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German Magazine for Z Gauge



Long Trains in Friedrichshafen

Modern Container Transport Cars
New Semi-Relief Houses

Introduction

Dear Readers,

Another year is coming to an end, and I'm not the only one wondering where it has gone. These twelve months without the restrictions of a pandemic have brought back what we have all come to love and given us new experiences.

There is an unmistakable urge among model railway modellers to visit exhibitions and trade fairs again. Having already reported on a very successful event in November, this last edition of 2023 contains reports on two more.

We will continue in January with a fourth about the Advent meeting in Zell (Mosel), which only recently took place, and whose impressions are still fresh. Together, they should provide an overview for all readers who were unable to be there in person, especially as they were very far apart.

However, it is also our task to network our scene there and to facilitate an exchange between the groups, associations, and exhibitors. After all, we see ourselves as a small but strong community that draws attention to itself in a harmonised and coordinated way to jointly promote our cause.

As I write these lines, Christmas Eve is fast approaching. I'm looking forward to some contemplative days and hopefully some time to tinker and drive trains. When that time comes, the Christmas business will be over, and the modelling season will be in full swing.

This edition also has something to offer for this: Ralf Junius has test-assembled the new half-relief houses from the Modellbahn Union. Using one of them as an example, he demonstrates how an attractive and useful building for the transition to the backdrop can be created from hard cardboard sheets.

Incidentally, Ralf Junius has taken on a new role in our team. I won't give too much away now, as you can read about this in the news at the end of this edition, as well as in the news on our portal page.

Our long-standing reader Jochen Brüggemann also does the honours. After his reports in the spring, readers also asked how he concealed the turnout drives on his layout. In response to this enquiry, he has prepared another construction report for us, which we are now publishing here.

We also want to mention another important topic in this edition. Just a few weeks ago, Märklin delivered a KLV container transport cars pack containing three new Sgns 691 type container transport cars. They are an important type of wagon for freight traffic today, which is why we have taken a very close look at them.

You can look forward to it! On behalf of my editorial and translator colleagues, it only remains for me to wish you a Merry Christmas and a good start to the New Year!

Sin-Z-erely,

Holger Späing



Holger Späing
Editor-in-chief

Editorial

Introduction 2

Model

Just OK is not good enough..... 4

Prototype

Currently no items

Design

Hidden from View13

Clever Transition to the Background28

Technology

Currently no items

Literature (not translated - only in German)

The new One that never got old35

Freight Wagons and modern Traction37

News

Growing Popularity of the Trade Fair.....40

Model Railroading Day50

Zetties and Trainini in Dialogue.....61

Imprint.....74

We thank Jochen Brüggemann for his contribution und Eisenbahnstiftung for photo support.

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Cover photo:

There were a lot of model railways to see recently at Bodensee (Lake Constance) and in Duisburg in the Rhineland. At Faszination Modellbau in Friedrichshafen, Z gauge was particularly impressive with endlessly long freight trains of sometimes 100 wagons on the US layout on display there. Photo: Stephan Fuchs

Container transport cars from Märklin **Just OK is not good enough**

After the recently distributed Märklin 2023 magazine car, Märklin is also launching a prototype-orientated version of the Sgns 691 KLV container transport car for Era VI. In the first impression and many test steps, the cars prove to be very well done. Unfortunately, however, again it appears that they are not without flaws, which could have been avoided.

The model for the Märklin container transport cars pack (item no. 82640) delivered just a few weeks ago are the type Sgns 691 wagons. As models, they are a new design, announced in February 2023, and therefore receive a detailed review today.

But first, let's take a brief look at the models that Märklin has produced here. In the mid-1980s, there was some movement in container transport when the length of the containers could be increased from 7.15 m to 7.82 m.

In order to be able to transport these containers as well, the Bundesbahn needed new freight wagons. In 1987, it put ten Sgns 694 prototypes into service. They were DB's first 60-foot container transport cars. In 1994, the Ahaus-Alstätter Eisenbahn (AAE) procured a series of these railcars.



The Greece returnee 221 135-7 of the Bocholter Eisenbahn Gesellschaft is in route with a container train in Düsseldorf-Rath on 29 May 2010. It has state-of-the-art container transport cars on the hook that are at least like the model chosen by Märklin. Photo: Wolfgang Bügel, Railway Foundation

Deutsche Bahn AG had ordered similar wagons from Fervet in Bergamo (Italy), but their delivery was delayed. They were delivered between 1996 and 1998 in a total quantity of 500 units by Costamasnaga and Fervet as UIC standard container wagons.

Like the older Sgns 694, they have fish-bellied outer longitudinal beams, which are connected by the end pieces and welded-in main cross beams and cross struts. The DB has classified these wagons as Sgns

691 and has them managed by Kombiwaggon. A fairly significant number of the Sgns 691, between 50 and 90 units on average over several years, are leased on a long-term basis, some of them to BASF.

These wagons are intended for the transport of various containers, swap bodies and trailers of different lengths. As the loading length of this standard design is 60 feet, two or even three 20-foot, two 30-foot or even a single 40-foot container can be transported on the wagon if each individual container does not exceed a weight of 36 tonnes.

The load is secured using 28 hinged container support pins. Some of the wagons are equipped with a locking brake that is operated from the ground. The yellow-painted hand wheel is located on the fish belly beams, so there is no need to climb onto a brakeman's platform.



189 092-0 (ES 64 F4-992 from MRCE) passes through Dinslaken station on 6 April 2011 with a container train from Dortmund to Rotterdam. In second place behind the locomotive is an Sgns type wagon, presumably from the AAE fleet. Photo: Joachim Bügel, Eisenbahnstiftung

In 2007, the stock grew to 504 units. The reason for this was not a reproduction by the manufacturers, but the conversion of the remaining four Sgns 694 wagons. In 2007, Deutsche Bahn AG replaced their Olea hydraulic buffers with sleeve buffers and then assigned them to the Sgns 691. The decommissioning of type Sgns 691 began in 2009 with 45 wagons after only 13 years of service. However, wagons of this type are still in service today.

A special feature of the Sgns 691 is its paintwork: at the time of its procurement, Deutsche Bahn had introduced RAL 3020 traffic red as the new corporate colour. It had already been announced in 1995 that freight wagons would appear in the corporate colour red in future.

This was intended to promote a self-confident appearance and express activity, strength, and expertise. Deutsche Bahn AG also wanted to clearly distinguish itself on the tracks from other railway companies and large state railways.

From the outside, it appears that all Sgns 691 were delivered in traffic red, but this was not done consistently according to the new colour concept. Indeed, even on the last coaches delivered in 1998, only the outer side panels were painted traffic red. The rest of the underframes were painted red brown to RAL 8012, which had long since been discarded at the start of production. We should make good note of this fact for the following model discussion.

The model implementation

The set of wagons to be discussed today (82640) consists of three KLV type Sgns 691 container transport cars. They are part of the Deutsche Bahn AG (DB AG) stock and have Era VI markings. The structure of their twelve-digit fleet number and the dispatcher's sign therefore follow the NVR (National Vehicle Register at the Federal Railway Authority).

The first of the three container transport cars in the set is unloaded, one of the other two is loaded with a 40-foot container from Maersk and the other with two 20-foot containers from Maersk and ONE respectively.



This is how the wagon set (item no. 82640) with the new shape Sgns 691 container transport cars and their load as designed by Märklin appears.

These are new designs, which is why we are assessing them in such detail here. In contrast to the previously produced carrier wagons, the wagon bodies are not made of die-cast zinc, but of metal-filled plastic.

There are probably economic reasons for this, as the higher working pressures in the zinc casting process also require higher investment than those in injection moulds for plastic. In our opinion, this is Märklin's response to the fact that although modern types of wagons are urgently required in the programme, they are nowhere near as much in demand today as models for eras III / IV.

Another advantage of the selected production process is that the moulds and details of the wagon body are very fine. This is particularly beneficial for the cross girders, which are easily recognisable from above when the wagons are unloaded. The pulling hooks on the buffer beam have also been reproduced to some extent.

However, the folding shunting handles on the wagon heads have not been reproduced, which is forgivable, as these would be in great risk of breaking off, if reproduced to scale. The UIC hooks are also missing on these models, although their supports are included on the side walls.



On the upper edge of the long side, fourteen positions for the placement trunnions can be recognised, which together with the opposite side make up the prototypical number of 28. Instead of trunnions, however, we find holes on the loading area to accommodate the ISO containers.

Earlier models showed complete replicas here, which are actually recognisable due to the yellow colouring.

The 28 prototype's very distinctive and typical feature, the 28 trunnions (pegs), have been included in such a way that their positions are visible from the side, i.e., this part has been replicated. In the top view, however, instead of the trunnions we find drilled holes for inserting the model containers.

Dimensions and data for the Deutsche Bahn AG Sgns 691:

	Prototype	1:220	Model	Variance
Length over buffers (LüP)	19.740 mm	89,7 mm	89,7 mm	0 %
Load length	18.500 mm	84,1 mm	84,6 mm	+ 0,6 %
Width	2.930 mm	13,3 mm	13,6 mm	+ 2,3 %
Load level height above rail height*	1.155 mm	5,3 mm	6,6 mm*	+ 24,5 %
Overall centre distance	16.000 mm	72,7 mm	70,3 mm	- 3,3 %
Pivot pin distance	14.200 mm.	64,5 mm	62,3 mm	- 3,4 %
Bogie centre distance	1.800 mm	8,2 mm	8,2 mm	0 %
Wheel diameter	920 mm	4,2 mm	4,5 mm	+ 7,1 %
Dead weight	19.900 kg	---	8,8 g	
Permissible maximum speed	120 km/h			
Loading mass	70 t			
Bogies	Y25 Lss (Bauart 626)			
Manufacturer	Costamasnaga, Fervet			
Years of construction	1996 - 1998			
Quantity	500 units (+ 4 from conversion)			

* Dimension without manoeuvring handles

This takes account of the fact that almost all manufacturers provide their cargo containers with pins instead of holes to make them look more prototypical when stacked on the quay. The matching freight cars must then adapt in order to be able to reproduce all the loading variations of the prototype, as here.

When we pick up the new models, due to the material, they seem lightweight compared to other wagons of a similar design. However, they run surprisingly well, loaded, and unloaded, and the micro scales also reveals no unpleasant surprises. Consequently, no derailments were detected in the test.

The most important model dimensions are well adhered to, which is why the new moulded models also appear coherent to the eye. The documented outliers, which cannot be explained by measurement tolerances, are due to the excessively large wheel diameters and the model construction of the bogies. These also lead to a lower bogie pivot distance and overall wheelbase. The percentage deviation distorts the view here and makes the difference appear far too large.

A descriptive note should be added to the bogies: Märklin uses its inventory parts for the French Y 25 bogie for this model. The individual variants of this design (see also the designation extension in the



Märklin's moulding tool inventory only includes a single Y25 bogie. The differences between the individual types based on this can be neglected for the Z gauge. More noticeable is the bogie pivot spacing, which differs by about 2 mm from the converted prototype dimensions.

dimension box) with, for example, different directions of rotation of the springs are generally neglected in the 1:220 scale.

What we don't like so much is that all three wagons are equipped with a floor-operated locking brake. In the prototype, this is only a part of the total stock, and we have not yet been able to determine the number of these.

A little variety would certainly do us good in this regard, as this is a phenomenon that reminds us of the decades-long practice of equipping almost every Era II model with a brakeman's cab. When compared with prototype photos, this may no longer create a coherent impression.

Colour and labelling

Under this subtitle, we recognise great strengths, but unfortunately also weaknesses. The present models are neatly and completely painted in RAL 3020 traffic red, but as we have pointed out in the prototype section, this does not correspond to the original.

Correctly, only the outer longitudinal beams should have this colour, all other parts in between should be red brown (RAL 8012). This is a well-known and typical characteristic of the originals, which is adequately described in the literature.

As this deviation could easily be taken care of with a painting stencil, this is an easily avoidable and therefore, in our opinion, more serious prototype error: Besides a few minor differences in detail, what sets this wagon apart from similar design types and makes it so individual has been reprehensibly neglected.

The only way to remedy this is to rework it yourself, especially as no labelled parts are affected, or to fully load all wagons to conceal this. But, then, unfortunately nothing of the fine support structure will be visible anymore.

Incidentally, the buffers are also fully included in the paintwork, which leaves us with the impression that savings were made here in almost every corner without keeping an eye on the effect. However, red buffer discs and shafts are also immediately noticeable to model railway fans without much knowledge of the prototype.



The selected manufacturing technology allows a filigree reproduction of the cross-member structure of this wagon type (photo above), including its underside (photo below). However, the traffic red paintwork of the cross members and the wagon floor is completely unrealistic. Red buffers (see also photo on page 8) spoil the prototypical effect, even for less experienced buyers.

In our opinion, Märklin should scrutinise and reconsider its model policy in this regard, especially as this set of railway cars is not set at a conspicuously high price. There is nothing to criticise about the quality of the paintwork: It is thin, has good film strength and is applied opaquely, which suits the engraved details.

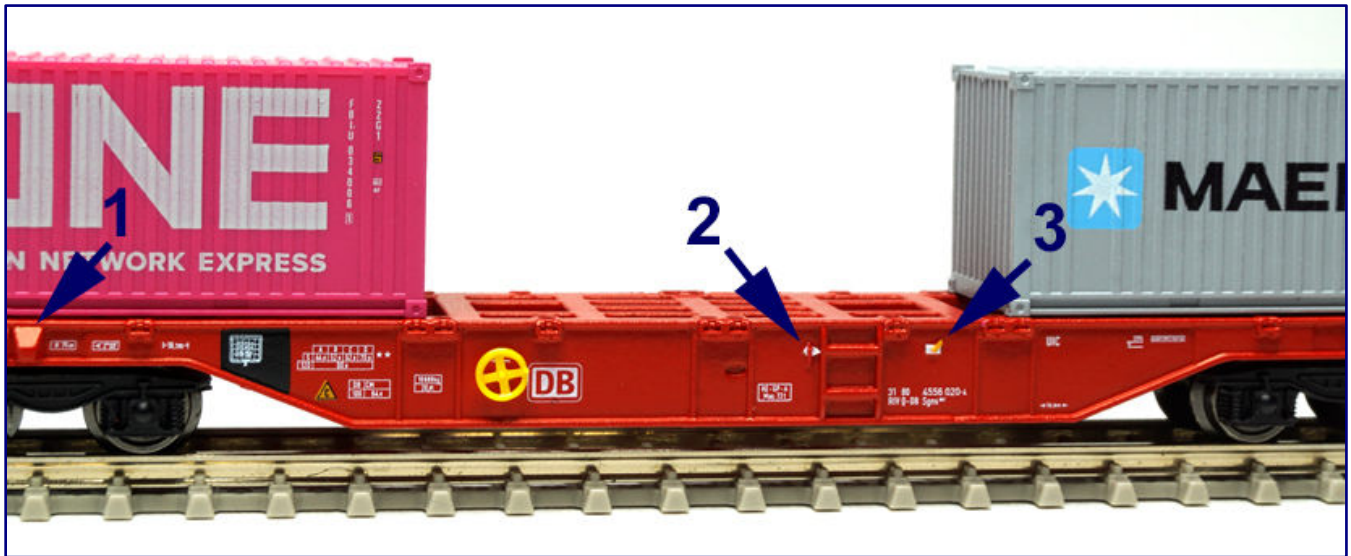
The gloss level of the new models is somewhat higher this time, than with many other recent deliveries. However, we would have liked a slightly more matt finish on a freight wagon in particular, as their originals receive virtually no care or external cleaning.

It is very commendable that the changeover levers of the brake system are individually coloured, both the lever and the cover have been considered here! Without research, we can't remember when this has ever been the case with Märklin in this way.

The service markings on the three cars are printed in several colours, cleanly and largely unblemished. Filled labelling boxes are only reproduced by printing, as is generally the case with Märklin. Only pad printing was used on these models.

The containers are also neatly labelled with individual numbers. Märklin has selected the prototypes with the road numbers 31 80 455 6 023-8, 31 80 455 6 030-3, and 31 80 455 6 020-4 for the container transport cars.

As such, they all originate from the Costamasnaga (Sicily) construction lot. They are among the first examples of their type to be delivered. We suspect that this batch in particular is well documented in the



The UIC cable anchors are missing at the point marked with arrow 1, only the base has been reproduced. The applied markings, on the other hand, prove Märklin's high standard, here additionally emphasised by the two-coloured brake system changeover levers (arrows 2 and 3).

Märklin archives and that it is probably true that all three prototypes have a locking brake. This could have contributed to the phenomenon described.

The inspection inscriptions that we were able to decipher date from the years 2000 to 2002, so there is no doubt that the prototypes were still running in their original colour, as they had not yet undergone any regular maintenance.

The black nickel-plated and externally profiled disc wheels that were used correspond to the standard that the company has maintained for years. The conspicuously large distance between the couplers on the models, which is particularly noticeable when they stand next to a passenger train from a more recent delivery, is not very appealing. The long coupling was used, which also guides them safely through the industrial radius R1 (145 mm).

We openly question this everlasting downward compatibility, if the customer cannot be offered a simple exchange, as is the case with Rokuhan. After all, the same applies to these state-of-the-art and therefore long freight wagons as to UIC type X passenger coaches: their appearance is simply terrible when the radii are too small.

Overall impression and layout operation

We think it is a good idea, particularly in the case of a wagon with visible and uncovered girders, to deliver only two out of three loaded wagons and not to occupy all the stands straight away. This corresponds to the frequently encountered image of container trains from the seaports to inland locations. However, the models should also be painted in the correct colour.

The typical application for the new product are contemporary block trains. Two-axle container transport cars are no longer regularly seen in these trains. Two-car versions with Jacob's bogies are still not offered by the manufacturers.

Consequently, they can be combined with examples from other packs, if such an additional purchase is desired, or with the other four-axle container transport cars of older designs that can be found from time

to time in the Märklin programme. Märklin will certainly follow up with further editions of this type, which will be put together somewhat differently.

Märklin mentions the “Ludmilla” with item number 88136 as a suitable locomotive in its product description; this is a Deutsche Bahn AG diesel locomotive in the original colours of the eastern German Deutsche Reichsbahn.

We consider this not to be appropriate in terms of timing and not a success. Later traffic red versions with NVR numbers, on the other hand, pose no problem. Likewise, not only in traffic red does the still young “Vectron” prove to be a perfectly suitable locomotive, because the majority of its prototypes are used in freight transport today.



All in all, the delicate realisation (photo above), safe operation and the good side view (photo below) speak in favour of the new model. The negligence in the colour scheme, the excessive distance between the couplers of these cars, and the unimaginative equipping of all the three examples with a locking brake, recognisable by the yellow handbrake wheel, deserve criticism.

In the period of the revision addresses, the 139 / 140 series, including the “Zebras” from Locomotion, or the 151 series could also be considered as an alternative, because looking back twenty years ago, these machines were still commonplace.

Let us now briefly summarise our impressions: Märklin has shown the courage to finally expand its programme with modern KLV container transport cars that constructively bypasses the requirements for a double wagon with Jacob's bogie. Fans of Era VI have been sorely lacking such cars until now.

In terms of dimensions and details, the realisation is almost perfect, and we consider the few compromises to be acceptable. This good impression is only spoiled by the serious flaws in the prototypical colour scheme, which we are not prepared to accept as an economic compromise.

Prototype freaks will not be able to avoid doing this themselves, especially as the red coloured buffers look terrible. If you want to go this route, you should also consider matting and patinating, as prototype photos regularly show the usual poor appearance of Deutsche Bahn property.



On the layout, the new model presented here enhances the container traffic of the present day, as until now no supplier has had modern KLV container transport cars in its programme, which characterise the trains in the heartland of Central Europe.

Considering that the painting errors can be corrected in future releases and the very successful design, the KLV container transport cars pack Sgns 691 (82640) is nominated for the best new release of the year 2023 in the wagon category.

Base model manufacturer:
<https://www.maerklin.de>

Camouflage instead of burying **Hidden from View**

In response to the signal box construction report in Trainini® 1/2023, a reader asked about the landscap-ing around the signal box. This reader was interested in the camouflaging of the point machines, which could be seen in two photos. Because of the expected interest, author Jochen Brüggemann explains his method in detail today.

By Jochen Brüggemann. On the cover of **Trainini®** 1/2023 and in the signal box construction report of the same issue (from page 28), two photos also show sections of the track systems with Märklin turnouts, whose drive boxes are only noticeable at second glance due to their camouflage.



The point machines on Jochen Brüggemann's layout are almost invisible to the observer once they have been treated as described here. The dummy switch lanterns also contribute to the good overall appearance.

When I built my first Z gauge layout in the 1980s (see **Trainini®** 10/2013), I found the large point machines annoying, and subsequently I camouflaged them with simple means on turnouts that had already been installed. Over time, however, I was no longer really convinced by this state of affairs.

Nevertheless, when I started building my current layout (more than 20 years ago), I again decided in favour of Märklin track and turnouts because, as far as I know, only one manufacturer had a complete track system including flex track in its range at that time – Märklin.



The drive of this curved turnout also largely disappears from the viewer's perception, as the deeper perspective shows.

In the meantime, I had also gathered enough ideas and experience to embed them in mineral ballast in a prototypical manner and to camouflage the drive boxes of the turnouts so that they hardly disturbed the overall impression.

When designing my old layout, camouflaging the point machines was made more difficult by the fact that the points had already been installed and were only partially accessible, in places. Due to the difficulties at that time, I decided to prepare the turnouts on the table before installing them when preparing the current layout to make the work easier.

With all these measures, I had to keep a constant eye on the fact that, due to the clearance gauge of the locomotives and carriages, I was only allowed to change the outer dimensions of the switch boxes slightly. Otherwise, I would have risked them coming into contact with the applied camouflage material and getting stuck or derailed as a result.

As with my other handicrafts, I relied on my tried and tested household remedies:

- fine pliers, files and tweezers,
- a pencil block with a fine drill bit (0,5 mm),
- a scalpel with different interchangeable blades,
- sandpaper (220 grain or finer),
- a disposable injection syringe (2 ml) with thin cannula,
- fine, soft brushes (size 0 and 1), and
- very sharp steel pins (diameter 0.7 mm, length approx. 40 mm, of which the tip is approx. 5 mm long; from laboratory supplies).

I used products from Rainershagener Naturals to ballast the tracks and camouflage the drive boxes, which, unfortunately, are no longer commercially available as far as I know.

Info box
The ballast used by our reader was used a few years ago and is no longer available.
A possible alternative are the various mixtures, including those with a rust patina, from the supplier Koemo (<https://www.koemo.de>), which have also been used frequently in our projects.

These were the products “N track ballast, heavily aged” (item no. 7256D) and “N + Z code 40-55 small ballast, heavily aged” (7253D). The track ballast and small ballast match each other perfectly in terms of colour, although the small ballast is much finer.

The glue used was white glue, sometimes undiluted, but mostly diluted with water (approx. 1:3 to 1:4, with a little washing-up liquid added). I used matt-drying acrylic paints (water-based) for the colour work. For the paper work, I chose very thin paper, so-called airmail paper (usually light blue ex-works, but this doesn't bother me).

Attempts to build up experience

I spread a patch of ballast and a patch of small ballast on a piece of cardboard and fixed both with a few drops of the white glue/water mixture. After drying, a second fixing process was carried out, analogue to the later ballasting of the track.

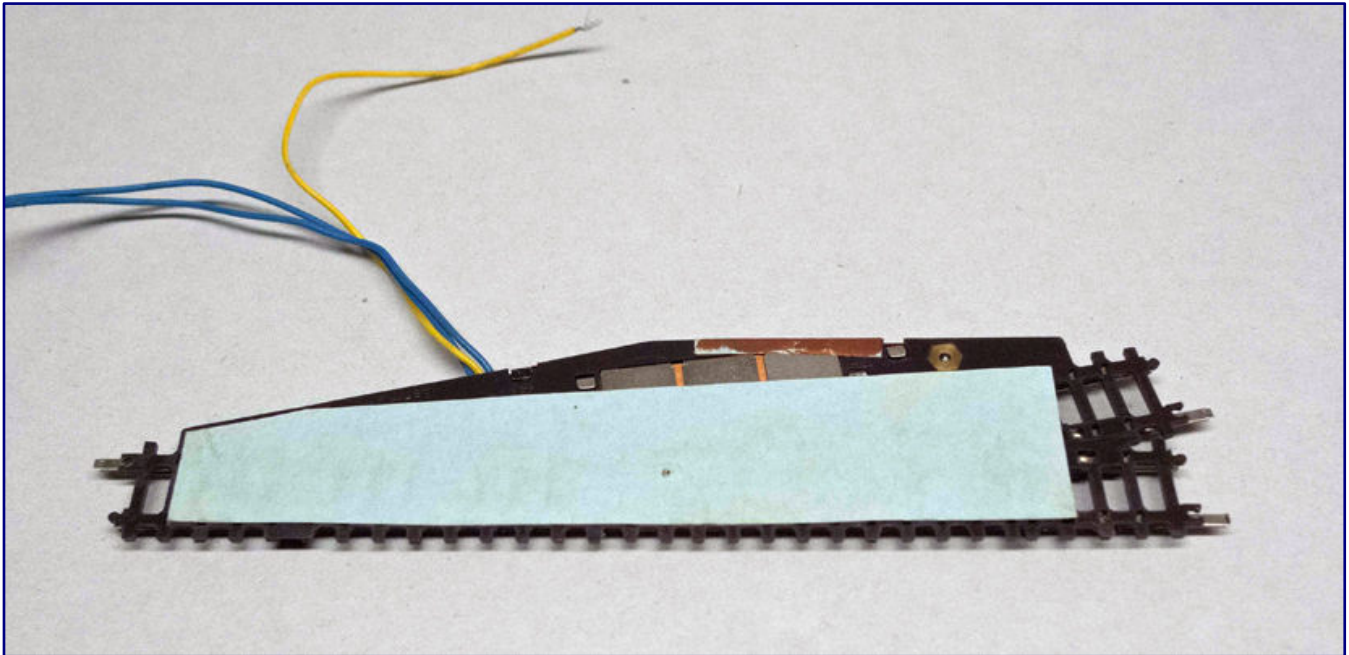
After drying (and darkening due to the white glue), the ballast and the small section now showed the expected colour tone, after which I created a suitable brown acrylic paint mixture for the point machine boxes. The ballast colour also helped with the selection and mixing of the similar rail profile paint (also acrylic paint, water-based).



Inconspicuous, but valuable: self-made dumping tool made of aluminium sheet for spreading ballast and small chippings.

I made a flat, elongated chute from the edge of an aluminium tealight pot to apply ballast and small chippings. Holding it between my thumb and middle finger and tapping it lightly with my index finger, this chute allowed me to dose the material quite delicately and precisely.

Before I started working on my brand-new turnouts, I tested most of the work described below on three used turnouts I had bought cheaply. This procedure provided me with useful experience.



Thin and suitably cut airmail paper served as a carrier material for the ballast in the critical area of the points. Before the small ballast was applied, a coat of dark brown paint was applied to the top side not visible here.

Then I got started: First I drilled a 0.5 mm wide hole in the centre of the second sleeper in front of the switch blade joint using a pin block. I used this hole to fix the turnout (with a steel pin) to a plywood board and later to the layout's track board.

To fix the two (slightly curved and movable) contact plates in the centrepiece of the switch in a low position, I put a small drop of white glue into the opening on the underside (below the point where the contact plates are closest together).

I then carefully clamped a match between the two angled rail profiles from above. After several hours of drying, the match could be removed and the work continued.

In the next step, I cleaned the rails and switch blade with a cotton bud moistened with isopropyl alcohol. I then coloured the rails, the switch blade (including the tops of the two connecting bars), the frog sides and the wheel links with the acrylic rail colour mixture intended for this purpose.

The switch blade joint, the outer sides of the switch blade in the rear area and the opposite sections of the rail heads had to remain free of paint, as did the bronze current contact plates under the switch blade and the rail profiles at the ends of the switch (in the contact area of the connecting fishplates).

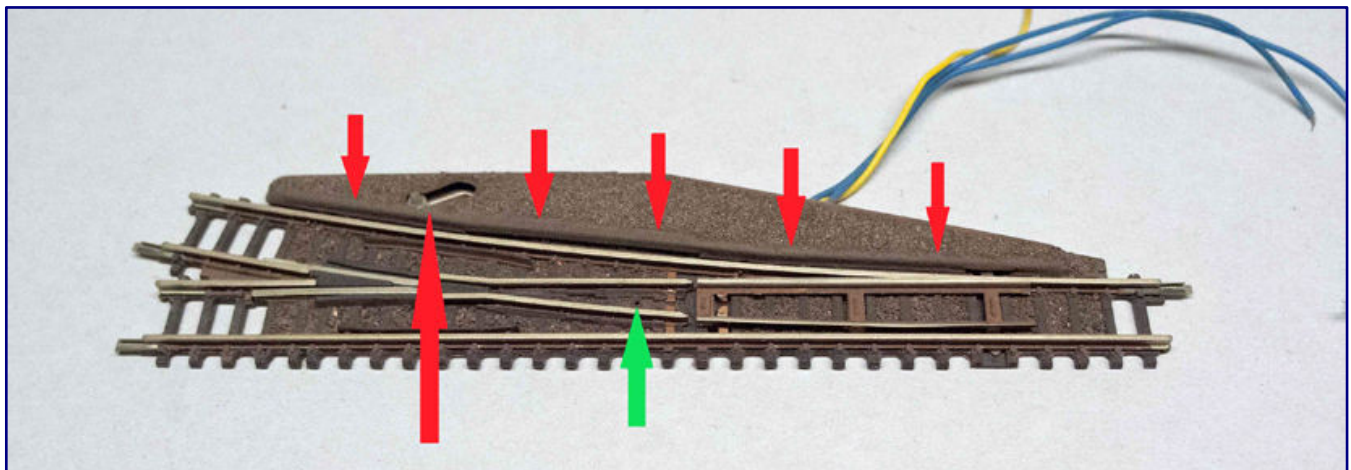
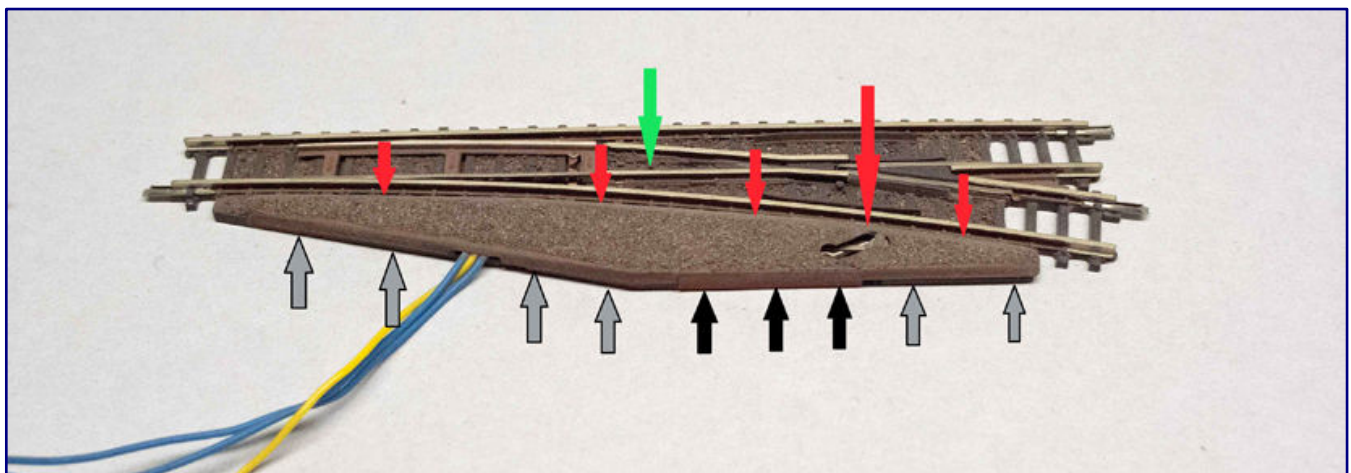
I cleaned the upper side of the rail heads and the frog as well as the upper edges of the switch blade and the wheel links with a firm, lint-free cotton swab slightly moistened with water while the paint was still a little damp.

I painted one side of a sheet of very thin airmail paper with dark brown acrylic paint (gravel colour). From this I cut out a strip about 9 - 9.5 cm long and tapering from 2 to 0.9 cm, applied to the coloured side (!) sparingly with undiluted white glue.

Then, I glued the strip from below onto the sleeper grating of the turnout so that the entire area between the straight outer rail and the drive box was covered, i.e. the later underside of the sleeper grating was light, the upper side brown. After this and all subsequent work steps, it was always checked whether the switch blade remained easily movable; if not, the cause had to be found and eliminated immediately.

I cut strips a few millimetres wide from the same brown paper, folded them 90° lengthways and applied a thin layer of white glue on the inside (on the light-coloured side).

I used these strips to seal the cracks in the turnout drive box on the straight outer sides. This largely prevented the unwanted ingress of ballast or small debris during the subsequent work steps. After drying, the turnout was pinned to an assembly board with a steel pin and the entire turnout drive box was painted with ballast paint. I cut strips of paper a few millimetres wide, folded 90° lengthways and thinly coated on the inside (on the light side) with white glue.



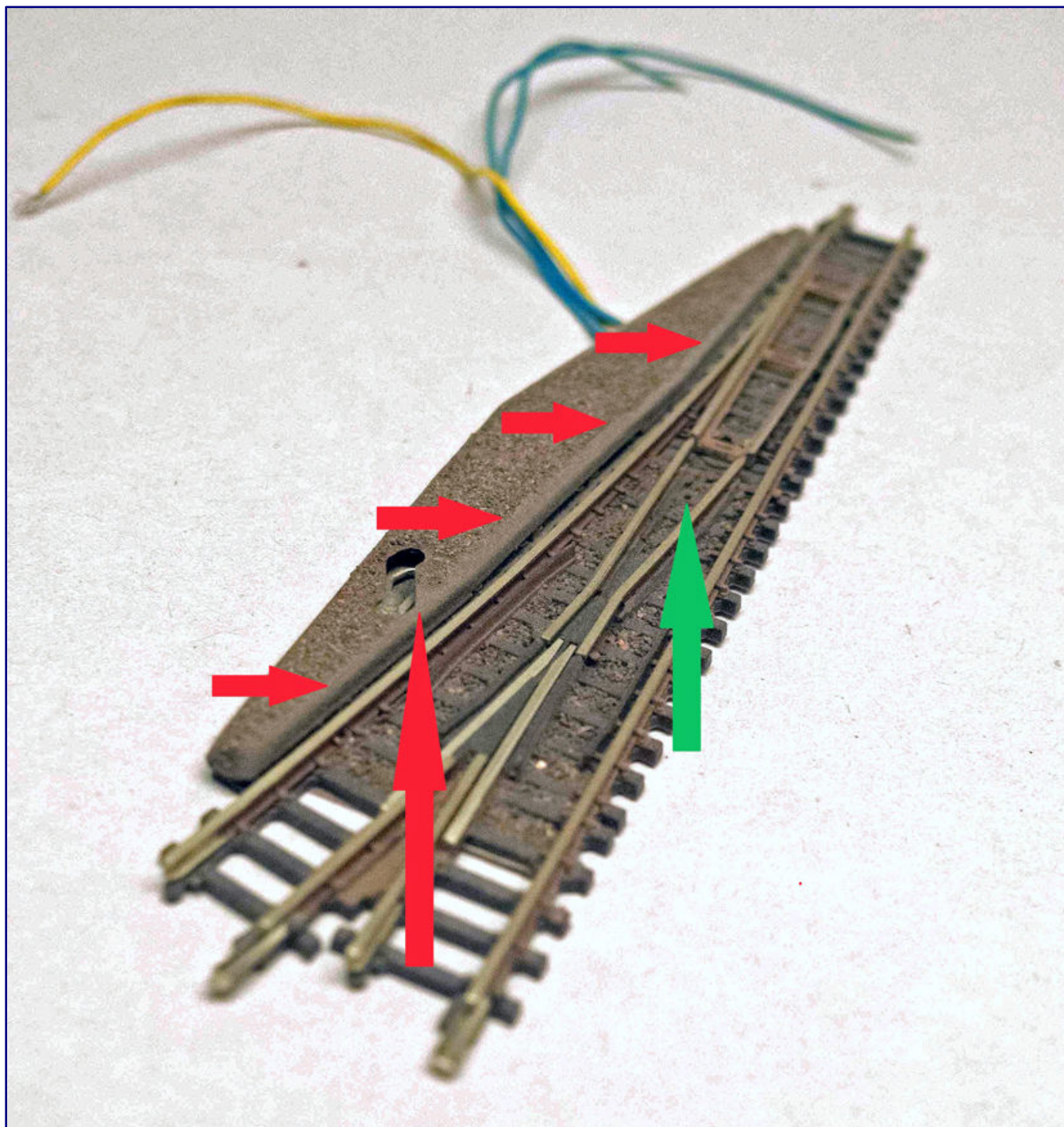
The treatment of the standard turnout is largely complete, only the panelling of the outer (straight) upper edges of the turnout drive box is still missing. Legend to the arrow markings (also to the photo on the next page):

- The green arrow points to the 0.5 mm hole for fastening the turnout.
- The short, red arrows point to the upper edge of the soft drive box, which is free of small parts.
- The long, red arrow marks the low-impact area on the hand controller.
- The black arrows indicate the sealing strip on the drive box of the test specimen.
- Grey arrows point to the additional sealing area as implemented on the drive boxes of all installed standard points.

The paint had to be opaque, but as thin as possible; under no circumstances was it allowed to spread. I also painted the top of the sleeper grating strip between the curved track and the drive box with diluted ballast paint, leaving out the short sleeper heads.

In the next step, I used a fine brush to apply the water-white glue mixture to the upper side of the turnout drive box, leaving an approx. 1.5 - 2 mm wide strip along the edge to the inner curve of the turnout and an additional 0.5 - 1 mm wide area around the manual setting knob opening free.

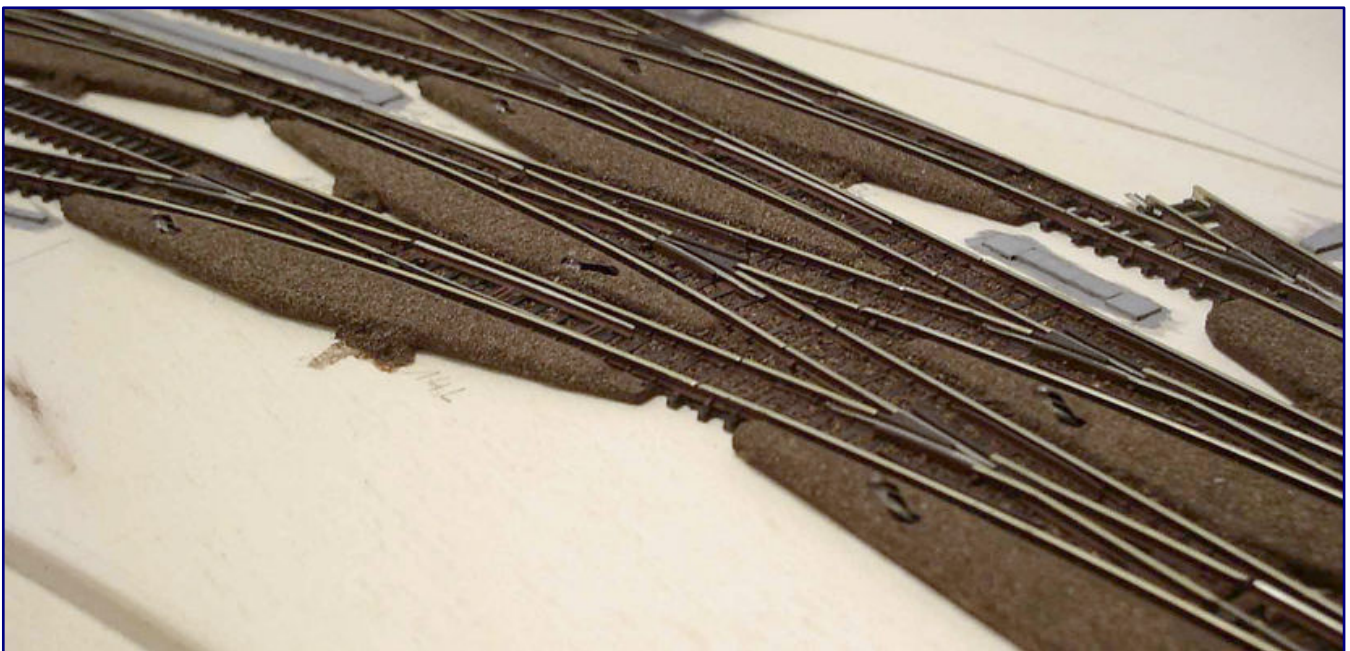
I carefully sprinkled small grit into the damp white glue, which I spread evenly with a fine brush to just cover the surface. Any stone grit that accidentally got there was immediately removed from the areas to be kept clear.



After the white glue had dried, the switch was carefully vacuumed with a Hoover, tapping lightly; I then made any necessary touch-ups. I then coated the straight outer edges of the drive box with thinned white glue and carefully sprinkled in a small amount of chippings, which I spread in a thin layer over the edge of the housing and slightly below it.

I took great care to ensure that the lower part of the drive box remained free of any small impacts. This was absolutely necessary wherever neighbouring tracks were planned with a track spacing of exactly 25 mm.

If the lower area of the outer sides of the drive box was not kept sufficiently clear, there was a risk during laying that dried material would either collide with the outer edges of the sleepers of the neighbouring track or rest on top of the neighbouring sleepers.



Several standard points have now been installed in the track area. The connecting cables have been routed under the layout and all work on the holes, track sides and centres has been completed as described in the article.

In this case, proper track alignment was not guaranteed; the function of the sleepers of neighbouring turnouts could also be impaired. Small debris that had stuck to surfaces of the drive box that had to be kept free despite all caution was removed again immediately using a file, sandpaper or scalpel blade.

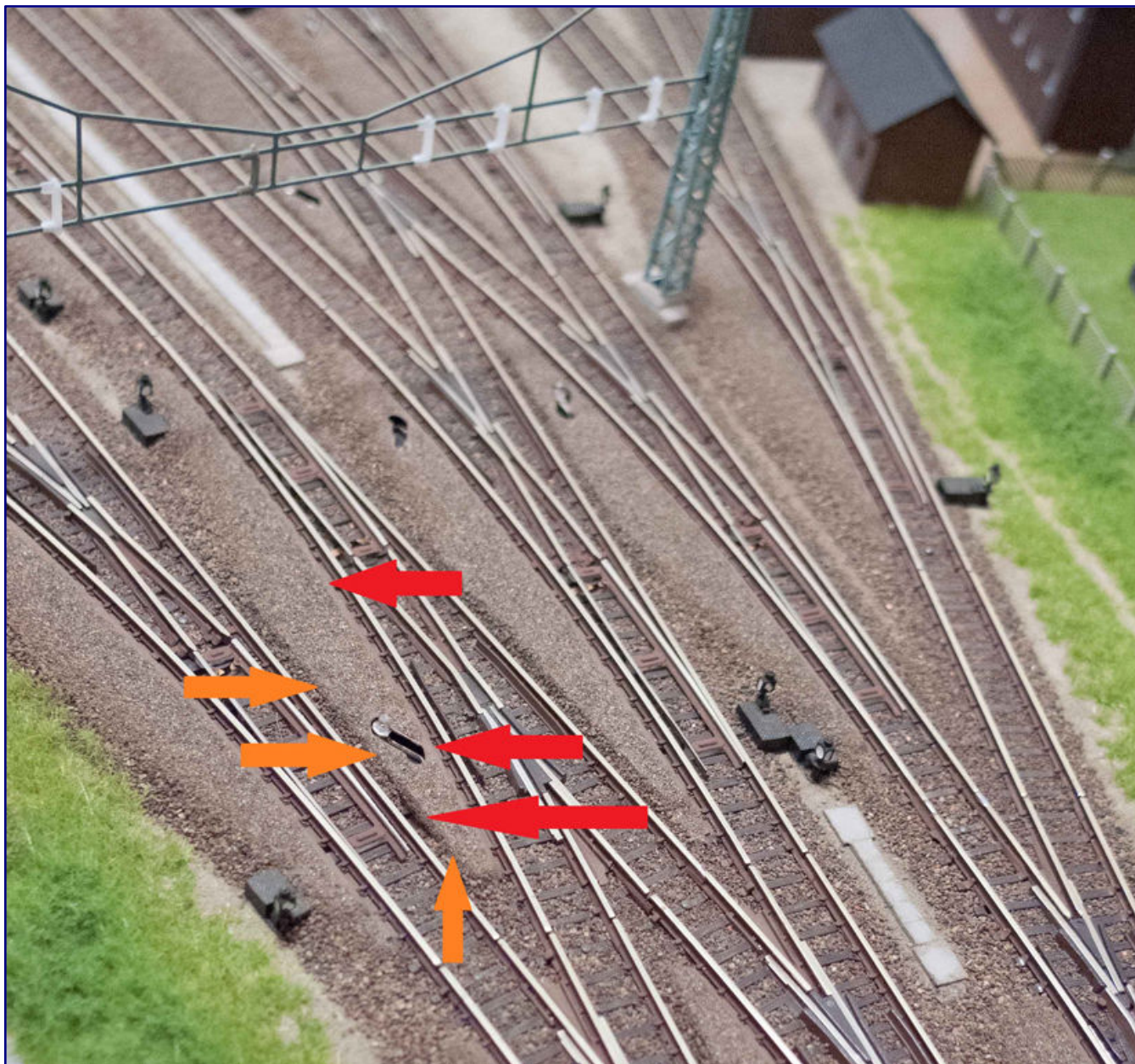
After drying, the turnout was cleaned again with a Hoover; unwanted defects in the stone-free areas of the drive box were then repaired.

If I noticed any defects on critical edges, I sometimes took the precaution of not repairing them with a small amount of paint, preferring to use ballast paint instead. The functional safety of the points and tracks was my top priority.

Finally, I used a fine brush and heavily diluted ballast paint to paint over all the areas of the drive box that had a slight sheen due to the white glue mixture that had run off.

The next step was to ballast the turnout in the problematic area between the rail profiles. I used the aluminium chute to pour track ballast into the spaces between the sleepers sealed by the paper. The only exceptions to this were those immediately in front of and behind the switch blade joint and under the two connecting webs of the blade, so as not to jeopardise mobility.

I spread the ballast evenly within the spaces between the sleepers using a fine brush. I carefully added any missing ballast; I removed excess ballast with the brush towards the ends of the track. The ballast was also very carefully removed from the sleepers and the frog as well as the switch blade with the brush.



This is how the track area on the last side looks after the camouflage and ballast work has been completed. The long arrow (red) points to the area opposite the sleeper of a neighbouring turnout that is free of small parts and ballast, while the orange arrow points to the straight upper edge of the drive box opposite an immediately neighbouring stationary wheel turnout (legend for red, short arrows follows the previous photos).

I made sure that the ballast surface in the areas in front of and behind the switch blade was approximately level with the top edge of the sleeper, but lower in the area below the movable switch blade to ensure its mobility.

I fixed the ballast with a mixture of water and white glue, which I applied drop by drop into the spaces between the sleepers using a small disposable syringe. The droplets were kept small because the ballast took a few seconds to absorb. If the stones became disordered within a sleeper space, I levelled the surface again with the tip of the syringe needle.

To prevent it from sticking to the work board unintentionally, I turned the switch slightly on the board several times (around the pin as a pivot point). Once the glue had dried, it was possible to touch up any imperfections; then, a second fixing pass was carried out with the white glue syringe.

Finally, I removed any loose material from the turnout, detached the turnout from the work board and cleaned the tops of the rail profiles and the upper edges of the switch blade with a cotton bud moistened with isopropyl alcohol.

I then tested the function of the points. If it could be switched properly and the test locomotives passed the turnout without any problems, this specimen was ready to be installed on the layout.



Here you can see the track area, which serves as the basis for the explanations in this article, from an elevated perspective in the overview.

Route corrections on points

Most of the standard points purchased over 20 years ago bent slightly upwards, so that the trains always travelled more or less over a hill without countermeasures.

In addition, the three track ends of several turnouts were also slightly warped and twisted in the longitudinal direction. I had already noticed both phenomena when building my first layout in the eighties and again and again afterwards.

I solved this problem as follows:

- 1.) I fixed the bending by fixing the turnout to the track board with a Märklin track nail when installing it (see the 0.5 mm hole in front of the switch joint). The tool I used for this was the Nagelfix from Peter Post.
- 2.) In some cases, the distortion / twisting of the turnout ends took care of itself when laying in turnout lines, so that no further action was necessary.

In other cases, I drilled a 0.5 mm hole in the centre of the last or penultimate sleeper of the respective turnout ends and fastened the aligned turnout at the respective ends with additional Märklin track nails.

Both measures not only worked when laying the tracks on a plywood track board (in the station area and in the staging yard), but also on Jeweha Modelbouw cork beds.

Completion of the camouflage work

After installing a turnout and the neighbouring tracks, I continued with the ballast and camouflage work. The connecting cables for the points were fed down through a hole drilled just next to the drive box through the track board and connected to the contacts provided on a distributor.

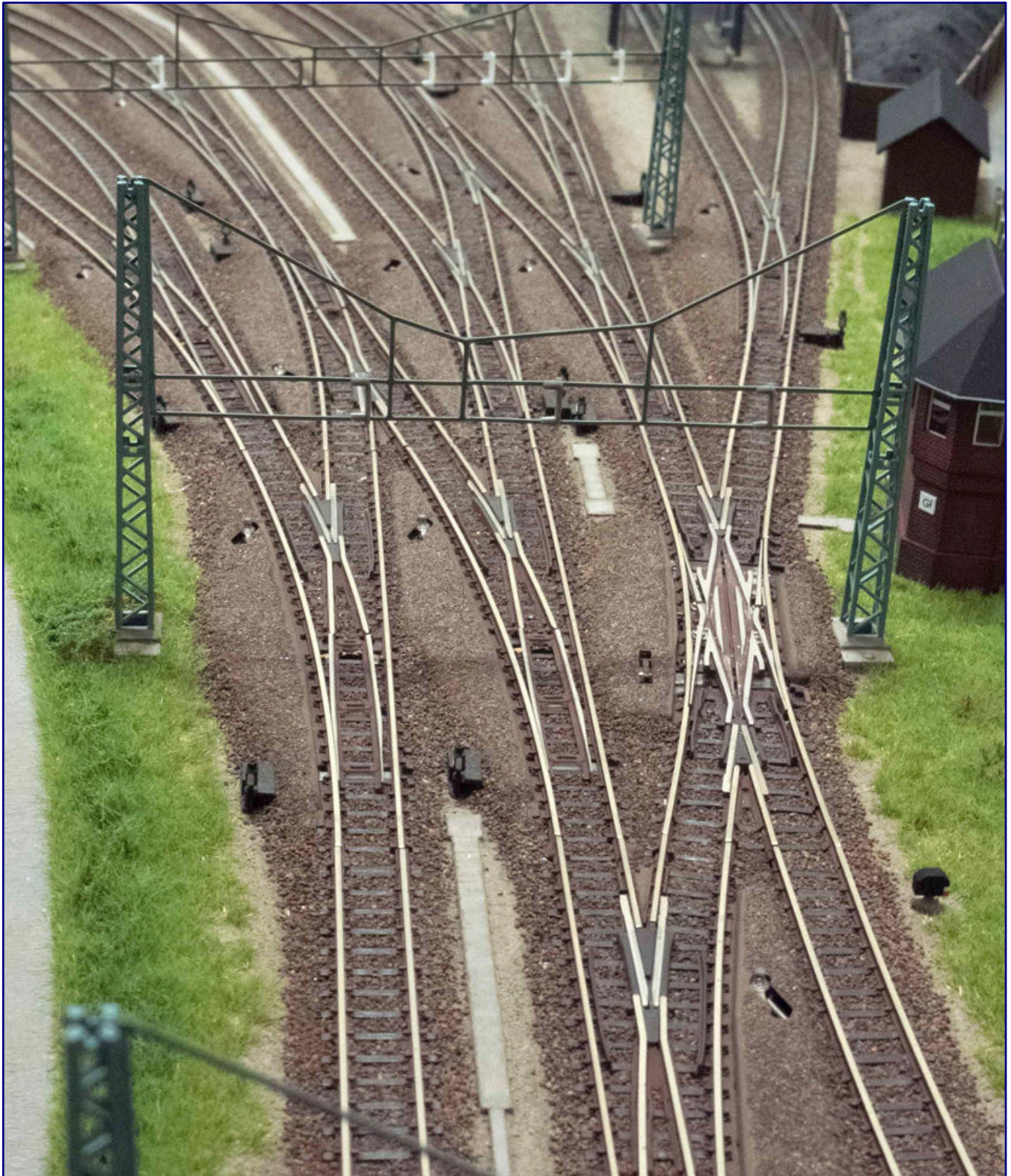
I sealed the hole in the track board and the remaining opening where the connecting cables emerge from the drive box with a viscous mixture of ballast and a little diluted white glue.

If there was a parallel track or another turnout directly next to the turnout drive box, I first carefully filled the remaining outer sleeper spaces of the parallel track or the neighbouring turnout with ballast up to the top edge of the sleeper at this edge.

In doing so, it was essential to keep the neighbouring guides of switch points clear. After fixing the ballast with diluted white glue, the clearance gauge was checked (with a locomotive and, possibly, a short train). After carrying out any necessary repair work, a second fixing pass was carried out with the white glue sprayer.

On the straight edges of the drive box, where no tracks or points were directly adjacent, I formed approx. 45° steep outer slopes from ballast with the aid of a fine brush.

I achieved flowing transitions from the small fodder on the top of the drive box to the gravel slopes by sparingly scattering small fodder on the upper edge of the slopes, whereby it was important to avoid pile formation.



Change of perspective: We look at the course of the switch route in the locomotive driver's direction of travel and realise how well the point machines can be camouflaged using a relatively simple method.

Fixing was carried out drop by drop at the bottom of the slope so that the wet adhesive could spread sideways and creep upwards without the slope becoming unstable. A second pass was carried out after drying and any necessary touch-up work.

Once this work has been completed on all the points in a track system area, work could also begin on the areas of the points that were still open, such as outer sleeper gaps and previously untreated track sections at the ends of the points, and on the other tracks.

Curved and double crossing points

I proceeded in a very similar way with the curved points. I also fixed the two contact plates in the frog of a curved turnout and sealed the sleeper grid in the area next to the drive box with brown coloured paper from below.

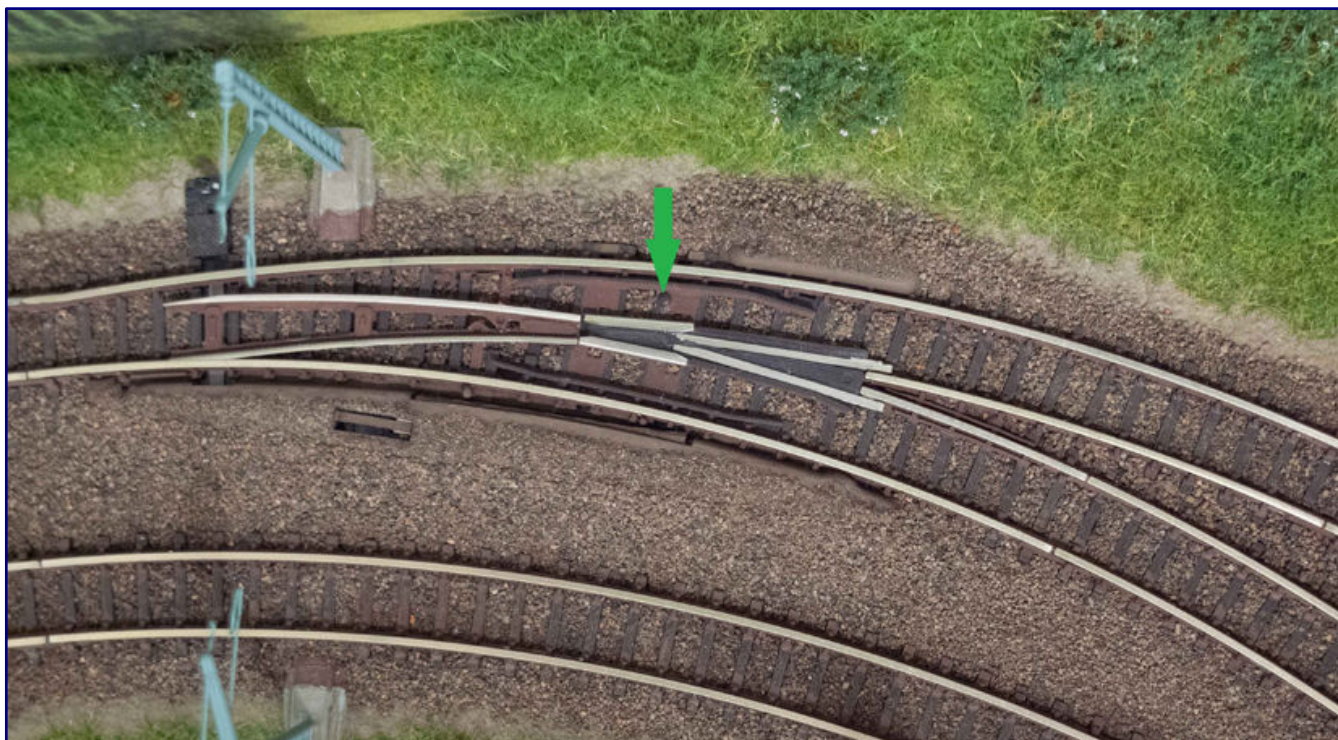
I drilled a 0.5 mm wide hole through one of the two wide cross-connections in the outer arch using a pin block to attach it to the baseboard and later install it on the layout (see illustration below this paragraph and on the next page, marked with a green arrow).



I also used a steel pin to fix the curved turnout to a plywood work board for further processing. After the cleaning work, I coloured the rails, switch blade, frog sides, and wheel links with the acrylic rail colour mixture. All further steps corresponded to the process already described for the standard points.

In addition, the connection cable cover and the striking metal manual setting lever on the curved turnout were also given a thin layer of ballast colour. I also coloured parts of the two wide cross-connections on the sleeper grating, so that only narrow imitation sleepers in the sleeper colour (dark brown) remained at the edges.

continues on page 26



The double crossing turnout is only missing the prototypical turnout signal after editing, as described in the text (photo below).

After installing a curved turnout and the immediately adjacent tracks or turnouts, I continued the ballast and camouflage work in a similar way following the familiar steps. Only the outer slopes on the drive box and in the area of the connecting cables were smaller than on a normal turnout due to the smaller dimensions.

I also worked on the double crossing points (DKW) on my layout in a similar way. After examination, I drilled the 0.5 mm wide holes for the fastenings, so that the sleeper grid of the DKW would lie flat on the track board when the track nails were pressed in. The metal, conspicuous manual setting lever of the DKW was given a thin coating of ballast colour, as with the curved points.



Finally, we take a look at the station entrance with two opposing curved points, one of which is partially obscured by the tower mast in front.

My personal conclusion: As you can see from this construction report, the work proved to be very time-consuming and I also experienced some unpleasant surprises. But with a lot of patience, care, endeavouring to avoid dust and dirt and keeping the electrical contact surfaces clean, I managed to achieve my goal. Even after many years, I am still satisfied with the result.

All Photos: Jochen Brüggemann

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Half relief buildings from Modellbahn Union **Smart Transition to the Background**

We have often described how important a scenic background is for adding depth and realism to a layout. In urban settings, however, placing a backscene directly behind a row of houses is not ideal. It often makes for a better optical transition to add an additional row of half relief buildings - if it were not for a lack of supply of adequate kits. But that may be a thing of the past, as our collaborator Ralf Junius seems to have found what he was looking for at Modellbahn Union.

By Ralf Junius. The release of half relief townhouses from the company Modellbahn Union gave me the idea for building a small new “club table” — type module, which I also plan to use for photo and film shoots.

But these buildings are certainly not only suitable for that specific purpose. As can often be seen in larger scales, a row of half relief houses can make for a nice transition to the background of the layout. The description on the manufacturer's website also sounded promising: “Z scale, laser-cut kit made of graphic cardboard. Half relief town house in the style of the Wilhelminian era.”



Two of the new half relief houses from Modellbahn Union, as shown here to good effect here on a diorama by Torsten Schubert.

It goes on to say: “In this period, the houses were mostly built uniformly, with only the façades being designed differently. The house is divided into four floors. The façade is elaborately sculpted and has many beautiful details. All of the houses in this series can be connected to each other, making it possible to build entire streets.” Now that's an announcement!

At first, buildings with two different lengths were released. The narrow house has a length of 70 mm and the length of the larger house is 108 mm. The longer model is also available in two different façade versions. All models are available in three different colours: White, grey and sandstone. What the buildings have in common is their depth of 33 mm and height of 94 mm.



As with every build, all parts are first inspected and checked for completeness. Before we start cutting and gluing, we familiarise ourselves with the instructions.

Further models have since been added. These include a semi-relief corner townhouse and courtyard townhouses - each with different façade colours. In this article, I would like to explain the construction of the "Half relief townhouse 01 sandstone" (item number: MU-Z-H00201).

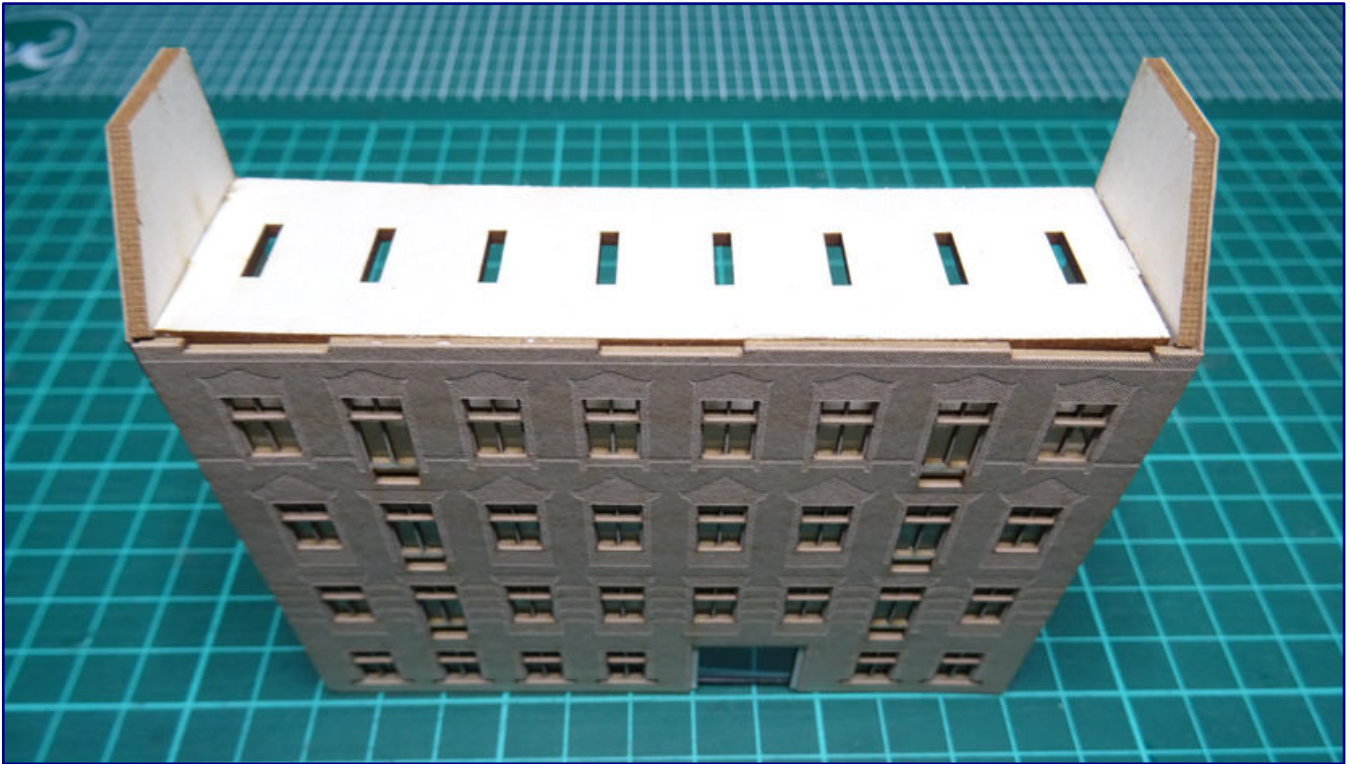
After unpacking the assembly instructions and all the components, the first step is to check the completeness against the item list in the instructions. It turns out that all the components are present, so nothing stands in the way of assembly.

The first step is to assemble the basic frame. It consists of two side parts, a base and the four floors. What I really like here is that the individual floors already come with cable holes which makes wiring for lights much easier.

The first part of the front is then placed on the base frame. This consists of a base that contains the window struts, and another part that represents the coloured façade. This means that the basic core structure



A basic structure made of thicker cardboard makes for the stable core of the building. Note the cable holes for adding lights to floors or rooms.



The three basic façade elements are glued onto the building core one after the other, thus giving the building already a recognisable shape.

can be used for all kits of the same basic dimensions.

In my kit, not all the windows on the substructure were fully cut out at the factory. This can be remedied by briefly cutting them with a scalpel and pressing them out. The windows are fitted with transparent foil on the inside. The façade is now attached to this base. Two façade parts in a matching colour are also attached to the sides to match the front façade.

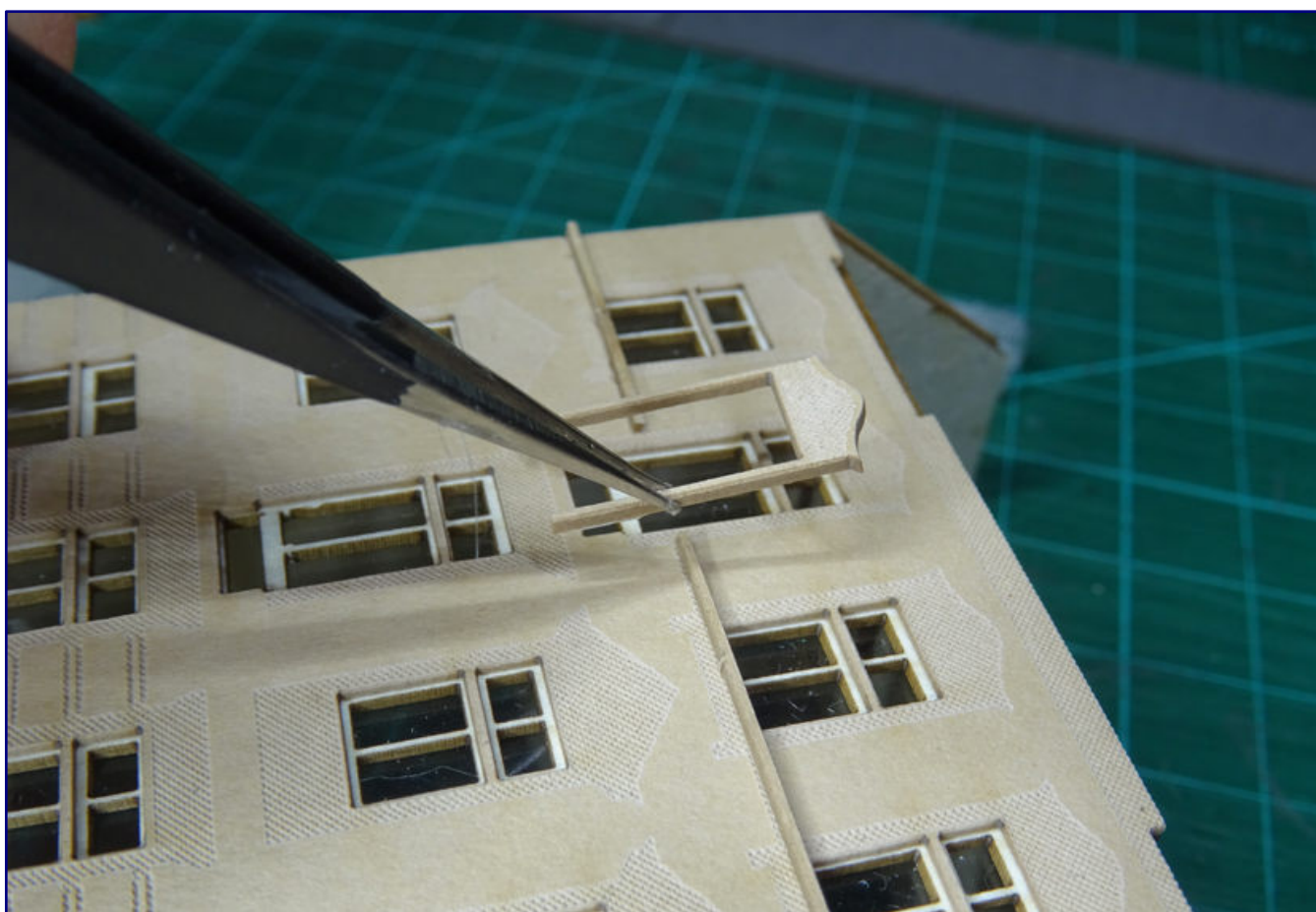
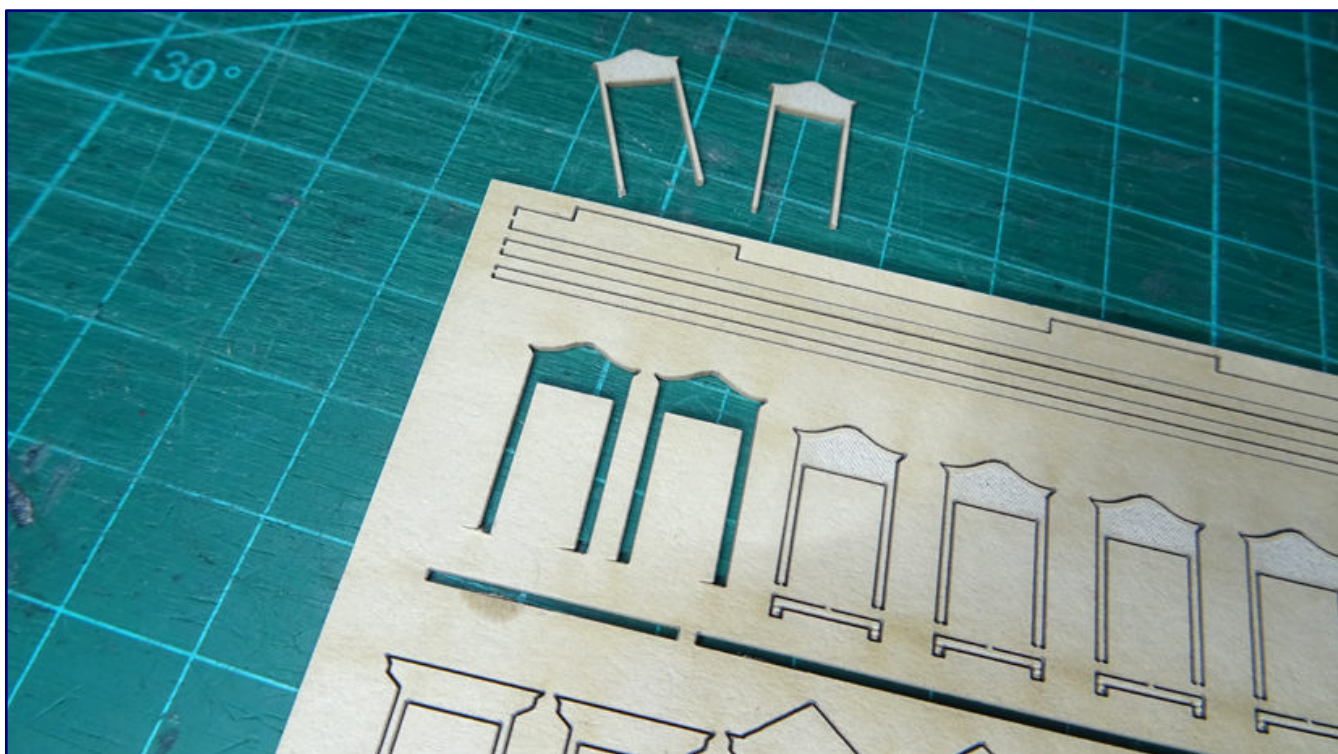
Lots of windows

Cornices are then added to the façade and the windows are also each matched with a cornice. The parts come on a separate cardboard sheet and are attached to it two or three supports which can be quickly cut with a scalpel. Then nothing stands in the way of positioning the frames on the walls.

I use a special laser-cut adhesive to glue the individual components together. Many companies have a suitable product in their range. I have no particular preferences and use whatever I have at home. An interim realisation at this point: the building has quite a lot of windows!

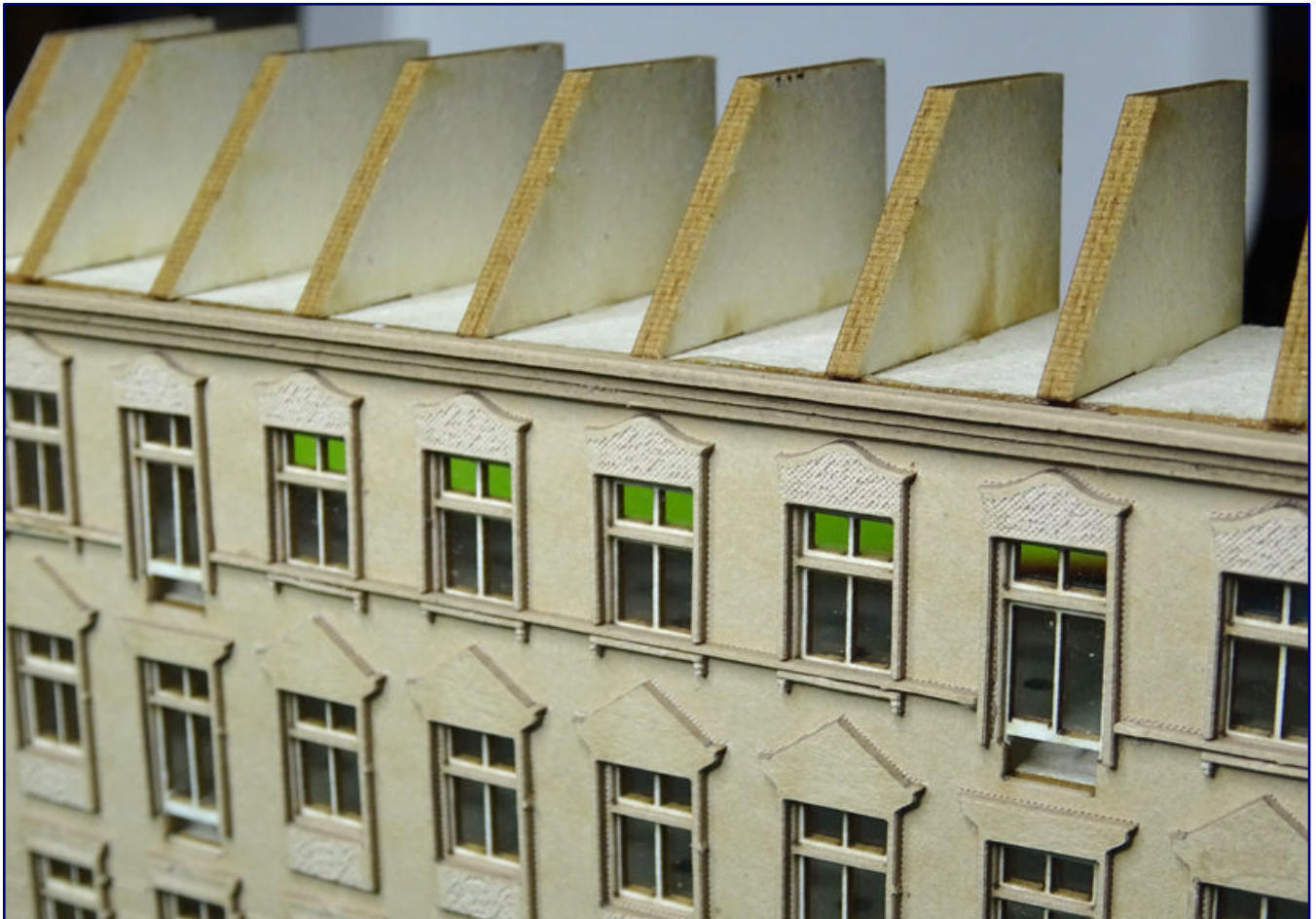
The next step is the support structure for the roof. Its elements must also be cut out of the cardboard sheet beforehand. With a few drops of glue, they are placed in their assigned position. Together they will later support the roof tile panel.

continues on page 32



The various cornices are carefully separated from the sheet by using a sharp craft knife, for example from Mozart. One can also see the long parts for the roof cornice (photo above). The parts are then individually positioned on the façade and glued in place (photo below).

Before the roof is covered, however, a roof cornice (roof box) has to be assembled and fitted. Here I found it a bit difficult to position the individual layers correctly. I couldn't see it properly in the assembly instructions. However, with a bit of trial and error I managed to put it together correctly. This shows how important it is to carry out dry-fit tests before applying the glue!



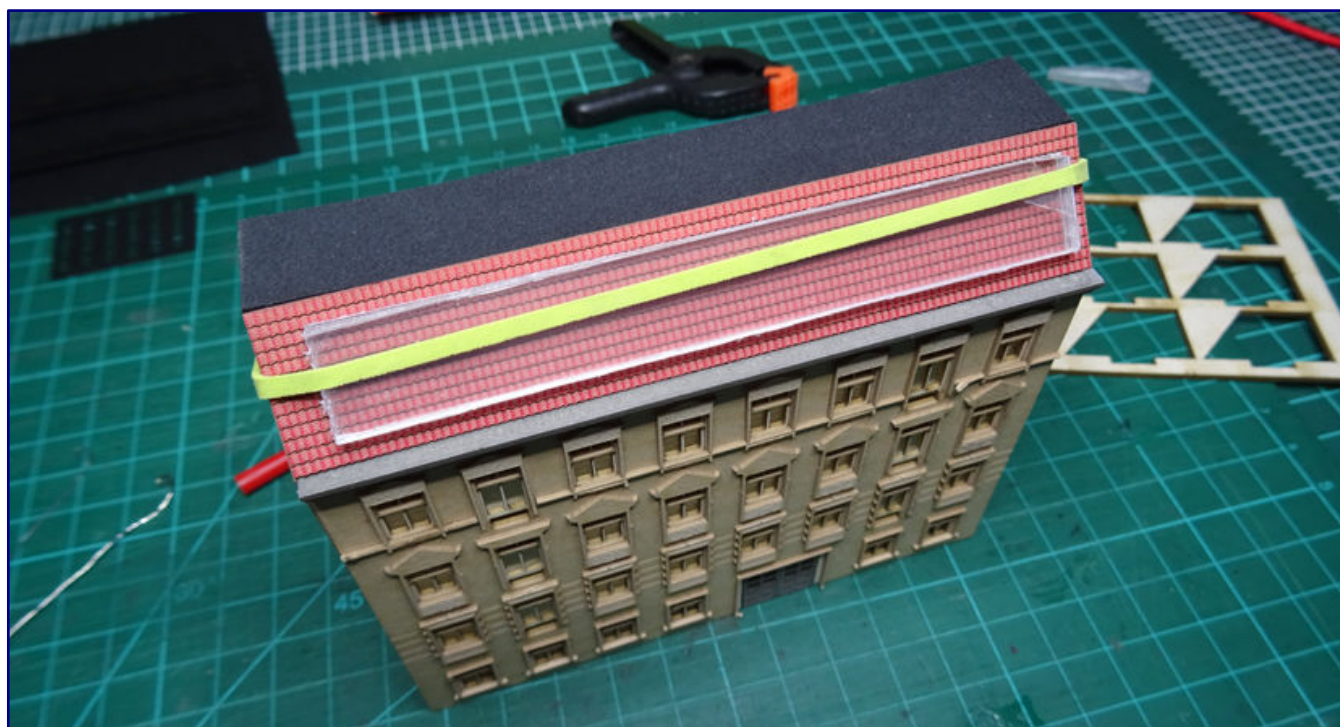
The supporting structure of the roof has been installed and one can also see the roof cornice above the top row of windows, which is glued together in three parts. The manufacturer has thus taken up the typical design elements that we still find today on Wilhelminian-style buildings.

A black panel must then be placed on the top of the roof before its slope can also be covered. The red cardboard engraved with roof tiles follows. I use a rubber band to hold this part in place until the glue has set and hardened.

The final step is to add the balconies to the house. In this kit, I first bent the balcony structure and then assembled it. In my opinion, however, this didn't work out so well.

On a building I did later, I first attached the balcony structure and then bent the sides and glued them on. This proved to be more effective and easier. I'm sure I'm not the only one who learns something new with each kit.

The rear side should face the background and therefore requires no decoration. Accordingly, the designer at Modellbahn Union has provided a light-proof, black hard cardboard panel for this rear end. I have not yet fitted this.



The roof is added and fixed in place until the glue has dried (photo above). The final step is the balconies and parapet (photo below),

My buildings still need interior lighting and furnishings. Raffaele Picollo from Genoa (MrZtraX) has presented a solution for this using LEDs and acrylic glass, an approach which I am trying to copy. If there is any interest in this line of work, please let the editors know and we may follow up on this in one of the next issues.

As stated at the beginning of this report, my aim is to build a small “regular’s table” type diorama with background buildings for photo purposes. The first buildings have now been completed apart from the lighting. And so, at the end of the article, I would like to give you a small impression of how the houses will look when installed.

Summary

The idea of a semi-relief building is not new in itself. However, until now there have been no 1:220 scale kits on a polystyrene or hard cardboard base in this size and comparable style. I can only praise the creative approach and the realisation of the manufacturer. The material used is of high quality.



The new half relief buildings at the transition to the background are undoubtedly an enrichment for the layout. They also offer many options for individual designs due to the interchangeability of this series of building kits.

It is also very nice and valuable that the series has already been extended by differently designed and dimensioned buildings. There is a consensus among the editorial team that there is nothing comparable on the market in 1:220 scale.

We are therefore nominating the kit presented here, as a representative of the product series, for the best new releases of 2023 in the accessories category of our best annual products awards.

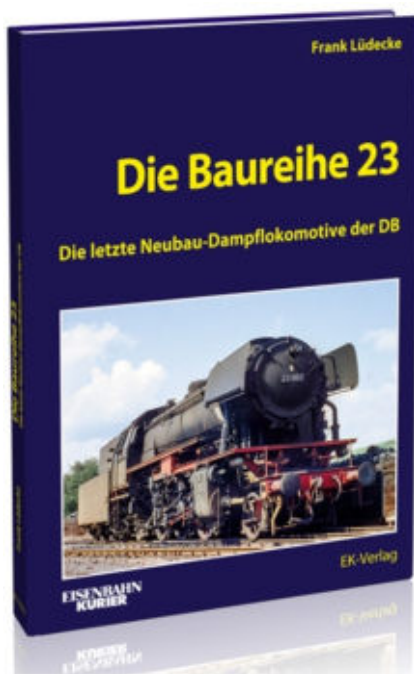
Supplier for the kits:
<https://www.modellbahnunion.com>

Commercial offers from MrZtraX:
<http://www.mrztrax.com/Zcatalogue.html>

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.

Neubaudampflokomotive Baureihe 23 der DB **Die Neue, die nicht alt wurde**

Unter Dampflokomotivfreunden nimmt die Baureihe 23 der DB eine besondere Rolle ein. Auch die Bundesbahn wollte wohl unmissverständlich darauf hinweisen, dass sie nicht mit der Einheitslokomotive verwandt ist und begann deshalb, bei der Betriebsnummer 001 neu zu zählen. Doch viele Jahre fehlte explizite Fachliteratur zu diesen Maschinen. 2023 hat sich das endlich geändert.



Frank Lüdecke
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Frank Lüdecke publiziert seit 1979 im EK-Verlag und gehört so gewiss längst zum Kreis besonders fachkundiger Autoren. Für den vorliegenden Band war er auch gewiss deshalb erste Wahl, weil er durch eine frühere Aushilfstätigkeit und später dann im Museumsbetrieb persönlich in engen Kontakt mit der Dampflokomotive kam.

Der heute behandelten Baureihe 23 kommt bei dieser Traktionsart eine besondere Bedeutung zu. Zu diesem Loktyp gehört die letzte an die Bundesbahn abgelieferte Dampflokomotive und nach Stückzahlen war sie mit 105 Exemplaren die mit Abstand wichtigste Neubaulok. Ihr Beschaffungszeitraum erstreckte sich über immerhin neun Jahre.

Das brachte auch Änderungen an der Konstruktion und Ausstattung mit sich, was die Vielfalt der Bauarten zusätzlich erhöht. Immer war sie aber auch Gegenstand von Kritik: Ihre Leistung und Verbrauchswerte stellten demnach keinen Fortschritt dar und Nostalgiker bezeichnen die Baureihe 23.10 der DR gern als die bessere Konstruktion.

Außerdem sei die Lok zu spät gekommen und deshalb nicht mehr gebraucht worden. Mit diesen vorschnellen und überwiegend falschen Urteilen räumt der Autor in seinem Buch auf. Er erläutert die Vorgeschichte und Umstände, die zu einer völlig neuen Dampflokomotive führten, die mit der Einheitsdampflokomotive nichts mehr gemein hatte.

Gewohnt ausführlich wird die Konstruktion beschrieben und auch ausgeführt, was bei den einzelnen Bauteilen jeweils geändert wurde. Auch die Bauartänderungen im Laufe der Dienstzeit schließen sich

an. Mit dem Schwenk zu Versuchen und zum Betriebsmaschinendienst erfährt sie dann eine korrekte, betriebliche Einordnung.

Obwohl sie als Personenzuglokomotive konstruiert worden war, erwies sich die Baureihe 23 im ersten Betriebsjahrzehnt häufig als Behelfsschnellzuglok, um einem Mangel entgegenzutreten. Diesen Dienst, der ihr den Baureihen 01 und 03 vergleichbare Kilometerlaufleistungen einbrachte, verrichtete sie klaglos wie später auch Vorspanndienste vor Güterzügen. Ihre Verbrauchswerte waren seinerzeit günstig, ihre Zugkraft beim Personal geschätzt.

Und nicht grundlos war sie wohl die am längsten eingesetzte Neubaudampflokomotive der DB mit immerhin 25 Jahren Dienstzeit, die aber nur die älteren Exemplare erreichten. Als auch die jüngsten und modernsten Maschinen zur Untersuchung anstanden, wurde auch diese Baureihe aus dem Unterhaltungsbestand gestrichen – eine Ironie des Schicksals.

Aber immerhin stehen 73 Jahren nach dem Erscheinen von 23 001 fünf Maschinen dieses Typs bei Museumsbahnen unter Dampf. Das möchten wir ebenso als Beleg für die Bewährung der Konstruktion werten. In der Spurweite Z hat sie übrigens auch ein Denkmal gefunden, gesetzt durch den Kleinserienhersteller Bahls Modelleisenbahnen.

Für den EK-Verlag ist dieser lange erwartete und überfällige Band ein Lückenschluss in der Baureihenbibliothek und ein neues Standardwerk. Lange Zeit wurde die Baureihe 23 literarisch vernachlässigt, was mit Titeln zu tun haben dürfte, die sich den DB-Neubaudampflokomotiven im Allgemeinen widmeten.

Frank Lüdecke macht all das vergessen, indem er kurzweilig wie fachkundig ein facettenreiches Panorama der beliebten DB-Dampflokomotive entwirft. Beim Lesen mag man es nicht mehr aus der Hand legen. Angenehm macht sich auch das neue Papier, das uns aufgefallen ist.

Matter als das früher verwendete, wirkt es dennoch nicht weniger hochwertig. Der geringere Glanzgrad erleichtert bisweilen das Lesen im Lampenlicht und reduziert auch die Farbbrillanz nicht erkennbar. Werfen wir daher auch noch einen Blick auf die Bildauswahl.

Sie passt perfekt, weil ohne Ausnahmen die gesamte Einsatzzeit der Baureihe damit dokumentiert wird. Das schließt auch alle Betriebswerke und Strecken mit ein, die von der Einsatzgeschichte umfasst sind. Ein weiteres Mal stellen wir fest, dass der frühere Farbteil der Bände aufgegeben wurde und in mehreren Abschnitten in den Buchverlauf integriert worden ist.

Nur ein einziger Fehler ist uns bei den gut gewählten und teilweise unbekannteren Aufnahmen aufgefallen, der verzeihlich ist: Dabei handelt es sich um eine Bildkopie auf den Seiten 69 und 219 anhand der 023 034-2.

Fassen wir unsere Eindrücke zusammen: Von der Entstehungsgeschichte spannt sich über die Loktechnik, Versuchsfahrten, Betriebsmaschinendienst, Bauartänderungen und Lebensläufe ein spannender Bogen zum Einsatz bei den Bahnbetriebswerken. Er schließt sich erst bei den heutigen Museumslokomotiven, die ausnahmslos auch mit ihrer „Nach-DB-Geschichte“ genauestens gewürdigt werden.

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oder im Fach- und Buchhandel

Auch bei den vier heute vorliegenden Bänden macht es wenig Sinn, alle einzeln vorzustellen und individuelle Merkmale herauszuarbeiten. Auch hier handelt es sich ausnahmslos um Wiederauflagen früherer Archiv-Bände, die bei Transpress Stuttgart aufgelegt wurden, im Ursprung aber noch auf DDR-Publikationen zurückgehen.

Zusammen mit den bereits vorgestellten Bänden zu Dampflokomotiven und Reisezugwagen bilden sie ein zusammenhängendes Verzeichnis, das noch durch zwei Bände zu Triebzügen unterschiedlicher Antriebsarten vervollständigt wird. Als Nachschlagewerke und Eisenbahnfahrzeug-Lexika dürften sie alle zusammen Eingang in viele Bücherregale finden.

Gründe für die Wiederauflagen in der Classics-Reihe dürften gute Preise von antiquarischen Büchern sein, denn sehr lange Zeit waren diese Titel vergriffen. Die Einordnung als Klassiker stellt dann auch das einzige Manko dar, dass nach den Reisezugwagen auch für die heute vorgestellten Titel gilt: Mangels Überarbeitung und Aktualisierung ist hier ein rund 30 Jahre alter Wissensstand abgedruckt. Geblieben sind damit auch der strukturelle Aufbau und die verwendeten Aufnahmen wie auch Zeichnungen.

Unverändert sind damit sowohl Stärken als auch Schwächen der Bücher. Beim Band zu den Elektro- wie auch Diesellokomotiven freuen wir uns über Einleitungen zur Entwicklung dieser Traktionsarten. Das hilft dem Leser, die im Folgenden chronologisch abgearbeiteten Fahrzeuge einzuordnen. Dies umfasst sowohl Einzelgänger als auch Serienlokomotiven.

Dabei sind uns keine Lücken aufgefallen. Offenbar wurde alles, was auch nur kurzzeitig ein Staatsbahnlogo getragen hat, hier berücksichtigt. Bei den Diesellokomotiven umfasst das immerhin knapp 60 Groß- und 16 Kleinlokbauereihen. Sie alle sind mit Beschreibung der Entwicklungsgeschichte, Betriebsbewährung, konstruktiven Merkmalen, Fotos und Maßskizzen wiederzufinden. Tabellarische Anhänge mit Daten runden diese Ausführungen ab.

Die beiden Güterwagenbände hinterlassen in Teilen ein abweichendes Bild. Hier ist zum einen der geschichtliche Rahmen deutlich weiter gespannt und setzt bereits in der Länderbahnzeit an. Ein direkter Vergleich mit der umfassenden Güterwagen-Buchreihe von Stefan Carstens führt dem Leser aber auch vor Augen, wie komprimiert diese Inhalte sind.

Das bezieht sich meist weniger auf die erläuterten Inhalte als vielmehr auf die spürbar geringere Auflistung an Bauarten. Es wäre müßig, hier eine „Fehlbestandsliste“ anführen zu wollen. Vertreten sind immerhin alle wichtigen Bauarten, nur nicht mit jeder speziellen Gattung.

So weist der zweite Band z. B. einen direkten Sprung vom dreiständigen Behältertragwagen BTs 50 zum fünfständigen BTmms 598 auf, die Bauart für vier Mittelcontainer (MC) fehlt völlig. Die Abhandlung endet etwa 1989, also noch vor dem Überführen von DR und DB in eine privatrechtliche Gesellschaft, was im Rückblick etwas unglücklich ist.

Trotzdem reicht das Wiederabgedruckte für einen grundsätzlichen Überblick und auch Einstieg in einige Eigenbauprojekte. Es ist eine kostengünstigere Alternative zur großen Güterwagen-Reihe für jeden, der die beschriebenen Lücken in Kauf nehmen kann und mag. Auch mit der Wiederauflage des Güterwagen-Archivs ist folglich ein wichtiges Stück Wagenliteratur wieder verfügbar.

Verlagsseiten:
<https://www.motorbuch.de>

Christmas greetings from the editorial team

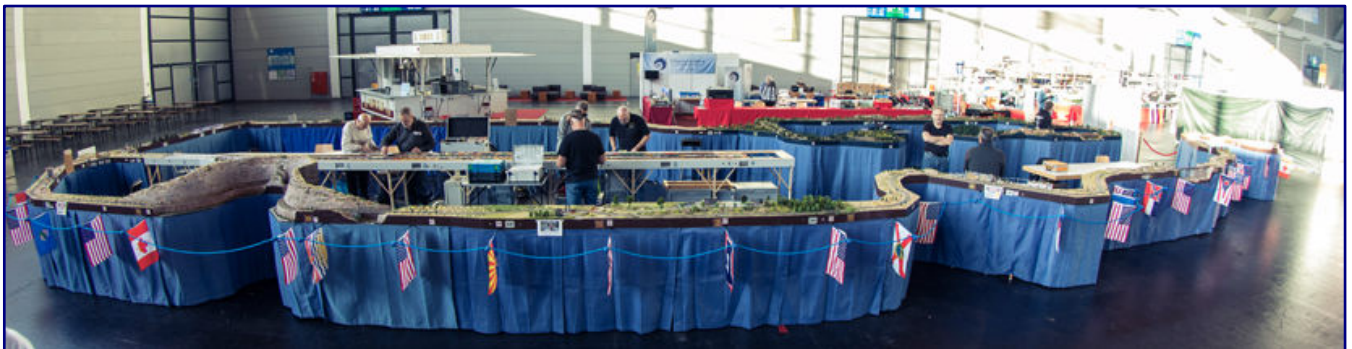


Faszination Modellbau on Lake Constance **Growing Popularity of the Trade Fair**

After a few years of distance and deprivation, interest in exhibitions is growing again. It is always exciting to see how this translates into visitor numbers at different venues. The fascination of modelling has regained a foothold, but obviously offers very different things to different age groups.

By Stephan Fuchs and Joachim Ritter. Around 46,000 visitors came to Faszination Modellbau in Friedrichshafen from 3 to 5 November 2023. This exceeded the previous year's result, which indicates a high level of interest following the end of the coronavirus pandemic and the associated fears.

Overall, the public's behaviour at this trade fair has normalised to a slightly lower level than before the forced break. After all, there no longer seems to be any fear of contact, especially as face masks were only seen very infrequently.



The dominant spatial element of the model railway hall was the large US modular layout in Z gauge, which must have impressed all visitors without exception. Photo: Stephan Fuchs

Saturday was clearly the day with the most visitors, although at least the stand of Z-Freunde International e.V. was also well frequented on Friday. However, there could have been a few more visitors. The number of visitors in the halls on Sunday remained very subdued for a long time, but they only emptied considerably later in the afternoon as the trade fair drew to a close.

After the change in the hall layout concept and significantly more space for the model railway, the “escape route concept with very wide aisles seemed well thought out again. What always works well at Lake Constance are the connecting trips to and from the railway station in the city and at the harbour. This secures the catchment area for the entire tri-border region.

The other fair offers could still be seen briefly: The all-terrain vehicles, the drone flight demonstrations and the pool with ship demonstrations were densely packed. In the nautical area, this popularity even seemed to exceed that of the model railway, which is usually the main attraction.

There was also some activity in the clamp blocks hall, although it was below personal expectations at the time of the visit. The real steam meeting, on the other hand, was really well attended, with the public trains in particular being very busy.

continues on page 42



The drone flights (photo above) were always well attended. Alongside the ship demonstrations and the RC all-terrain vehicles, they were a clear visitor magnet. The real steam meeting (photo below) was also very popular, with many unusual locomotives of different, but consistently large, sizes making a loud noise. Visitor rides were also offered and gratefully accepted.



Hands-on activities such as the BDEF's Junior College have established themselves as an integral part of the trade fair.

In the following, however, we will focus our tour of the hall primarily on the model railway area (Hall 1). It's always great to see that the hands-on activities for the little ones at Märklin and Piko are very popular. And even mum, dad or grandparents can crawl on the carpet and join in the fun.

As far as the number of layouts on display is concerned, we have no comparative data for the previous edition. Personally, however, we got the impression that there were probably more than last year, when the fair was labelled "International Model Railway Exhibition". This year's quality level was definitely higher.

Z. It was impossible to miss due to its huge dimensions, and probably impressed every observer. On Saturday, the longest train took up a whopping 11.80 metres of track!

A highlight across all gauges was of course the America module layout in nominal size



The US modular layout offered many exciting views and even more, sometimes seemingly endless goods trains, which were constantly followed by the eyes of the visitors. Photo: Stephan Fuchs

continues on page 44



The variety of landscapes in the vastness of the United States can also be found on the large modular layout. This offered the trade fair visitors a great variety that the larger scales cannot provide.

Visitors were able to count six locomotives and a good 100 carriages, and those who took the trouble to do the maths came up with a prototypical length of 2.5 km. And the prototypical slow movement of the trains was also well received once the operation had been explained.

While with digital control systems the layout operators very often sit at some monitors and run a programme, it has to be said that this no longer has much to do with actual model railway operation.



Big Boy and Challenger were also to be found with heavy goods trains on the winding routes across gorges and mountains. Photo: Stephan Fuchs

At the USA layout, on the other hand, the operators combined the digital advantages with an analogue driving experience. Each participant had to control their own permanently assigned train. The mobile control devices can be connected at any point in the layout via network sockets and thus move along with the moving train.

Communication is then necessary in bottlenecks, which also benefits the shared experience. However, the observations summarised here were not exclusively reserved for Z scale. The Odenwald layout in H0 scale was also demonstrated in the same way.

Light and shadow

What we generally found annoying – unfortunately not for the first time: Many layouts were very high and there were only a few steps for children. This can quickly put young model railway enthusiasts off attending such a fair, because even the youngest children want to see more than the legs of adults!

And lifting up the hopefuls of our hobby every time gets on the nerves of even the most patient parents after a short time. There is still a lot of room for improvement and it remains inexplicable to us why the

Comment from editor-in-chief Holger Späing:

"The Stammtisch Radolfzell presented itself with a large, blue tablecloth", it flashed through my mind. That was the moment when I saw the photos that my colleagues from Faszination Modellbau had brought with them.

Admittedly, that sounds harsh, and yet it is not meant in any way maliciously. The zeal with which these Zetties go about their work deserves recognition and praise. However, it is not without reason that we often say that first impressions count.

And unfortunately, it consisted of a huge table covered with a blue tablecloth. I'm recording this here because that was definitely not what was wanted. However, many other visitors will probably have felt the same in passing, which is why I have to discuss it here.

And my aim is not to simply swap the colour for a more inconspicuous, neutral one in future. What I'm hoping for is a presentation of our scale that really stands out in a positive sense.

Just as no one was able to avoid the giant US-style layout, the same should apply to all other exhibits. To achieve this, they must be easily recognisable and captivate visitors.

The tiny layouts are a great idea for the club meeting. Like their counterparts at the breakfast table, they should take up little space and make themselves useful. But at trade fairs they go unnoticed, are overlooked by many and are thankless objects for us photographers because their motifs cannot be depicted to fill the photo due to a lack of depth.

Less is more! In this case, however, this explicitly does not refer to the surface area of such a board, but to the proportion of exhibits shown and the surface area used. In Friedrichshafen, it was clearly too much...

basic needs of this target group are consistently ignored despite the many demands made on youngsters. Outside of Germany, there are many good examples of how this can be tackled sensibly.

We are somewhat ambivalent about the presentation of the Radolfzell Stammtisch's board layout. "Well meant" is unfortunately not the same as well done, the composition was simply lost on many trade fair visitors and was often not even noticed in passing.

It is understandable that this young group wanted to present itself to the general public for the first time and was well received by the Zetties. Within the scene, the demand from visitors to the Ravensburger Brett-

chen was also quite high. This report is accompanied by a commentary on the facts, which hopefully explains better where we see a problem.

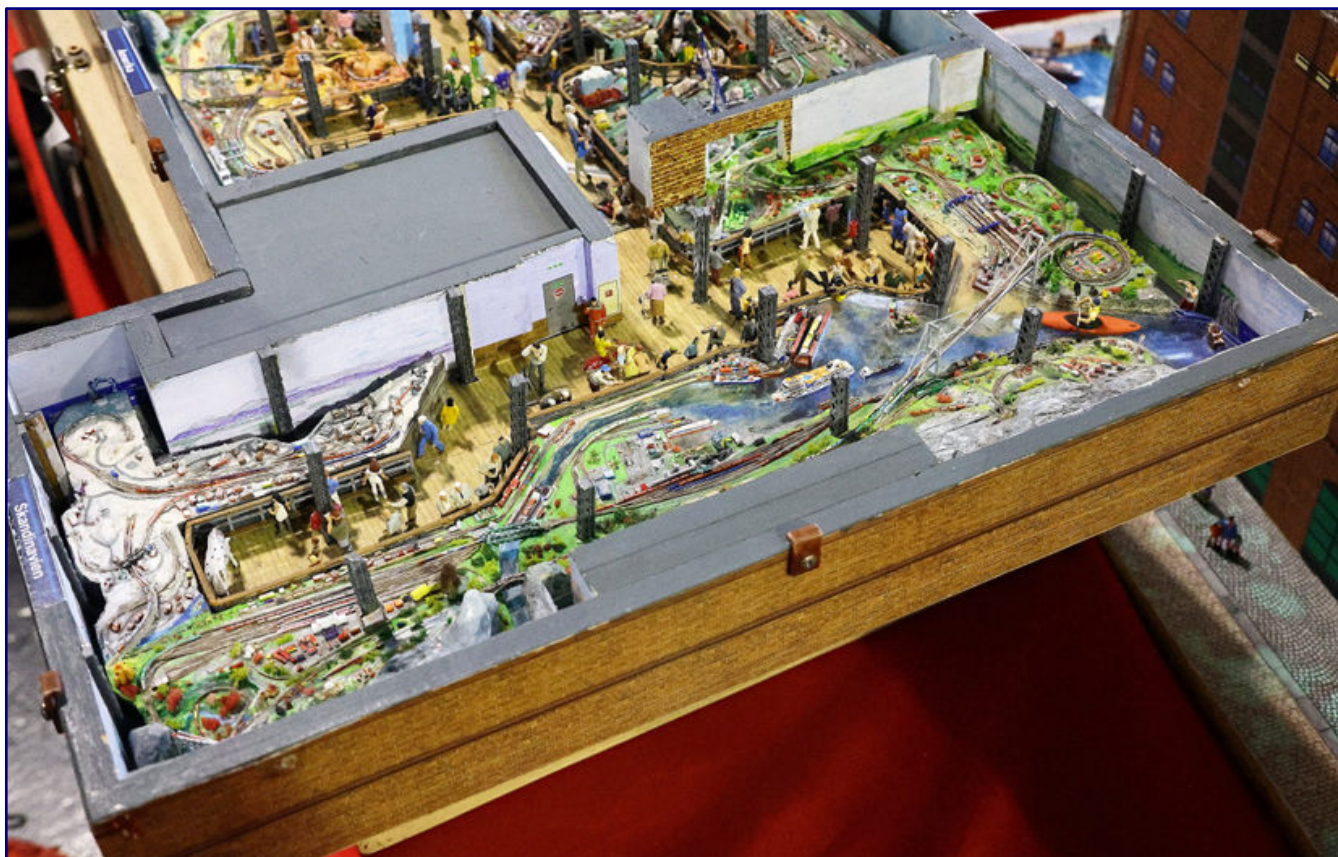


In its home region, the Stammtisch (Club) Radolfzell met with the expected, noticeable interest. However, inattentive trade fair visitors hardly noticed it in view of its tiny showpieces, which were lost on the table surface. We therefore deliberately chose a very flattering perspective in order to expressly honour their commitment.

continues on page 48



The exhibition favourites of our trade fair reporter Stephan Fuchs also included the “Berk’sche Bimmelbahn” TT-gauge layout from Weimar (photo above) and the “Odenwald” layout in H0 scale (photo below). Both photos: Stephan Fuchs



The miniature wonderland as a model (photo above) is called Mikroland and could also be experienced on site. Meanwhile, Gerhard enchanted visitors with a new snow diorama on a scale of 1:220 (photo below). Photo (below): Stephan Fuchs

Oliver Kessler had to answer a lot of questions, and his self-propelled models provided many aha-effects. The hands-on activities organised by Michael Bernhard and Sylvester Schmidt (in a display case) also made eyes light up, but in this case for children of all ages.



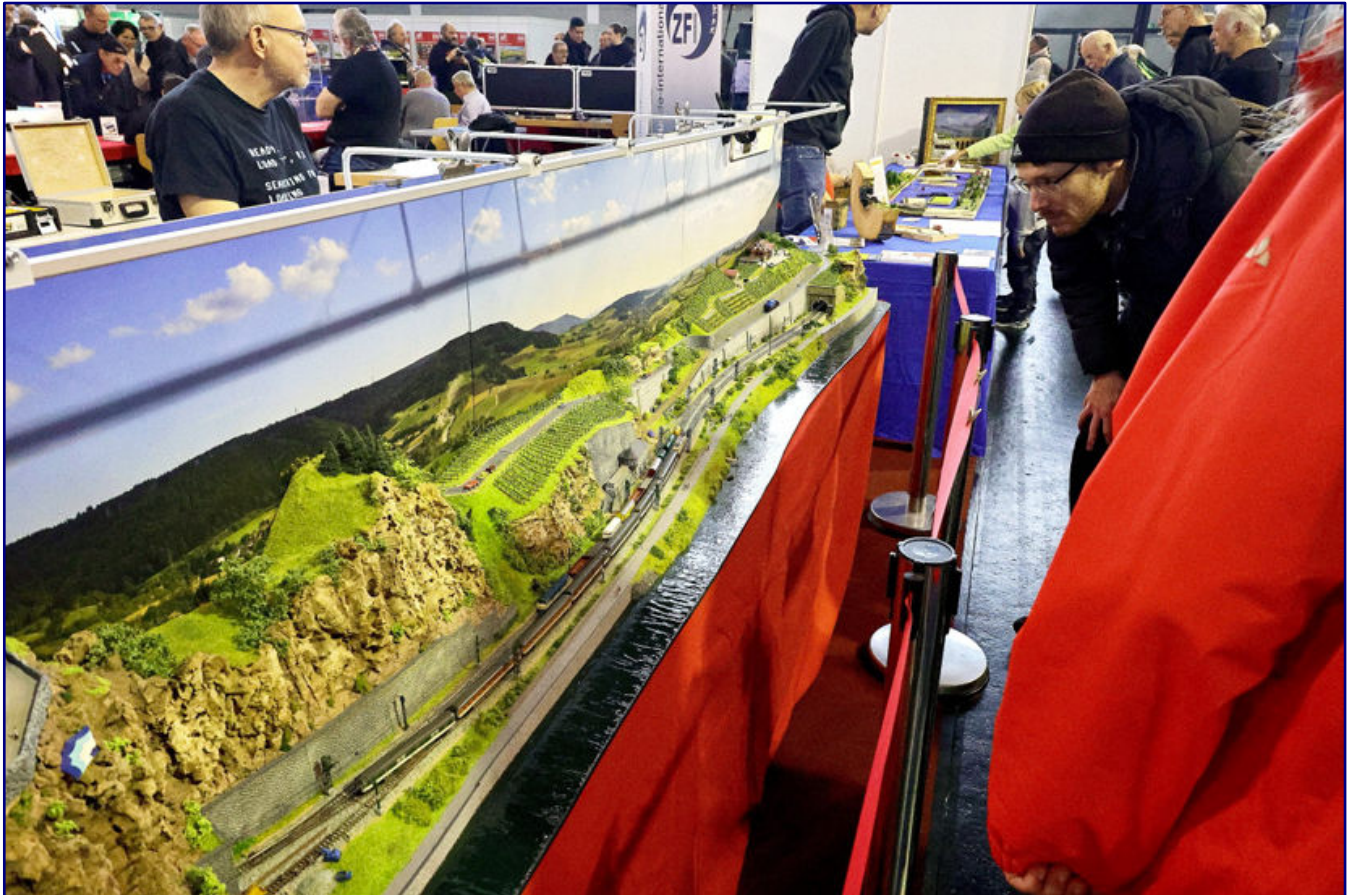
Good advice doesn't have to be expensive: There was always a demand for valuable information at the ZFI stand. In the foreground, looking down, you can see Oliver Kessler, who amazed many trade fair visitors with his Z-Car system, demonstrating what is possible in miniaturisation today.

Erwin Kohout's extremely popular Mikroland also proved to be a stroke of luck. This man is „insane“ in the proverbial sense of the word and left one or two faces in awe and amazement. His way of answering questions was also very well received. It was a real enrichment at the ZFI stand.

Roland Kimmich was also present with the “hawker's tray” of his remaining Railex stock. A few metres away, Alois Forstner was bombarded with questions from visitors. His camera car finally provided exciting views of his Munich layout that would have been impossible to capture with your own eyes.

The Rhosel also attracted attention and some people spent a long time wondering where this river could be found in Germany. At least Jürgen Wagner has clarified the facts, if this may have been necessary in some cases.

We noticed that the track construction site at the tunnel entrance on the left-hand side of the layout has not made any progress this year either, at least in view of the present, this seems very close to the model for a large state-owned company!



Fortunately, no construction progress could be seen at the track construction site on the left edge of the layout "Entlang der Rhosel" (Jürgen Wagner).

On the whole, we did not notice any new products, which is not surprising given the time of year. One exception is the Wismar rail bus at the Märklin stand, as the Insider Club model for the following year is usually announced at this location. In 2023, the display case was even adorned with a very detailed sample from pre-spraying.

Exhibitor selection with Z gauge relevance:

<https://amw.huebsch.at>
<https://artitec.nl>
<https://www.busch-model.com>

<https://www.eisenbahn-kurier.de>
<https://www.esu.eu>
<https://www.faller.de>

<https://www.luetke-modellbahn.de>
<http://www.mazero.de>
<https://eshop.microrama.eu>

<https://www.noch.de>
<http://www.peter-post-werkzeuge.de>
<https://scenery.shop>

<https://www.uhlenbrock.de/>
<https://www.vgbahn.shop>
<https://viessmann-modell.com>
<https://www.z-freunde-international.de>

Hobby Show in Duisburg

Model Railroading Day

2 December 2023 was once again Model Railroading Day and very fortunately the date fell on the weekend of the first Advent. However, many events were also held in the days before and after to draw attention to our hobby. We chose the hobby show at the Duisburg Inland Navigation Museum as a successful example.

Up and down the country, and probably no longer just in Germany, 2 December has established itself every year as an official model railway holiday. It was proposed by television presenter Hagen von Ortlhoff when he retired.

Manufacturers, associations, clubs and independent model railway enthusiasts were happy to take up this idea and have been bringing it to life ever since. It is impossible to summarise all officially registered events here in one report. They are supplemented by many others that are organised for this occasion, but are not registered.



Hard to beat in terms of atmosphere: "Black Swan" 10 001 in an appealing museum setting on the track 1 arrangement by the duo Viernich & Obschruff, which delighted visitors in the basement of the Herrenbad.

On behalf of everyone, we visited the Hobby Show in Duisburg, which has been held at the same venue every year since 2017 and has thus already become something of a tradition. It was only interrupted in between by the contact restrictions imposed by the coronavirus pandemic.

Organiser Markus Schiavo, a “nine” (for N-gauge enthusiasts), as he calls himself, approached clubs and people in the local area and beyond to get them on board with his idea. The exhibition soon had to move out of the now leased premises of a pub and into the museum itself.

His exhibition has long occupied the entire museum of German inland navigation, with model-making exhibits alternating with ships and demonstration models from the exhibition. The number of exhibitors and visitors is also constantly increasing. The model railway was joined by friends of RC ship and car modelling.



When the Model Railways Day is celebrated at the Inland Navigation Museum, then of course the nautical faction should not be missing. This model of the DGzRS rescue cruiser “Berlin” was therefore also on display at the Stapelberg & Foschepoth stand.

The number of visitors this year just scraped the thousand mark. So, it's a success story that we don't want to ignore either, which is why we planned a visit to the event early on.

We would now like to honour and summarise what was shown with a brief overview and photo series. What cannot be shown here will be supplemented with moving images in episode 22 of **Trainini TV**, which was published almost simultaneously. In this way, the broad spectrum that could be offered from gauge 1 through H0 and N to Z gauge becomes visible.

Fire brigade modelling was present for the first time, represented by the FW Duisburg modelling group. But other sectors also managed without a railway, including paper modelling, clamp building blocks and the exhibits of IG Modellbau Duisburg.

continues on page 54



There is a lot going on at the “small northern harbour” (photo above): Diesel locomotives shunt on the track of the harbour railway, but the ships also sail, dock and then leave again after loading – moved, as if, by magic. Display models, but no less beautiful to look at, are the Köf, mine and field railway models from IG-Modellbau Duisburg (photo below)



Bathed in sunlight, the water diorama by MW-Bastelstube (photo above) unfolds its full effect. Germania Figures, on the other hand, had set its sights on the Stone Age for its diorama (photo below).

This colourful photo was rounded off by paintings, drawings and watercolours from Tina's studio and the wonderful photographs from the Joachim Stöver photo gallery. It is therefore no exaggeration to describe the exhibition as uniquely diverse and highly individual in character.



The modular layout of the Essen interest group offered visitors idyllic branch line motifs (photo above), while Ralf Junius focused more on curiosities on his shuttle train box (photo below), as they are inevitably to be found at and in the amusement park.

Of course, we were particularly excited to see what would be on display in 1:220 scale. We were familiar with the exhibits announced by our editor Ralf Junius. These included, above all, an Advent wreath with a snow-covered landscape, as we were already celebrating the first Advent on the anniversary of the model railways.

He delighted the children with the “Strawberry Box,” on whose tiny oval a Hello Kitty 500 series Shinkansen made its rounds as a shorty. The rail bus was presented at eye level in the “PeZuBox”. This strange name stands for “shuttle train box” and also explains the feeder traffic of an amusement park shown on it.

Opposite was the long layout of the IG-DU e.V. in scale 1, which we mention because we know many of the Märklin vehicles shown there from our scale. However, our ears were captivated by the driving noise of an ETA 150, which we also eagerly await in our nominal size, even though it was not realised by the same manufacturer in 1:32 scale either.



In addition to the ETA 150 battery-powered railcar, which can be seen in our film report on [Trainini TV](#), the V 36 was also frequently used on the IG-DU e.V. modules for shunting and passenger services.

The Modellbahn-Union demonstration stand also attracted a lot of interest. A colliery ensemble from the company's own kits for N scale was shown there and it was also demonstrated how these are successfully assembled. The theme would also appeal to us in Z scale.

There were also demonstrations from Torsten Schubert, who explained and showed interested parties how small SMD components can be soldered by hand and integrated into models. The effect that can be achieved with this could be seen in abundance at his stand. Whether it was the many emergency vehicles or his funfair, it was flashing everywhere.

Star Wars and the preparation of two Transall aircraft from the German Air Force for a UN mission were also on display, although the lighting was quieter. A completely new showpiece, which is shown in its entirety in the Reliefhaus article, was dramatic. The theme here was a major fire brigade operation involving the rescue of people from a house fire.

continues on page 58



The mine diorama of Modellbahn-Union (photo above) in nominal scale N also whets the appetite for something comparable for our scale. Torsten Schubert focussed primarily on Z scale and had brought along his diorama on the subject of relief flights with the Transall C-160 (photo below).

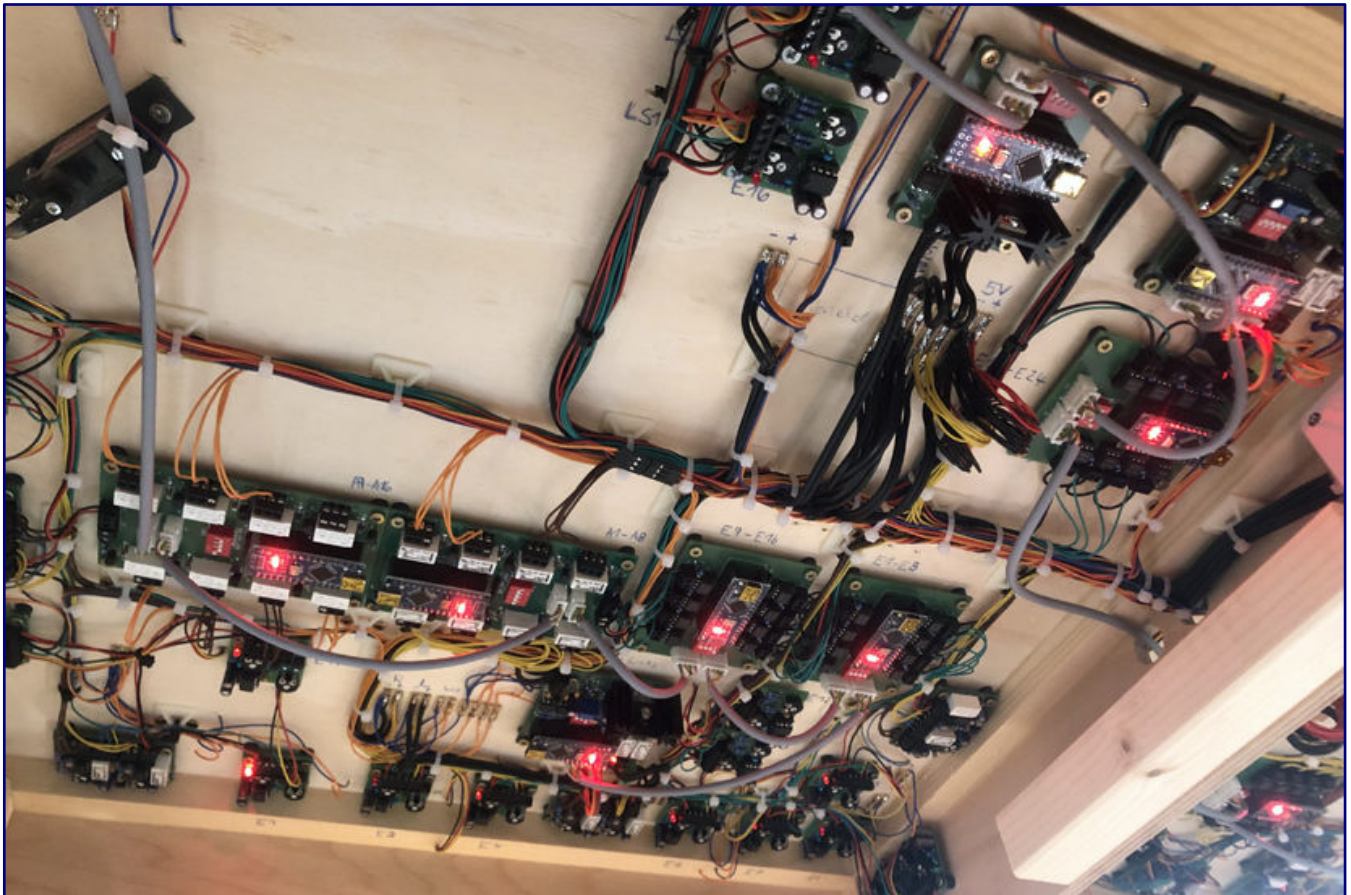
Photos auf on page 57:

The tractors decorated with fairy lights (photo above) in H0 scale were well suited to the pre-Christmas period. André Kammels had chosen an idyllic landscape crossed by the main railway with an inn for resting (centre photo) for his new demonstration layout. Volker Bastek's "Kleinleben" (small life) (photo below) was analogue, but with digital switching. You can see what this means for completely computer-controlled operation on page 58 by looking underneath this layout.



André Kammels presented his “green diorama”. This term refers to a railway layout with a double-track and electrified main line, which is embedded in a lot of greenery. Hikers can explore the great outdoors at various points and, of course, take a look at the passing trains or enjoy a bite to eat in the pub.

Volker Bastek was unable to complete the construction of his new “Kleinleben” layout, but this did not dampen his enthusiasm. Analogue driving but digital switching was his theme. The view of the landscape outside the station, which had not yet been designed, was compensated for by a view under the layout. There was a veritable sea of switching modules that could monitor and control many sections.



This is what it looks like under Volker Bastek’s “Kleinleben” layout. Very few visitors who observe the automatic train changing operation will realise this.

In fully automatic mode, the trains changed trains, met in the station and then left in the same direction or in the opposite direction. Shunting operations were also shown. How this could run so safely without human intervention could only be explained by the view from below, which would remain hidden to most visitors without a hint.

The trio from the Southern Pacific interest group from Duisburg-Neudorf offered an appealing contrast. They presented “Baroch Steel” as their third H0 gauge exhibition layout, which did not focus on steel production, but above all on the repair of the factory railway vehicles.

And, so, we draw a good conclusion: this day passed far too quickly, as it was able to cater for many interests, which is why nobody was bored. Parents with children got their money’s worth just as much as



The “Baroch Steel” layout, built on a scale of 1:87, celebrated its exhibition premiere with its successful industrial patina and will therefore be presented with two motifs at the end.

“old hands”. Newcomers and those interested found great suggestions and ideas for their start in their new hobby.

And so almost all exhibitors will probably be there again next year, and we won't be left out either. And it is just as likely that the popularity will continue to grow and perhaps break the thousand mark, as early as 2024!

Official pages with recorded data:
<https://www.tag-der-modelleisenbahn.de>

Advertising

Come and visit us again on

Trainini TV



New episode 22
„Model Railroading Day“
(German) available soon at

<https://www.youtube.com/TraininiTV>

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.

Readers' report from Railhobby Bremen:

After a long time, I was (...) again (...) at the model fair in Bremen. The hall was about half filled with dealers and half with layouts. The layouts were all of good quality or were deliberately "nostalgic", e.g. with Märklin metal track. (...)

A large modular layout was even shown from Italy. Others limited themselves to finely detailed "peep boxes". The dealers offered new items (presumably at RRP) as well as used items with an astonishing range of prices. (...)



The "Hankenberge" peep box layout in Z gauge was one of the highlights of Railhobby Bremen for our reader. Photo: Jörg Endreß

"Hankenberge" is based on a model railway station – the builder showed me photos on his mobile phone. The road vehicles, buildings, platform edge and even the trees were 3D printed. The highlight is the points with movable lantern that can be operated with a hand lever. Two trains run in two-way traffic.

Otherwise, the Z-Stammtisch had on display well-known layouts, where the detailing at "Sägethal" seems to go on and on. A "fire cock" with a tiny blue LED is really great. A layout still under construction bears the same signature. The 1zu220-Shop has made another layout available on loan.

Jörg Endreß, Bremen



New editor from 4 December 2023:

Since 4 December 2023, our editorial team has grown to five members. Ralf Junius, who has been in charge of our **Trainini TV** channel for some time and has already worked as an editor in this context, has joined us in this role.

With the unanimous decision of the editorial team, we want to optimise the exchange between the magazine and the film channel and more closely interlink the editorial work between the two media. In addition, it is easier to make decisions in a group with an uneven number of people in the event of a tie vote.

We are delighted about the new addition to the Board and would like to congratulate Ralf. We are looking forward to working together even more intensively. We are confident that we have also strengthened our external presence and positioned ourselves for the future.

News from FR Freudenreich Feinwerktechnik:

As Harald Thom-Freudenreich had already clearly indicated several times that he would be retiring at the end of 2023, we have since received several questions from readers as to whether and how his company and its programme will continue.

In the meantime, the future retiree has announced that a successor has been found, which has already taken off, as can be seen, for example, in the exclusive programme of the 1zu220-Shop.

Although the previous production site in Sanitz will be closed at the turn of 2023/24, this does not mean the end of FR Freudenreich Feinwerktechnik. Long-time employee Heike Schuster, who is very familiar with the production of model railway carriages, will produce special series for dealers and Z-gauge regulars' tables over the next few years.

However, it does not usually supply private customers, especially as it is fully booked with orders well into the coming year. Recently, special models for the 1zu220-Shop and anniversary editions of the Stammtisch Untereschbach have already been produced independently under the new name "Montageservice Uwe Schuster", which continues to use the FR logo.

But Harald Thom-Freudenreich doesn't want to call it a day. He is currently moving some of the technology from the previous workshop in Sanitz to the workshop at home and getting it up and running again. On a very modest scale, he will then continue with the design and production of small model series.

The prepared model of the Norwegian EL-16 is already waiting for production in 2024. Its body is a 3D design by Detlev Stahl, which is to be reproduced in a vacuum casting resin process after appropriate preparation. The chassis is largely based on the Rc locomotive, following the prototype.



The model of the Norwegian EL-16 electric locomotive will be the first project to be completed in the private workshop. Photo: Harald Thom-Freudenreich

A number of new and reissued wagons are also planned, and the website will be updated accordingly in December 2023 or January 2024. However, due to personal events, the ramp-up is unlikely to proceed as smoothly as originally planned.

Innovative supply chain through Azar Models:

Azar Models is taking a completely new approach in the world of Z gauge and launched a crowdfunding campaign on 23 November 2023 (with a duration of two months) for the production of a TGV for the Z nominal scale using injection moulding technology.

Pre-orderers participate in the costs for the start of production by granting an immediately due credit and in return receive a self-selected configuration of models at a special price. This is managed on the Ulule platform at the following address:

<https://ulule.com/tgv-echelle-z/>

If the financial target is not achieved in this way, the investment project would fail and the participant would be refunded his investment. The risks for the prospective buyer therefore remain very manageable compared to a direct advance payment and for the young provider it is a good way to minimise the entrepreneurial risk.

What can miniature TGV fans expect at this point? The TGV Paris - Sud-Est is available in two versions. In addition to the harmonious and final Atlantic livery, the train with the number 16, which set the world speed record back in 1981, is also being produced on the platform in a unique and exclusive edition.

Azar Models sees its decision as an opportunity to showcase technical expertise and innovation in Z scale, in addition to offering one of the most formative trains for French high-speed transport.

These trains include interior fittings and lighting to make them look as close as possible to the prototype. The plastic injection moulding and painting as industrial production standards should benefit the entire product line. The TGVs are also available in analogue and digital versions.



A 3D printed model of the TGV was on display in Altenbeken back in May 2022. As a seven-part world record unit, it is being offered exclusively to supporters of the financing project. Switching on the Ulule platform reduces the credit risk for interested parties.

A delivery from Micro-Trains:

We would like to briefly enhance the only new wagon at MTL (<https://www.micro-trains.com>) in December with some prototype information: The replica 36-foot refrigerated wagon (item no. 518 00 860) was built in 1927 and had wooden outer walls. Its advertising is for W&W eggs.

Behind it were Frank Wescott and Ben Winks, who had already joined forces in 1903 to form “Wescott & Winks Packers and Shippers” in Sumner (Iowa). The company specialised in products such as butter, eggs, poultry and various types of grain, which were transported in wagons like the one reproduced here.



Refrigerated wagon from Wescott & Winks (item no. 518 00 860). Photo: Micro-Trains

Exciting facts about St Nicholas Day:

Just in time for St Nicholas' Day, the Modellbahn-Union was able to present two new products for us Zetties. Firstly, modelling and conversion enthusiasts will be pleased to know that the brochure “Offene Wagen (2)” (English: “Open wagons, part 2”) by Stefan Carstens is now available.

At the same time, a new semi-relief building from our own production was released especially for the Z nominal size. With a grey façade, the corner town house at a 45° angle (item no. MU-Z-H00194) now enhances the in-house range. Like the buildings in the kit series released to date, this one is also made of solid-coloured, hard cardboard.

Volume 10 of Stefan Carstens' freight wagon series is expected to be published in the 1st quarter of 2024 with the topic “Low-loader and carrying beak wagons”. 256 pages (including fold-out pages) with around 700 photos as well as 50 drawings and facsimiles are to be expected from the best expert in this specialised field.

Transfer crane new at Modellbau Laffont:

The new dock leveller (item no. Z8001) from Modellbau Laffont (<https://modellbau-laffont.com>) is somewhat “idiosyncratic”, but unmistakable and impossible to overlook. With its integrated crane runway, it seems well suited to giving a layout a deliberately individual touch.



The new dock leveller (item no. Z8001) stands out clearly from the familiar models. The N-gauge model of the kit is shown here as an example. Photo: Modellbau Laffont

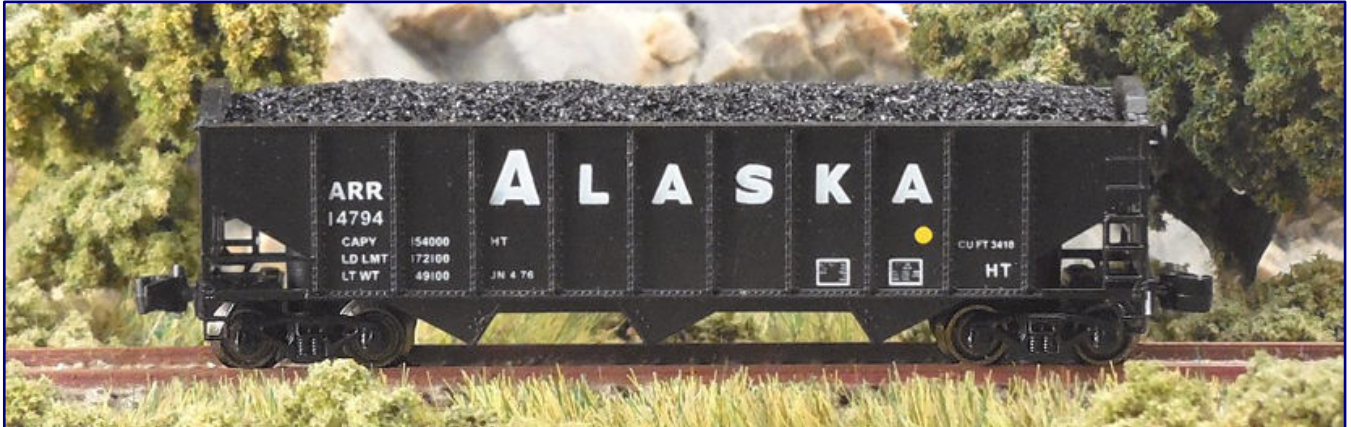
Up to three tracks can be laid underneath, as the dimensions of the passageway are 67 x 38 mm (width x height). The external dimensions of this light grey building made of solid-coloured architectural hard cardboard are 80 x 17 x 52 mm.

New wagon series at WDW Full Throttle:

The Alaska Railroad (ARR) is owned by the US state and stretches from the coastal and harbour towns of Seward and Whittier in the south via Anchorage to Fairbanks and further inland.

At the beginning of the 20th century, the 70-tonne open wagons gradually replaced the smaller versions. The prototype of the model was even fitted with stockpile shields at the ends to prevent loaded coal from falling out. These workhorses still transport the valuable raw material through the region today.

The new item presented today (item no. FT-5603) marks the start of a new 5600 wagon series from the manufacturer. The prototypes are 40 feet long and have three outlet funnels on the wagon floor. The car bodies have external box supports. There is a choice of two double packs with different car numbers.



On the box ends of the new wagon (item no. FT-5603), the elevations are visible, which are intended to prevent the load from falling out. Photo: WDW Full Throttle

You can find the supplier webpages at <http://www.wdwfullthrottle.com>.

Railway and modelling enthusiasts at the International Spielwarenmesse (International Toy Fair Nürnberg (Nuremberg)):

On the Saturday of the International Spielwarenmesse (International Toy Fair Nürnberg (Nuremberg)): (3 February 2024), the doors of Hall 7A of the Nuremberg Exhibition Centre will once again open to interested end consumers. Advance ticket sales began on 2 December 2023.

Adults and children aged six and over will only be granted special admission to Hall 7A, which will be open from 10:00 to 17:00 on the Saturday of the fair. For the first time, exhibitors will also be permitted to sell to private customers on this day.

Otherwise, visits to the Spielwarenmesse are reserved exclusively for trade visitors, so an exception applies here, which was resumed in 2023 after an earlier test. Due to the positive response, it will now be continued in 2024.

According to the trade fair organisers, almost 100 companies have registered so far, which is around a third more than last year. The manufacturers Busch, Faller, Herpa, Märklin, Noch, Preiser and Viessmann represented in Hall 7A are relevant for Z gauge. They will also have an action area where various new products will be exhibited. All information and a hall plan can be found at <https://www.spielwarenmesse.de/openday>.

The Trainini Fotokalender 2024 has been published:

The **Trainini Fotokalender 2024** has finally been available since Model Railroading Day. It can be printed out individually up to DIN A3 landscape format and hung up in a nice place. Then it will hopefully accompany you through another exciting model railway year.

For the cover, we have chosen the Shinkansen Series 0 as "Hikari Number 1", which we presented in detail in the last issue and which will also be the subject of the new episode 21 of **Trainini TV**.

The following twelve monthly motifs cater to every taste, as we have selected as many eras, railway administrations and tractions as possible to depict a colourful photo of Z gauge. You can find our range under the following link: Homepage → Magazine → Photo calendar.

Christmas scents at Yellow Dwarf:

You can almost smell the scent of Christmas here: Yellow Dwarf (<https://www.yellowdwarf.eu>) has presented new products for December, which can be used to create a typical Christmas market as a model, which will certainly enchant the viewer.



The Christmas market nativity scene (item no. 60605; photo left) and the Christmas tree kiosk (60607; photo right) are two of the Czech accessory supplier's seasonal innovations. Photos: Yellow Dwarf

New are two different Christmas / market stalls (item no. 60601 & 60602), a typical Christmas market cot (60605) and a Christmas tree kiosk (60607). The Christmas novelties are complemented by a fibre optic cable (without LED) for Christmas lighting (60603).

Freshly arrived from Artitec:

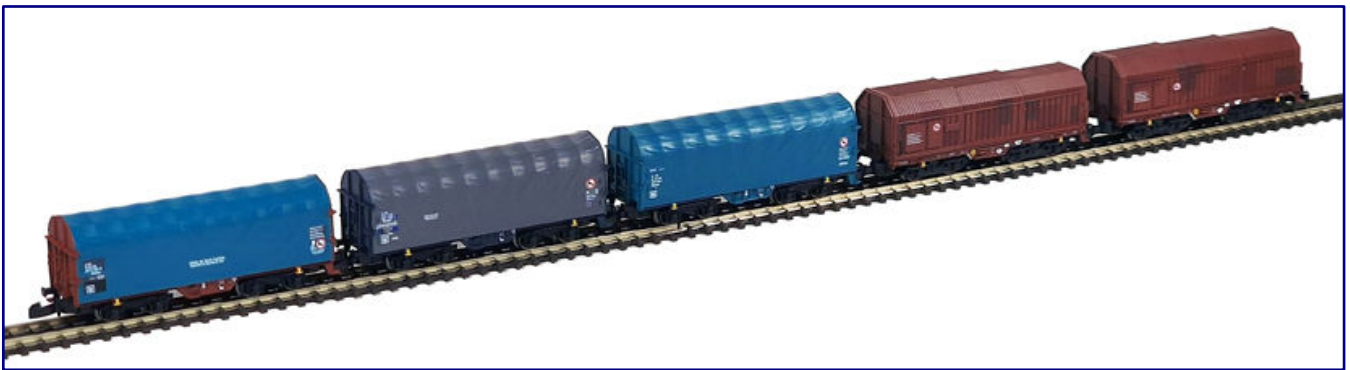
Shortly before the editorial deadline, two new products from Artitec arrived at the dealers, which we are not yet able to document with our own photos at this point. We will do this as soon as we can. Customers can look forward to two finely detailed and elaborately coloured models made from resin.

After a long wait, a 7-tonne forklift truck (item no. 322.039) and the open Hanomag K5 crawler loader (322.040) have become available. Even the manufacturer's photos of the first samples aroused great curiosity in order to be able to effectively equip various scenes.

Märklin deliveries modest in December:

Märklin's pre-Christmas deliveries are modest. Dealers are once again concerned that a large number of new products will only be offered after the holidays and thus the end of the Christmas business, which cannot be sold in a timely manner.

The "Modern Freight Transport" starter set with a class 285 diesel locomotive (item no. 81875) is important for newcomers. This is the first time that a Rheincargo model has been realised on a scale of



Märklin is introducing a Rheincargo diesel locomotive for the first time with the new starter set (item no. 81875; photo above). The freight in the self-unloading wagon is part of the manufacturer's set, but its open version is correct. The SNCB freight wagon set (86358; photo below) offers the greatest possible variety, with the telescopic hood wagons even showing touch-up patches. Photos: Oleksiy Mark

1:220. In addition to track material and a speed controller, it is accompanied by three VTG freight wagons, including one each of the Eaos, Falns, and Shimmns classes for the Epoch VI.

The Falns self-unloading wagon (F = open wagon of special design) deserves an additional explanation: These wagons do not have hinged lids! On the product photos for the presentation and also on the packaging illustration it is unfortunately to be seen differently. The wagon shown belongs to the type Tad-u (T = covered wagon in special design), whose prototypes have been out of service for 40 years.

The Epoch VI package "SNCB Freight Cars" (86358) arrived as we went to press. With three short sliding tarpaulin wagons of the Shimmns type and two telescopic hood wagons of the Shimms type in current operating condition, it even brings some colour variety to the layout. The two bonnet wagons also have repair patches ex-works.

The real bronze models are enhanced by the SBB RE 4/II electric locomotive (88597) with round lanterns at the head of the locomotive, which has also been delivered. At the time of going to press, the US diesel locomotive type E8A (88625) in Amtrak Phase 1 livery, manufactured in co-operation with AZL, had also been announced for delivery in the near future.

Current deliveries from Noch:

Fairy (Christmas) lights for various track gauges are one of the new products currently being supplied by Noch. One LED is attached to each centimetre of chain and they can be operated with both direct and alternating current of 16 V voltage. They are available with 10 (art. no. 51244) and 30 LEDs (51248). They are intended as a garland of lanterns for festivals, as stall lighting for the Christmas market, and much more.

The manufacturer sets a new quality standard with the Master Tree series. Each wire tree blank is constructed by hand from up to 40 individual wires. The thick trunk is twisted from all the wires, thick branches are created from a bundle of wires, thin branches and the finest ramifications from just a few wires.



The 15 cm high oak tree (item no. 20110) can also be used without hesitation as a solitary tree for Z gauge, as trees in all larger gauges are always clearly too small. Photo: Noch

A great advantage of these NOCH tree wire blanks is that they can easily be bent into shape afterwards. The tree skeleton is naturally coloured and flocked with different materials depending on the type of tree. As in nature, only the fine branches have foliage, while the stronger branches and the trunk are not flocked.

The trees that have now been delivered are intended for much larger gauges, but it seems worth taking a personal look at the dealer, as the scale conversion suggests that some trees such as the oak (20110, 15 cm), poplar (20130, 18 cm), pine with a height of 15 cm (20140) and 18 cm (20141), copper beech (20150, 15 cm) and spruce in sizes 19 cm (20190) and 22 cm (20191) can also be used in Z gauge.

New moulds from AZL:

A new model in the American Z Line programme is making a name for itself: Initially available in Union Pacific colours and lettering, the EMD SD40-2 diesel locomotive (item nos. 64200-1 to -3) is a bestseller in the prototype with almost 4,000 units. It is technically realised in the manner known from this manufacturer and with individual details typical of the railway.

These are the following features: Late production series locomotive, hazard lights on the cab roof, replicas of the (dynamic) brake, light shields over the side windows, high snow plough, the so-called "beacon light," 4,000-gallon fuel tank, Leslie S3LR compressed air horn, and the HTC bogies, radiator, fan, and muffler typical of the type, and front shape of the '88 design.

Shortly before the locomotive was released, a few freight cars also went on sale. Worth mentioning here is the wide-view goods train escort car in the red colour of the BNSF (921000-4 / -5) with two new road numbers as well as R-70-20 refrigerator cars for the Western Fruit Express of Burlington Northern, offered as a two-pack (914840-2) and four-pack (904810-2) with new road numbers.



New EMD SD40-2 diesel locomotive (item no. 64200-1) from Union Pacific. Photo: AZL / Ztrack

You can find manufacturer information at <https://www.americanzline.com>.

First announcements for the new year from Herpa:

Due to the long lead time for new product announcements from Herpa, which will soon be celebrating its 75th anniversary, we are already looking ahead to spring 2024. The aircraft programme also includes new products that may be of interest to model railway enthusiasts of our gauge.

With the Panavia Tornado ECR of the Italian Air Force (item no. 573078) and the Airbus A330-200 from Air France in new colours (572910), these are also two aircraft models from the Wings product range. The cardboard kit of an airport tower (573061), which fits on the apron plates (558969-001), which have already been offered in a similar form, also appears in this range as a new product mould.



The new airport tower (item no. 573061) can be seen here on the slightly modified reissued apron plates (558969-001). Photo: Herpa

Three Snapfit models will then also appear, simplified and realised in flight representation: Airbus A330-200 “Pride is in the Air” from Qantas (614061), a Boeing 787-9 Dreamliner from LOT Polish Airlines (614108) and the Airbus A320 “Salzburger Land” from Eurowings (614122).

Museum car 2024 presented:

Märklin traditionally presents the museum cars for the following year at a vernissage on the second Thursday in December. A delegation from our magazine was also present on 14 December 2023 and followed the presentations for you.

Managing Director Wolfrad Bächle gave an impressive introductory speech, paid tribute to last year's partners, announced a surprise and then introduced the sponsors of the new cars, emphasising the connection to his own company that was the reason for the partnership.



Wolfrad Bächle (2nd from right) presents the Märklineum's 2024 museum carriages at the opening together with the company and museum railway representatives.

While LGB honours “the Öchsle”, a well-known museum narrow-gauge railway, the new wagon partner for the Trix and Märklin brands, including Z gauge, is Carl Zeiss and is represented on site in Oberkochen.

Mr Bächle made a connection between the two cooperating companies by emphasising that Zeiss is synonymous with optics worldwide, and Märklin is synonymous with model railways. Carl Zeiss technology is also used in-house.

Dr Dietrich Imkamp, representative of the Zeiss company, echoed the words of the previous speaker and positioned his company as a quality brand. He also pointed out that a measuring device manufactured by his company had only recently been replaced at Märklin after 50 years of use!



This is how the museum car 2024 (item no. 80035) for Z scale looks, just like the other Märklin and Trix models dedicated to the Zeiss company.

He also told the anecdote that Zeiss had once developed a model railway itself and acquired patents for it. It had also been offered to Märklin. The following correspondence contained the result “favourably considered, but thankfully declined”. Now the two companies are coming together in the model railway sector after all.



In H0 scale, the CCS700 crocodile, which previously only existed as a hand sample, will appear as a replica model in January 2024. Production was once abandoned in favour of the CCS 800 model offered from 1947. Photo: Stephan Fuchs

For our gauge, the result is a covered goods wagon G1 11 (item no. 80035), used by the Deutsche Bundesbahn and labelled in accordance with Era III. It has an ivory-coloured paint scheme and advertising design by the Carl Zeiss company from Oberkochen.

It is packaged in a round tin box, as has traditionally been the case. However, this once again does not contain any extras such as a delivery vehicle designed to match the wagon. The 2024 museum wagons in all gauges are now available at the Märklineum and can be purchased during a visit there.

The surprise mentioned at the beginning of this report should also be briefly explained: It was announced that the “crocodile” CCS700 with a shortened running gear will be produced as a replica by Märklin. This locomotive had previously only existed as a prototype that never went into series production. This one-off and the first replica could now be seen side by side in the display case. Garnished with personal words, Mr Bächle also effectively advertised this new product.

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