele unserer Leser auch für die Einsätze dieser Maschinen interessieren, um das stimmig auf ihrer Anlage wiederzugeben. Alles, was Sie dann dazu brauchen, ist passendes Rollmaterial und dieser Film.

Gemessen an ihrer Gesamtzahl von 298 gebauten Exemplaren war ihre betriebliche Bedeutung sicher höher als die der größeren 01. Immerhin 145 Lokomotiven dieser Baureihe gelangten nach dem Krieg in den Bestand der Bundesbahn. Um die verbliebenen Vertreter des letzten Einsatzjahrzehnts geht es in diesem Film.



Fast vollständig basiert das Gezeigte auf historischen Aufnahmen, die auch das klassische Filmformat erklären. Nur wenige Einspieler und die Kulisse für zwei Interviews mit früheren Lokführer zu deren Betriebserfahrungen und Erinnerungen zeigen zwei erhaltene Maschinen.

Einen deutlichen, thematischen Schwerpunkt bilden die von Hamburg-Altona und Ulm ausgehenden Einsätze, waren es doch zwei der letzten Hochburgen dieser Baureihe. In Ulm endet auch die Betriebsgeschichte, denn dieses Betriebswerk wurde als Auslauf-Bw bestimmt.

Blieben die kleinen Pacific-Dampflokomotiven einst gern mit Dampfangel liegen, bewährten sie sich in den letzten zehn Jahren voll und ganz. Zurückzuführen war das auf die umgebaute Saugzuganlage und auch das Abwandern in niedere Dienste, wo sie vor allem die Baureihe 38¹⁰⁻⁴⁰ ersetzte. Höchstleistungen waren fortan nur noch selten gefragt.

Dies wird ebenso erläutert und mit interessanten Informationen unterlegt wie auch ihre Rolle als Ablöser der Baureihe 18⁶ auf der Strecke zwischen Friedrichshafen und Ulm im Jahre 1962. So wird der Zuschauer in die Lage versetzt, die behandelten Baureihe ins Betriebsgeschehen und auch leistungsmäßig einzuordnen.

Wie von Rio Grande gewöhnt, wurde all das gekonnt auf Zelluloid festgehalten und nachvertont. Freilich sehen wir den historischen Aufnahmen deren Alter von inzwischen bis zu sechzig Jahren an; alles andere wäre aber auch nicht authentisch. Das gezeigte Material wurde so gut aufbereitet, dass es inhaltlich nicht an Wert verliert und wir uns daran vollkommen erfreuen können.

Ein paar weitere Informationen zu den Inhalten möchten wir Kaufinteressenten noch mitgeben: Die Einsätze, die von Ulm aus erfolgten und mit einem Höchstbestand von 17 Maschinen (1965) einhergehen, machen rund 25 % des Gesamtfilms aus.

Aber auch Einsätze im Rheintal und im Umfeld von Wiesbaden fanden ebenso Eingang wie einige wenige Sequenzen von der Emslandstrecke, auf der die 03 einst eine wirklich wichtige Rolle spielte. Auch Bremen und eine Episode in Husum konnten hier untergebracht werden.

Aufmerksamkeit verdient auch das Bw Köln-Deutzerfeld, wo bis 1968 so viele Maschinen dieses Typs aus verschiedensten Heimat-Betriebswerken zusammentrafen wie wohl nirgendwo sonst. So finden wir natürlich auch Verweise auf Langläufe dieser Baureihe. Schwermütig stimmen hingegen Aufnahmen von der Verschrottung.

Ins Bewusstsein gerufen wird durch einen Moderatorenkommentar, dass die Nummernschilder bei der Baureihe 03 auf der Rauchkammertür fast durchweg unterhalb des früheren Zentralverschlusses befestigt waren, während sie bei der 01 exakt auf dessen Stelle montiert wurden. Er fragt, ob das eine (gezielte) Erfindung des AW Braunschweig gewesen sein könnte, um die Baureihen leichter unterscheiden zu können?

Letzter wichtiger Themenschwerpunkt sind die Einsätze auf der Marschbahn Hamburg – Westerland. Garniert mit den Lokführererinnerungen sind die teils spektakulären Aufnahmen noch spannender anzusehen. Den Produzenten der DVD war dies offenbar so wichtig, dass hierzu noch ein separater Bonusfilm angehängt wurde, auf den die Hülle nicht mal hinweist.

Wer jetzt Feuer gefangen hat, sollte sich beeilen. Wie eingangs erwähnt, trennt sich VGB | Geramond vom verbliebenen Lagerbestand und hat diese DVD deutlich abgepreist. Die DVD erweist sich als Schnäppchen und Entdeckung zugleich.

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Relaunch of Intermodellbau Dortmund The leading Modelling Exhibition returns

In comparison to previous years, the number of visitors to Intermodellbau was disappointing, but after the pandemic it stands up very well against all other modelling exhibitions in Germany. A successful comeback is, therefore, definitely to be noted. And in this latest revival, Z gauge also played a noticeable role, even though some exhibits also appeared in places one would not expect.

Like probably every other trade exhibition, the Intermodellbau in Dortmund had a hard time getting re-established after an autumn run and a completely cancelled exhibition. A visible sign of this was that exhibition space was considerably reduced. This leading trade exhibition for model building and model sports had lost a whole three halls at its most recent staging.

When all model building fans were invited back to Dortmund from 20 to 22 April 2023, the exhibition could look back on more than 40 years of tradition. At the same time, the 25th anniversary of the Model Railway Association in Germany (Moba) was also celebrated on Friday evening, which was still to be made up for with a colorful gala evening.



Already in the reception area "Messe Nord" it was noticeable that something was different at the Intermodellbau: Lego had made its debut here. The visitors had different opinions about this, but there is no doubt that other target groups can be addressed with it.

However, around 60,000 satisfied visitors did find their way to Dortmund, where they found a wide range of products from all the other model building sectors and scales – only in many parts the scope was significantly reduced.

Some well-known names were also missing among the commercial participants, but a total of 355 exhibitors from 17 countries presented their products in Halls 3 to 7. This most recent event was once again targeting experienced model builders, as well as newcomers and families.



The model railway hall was unusually empty: But on Saturday, three hours before the exhibition closed, quite a few visitors, some of whom had taken very long journeys to get there, were already on their way home: Due to the nationwide rail strike, many had no other choice but to travel by car and had to tolerate traffic jams.

In the section of railway modelling relevant to us, more than 30 layouts were on display in Halls 4 and 7. The usual program also included seminars and lectures, an interactive area for children, the “Junior College Europa” of the BDEF, free handicraft activities for the youngest and rides on a steam railway (in Hall 6).

Of course, this also raises the question of how well the children's offers were aligned with the target group? Past exhibitions brought to light both successful ideas and those that failed to appeal to children. Therefore, this topic, including barrier-free access, remained a special focus of research.

A broad and well-mixed range of activities in all areas of model making was positively evaluated by those in charge of the assessment. Many handicraft offers, usually offered free of charge, invited visitors from kindergartens and schools to gain their first model building experience and to get excited about this hobby.

In the RC exhibitors' area, too, there were many opportunities to try controlling a car or a ship yourself. Here, too, those responsible, who are confronted with the greatest worries about young people, have long since realised that they should choose a new form of approach and participation.

This is probably part of the fixed repertoire in the area of Lego, which had moved in as a new offer at Intermodellbau and does not really want to fit in with the other categories, but proved to be important and right for attracting further groups of visitors.

It was also noticeable that the majority of model railway layouts were presented at a height that did not prevent smaller children from seeing what was on display. Wheelchair users also benefited from this, as they were happy to confirm in our conversations.

On the other hand, it is a problem for them, when stairs are set up at greater heights. This was well received by parents and children, which is why it has been acknowledged that this trend now also seems to be increasing in Germany, but it is not beneficial to the participation of physically disabled people.



It is always worthwhile to look beyond one's own nose: we also know the Borgward light railcar as a Z gauge small series model. In Dortmund, it could be seen in 1 gauge.

In this respect, we have regularly seen a greater awareness in many neighbouring countries to design the environment in such a way that hurdles are not unintentionally created for such people. This is also confirmed to us by reports from visitors who had travelled to the exhibition with their companions in the car and were visiting Messe Dortmund for the first time after the renovation work had been completed.

Their biggest point of criticism was directed at the handicapped parking spaces: While they were used to purpose-built parking spaces being as close to the building as possible at other destinations, the location and distance, at the redesigned Messe Dortmund, remained very much open to question.

The available parking spaces also proved to be too small in terms of width and accessibility – after all, a wheelchair is supposed to be moved next to the fully opened car door, which would have been disastrous in the absence of a healthy accompanying person.

However, it could not be ruled out that there are also closer and more suitable parking spaces. Should this be the case, the organiser should definitely check his signposting critically and improve it, because in this case the “suitable” disabled parking spaces were simply not found.

There is still almost a whole year to discover and cure the remaining “teething troubles” of the trade exhibition reconstruction. Here the people we interviewed also proved to be very forgiving of the Westfalenhallen Dortmund, despite all their displeasure. By the way, the next iteration of the exhibition is planned for 18 to 21 April 2024.

In the organiser's visitor surveys, guests at the exhibition gave the event an overall rating of “good”. Therefore, the Managing Director of Messe Dortmund, Sabine Loos, drew her personal conclusion as follows: “The exhibition is a permanent institution in Dortmund. It presents a cross-generational junior and continuing education program and is unique worldwide in its diversity of exhibits.”



Actually, not a trade fair exhibit, but as a historic vehicle also interesting for the model railroader, if it is perhaps also set up on his layout.

She is certainly right about that, but in the future it will be important to keep our finger on the pulse of the times and to recognise the changing world of model building and its new generation, in order to draw the right conclusions at the right time. After all, the official number of visitors, compared to around 100,000 spectators about ten years ago, also shows how much not only Intermodellbau has suffered – the trend cannot be explained by the consequences of the Corona pandemic, alone.

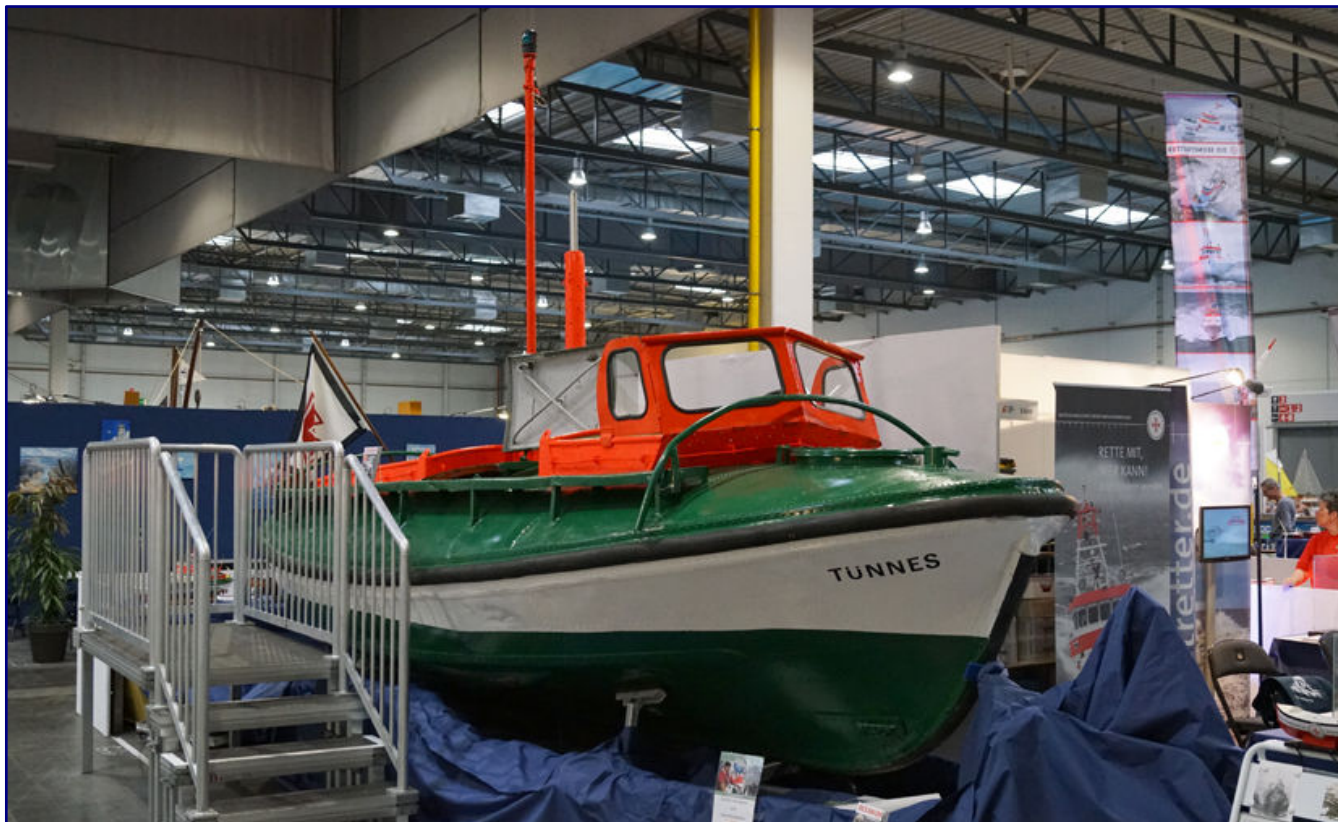
Our exhibition tour

We start our tour with a look at the other model-making sections. Many of the exhibitors represented there are regulars at the exhibition, which is why individual exhibits and especially the different display areas are repeated every year.

Nevertheless, there are always models to see, sometimes more, sometimes less spectacular. We were impressed by the dinghy "Tünnes" presented by the DGzRS from its museum collection. It clearly pointed out the tasks of the society and indirectly also made clear the dangers to which its rescuers expose themselves in many missions.

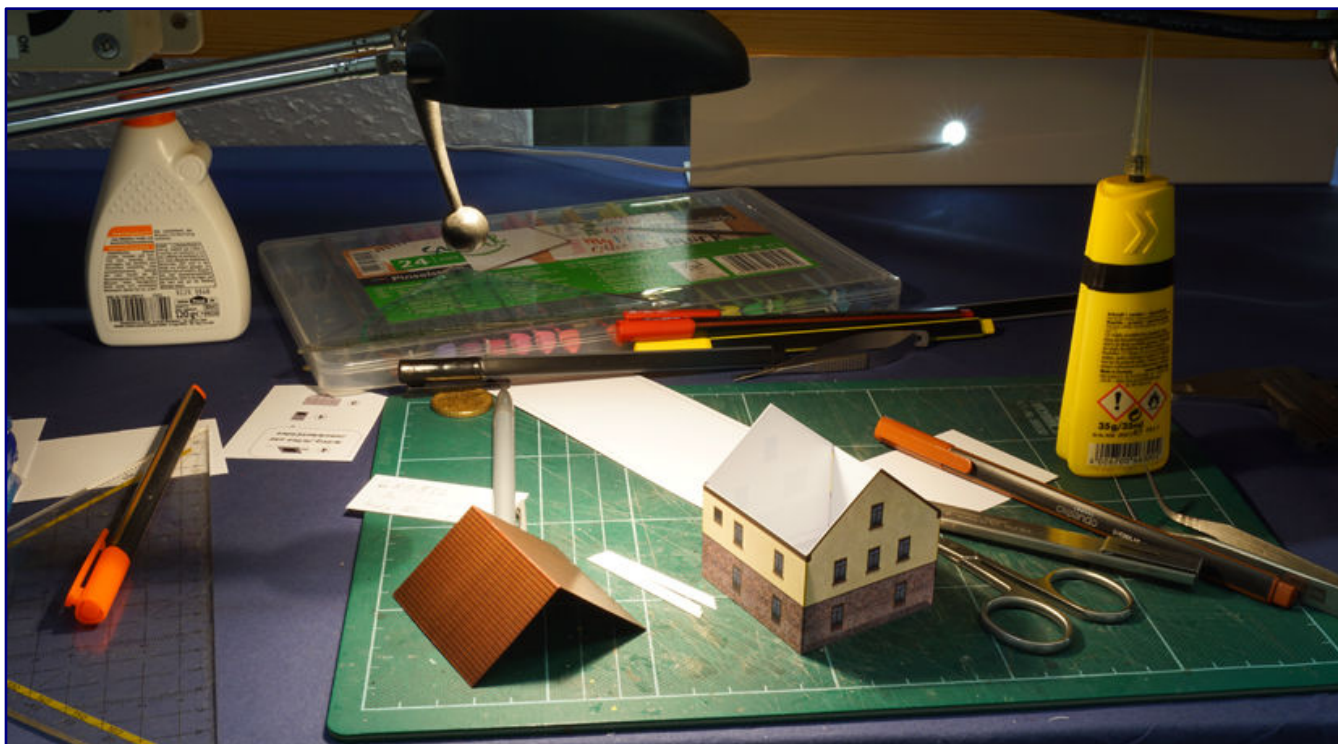
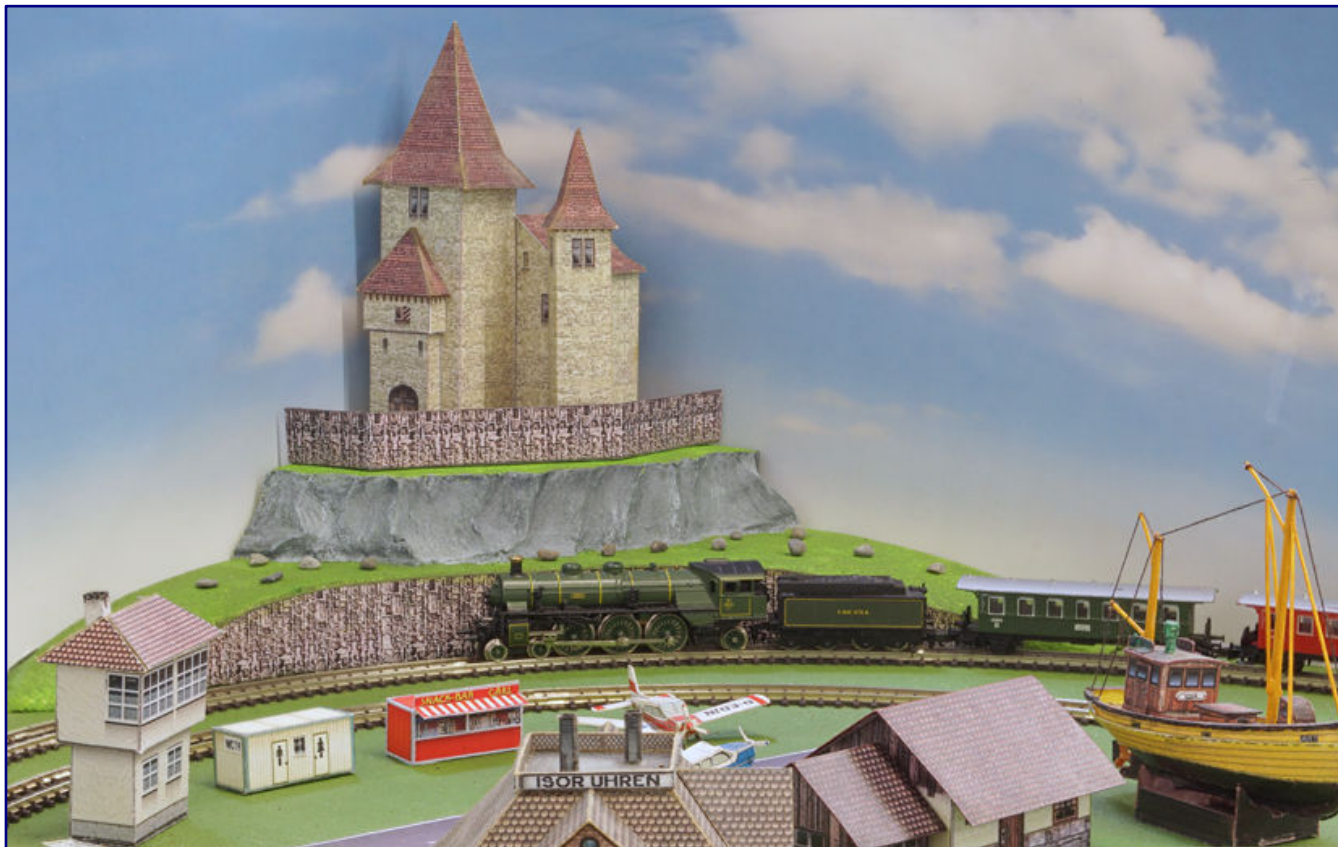
The original created a fitting scenery for RC ship models of the "John T. Essberger", once the largest sea rescue cruiser with a marine position in the Fehmarnsund and today a museum magnet on land. The "Hermann Marwede", today's flagship, was also represented, as a model.

In the hall lobby, a gigantic model of the "Titanic", which sank in 1912, welcomed the visitors and proved to be a popular photo opportunity. Functional modelling created a fitting scenario by placing an all-terrain MAN 4x4 truck at the centre of one of the areas allocated to it. In this way, it attracted visitors to follow the smaller models as they made their way through unpaved terrain.



Prototype and model: The dinghy "Tünnes" (photo above) advertises the DGzRS, while the "John T. Essberger" (photo below) is representative of the fascination of models.

In this hall we also found Burkhard Merz, an exhibitor of Z gauge, who, however, had come for paper modelling. His small layout with two ovals inside each other showed a simple landscape, but with many paper buildings.



Burkhard Merz had participated in paper model making on a scale of 1:220 and placed his buildings and vehicles in a depicted railway landscape (photo above). But he also demonstrated to interested visitors how such beautiful models are created from print sheets (photo below).

He had built these with great sensitivity from print templates that he had either found as freely accessible files on the internet or was allowed to scale down further to 1:220 scale with permission. All looked carefully coordinated and captivated with their photo-realistic print surface.

Not far from his booth we found Minichamps and Imprintium. Thorsten Zwarg took a lot of time for us to explain the new approach of his brand Imprintium. According to his explanations, the successful designs of Minichamps could easily be transferred to smaller scales, including Z gauge, and thus be transformed into cars for model railways via 3D printing.

The initial program that emerged from this idea is immense and is set to grow steadily. Three product lines mark the beginning. In the "Military" segment, the ISU-122 tank, the Tiger I armored combat vehicle, the Marder infantry combat vehicle and the Leopard 2A6 are already being offered. They are joined by the Jeep W with spare wheel and fold-down windscreen. They are each available in a raw version, painted and completely decorated.



The Mercedes-Benz G-model in short version illustrates the delivery state as a unpainted model (left) and a finished model based on it (right). It is offered from a cooperation between Minichamps and Imprintium.

The civilian motor cars are only available in raw form for designing, but their number is all the greater for that: Alfa Romeo GTA 1300 Junior from 1971, Audi Quattro (1980), Chevrolet Camaro (1967), Ford Escort RS Cosworth (1992), Mercedes-Benz G-Model Short (W460 from 1980), Lancia Stratos (1974), Porsche 911 (992) Carrera 4S Cabriolet and Coupé (2019), Porsche 911 Turbo (1977), Porsche Cayenne (2017), Volvo 240 GL (1986), and the Honda Civic Del Sol (1993).



This year's Märklin exhibition wagon (item no. 80731) is printed differently on both sides due to its flap numbers.

This list is supplemented by a model of the MAN SL200 bus from 1973 as well as single-axle trailers with a flatbed or open rear loading area.

They can be attached to trailer couplings, which have actually been functionally reproduced on some of the car models.

A link between the military templates and those for street racing are above all some products from the accessories line, which is also only available as raw models: Wooden

crate cargo set (6 parts), wood pile set (15 parts), dustbins (12 parts), sandbags and barricades (7 parts), transformer house (5 parts), Euro-pallets (20 parts), and oil drums (10 or 50 parts). Two different types of fences, each with 20 parts, complete this part of the starter program.

When we stop by Märklin, the first thing we look for at an Intermodellbau is, of course, the annual exhibition train car. For this year a self-unloading freight car Fals (80731) of the Eisenbahn und Häfen GmbH was selected. This model was made for Era V and was sold with a load of "real coal".



Märklin's new exhibition layout for Z gauge offers appealing motifs. It is worth it to stop and "travel around" with the eye.

The reddish-brown livery still shows a condition before the repainting to the company's own factory colours. For collectors, it is particularly interesting that this exhibition train car is printed differently on both sides.

Also worth seeing was the still quite new exhibition layout for our scale, on which several harmoniously arranged trains made their rounds. So, it caught our eyes, and we also took a look at the scenes depicted on it.

In the showcases there were, as usual for the market leader from Göppingen, samples of the current new products to see. Among them we found a model of the Era III version of the "Hasenkasten", which was delivered for the first time for Era IV a few weeks ago.

But before we turn to other Z-gauge exhibitors, we would like to take a look at three selected layouts that we particularly liked. We want to mention "De blauwe trein" ("The Blue Train") by Loek Bronkhorst, a former On traXS exhibit that works with enormous depth effect through a perspective representation.

Trainini® *International Edition*

German Magazine for Z Gauge

What is also special about this exhibit is that all means of transport, i.e., not only trains, but also trams, cars, ships, and even cyclists, are shown in motion.



On the layout "De blauwe trein" (photo above) almost everything moves, controlled as if by magic. On the small layout "Waldeslust" (photo below), at least the track gauge of 6.5 mm is correct from our point of view, but not the implementation scale.

From our point of view, at least the gauge of Bertram Kauert's H0f field railway "Waldeslust" was right, if not the scale. The builder, who did not seem to be averse to Z gauge, took this hint with the hoped-for humour.



The “Châtenoy le Royal” layout by Rail Modelisme Chatenoyen from France was one of the biggest eye-catchers at Intermodellbau 2023.

The H0 scale layout “Châtenoy le Royal”, presented by Rail Modelisme Chatenoyen from France, was an ultimate highlight of the Intermodellbau. This particularly scenic and perfectly designed layout showed motifs from the home country of the club members and was exhibited in Germany for the first time.

Z gauge at the exhibition

Contrary to isolated and first impressions, there was a lot to see at Intermodellbau 2023. The already mentioned layout by Burkhard Merz should be mentioned here, as an example. For the manufacturer's, this is mostly reflected in cross-gauge programs.



The remaining examples of the 181² series held back by Noch were sold at the Intermodellbau at an unmatched, rock-bottom price. Accordingly, these last examples were sold quickly, including this oriental red version.

Viessmann, with its Kibri and Vollmer brands, may be considered proof of this, as this manufacturer is also active in the field of lighting and electronics. They also had samples of the new Polyplate kits in their baggage, which were not presented in showcases, however, but were explained to guests at the booth in conversation.

In relation to our Z gauge, this would certainly have been a visitor magnet for some uninformed people to get personal impressions, because the Vollmer kit of the “small workshop” is already sold out in the first edition at the factory – which speaks for a good demand.

The Faller booth made it probably easier for the exhibition visitors. Here all the new products were on display in dioramas and so they also got an impression of how the “old spinning mill” will look in the layout environment. This building will certainly be used credibly in other functions in the city environment, for example as an administrative building or “old grammar school”.



At their booth Faller showed the “old spinning mill”, their already announced main new product 2023 for Z gauge. On the fair diorama the manufacturer himself shows that this building can also be used in other functions.

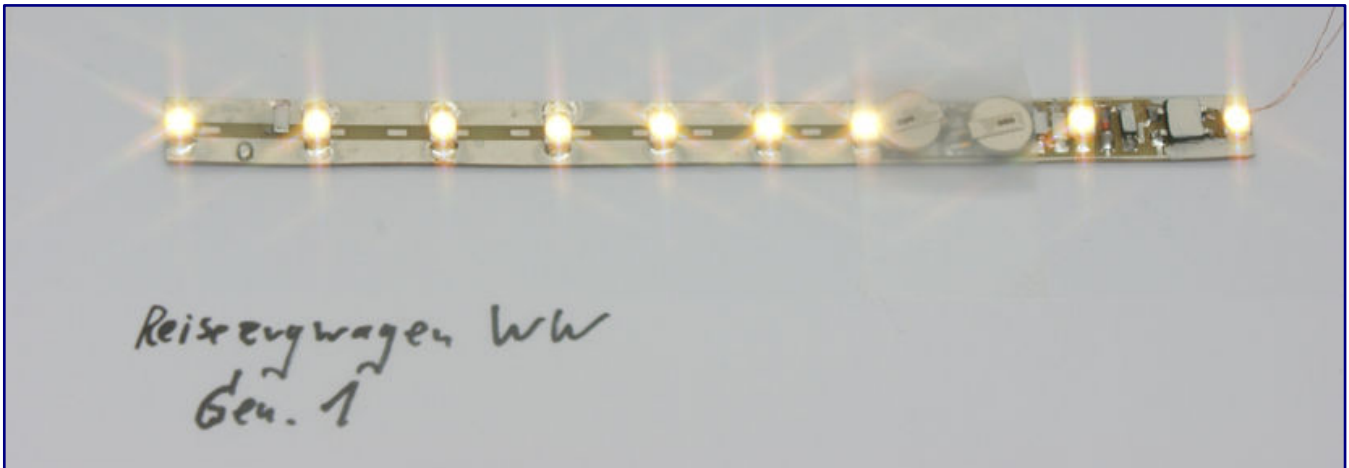
Those who favour railway travel will have found their way to the stand of Bahnreisen Sutter. As is standard there, a small suitcase layout with a train on a scale of 1:220 served as a symbol and eye-catcher. You can see it in our trade exhibition impressions from episode 13 of **Trainini TV**.

The new figures from Noch, which are produced with the help of the latest 3D printing technology, are also discussed in detail there. In the interview, Dr. Rainer Noch, as the internal idea generator, provided what he finds so special about them and what status they have in the Noch overall program. Use the contribution on our channel to be comprehensively informed about this.

But the booth was not only worth a personal visit because of these and other innovations. There was also a sale of remaining Rokuhan models of the 1812 series in all six design variants in moderate quantities.

Apparently, these were the models that had been held back in case of warranty claims. The rock-bottom price suggests that urgently needed storage space should finally be made available.

We were also happy to be guests at the Uhlenbrock booth. Ever since its release, the Intellibox from this company has been one of the favourite command stations of digital railway fans in the nominal size Z. The current generation of the IB 2neo follows on seamlessly and can now be adjusted to the appropriate track voltage by the customer. In addition, it is also fully up to date with integrated WLAN. We will, therefore, present it in more detail in one of the following issues.



Michael Boost displayed a selection of his lighting solutions in a showcase. Here, we have put his intensely buffered first-generation passenger coach lighting in warm white into focus. It can be individually shortened to three LEDs to be able to illuminate short carriages, as well.

Like Rüdiger Uhlenbrock, Jürgen Schirmer from Peter Post Werkzeuge was also our interview partner. We presented the new products of this tool specialist in the February 2023 edition. In the meantime, Microscale products have been added, which every model railroader will need and appreciate, sooner or later.

In our current episode of **Trainini TV**, the owner personally presents his new products, explains an also frequently requested tool, and speaks about what makes his sales so special – good tools are simply not the classic of electronic sales and he has adjusted to this appropriately.

Not to forget the manufacturers Artitec and Kuswa. The Dutch accessories specialist mainly had the distribution of its own assortment in mind, but was of course also available to answer questions about the new products for 2023.

With Gerd Kuswa, on the other hand, there are no off-the-peg products, because his business in our scale is individual vehicle lettering, which is placed and produced according to the customer's wishes.



Michael Boost's range also includes end-of-car lighting, demonstrated here on a funnel-flow tank car and the VB 141 rail bus trailer.

Kersten Tams had some not yet announced new products in his luggage. It is also worth knowing that the production of the popular Heißwolf speed controllers will continue under Tams. In the near future, however, the focus will be on updating the inner workings to available and affordable components, as the electronics market continues to change rapidly.

The power splitter was newly introduced as a circuit board or in the housing of the company's own central unit. It makes it possible to use the booster current even with small nominal sizes: This is divided into two or three sections with 2 or 3 A each.



Michael Boost has also looked at Märklin's party wagon (entertainment coach), and its interior lighting can now do a lot more than it did as initially delivered, including the continuous light captured here.

It can be used with all boosters, absolute synchronicity between the booster sections is guaranteed. Optional connections and setting options guarantee that individual wishes can be fulfilled. On the manufacturer's pages, all the necessary information is already available and can be found if the product designation is selected as the search name.

We will only briefly mention other hidden Z gauge exhibits here, because they can be seen in moving photos in our channel contribution already mentioned: There was a tiny layout under glass at the fire brigade's model construction groups in Hall 6. Also, to be seen at previous exhibitions was the 1:220 scale shuttle traffic on the trailer of a lorry at the RC Truck Car Club Dortmund.

A grand finale

The most important contact point for Zetties was certainly Dietmar Allekotte's booth. This was also where appointments were made for meetings and talks, which meant an interesting exchange of information for us as well.

Meanwhile, the man from Mülheim in the Ruhr region dutifully steered the shuttle traffic to his new layout "Waterkant", designed as a showcase. As the name suggests, the motifs are again those of the North Sea coast. A small station at the jetty forms the focus and centre of attention, but the roaming view through the landscape promises many impressions of lovingly designed scenes that still remain hidden at first glance.



We conclude this report with a bit of a night-time atmosphere: On Dietmar Allekotte's "Waterkant" layout, a couchette coach has arrived prior to the first ray of sunlight, reaching its small destination station as a through coach. The extreme early risers, who seem to expect something from bathing in the North Sea at night, seem rather curious.

Much to Dietmar Allekotte's surprise, the booth was also equipped with a showcase. So it was also necessary to fill it attractively. Michael Boost took on this task and presented a miniature layout and a few diorama-shaped display pieces.

They served as a scenery for his own electronic developments and digital conversions. Worth mentioning here is the interior lighting of the Märklin entertainment wagon, which was able to reproduce both a continuous white light and lively light organ simulations. On the single-axle rail bus luggage trailer, once called VB 141 by the railway authorities, the red tail light glowed.

To get a full overview of his customer offering, you will find a link in the information box at the end of this article. Still without a date, it is also planned to present one of his wagon lighting systems through a conversion article in this magazine.

This edition of the exhibition was again complemented by the book offers of EK-Verlag and Geramond/VGB, as well as the specialist bookstore Stiletto, where the new publishing house Süd-Nord-Express was also to be found. The latter has meanwhile expanded its range to include books and DVDs. Worthwhile, for example, is the film series "Westphalian Steam Impressions" made from historical material by Ton Pruissen.

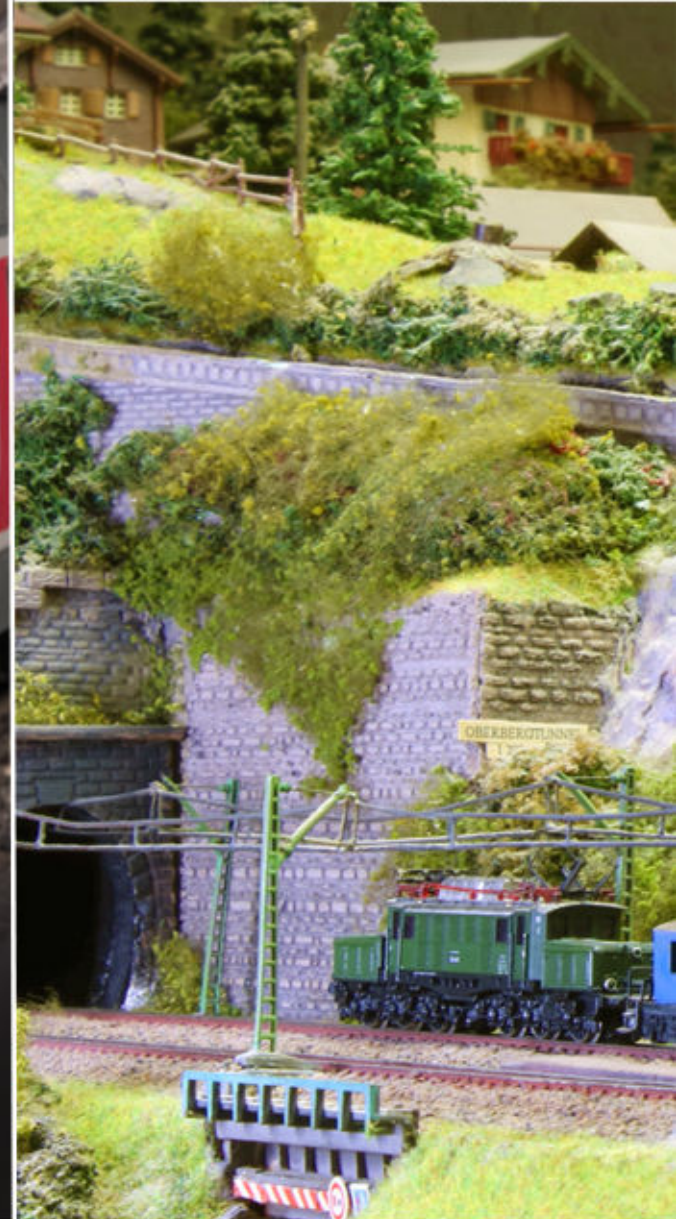
This concludes our tour of the exhibition. It remains impossible to summarise all the impressions and exhibits in a single report. Dortmund is always worth a visit, because nowhere else is it possible to look so far beyond one's own nose. This is also why we have compiled a parallel film report with other focal points to complement this summary: Episode 13 of **Trainini TV** is already waiting for you!

Selection of Exhibitors with Z gauge relevance:

- <https://artitec.nl>
 - <https://bahnbuch.de>
 - <https://www.busch-model.com>
 - <https://www.eisenbahn-kurier.de>
 - <https://www.faller.de>
 - <https://www.geramond.de>
 - <https://imprintium.de>
 - <https://www.kuswa.de>
 - <https://www.luetke-modellbahn.de>
 - <https://www.maerklin.de>
 - <http://www.michas-moba.de>
 - <https://www.noch.de>
 - <http://www.peter-post-werkzeuge.de>
 - <https://www.rokuhan.de>
 - <https://www.nordsuedexpress.de>
 - <https://tams-online.de>
 - <https://viessmann-modell.com>
 - <https://www.vgbahn.shop>
- Trainini TV Folge 13:**
<https://www.youtube.com/TraininiTV>

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The 11th construction phase at Miwula **On to the End of the World**

On 3 May 2023, the eleventh construction phase was opened in the Miniatur Wunderland. Its construction began as early as 2019, when work on Rio de Janeiro had long been underway. An exciting journey now leads further across Patagonia to the Antarctic at the end of the world. We were there for the opening ceremony and report on what you can expect during a visit to Hamburg.

It was less than a year and a half ago that we attended a ceremony in the Miniatur Wunderland Hamburg where the first part of the South America section was opened with Rio de Janeiro and lots of glitter and samba dancing. At that event, we could already see a floor area that was to be transformed into Patagonia and Antarctica by 3 May 2023.

Of course, the tinkerers and model builders don't allow themselves any rest, and, so, there is always something new to marvel at here at irregular intervals. But while the Formula 1 race in Monaco is still causing frowns, the South America section progressed more quickly. And then, suddenly, a mysterious letter arrived in our editorial office.



Three, two, one, go! Together, Frederik Braun, Katharina Fegebank, Arved Fuchs and Gerrit Braun (from left to right) sound the foghorn to start the first thunderstorm in the Drake Passage, which opened the new Patagonia section.

The sender was Base Primavera, a research station at Hope Bay in Antarctica. It reported on abandoned penguin colonies that could not be explained scientifically and asked to “hatch” the egg that had been collected and sent along. Should a little penguin be given the gift of life, and would probably provide a clue as to where its colony was so that it could be brought back?

The destination, which the Preiser figure of an emperor penguin revealed, was of course the Miniatur Wunderland Hamburg, the letter in the small package an invitation to the opening ceremony. The three of us gladly accepted and travelled to the port city to take a sufficient number of photos and to prepare another episode of **Trainini TV**.



Call for help from Antarctica: The invitation itself was particularly creative. The first step was to “hatch” the enclosed penguin egg in order to obtain further information. In the first step, Miniatur Wunderland did not reveal itself as the sender.

The German polar explorer Arved Fuchs was the guest of honour and we were literally glued to his lips as he talked about his journey to and through Antarctica in 1989. He was one of only a few people who managed to reach both the North and South Poles on foot within a year. What he saw and experienced there, he impressively arranged in the now eleventh construction section.

Before that, however, Katharina Fegebank, the second mayoress, took a look back, and told how the Braun brothers once spoke of their idea for this show installation over 23 years ago. Today, “Miwula” is Hamburg's most popular tourist attraction and is visited by guests from all over the world. That's why the people in charge come up with so many great ideas.

65 m² were added at the beginning of May, pampas and eternal ice are waiting in the South America section for the curious onlookers striding across the glass bridge. What the Martinez family from Buenos Aires built on site and then shipped to Germany, only to be assembled, fitted and further equipped on site, is once again without equal.

A completely new lighting control system and impressive projections skilfully set the scene for the impressive landscape. After all, the south of Argentina, the Drake Passage and Antarctica demand different attractions than the dazzling Rio de Janeiro. Where hardly any people live and endless expanses determine the photo, other highlights are needed to captivate and inspire visitors. Push-button actions are, of course, still part of it.



Within a few minutes, a terrible thunderstorm is about to hit. The swell in the Drake Passage is already getting much rougher, and the sky over the horizon darkens ominously – a technical tour de force and the highlight of the new section.

Frederik Braun told us about how he was lucky enough to travel through Patagonia himself 20 years ago. The photos have stayed with him ever since and also influenced the construction of the Pampa with its temperate and rainy climate. Ricardo Martinez and his family members, who are enthusiastic model builders, were responsible for ensuring that travellers from South America would also recognise their homeland as accurately recreated in Hamburg.

50,000 working hours went into the latest part of South America, and the construction costs of 2 million euros even exceeded the mark of the previous premiere section. What distinguishes Patagonia and Antarctica in the prototype and model becomes clear from the following figures: 200 hand-made figures add up to just 410 inhabitants together with the industrial ones. But they are matched by 2,000 animal figures.

Familiar and yet foreign: Patagonia

The vegetation of Patagonia looks quite familiar to Europeans and is reproduced by 3,000 trees. Points of light in the expansive landscape are set by around 1,500 light-emitting diodes in the regular night simulation, which also uses indirect light to bathe the outlines of the mountains first in warm, then cold blue light. The beauty of the mountain and pampas scenes is thus beautifully accentuated.

A premiere is the lighting system with the described effects, which was installed for the first time in a section of the layout. It makes for quite noticeable differences to the previous installations, which were also very impressive. Patagonia and Antarctica have become a section whose special charm is largely due to elaborate technology.

This is easy to imagine, because we have already mentioned the sparse human settlement. And, so, the railway again plays a rather subordinate role in Patagonia, although it is indispensable as a binding link and for opening up the endless expanses for man. Of course, Antarctica, like the real southern polar region, has no rail transport at all.

In southern Argentina, 46 trains with 195 cars run on 353 m of track. That is surprisingly little by Miwula standards. This is also clear from the total number of only three signals that regulate rail traffic there.



In Ingeniero Jacobacci on the edge of the Pampa, the wide-gauge Tren Patagonico and the narrow-gauge “La Trochita” meet each other, even sharing the track in sections over a three-rail track. The new lighting control sets the mood even more impressively than we have long been used to in Hamburg.

However, it is definitely a highlight, because at the Ingeniero Jacobacci junction, broad gauge and 750 mm narrow gauge meet. For a few metres, both railways even leave the station on a three-rail track. Meanwhile, life in the small town is tranquil and unagitated.

And while trains of both gauges come and go almost every minute, we watch the work in the locomotive stations of both railways. On the Tren Patagonico it seems to be quieter, on the narrow-gauge “La Trochita” (“The Little Train”) we get a glimpse into a workshop hall and not far away we see decommissioned vehicles rusting.

The tourist magnets of Patagonia, which are known far beyond South America's borders, form a recognisable thematic focus. Fitz Roy, the highest spur of the Andes (3,406 m), is one of them and attracts climbers, in particular. In Hamburg, however, it attracts attention because of a spaceship crash, as above the snow line we can see the remains of a space ship that crashed into the rock.

continues on page 52



Photo above:

High up on Fitz Roy, a spaceship crashed, as brought into view by the glowing thrusters at the push of a button. As Patagonia's highest mountain in the Andean foothills, this mountain rises to well above the snow line.

Photo below:

Further down the barren valley, the Tren Patagonico passes a family of Nandos. Meanwhile, the South American ostriches are not impressed by the train. The large ratites are used to the train traffic, and are not startled by it.



The passenger train has moved on in the meantime and crosses the Rio Chico on a bridge (photo above). Below, anglers on a rubber dinghy are trying their luck. Close to the water, the vegetation is much denser. What kind of view might the mounted gauchos on the rock massif have over the wide river valley (photo below)? Further back we recognise the dinosaur excavation site. Barely visible is the large dog that has snatched an equally large bone.

Otherwise, few people and a herd of nandus determine life here. On Rio Chico, anglers wait for a catch, while some gauchos on horseback enjoy the view over the river valley to the highest mountain from a high rock massif.

Down in the valley, researchers are digging for the remains of dinosaurs, because this is the area where the world's largest species have been found. A dog is happy about the huge bone, which he must have been able to carry away unnoticed.



The calving Perito Moreno Glacier is also a technical masterpiece – this applies to the model as well as the original. Tourists flock to the viewing platform to capture the typically blue ice masses advancing and breaking off in the photo. And it's hard to get any closer to this attraction in the Miniatur Wunderland!

The technical highlight of Patagonia, however, is the Perito Moreno Glacier, whose inland ice pushes towards the sea over large areas with a striking blue colour, even in the model. Once there, they break off as icebergs with a loud thunder.

This “calving” of the glacier was realised with a lot of effort and tinkering. The impressive sinking of the broken-off part in the water is accompanied by the rising of countless air bubbles. The mini-visitors on a tourist platform can also experience this hustle and bustle, which the operators are still a little critical of.

Both Gerrit and Frederik Braun were basically satisfied with the regular demonstration, but they also stated that another development goal was to speed up the demolition process, and, thus, make it look more spectacular.

Granite towers in the mountains

Our gaze now moves on to the Torres del Plaine (“Towers of the Blue Sky”), whose granite massifs also rise high above the edge of the complex. In this national park, the land is probably at its most pristine: a wilderness of Andean condors, free-roaming llamas and the puma.

The Mapuche people, the indigenous people of this region, also belong here. They are being pushed further and further back, and therefore deserve to be taken into account. The layout also shows their simple life and a small demonstration of this population group for their rights.



The striking granite massifs of the “Cuernos del Plaine” tower high up to the ceiling. The railway line and the road with the VW transporter seem tiny in comparison.

Above us, we recognise the mountain massif “Cuernos del Plaine” (horns). Indeed, they look like two horns in the middle of the mountains – no question, Patagonia has extraordinary charms to offer. Tourists are more likely to be drawn to a cave discovered in the late 1890s, where an extinct species of giant sloth used to live. At the push of a button, its spooky-looking shadow casts itself visibly towards the cave entrance, frightening visitors.

Not far away we discover a gaucho settlement, developed by “La Trochita” and economically determined by sheep breeding. The animals even populate the narrow-gauge tracks here. When a train approaches, the cattle have to be herded off the tracks – in Miwula this happens automatically.



Photo above:

Llamas belong to the “indigenous people” of Patagonia and are, consequently, also found on the layout. Camping in the wilderness here can be life-threatening, as the couple visible in the tent after dark are probably not sufficiently aware. Have you spotted the puma, well camouflaged by the colours of the landscape, lying in wait for prey not far away?

Photo below:

This photo contains a search game. The aim is to find the animal pyramid that some sheep, defying the threat of their last journey to the slaughterhouse, have formed in the fence.

No one is moping around here. Even the sheep, waiting in gates to be loaded into cattle wagons for their final journey, play tricks. They try the nerves of the gauchos with a high pyramid of animals they have formed. Children will recognise this scene from a popular series.

Within sight, the police are busy at the same time, recording a small rear-end collision on the edge of the gaucho settlement. In the process, it seems to escape her notice that bank and train robbers Butch Cassidy and the Sundance Kid are also up to mischief here on the outskirts of town. The two criminals, who have fled to South America, lie in wait for unsuspecting travellers on “La Trochita”.



Near the gaucho settlement at the foot of the “Torres del Plaine” mountains, the paths of the Tren Patagonico (above) and “La Trochita” (below), which has a station in the village, cross. Just outside the frame, the criminals Butch Cassidy and the Sundance Kid lie in wait for the train passengers.

Meanwhile, the gauchos in the village are celebrating their day's work beside the railway station. Only one of the gentlemen feels on the verge of despair: his donkey seems to have gone on strike and so he carries the grey animal piggyback to the stable at home.

The nature outside the village seems rather barren. Here we find a herd of llamas and gauchos at the campfire, who have obviously taken off their sombrero and poncho. The couple, visible in the lamplight in a tent at night time, seem unaware of the dangers of the wilderness.

We now make a big leap back to Ingeniero Jacobacci and the adjacent pampas. Arved Fuchs impressively explained how quickly and frequently the weather can change here, the seasons seem to change in a single day.

But this area now leads us to the Drake Passage, which connects the Pacific and Atlantic Oceans at Cape Horn and also separates Antarctica. If you want to get there, you can't avoid this sea route and it is famous among sailors for its storms and rough seas. In **Trainini TV** episode 14, we let the German polar explorer have his say on what the crossing means.

Technical masterpiece

For the technicians of the Miniatur Wunderland, this Drake passage was an enormous engineering challenge. Gerrit Braun told us that the decisive idea came from Ricardo Martinez, the “head” of the family from Buenos Aries who helped build it.

The moving frame made of slats, covered with blue fabric and illuminated with elaborate projection technology, was then developed and produced ready for demonstration in Hamburg. One of the two largest machines in the world's largest model railway layout provides the necessary up and down of the wave crests and troughs, spray and water bubbles are projected onto the blue fabric.



Looking through an iceberg at an emperor penguin colony: On our journey through Miniatur Wunderland, we have arrived in Antarctica.

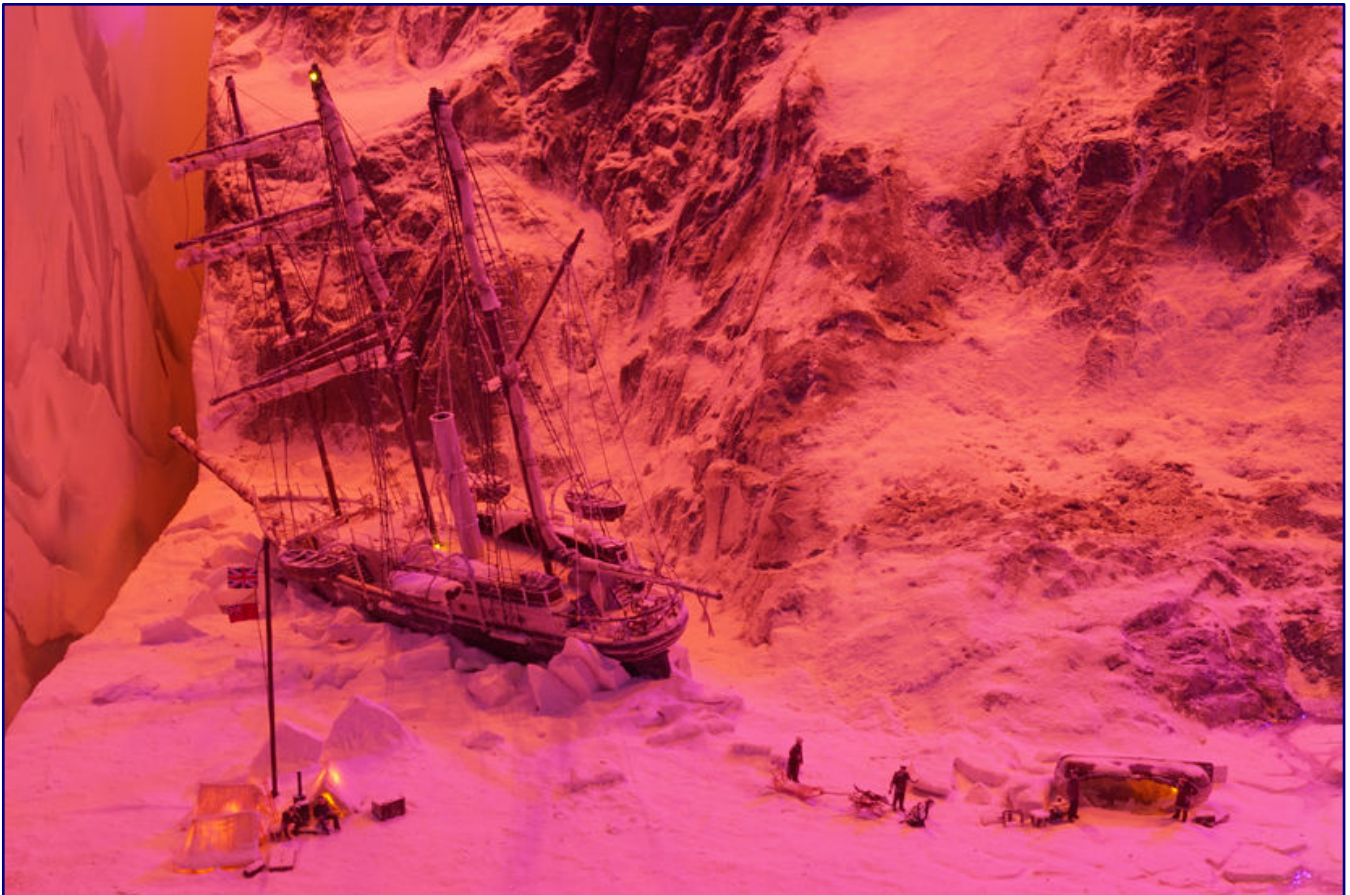
Gerrit Braun let us know that they wanted to have highly realistic-looking water without using real water. And, so, we don't get wet during the performance. In a rhythm of about seven minutes, a lightly undulating sea turns into a heavy thunderstorm that throws the ships through foaming and splashing waves. On two of them, a mobile phone may be jammed in to film and share the rough seas.

However, we would like to cross over to Antarctica, where there is guaranteed to be no railway. Arved Fuchs explained that it was by no means a white wasteland; on the contrary, it was well worth seeing. Of course, there are only penguin colonies in the areas near the coast.

He passionately told the audience about his crossing of the ice desert together with Reinhold Messner in 1989, during which they also reached the South Pole. They traversed the 2,800 km route with the help of skis. With maximum summer temperatures, we're talking just -25°C!

He described the environment there as threatened and fragile. His great concern is to create awareness for this indescribable beauty, which is worth protecting, and, therefore, counteracting global warming. As an indication of this, an ice-cream vendor in the model area distributes his refreshments to the obviously sweating emperor penguins.

If all the ice in Antarctica melted, sea levels would rise by 60 metres worldwide, Arved Fuchs gave those present something to think about. The evil that man is doing here is clearly demonstrated to us by a whaler who disguises his hunt as research. Fortunately, environmentalists thwarted his plan and saved the hunted from the harpoon.



After the ship is completely encased in ice and begins to sink, the crew of the “Endurance” starts a race against time in extremely hostile conditions.

A little away, we witnessed another dramatic struggle for survival: we saw the Endurance expedition there, which failed in 1914. The sailing ship is completely encased in ice and will soon sink. For the crew, who managed to save themselves on “solid ground”, the fight against extremely hostile conditions in the deep sub-zero temperatures begins.

Underneath the ship is a small ice cave in the system's subsoil. It is almost only accessible to the smallest visitors. Inside, they will find three display cases that show what is hidden under and in the eternal ice. Besides a frozen dinosaur, they discover the film hero “Scratch.” The brave, prehistoric squirrel clings stubbornly to his captured acorn.

continues on page 59



In the small ice cave (photo above) we become aware of what the eternal ice holds captive: We discover a frozen Tyrannosaurus Rex and Scratch, the prehistoric squirrel from the movie series. Further up, a whaler is on the move (photo below), whose mission conservation organisations want to thwart. An environmentalist raises his sign in warning: "Is this really research, or is it just commercial interests in disguise?"

There is also good news here at the end of the world. At the end of our Antarctic journey, we met Base Primavera, where the call for help came from that brought us to Hamburg. It is used to research the life of the emperor penguins, who seem to know no shyness here.

In the station they are up to tricks, on the floes in the sea they indulge in a happy life. We were happy because the little penguin that we were supposed to “hatch”, would find its home here among its fellow penguins.



The call for help that led us to Hamburg came from here, and it is here, at the end of the world, that our journey through Antarctica ends: at Base Primavera, not only is the life of the emperor penguins being researched, here, the clumsy fellows are also up to some mischief.

So the circle closes, and we look forward to what is still to come in Hamburg. The Andes, the Atacama Desert, which is already under construction, and, finally, the Caribbean invite each other to further journeys here from the end of 2024. We are looking forward...



The site of the world's largest model railway layout:
<https://www.miniatur-wunderland.de>

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.

Future Readers in France?

I am the webmaster of a French blog called <http://blog.ptitrain.com>. I am also a beginner in Z scale, after many years in HO.

I discovered your magazine and will see only English and German version is available for the moment. I can read English, but most of French model railroaders don't.

I tried to google translate your last issue. (...) Do you plan to publish a French version in the future? Do you need help to do the translation? I'll will be pleased to help you.

Christophe Franchini (France), per E-Mail

Editor's reply: A French version of Trainini® would certainly have its special appeal, because then we could cover all three most important languages in the united Europe. Unfortunately, however, we do not have any well-founded language knowledge in your field in the entire team, nor do we have any free resources. For the proposed idea, we would need an additional team of at least three translators to be able to produce a French version reliably and permanently.

Since we enjoy observing what has been developing in the French market for Z gauge in recent years, we alternatively suggest that you enter into firm correspondence with us and provide us with information and the state of development. By the way, our magazines are deliberately designed as PDF documents in such a way that anyone interested can copy the text passages into a translation programme themselves, in order to be able to absorb all the information in their native language.

Enthusiasm for Ratimo products:

The new Trainini® is certainly already in the works. However, you should not miss to introduce the trailer trolleys for the train-platform trolley by Ratimo. The models are great and the highlight is the movable drawbar! If I can suggest something, then the trailers would be a clear candidate for me for a model of the year in the accessories category.

If I can suggest something, then the trailers would be a clear candidate for me for the best model of the year in the accessories category.

Rainer Hecker, Düsseldorf

Editor's reply: We are pleased about this letter and are sure that this new product deserves a detailed report. Unfortunately, we have not yet received any information from Rainer Tielke and have not yet had the product in our hands, a basic requirement for a personal evaluation that can lead to a nomination. Also, the manufacturer's pages were not active at the time of our review. We will be happy to fulfil with your request as soon as we have been able to inspect and test what you have described.



Final clarification of a reader question:

In the last issue we responded to the alleged error on Herpa's Douglas DC-6 of Pan Am, which Uwe Pfannenschmidt had reported to us. We were already able to report that the mirror-inverted representation of the US flag is prototypical.

Our translator Martin Stercken was finally able to explain this phenomenon: A flag is depicted on the aircraft. The use of such flags at the stern originates from the shipping industry, from which large parts of the light signals were once adopted. The close connection is also expressed in terms that are still used today: The best example is the airport.



This prototype photo proves the correctness of the flag display on the right side of (not only the) Douglas DC-6 aircraft. Our translator provides the explanation as to why this is the case. Photo: Jon Proctor (GFDL-1.2)

Therefore, we should imagine the flag in fabric form on a mast, as we know it from the stern of ships, in order to understand the display on aircraft. The non-transparent fabric is not printed differently on both sides, but shows the flag mirror-inverted on one of the two sides. This was, therefore, deliberately adopted for aircraft, as well.

Current topic shift:

For this issue we had planned a test report as well as a supplementary prototype article on the class 01.5 express steam locomotive from the former DR stocks. Due to the large number of topics in this issue and time constraints, we have had to postpone this at short notice.

The final trigger for this decision is that shortly before the editorial deadline, it became known that reworked models (item no. 88019) are now being delivered by Märklin because of a missing detail.

We would therefore also like to give the manufacturer the chance to include a corrected model in the test. This is to ensure that a useful judgement can be made for our readers and his customers alike. We will also include the Bahls Modelleisenbahnen set of accessories.

An obituary for Klaus Hammesfahr:

On April 20, 2023, Klaus Hammesfahr (born on February 12, 1930), a veteran of Z gauge, left this world. We would like to summarise and pay tribute to his work in the age before the achievements of the internet. Together with Jochen Brüggemann and Alfred Geifes, two of his members from the ZMRR, we have compiled and summarised his commitment and achievements.

Klaus Hammesfahr was there from the very beginning when Märklin launched the Mini-Club. Visits to exhibitions and fairs, where Z gauge was still a marginal product, quickly brought him into contact with other enthusiasts of the new gauge.

His first layout in the size (1.80 m x 4.80 m) was a tour de force in design and control. When he moved to another house, it was lifted out of the attic flat on a crane and into the new flat again. His credo was "First came the landscape, then came the railway."

From about 1980 onwards, he began to actively search for like-minded people in order to create a permanent exchange of experiences and to promote the idea of a modular layout. The destinations of his trips were Münster, Bochum, or Wuppertal.

The following monthly meetings met with lively interest and were therefore well attended in the first years. They appealed to both beginners and experienced Z gauge railway enthusiasts alike, some of whom travelled from as far as southern Germany.

In 1993, his most important project, a modular layout in Solingen, bore fruit. An area of 7.20 x 0.50 m could be filled and operated, which meant the birth of the ZMRR (Z-Module Rhein-Ruhr). In the following years, the layout could be seen at exhibitions in Solingen, Dortmund, Bochum, Geseke, Göppingen, Cologne, Stuttgart, and also Genk (Belgium). Later, the layout grew to a total length of 14 metres.

This was the most active phase of the ZMRR, which Klaus Hammesfahr was instrumental in bringing to life, and during which today's **Trainini®** editor-in-chief was able to get to know and appreciate him. He passionately promoted Z gauge, collected experiences and passed them on to others.

With regard to the modules, Klaus dedicated himself to eliminating "teething troubles", making technical improvements, and, above all, designing a sophisticated landscape. The ZMRR and Klaus Hammesfahr were prominent figures of the Z gauge, known to the friends of this scale.



Klaus Hammesfahr am 15. September 2007 während der Märklintage in Göppingen.
Foto: Alfred Geifes

From the turn of the millennium onwards, it became quieter. This was due to the lack of a place to set up the layout permanently, but also to a partial decline in interest among the model railway enthusiasts organised here as a result of more club meetings closer to home or of relocations. However, Klaus Hammesfahr remained true to his second passion, the original railway, with trips to interesting railway lines until the end.



The ZMRR visiting the Z-Stübchen Krefeld: Of course, Klaus Hammesfahr (3rd from left) was also there. Photo: Alfred Geifes

In the spring of 2012, the ZMRR module layout nevertheless reached its greatest state of expansion before the assembly site that had been found in the meantime unfortunately had to be abandoned. In 2014 it was sold and built up by the members for the buyer.

The ZMRR disbanded for reasons of age, and it also became quieter around the already elderly Klaus Hammesfahr, who contributed to the best of his ability until the end. The contacts of the former carpenters continued.

Apart from model railways, children were always particularly important to the deceased. As a former teacher and headmaster of a primary school, he continued to tutor pupils in reading and writing German after his retirement. He always knew how to combine his family, his job, and his hobbies over the years.

On 20 April 2023, his life candle sadly went out at the ripe old age of 93. We are sad that a pioneer of our model railway greatness, energetic Zettie, and socially committed person had to pass away.

Everyone involved in these lines will miss him, keep him in good memory and are grateful for the wonderful hours he spent with everyone. May angels escort him to paradise.

Delivery momentum from Märklin:

With the merry month of May, Märklin deliveries are suddenly picking up speed again. Since the models had not passed the final quality control, the V 320 001 (art. no. 88320) still underwent changes before the Insider Club models 2022 now arriving at dealers one after the other.



The Insider Club model 2022 in the form of the V 320 001 (item no. 88320) recently began delivery. So far, however, only a small partial order quantity has arrived at the dealers.

The new products that have now been delivered have a convincing appearance and impress with many details, their high weight, and clean lacquering and printing. The detailed test report on this new mould is planned for the June issue.



The Pop car pack (87402) contains the rarest of all colour variations of this short-lived concept with the two couchette cars Bcüm 243.

After two years of waiting, the “bunny hutch” BDNf 738 in an MHI car pack (87189) has also begun delivery. It is complemented by two other silver pieces of the types ABnb 703 and Bnrzb 719. The new model is presented in detail at the beginning of this issue.

Meanwhile, the two Bcüm 243 couchette cars from the “Pop car” express train set (87402), which are intended to complement the MHI starter set from the 2022 anniversary year, provide a splash of colour. They carry the basic colours RAL 4005 blue lilac and RAL 4002 red violet from the pop colour concept and reproduce a very rare paint scheme that was only used on three (blue lilac) and two cars (red violet).

The very appealing and eye-catching duo is supplemented with a train run to Emden (Emsland line) by a 2nd class pop colour Büm 234 (cobalt blue/pebble grey).

Additions to the Insider model:

Almost traditionally, the 1zu220-Shop (<https://www.1zu220-shop.de>) adds a free gift to the Insider models ordered from them. Their value is always based on the price of the Insider model called by Märklin.



Additions of the 1zu220-Shop to the Insider model 2022 in Z gauge are the MAN 19.230 DHK (left) and the MAN 26.280 DFK (right), which were exclusively produced by Wespe Models. Both models cannot be ordered individually.

The customers who ordered the V 320 001 will receive two tipper truck models to be able to enhance their model layout streets with them. The blue models with red chassis were exclusively manufactured by Wespe Models. The MAN 19.230 DHK pontoon truck and its successor, the MAN 26.280 DFK front-steer truck from a cooperation with Saviem, served as models.

Supply source for modular tables:

Our editor Dirk Kuhlmann became aware of the pages of Modellbahnmodule of the owner Thomas Friedrich (<https://www.modellbahnmodule.de>). His range includes numerous standard, corner, and special modules that can also be used for Z gauge.

They are certainly suitable for those model railroaders who have difficulty with woodworking to size and do not want a fixed panel layout, but rather a configuration that can be assembled, as desired. The module boxes with flat surfaces for track and superstructure can be used to create module tables that can be assembled, as desired.

Thomas Friedrich from Lausitz describes himself as the market leader for this service.

A lot of new items at AZL:

American Z Line has reported many new deliveries in May and some very attractive models are once again among them. The ALCO PA1 of the Delaware & Hudson (item no. 64415-1 / -2), which has a blue Warbonnet design, has to be mentioned right away. It is joined by the EMD E8 of the Baltimore & Ohio (62618-1 / -2).



ALCO PA1 of the Delaware & Hudson (item no. 64415-1; photo left) and double pack for the Pacific Fruit Express (914830-2; photo right). Photos: AZL / Ztrack

R-70-20 refrigerator cars for the Pacific Fruit Express are available in two sets as reissues: two-piece (914830-2) and four-piece (904800-2 / -3). Still very young are the models of the three-piece Trinity RA column cars, each 53 feet long. They are intended for the transport of semi-trailers. As TTAX copies they now come with ABF trailers (905231-1), which can also be bought separately (954007-1).

The 13-car pack of the UP long-distance train "City of Los Angeles" (72400-1) will leave a gigantic impression on a layout. Three more cars can be added with an extension (72401-3). AZL marks all models as new releases, but due to a lack of detailed photos, we could not judge this more closely.

Therefore, we recommend a look at the manufacturer's website at <https://www.americanzline.com>.

Faller anniversary model delivered:

As an anniversary model "50 years of Z-gauge" Faller (<https://www.faller.de>) announced a three-part farmstead consisting of a house, a stable, and a barn. The three-sided farmstead (art. no. 282800) with different infills and roof coverings has now arrived at dealers.



Faller is currently delivering the three-sided farm (item no. 282800), which was announced as a new release for the Z gauge anniversary. A photo of the kit contents can be seen on the news of our website.

Also, included in this laser-cut kit are wall and picket fence elements that optionally connect the three free-standing buildings.

The 165 parts made of solid-coloured hard cardboard in nine different colours do not require any colour treatment, but can, of course, be patinated individually.

The kit also includes a window foil and a curtain mask, because, as usual with Faller, the installation of an interior lighting has already been thought of in the factory.

After unpacking, the individual parts have a clean finish and precise cuts, so they also promise the usual high accuracy of fit that we have always experienced with this manufacturer.

Small series offer from Italy:

GMmodelli Torino is the name of a new small series manufacturer from Italy. The two namesakes, Guido and Mirko from Turin, have always been enthusiastic about trains and railways and are now launching a range in 1:220 scale. H0 and N gauges are also catered for.

The focus is on previously unavailable models of Italian prototypes, in Z gauge this is the prototype E444 001 FS locomotive, which is offered as a kit. Produced in high-resolution stereo lithography 3D printing, they are intended to be assembled by hand.



FS's prototype E444 001 locomotive is the new small-series manufacturer's first Z-gauge model: the finished model, shown here, uses the running gear of Märklin's old class 216 and pantographs from the same supplier. Photo: GMmodelli Torino

The customer then also applies a spray painting himself and equips his model with the help of supplied parts and decals. The delivery of the E 444 001 consists of the 3D-printed housing, buffers, coupling hooks of suitable length, and decals.

The kit has been constructed in such a way that it can be used without any modifications on the Märklin chassis of the model series 216 from 1972 (art. no. 8874 / 8875), which can be purchased cheaply second-hand, and similar ones. Other Italian Z gauge models are currently being tested.

Contact can be made via the e-mail address [GMmodelli\[at\]hotmail.com](mailto:GMmodelli[at]hotmail.com).

Semi-relief houses via own brand:

Modellbahnunion (<https://www.modellbahnunion.com>) has introduced nine new relief houses for Z gauge in quick succession. They are all made of solid-coloured hardboard and are available immediately.

These new products follow the style of the Gründerzeit (1848/49 to 1873) and are intended for the rear edge of the layout at the transition to background scenery. Their models were once uniformly built houses that only differed from each other by differently designed facades.

A three-storey town house can be built from each of the different kits, the width of the buildings differs in some cases. The façades of the houses in the colours grey (art. no. MU-Z-H00191, MU-Z-H00192 & MU-

Z-H00195), white (MU-Z-H00196, MU-Z-H00197 & MU-Z-H00200) and sandstone (MU-Z-H00201, MU-Z-H00202 & MU-Z-H00205) are elaborately engraved.



We show one of nine Wilhelminian relief houses here. It is a version with a grey façade (art. no. MU-Z-H00191). Three other variants can be seen on our website in the related news item. Photo: Modellbahn Union

They show many beautiful details, which at the same time provide a varying streetscape. All the houses in the series can be connected to each other, as desired, to fill a complete streetscape, together.

Second part of the Busch new products:

The accessories manufacturer Busch (<https://www.busch-model.info>) announced more new products at the Intermodellbau. They primarily serve larger gauges, but we still found something for Z gauge.

For the company's 65th anniversary, for example, old trees are being reissued in large packs. "Old" here means the construction method as "bottle cleaners". Since, especially a few decades ago, trees were reproduced much too small, all the models shown can also be used without hesitation for scale 1:220.

These are then 65 firs (art. no. 9766), deciduous trees (9767), or other firs of the same number and smaller bushes (9768).



65 fir trees for N scale (Item no. 9768). Photo: Busch

This is rounded off by 65 deciduous trees and firs (9769) in partly flowering colours. All trees have heights from 30 to 135 mm, depending on the article.

Continued from Micro-Trains:

Micro-Trains continues the “War of the Worlds” series with the third wagon (art. no. 525 00 181). This time it is an older type of flat wagon on which an artillery gun is loaded.



This is how wagon number 3 (item no. 525 00 181) of the ongoing collector's series looks. Photo: Micro-Trains.

Further new releases from Yellow Dwarf:

The Czech small-series supplier Yellow Dwarf (<https://www.yellowdwarf.eu>) is expanding its range at a rapid pace. Since the last report, another six new products have been added, which are primarily intended for gardens and parks.



The “Pause in the Garden” (art. no. 60464; photo, top left) and the wooden pavilion (60471; photo, top right) promise cosiness on the grounds at home. The two statues (60475; photo, below left, and 60477; photo, below right) belong to a selection of four different objects. Photos: Yellow Dwarf

The “Pause in the garden” (art. no. 60464), which includes loungers, flower pots, and other equipment for a quiet afternoon in the sun, has been implemented. The wooden pavilion (60471) can provide shade, but also be a focal point in parks.

There, visitors are sure to come across the statues I (60475), II (60476), III (60477) and IV (60478). They offer different replicas based on Christian or ancient models.

Summer new releases from Märklin announced:

On 10 May 2023 Märklin announced its summer new releases 2023. Of course, Z gauge was also considered. The MHI “DB Netz” train set with the class 120 electric locomotive as the train horse (item no. 81528) was well received. In addition to the locomotive, this package for Era VI contains a RAILab 1 measuring wagon and a Dienstmz 307 driving trailer of Deutsche Bahn AG.



The MHI train set “DB Netz” (item no. 81528) with an electric locomotive and two monitoring wagons for Era VI immediately met with a good response. Photo: Märklin

A highlight of these new releases is also the electric locomotive E 41 374 (88355) of the Bundesbahn. It is equipped with five lamps, multiple ventilators (vertical lamellas) and a wraparound rain gutter. Its special colouring with beige frames and chrome oxide green body represented a colour experiment by the DB around 1966. The model thus belongs to epoch III.

With the train set “V 36 Railbouw Leerdam” (81771) Märklin turns to a foreign market. In addition to the yellow V 36 diesel locomotive, which is likely to represent a “Hippel” here, the pack also contains three turntable side unloading wagons.

In cooperation with AZL another variant of the diesel locomotive EMD E8A (88625) is released. It is assigned to the American company Amtrak for passenger train service and shows their early paint scheme variant.

Meanwhile, the manufacturers collector's series is being given a 7th part. The acid pot car with 12 pots (82310) has now been produced in bronze investment casting. As a contrast to the metal, they and the



The Bundesbahn's 50 2412 (88847) is already looking well ahead to Christmas with its replica chalk inscriptions. Photo: Märklin

brakeman's platform are made of black plastic, and the rest of the model (with the exception of the wheel sets) is made of unpainted bronze.

Already looking ahead to Christmas is probably the class 50 steam locomotive in the four-domed version with box tender (88847). The 50 2412 picks up the once common chalk messages, which were written and painted by persons on the wind deflectors and tender. The model is delivered in a real wooden box that plays the melody "Jingle Bells" when opened.

Classically represented in the summer new releases is the Märklin Magazine Annual Car (80833), whose design also received a good response. In the usual blue, the magazine's identifying colour, it is based on a KLV carrier wagon Sgns 691 of the Deutsche Bahn AG (DB AG), which is loaded with two 20-foot containers showing the inscriptions of the Märklin magazine. The wagon model is a 2023 mould new product.

20 Year Anniversary for Modelleisenbahner Soest:

On 13 August 2023, the Modelleisenbahner Soest (<http://www.mes03soest.de>) will celebrate their 20th anniversary at a summer party. After the founding of the club in 2003 and two necessary moves, the club's premises are now located in Bad Sassendorf in the Neuengeseke district.

More than 50 members operate a large H0 gauge layout, which is the heart of the association, as well as a digitally operated Z gauge module layout with 30 m of track. This is certainly worth a visit, which will undoubtedly lead to lively technical discussions.

From 11:00 a.m. to 5:00 p.m., visitors are welcome to Neuengeseke on 13 August in the hall at Neuengeseker Heide 1. We are also planning a birthday visit there.

Attractive refrigerator car at Full Throttle:

In its series of reconstructed 34-foot food refrigerated trucks with wooden walls, WDW Full Throttle introduced a new model in attractive colours in May. It is a Grand Union version with striking green painted side walls. The car pack (item no. FT-9210-1) contains two examples with different road numbers and Bettendorf bogies.



The 34-foot “Grand Union” food refrigerator wagons from the new wagon pack (item no. FT-9210-1) look appealing. Photo: WDW Full Throttle

The new collector's pack “American Chemicals II” (FTPZ-COL63), which picks up two wagons with new road numbers that have long been sold off, is certainly also interesting. These are bulk goods wagons with cylindrical containers. One of each is on the road for Hooker Chemical Company (orange with black roof walkways) and U.S.I (black design).

In Germany, the models are available, for example, from Case Hobbies (<http://www.case-hobbies.de>).

Mark your calendar for Märklintage 2023:

The 13th Märklintage in Göppingen, together with the 38th International Model Railway Exhibition (IMA), are once again to become a centre of attention for model railway enthusiasts from all over the world. From 15 to 17 September 2023, this unique event will once again take place in its usual setting.



15.-17. September 2023 in Göppingen

The exhibition venues will continue to be the Staufer Park, the EWS Arena, the Leonard-Weiss-

Areal, the Göppingen railway station, the Märklineum and the Märklin main factory. More than 100 well-known manufacturers from the model railway industry are expected to be there, as well as many attractive model railway layouts of different gauges, including, of course, the Z nominal scale.

An extensive entertainment programme for families, free parking spaces and free round-trip buses for visitors are all elements that the organisers have listed as a matter of course for this year's event, as well.

25th anniversary of a disaster:

On 3 June 1998, almost exactly 25 years before this issue appeared, the most serious railway accident in German post-war history occurred. When the ICE 884 "Wilhelm Conrad Röntgen" derailed in Eschede, a small town in the Lüneburg Heath, 101 people were killed.

Almost as many were seriously injured. Victims, relatives and helpers of this disaster often suffer from the consequences of this event to this day. That is why we would like to commemorate the 25th anniversary of the world's worst accident in high-speed transport.



Today, a memorial wall, with the names, dates of birth, and place of residence of all the deceased victims, commemorates the terrible disaster. It is surrounded by 101 cherry trees. Photo: Hajothu (GFDL)

As a result of a broken wheel on the third axle of the first intermediate wagon, the defective bogie tore off a wheel guide of switch 2 of Eschede station and derailed. It then set turnout 3 to branch, which, together with the diversion and derailment of subsequent wagons, led to a collision with the bridge pillars, which caused the 200-ton bridge to collapse.

It buried parts of the ICE, while all the remaining carriages crossed and pushed together in front of the bridge debris. The rear power car hit the debris under emergency braking with the pantograph automatically detaching. Among the dead were two signal technicians who were standing under the bridge at the time of the accident.

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