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German Magazine for Z Gauge



Surprises in the Spring

Editorial Awards 2023
Better Pantographs

Introduction

Dear Readers,

Today I want to be completely honest. And I'm sure you won't blame me: I feel worn out and exhausted. It's not just because of the half marathon I completed as a training session last night.

Another reason is the amount of work this edition has given me. Of course, I'm not alone – I have three editorial colleagues at my side, whose help reduces my workload in many respects and complements my work.



Holger Späing
Editor-in-chief

And the workload peaks every year in January and February, when almost all manufacturers present their new products and projects. Again and again, we must go after some of them, because somehow it does not stick in their minds that nobody can buy something that they do not know, and that has not been made public.

Overall, things were better this year, and we are all happy about that. That's why I'm explicitly mentioning it here because I'd also like to say thank you for that. However, it seemed to me that the number of new products for Z gauge also increased significantly.

Please make up your own mind and reward the entrepreneurial courage if this impression can also be confirmed outside the editorial team. We were able to gather and analyse a lot of information and include it in the report, especially in my central role as a kind of hub.

It took me many hours and days, but it was also a lot of fun, because Z gauge is a hobby, I am very passionate about. Z gauge is after all a passionate hobby for me and not a profession.

I was rather expecting a hesitant disclosure of new items, because in the years of Altenbeken the meeting was and is often used to present something new “with a bang.” If this continues, then it should definitely be an exceptional year for our little gauge.

The work of all of us in the editorial team should always provide an incentive to make good things even better, to close the “most painful” product gaps in the 1:220 scale, to promote creativity and to remain loyal to this nominal scale as a supplier.

This is why we also award our editorial prizes year after year. We did the same this time too and gave ourselves just four weeks more time. Today, we are sharing with you who was nominated, who made the cut, and what motivated us to do so.

Initial feedback has already been received and confirms our motivation. We would also like to provide such in a short but important article: there are well-intentioned items, but on closer inspection are somehow out of date. And there is always someone who can do it better. Stay tuned and have fun reading!

Sin-Z-erely,

Holger Späing

Prototypical locomotive operation

And who invented it?

For many years, Z gauge suffered from two shortcomings: steam locomotives without replica controls, and electric traction with pantographs, which made every model look bad. Shortcoming number 1 seems to have been finally remedied since 2012; the second one, unfortunately, persists even after product maintenance. We would like to show you how big the problem really is and what possible solutions there are.

At the latest with the appearance of the Rokuhan class 181², every Zettie realised how filigree pantographs on the roof of a 1:220 scale electric locomotive should be. If we compare this with Märklin, then we are dealing with the proverbial apples and pears.

While Rokuhan strives for exact scale, Märklin's focus is on electrical function. And this requires significantly greater stability and must also be able to guarantee contact reliability at the same time.



Today, HOS Modellbahntechnik offers its own system of filigree masts with a thinner overhead line. However, this can also clearly demonstrate that Märklin's pantographs are anything but true to scale. In this case, not even the design is correct.

But now let's look deep into our eyes: Which Z gauge railway enthusiast uses an electrically functional overhead line? Their number is likely to be very small, because this only brings the advantage of independent two-train operation with analogue control.

This comes at the cost of the locomotive model not being able to change direction, as it draws its energy from the contact wire in line with the prototype.

Since only one pantograph is usually raised in prototypical operation, there is only one contact point available for current pick-up, and there are at least four on the wheels on all Märklin models ever offered.

The resulting lack of contact reliability can often only be compensated for by also applying the second current collector.

In the prototype, this only existed on old locomotives with a single contact strip. More modern locomotives with double contact strip only run with both pantographs on the contact wire in special situations, such as ice formation on the overhead line.

In Z gauge, it is almost always the norm. What may not bother the toy railway enthusiast will be unthinkable for the model-oriented hobbyist. Digital operation with far more extensive options for the separate control of significantly more railway vehicles would be more tempting here.

In short: We do not consider the electric overhead line operation to be of much help, and because of its punched contact wires from Märklin, it is even dispensable. The parts, which are now 50 years old, are no longer what we would call "contemporary".

And the market has also seen alternatives in the meantime: Heckl Kleinserien already offered an overhead contact line system for contactless operation many years ago, which was based on the system of the Deutsche Reichsbahn-Gesellschaft.

In terms of its effect on the observer, it meant a quantum leap: what the eye could not see in full scale simply has to be there for our minds. A locomotive with a fully extended pantograph and no contact wire, usually looks just as disconcerting as one that is travelling completely lowered.



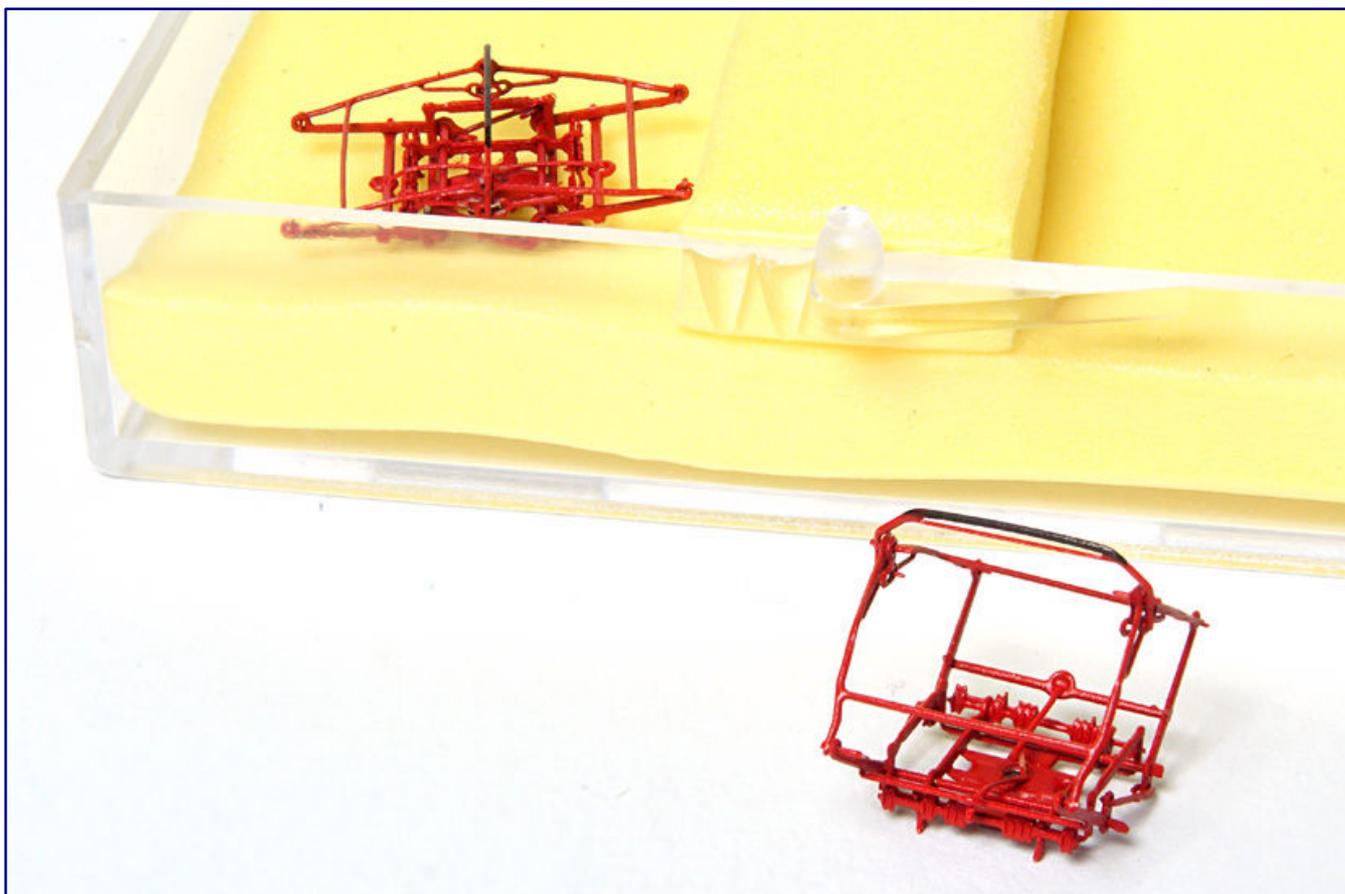
If we look at 111 111-1 during its turnaround at Stuttgart main station on 7 August 2023, we hardly notice the thin contact wire above it. But, the single-arm pantograph also gives a significantly different impression than the Märklin conversions. Photo: Alexander Hock

Today, the supplier of a finer overhead line is HOS Modellbahntechnik. And Heinz O. Schramm's range has also been greatly expanded. At the same time, his range also includes small clamps that limit the height clearance of a pantograph.



The class 181² from Rokuhan demonstrated how a single-arm pantograph SBS 67 should look to scale, and, thus, also justified requests for bodies for Märklin models. The additional shortcoming that Märklin's SBS 65 counterpart cannot be laid flat is particularly disturbing on the dining cars.

They prevent contact with the filigree contact wire, an untensioned mast boom or tunnel gantry, as well as the strange appearance of a locomotive whose roof equipment stretches too far into the sky.



The first filigree and true-to-scale models on the Z gauge market were the SBS 10 from Heckl Kleinserien. They were designed for the announced and never delivered E 44⁵. Today, they are suitable, if still available, for the E 91⁹ from NoBa-Modelle, among others.



In the seventies and eighties, the huge pantographs were still accepted by the market, because that was as fine as it got in 1974 when the first 1:220 scale locomotive appeared. And, for a long time, Märklin had no competition. Two comparisons should show what is possible today, also to illustrate the need for action: Rokuhan's class 181² meets the class 101 as the second Starlight Express locomotive from Märklin (photo above).

Below, Märklin's class 150 has to compete with the shorty of the glass train from Rokuhan. It can be seen not only that the cheaper model has a much smaller pantograph, but that the contact strips are the same size. The diagonal struts, which are completely missing on the Märklin model, are also striking.

Weak point: pantograph

Up to this point, we have already been able to show solutions for some Zetties that shy away from using electric locomotives for various of the reasons mentioned. However, anyone who has made a decision as to whether they would rather dispense with the overhead line altogether, only install masts or cover them with a thinner overhead line from a small series manufacturer is still a long way from reaching their goal.

The pantographs themselves also proved to be a disruptive factor. While they were accepted as a compromise for a long time from 1974 onwards, and represented a familiar sight for us, we were finally made aware of what they actually were: out of scale and clunky.



The scissor pantographs on the roofs of the JNR 485 series electric multiple unit from Rokuhan look successful: filigree, correctly sized, correctly mounted and fitted with diagonal braces. The front, lowered pantograph also lies flat.

The SBS 10 old-style pantograph, also developed by Heckl Kleinserien, which was used on the E 17 (realised by Westmodel) or E 91 (announced by NoBa-Modelle), for example, looks very delicate compared to its Märklin counterpart, which is intended to replicate a DBS 54 (item no. 8955), isn't it?

Explanation of the pantograph designations
The names of pantographs were once chosen by the manufacturers themselves, but allow conclusions to be drawn about this and usually also about the approximate year of construction:

- SBS 10 Siemens railway pantograph (from approx. 1910)
- DBS 54 Dozler railway pantograph (from approx. 1954)
- SBS 65 Siemens railway pantographs (from approx. 1965)

The SBS 65 was the first single-arm pantograph manufactured by Siemens and Dozler. The following types were numerically incremented.

Dozler originally used the abbreviation DSA for Dozler current collectors, but then also changed to the Siemens scheme.

The differences here are not limited to the thickness of the material, but also the dimensions of the parts and, to a large extent, the height of a deposited specimen. Märklin has never been able to convince on either point.

There was therefore great joy when the single-arm pantograph, the first version of which (8956) was intended to replicate the SBS 65, was to find a successor. But even this was not smaller or significantly more filigree. The only immediately noticeable difference is a different lower shear, as the tube can now also be recognised as such, here.

However, its task was clearly to replace its predecessor one-to-one, i.e., to retain the electrical function, use the same mount in the vehicle roof unchanged, and offer no visual advantage.

Unlike the engine technology or the steam locomotive rods, the aim here was probably not to create a leap in time to what is possible today. So, the small step towards something closer to the prototype takes a back seat to the larger dimensions.

And, unfortunately, the gain is only marginal when the locomotives are not in use. This becomes particularly clear with multi-system locomotives, such as the Vectron, which have four of them on the roof, which literally kill a very successful model.



The newly delivered Vectron series 475 of the BLS (see also the news in this issue) has four of the newly designed Märklin single-arm pantographs. Please decide for yourself whether these really represent an improvement in appearance. Photo: 1zu220-Shop

As already mentioned at the beginning, Rokuhan has demonstrated just how big the difference is between the chosen solution and a full-scale realisation. The SBS 67 designed by this large-scale manufacturer is certainly not for rough hands, but its appearance is unbeatable. There was already plenty of experience with his Japanese models.

The search for alternatives

Realised in a similar size, but made of more stable metal, was our expectation of the new design from Märklin, which unfortunately was not fulfilled. But there is also the DBS 54 scissor pantograph, which can be used for (almost) all locomotives that do not fit a single-arm pantograph, even if they do not belong to the German Federal Railways.

The only exception in the Märklin programme is the US locomotive GG-1, which received a pantograph (609582) specially designed for it. This is larger than the German versions, but shows a few more details, and, also, appears more filigree due to its larger prototype dimensions.

Unfortunately, we look in vain for its diagonal struts on the German model, although they characterise the appearance of the prototype. In the model, the two scissors only appear to be connected via the sliding moulding.

For a long time, the alternatives were few and far between, because an SBS 10 with a completely different appearance cannot replace this type of pantograph. However, there is still an outstanding pantograph specialist who has long since shown a heart for the Zetties: Sommerfeldt.

There are two versions of an SBB scissor pantograph in its programme. Both are made of metal, so they are sufficiently stable and present themselves with the filigree design that we had hoped for from Märklin, as a recognisable step forward.



We have fitted the latest E 41 from Märklin with the SBB pantographs without insulator supports from Sommerfeldt (item no. 768) as a trial. Even if the distance between the scissors and the width of the contact strip are slightly too small for a DB locomotive, this retrofit part brings a clear gain in appearance! The diagonal braces, alone, make a big difference.

Because the contact wire in Switzerland is laid in a smaller zigzag pattern than on the DB, the SBB also uses narrower contact strips. This means that the entire pantograph can also be made narrower.

Nevertheless, the Sommerfeldt product without insulator supports (768) is the better choice, because this pair, which is nickel-plated white ex-works, is considerably closer to the scale size and does not overwhelm a particularly well-made locomotive model such as the still young E 41. On their roof, the original parts look like laundry (drying) racks that someone has not folded together after removing the dried clothes.

Here, too, Rokuhan had (unintentionally) made it clear to us how far apart scale and realisation are. On the shorty roof of the glass train, we find a single-arm pantograph and a scissor pantograph in a more stable version.

The retractable pantograph does not reach the filigree of its brother from the 1812 series by far, but it also forgives minor clumsiness and still has the edge over Märklin. The difference between the two is even clearer with the scissor pantograph: The contact strip looks almost like a foreign body on the fine, but thanks to the metal, very stable scissors.



The version with insulator support replaces two other Märklin parts and also changes the shape and alignment of the insulators in a fine design.

They have diagonal struts, which is already a plus point. However, if we place a Märklin model with its DBS 54 next to it for comparison, we are astonished to realise something important. The very large contact strip is almost identical in size to the one on the Märklin roof!

Only now does the prototypical nature of the Rokuhan scissors become apparent, and, with it, the hopeless oversizing of the entire Märklin pantograph. Time to act! What use is the most beautiful and finely detailed locomotive, if the roof details rob any illusion of a prototype, in advance?

Fortunately, there is an exchange option for older SBB locomotives that produces the expected photo and creates satisfaction. In addition to the Sommerfeldt pair already mentioned, this is also one with an insulator carrier (680), which also produces the correct carrier and insulator arrangement on the old vehicles.



And this is what a Swiss Crocodile Ce 6/8II looks like at today's painting and printing standards when it is fitted with the Sommerfeldt pantographs (680), in exchange. Here, too, the finer parts emphasise the delicacy and elegance of the historic locomotive.

After all, fans of Swiss models know that a railway without electric locomotives has been unthinkable for the Swiss for more than a hundred years. And Sommerfeldt has understood this. We therefore conclude this report in the hope that a single-arm design will follow from the specialist, which will make the more modern SBB vehicles, as well as the German and contemporary ones for the whole of Europe, look considerably better.

Manufacturer of the SBB pantographs:

<https://www.sommerfeldt.de>

Suppliers of overhead lines and masts:

<http://www.hos-modellbahntechnik.de>

<https://www.maerklin.de>

<https://www.rokuhan.com>

Grenzenloser Modellbahnspaß in 1:220

**9. Internationales
Spur-Z-Weekend**



ALTENBEKEN

04. und 05. Mai 2024

Samstag: 10.00 - 18.00 Uhr

Sonntag: 11.00 - 17.00 Uhr

Eggelandhalle, Gardeweg 8

33184 Altenbeken



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New releases of the year 2023

Groundbreaking and Award-winning

The process of selecting the winners of our 2023 awards was an exciting one for the editorial team. There are several reasons for this, which we will explain in a moment. One month later than usual, we are now announcing our best products of the year awards and the winners of our honours category.

The past year was undoubtedly an eventful one in many respects. Generally speaking, it marked the end of the coronavirus pandemic, albeit with a somewhat slow return to normality in the model railway world. Everything that had longer lead times was visibly still affected by the events of the previous years.

This was already evident at the Nuremberg toy fair, which took place again for the first time after the break due to the pandemic, but recorded such a massive drop in exhibitors, compared to the previous edition, that it is unique in this form for the model railway sector.

The past few years have also been characterised by disrupted supply chains in many sectors. This caused many delivery schedules to be cancelled. And if you want to work profitably, you have to over-plan rather than under-plan your capacities so that the production lines do not suddenly grind to a halt in the event of unforeseeable problems. Even in normal times, this means that some production is carried over to the following year.



For the first time, five editors (from left to right: Harald Fried, Joachim Ritter, Holger Späing, Dirk Kuhlmann, and Ralf Junius) discussed the most outstanding and successful new Z gauge products of the past year. In the end, they certainly did not have easy decisions to make.

For our editorial awards, the delays in the release of new products already posed the dilemma of having to decide in some categories between only two nominated and almost equally excellent products. In one case, it even happened in the end that there was only one product to choose from, and the only question was whether it deserved the award or not.

Unfortunately, we also must note that the number of candidates has shrunk extremely, especially for the rolling stock categories, namely locomotives and wagons; we only have assured access to test models from Märklin and Rokuhan, with AZL unfortunately not responding to our enquiries, and Micro-Trains not coming out with any newly designed models for years, now. So, that is the situation with respect to the large-volume manufacturers.

As for the smaller manufacturers of rolling stock, the product pipeline seems to have dried up at the moment. Railex and Schmidt were discontinued many years ago, and no new models are expected under the Westmodel brand continued by Modellbahn Scholz. Heckl Kleinserien also seems to have disappeared a few years ago, and enquiries have not been answered since then, either.

And, we have not been able to find anything new amongst other producers either for a while. Most recently, FR Freudenreich Feinwerktechnik announced that he would be retiring from business at the end of 2023, which, as we all know, he has done.

Provided that we only nominate items that have been tested according to our criteria by our editorial team or a neutral authorised representative, the range of small volume producers of rolling stock is currently reduced to NoBa models.

Finally, the addition of two more people to the editorial team last year had a further influence on our selection and voting process: For the first time, five, instead of three editors participated in the vote for the 2023 best new products.

While the previously smaller group of editors were already quite good at gauging each other's preferences, market assessments and preferences for key product features, the voting process within the now larger group was more exciting than ever before.

All in all, this means that our decisions were not easy and certainly not predictable. What was lacking on the market side in terms of the excitement was made up for in the decision-making process. It is therefore important again that not only the vote of each editor counts in the end, but also to explain the reasoning behind the final decisions.

And with these explanations, we now begin our selection of the winners.

Locomotive category

It is not every year that models from small and large volume producers compete against each other. In 2023, the number of nominated products was again limited to those from the industrial sector. Märklin had launched two new locomotives in the period under review, one of which made it into the nomination: the V 320, which first appeared as a club model in DB design (item no. 88320).

Despite its weaknesses of a buffer beam that is too high and the engine room lighting that only covers the side windows, but not the skylight windows, it was rated as a very good model. The product recall had not deterred us, because Märklin had reacted quickly and purposefully, here.



Despite its existence as a loner in real life, it was clearly seen as an enhancement for Z gauge, and also proved to be a powerful draught horse for the heaviest trains. And it certainly found support amongst the diesel traction friends in our editorial team.

Nevertheless, the Shinkansen 0 Series “Hikari No. 1” (T020-1) from Rokuhan came out on top by a narrow margin of three votes to two. As an argument in the voting, it was also emphasised that, as an internationally read magazine, we should focus equally on foreign products.



In the locomotives category, the 0 Series Shinkansen “Hikari No. 1” (item no. T020-1) came out on top by a narrow, but deserved margin. Photo: Christoph Maier

And the fact that this model did not show a single weak point in the test, also spoke in favour of the Shinkansen. Precisely scaled details such as the finely detailed scissor pantographs and constructive consideration of special features such as the backlit parabolic tip of the first two trains made the small, but ultimately decisive, difference here.

Further arguments in favour of this twelve-car train were its significance in terms of railway history (model selection) and the cohesive train design, which only Rokuhan seems to be able to implement regularly, in such a successful way. This has also been pointed out to us several times by readers, as particularly praiseworthy, and confirmed Rokuhan's expertise, especially for railcars and multiple units.

And so, it seems well deserved that this year's award in the locomotive category goes to Japan, where this praise from the editorial team (and readers) was gratefully received, also as a motivation and incentive for future developments.

Wagon category

Here, too, there were only two nominated products, both of which came from Märklin this time. It was therefore clear from the outset who would win the award, but it remained exciting to see which of the two new products would emerge victorious and with which voting ratio.

We found both of the products on offer to be equally successful designs, but the test also revealed minor weaknesses that could be rectified. These always concerned the colouring, which is relatively easy to rectify.

The container wagon Sgns 691 (82640) not only impressed with its good detailing, which can only be achieved with plastic injection moulding, and whose shortcoming of a low dead weight Märklin was able to compensate for by moulding it with metal-filled plastic.



The “Bunny Box” BDNf 738 model (from the 87189 set) had only very few weak spots, including the black frame that did not extend all the way to the driver's cab. Märklin corrected exactly this point with the subsequent edition, so that nothing stood in the way of our award.

This model is also immensely important for depicting freight traffic today. Two-axle carrying wagons no longer have any operational significance in the KLV sector today, and there was also no four-axle alternative of modern design in the Märklin programme. And a desired model addressed to FR Freudenreich Feinwerktechnik in a two-part design with a central Jakobs bogie has not yet seen the light of day in the model railway world.

Container transport, which, in addition to block trains for bulk goods such as coal, ore, and oil derivatives, are now major features of everyday life on rails, could, therefore, hardly be credibly depicted on a scale of 1:220 before this new product appeared.

A similarly painful gap existed in the category of push-pull trains, which, with the exception of a “Thunderbox” passenger coach that could once be modelled with the help of a Westmodel kit, could only be reproduced in Z gauge from the early seventies onwards.



This was also noticeable because there was no shortage of suitable locomotives for the period up to 1970: V 10020, V 160, V 2000 and E 41 are the most prominent examples, here. Only the model of the “Bunny Box” BDnf 738 (87189), which was also released in 2023, brought full operational benefits for these locomotives, which is particularly important under the guiding principle of “thinking in trains.”

It fits perfectly into the picture of the existing “Silberlinge” coaches, as it is based on the chassis of the existing control car with a “Karlsruhe head”. However, this model has finally been converted to LED lighting, which also eliminates a weak point.

As a result of its technical platform, the model showed only one downside: The frame replica does not extend to the front buffer beam and Märklin refrained from painting in black its continuation on the upper part of the housing.

However, this has already been made up for with the Era III model also delivered in the reporting period as BD4nf-59 (87074), while the error on Sgns 691 has so far remained uncorrected. After extensive discussions, the decision was even

unanimous in favour of the Hasenkasten: In the end, everyone agreed that one of the customers' most desired models had been realised here.

Accessories category

Here, too, exactly two new products competed against each other. The fact that there were not more was because we were unable to get in time our hands on two very interesting Artitec releases, which we were only able to present in more detail in the January 2024 issue.

This reduced the field of contenders to two building kits, one of which is representative of an entire series. This refers to the semi-relief townhouses from Modellbahn-Union. Editor Ralf Junius built the “01 Sandstone” model (MU-Z-H00201) as a test, and showed what can be done with this model.

He praised the kit's favourable price, its ease to build which makes it accessible even to beginners, and its versatility of use on dioramas and layouts. Although they are not the first relief buildings on the market, they are currently the most suitable for urban themes with larger buildings. His assessment was confirmed by feedback from other Z scale enthusiasts who had something like this on their wish lists.

However, the race in this category was won, albeit not unanimously, by the small workshop kit (49590) from Viessmann's Vollmer brand. It was not an easy decision to make, but, perhaps, the deciding factor was the use of "Polyplate", a composite material, that gave the kit a touch of innovation.



The small workshop kit from Vollmer (49590), not only made an impression with its Polyplate composite material. The possibilities to easily equip it with interior lighting and an interior details, also appealed to us. What's more, this small building can really be used anywhere!

Viessmann not only uses wood and hard cardboard as familiar materials for laser-cutting technology, but also combines its new products with synthetic resins, i.e., liquid materials from the plastics industry. This provides even more stability, and, together with the factory colour treatment, makes for an exceptionally realistic look.

Our award to this product comes also with a clear wish: This new product line should be continued and has the potential to bring the Vollmer and Kibri brands back into the top ranks of building kit suppliers.

A note from editor Dirk Kuhlmann, which summarises some of the comments from the preliminary editorial discussion, is also decisive for this assessment: "We have been missing the smaller buildings, in particular, over the years, which makes this a meaningful move by Vollmer."

Technology category

This is a versatile category that gives equal weight to tools, functional models, technical, products and innovative manufacturing methods. We had therefore kept an eye on the multi-coloured 3D-printed figures announced by Noch in order to assess and nominate them under this category if they deliver what we believe they promise.

Unfortunately, there were unforeseen start-up problems in the production process, which made any scheduling moot. Dr. Rainer Noch talked about this in our recent 2024 Nuremberg trade fair report on **Trainini TV** (episode 25), which is why we would like to recommend the interview to our readers.



Märklin's Mobile Station WLAN gives the operator freedom of movement and allows him to experience the layout better. At the same time, it is just one building block in an expandable system that is ideal for beginners, and can also be compatible with Z gauge.

The Intellibox 2neo from Uhlenbrock, which was initially discussed for inclusion, would also be a candidate with a good chance. However, this product was launched at the end of 2022 and was also considered by many trade magazines in that year. We were only able to test it in the first quarter of 2023, but unfortunately, it had already missed our selection criteria.

To our complete surprise, the Mobile Station WLAN from Märklin (60667) remained the only candidate in the race. If it did not fail due to votes against it, the crown could no longer be taken from it. To cut a long story short, the decision was very clear with one abstention (due to a lack of expertise).

What is much more important now is what features of the hand-held device, also known as "MSW" in model railway parlance, were convincing? Of course, the possibilities mentioned in the test report, which this device offers, without having to get used to the wired device, were mentioned here.

At the same time, solid technology was confirmed, to which Märklin traditionally attaches great importance. Finally, the feel and basic structure were mentioned after other editorial colleagues had this device in their own hands. And the Mobile Station WLAN is equally suitable for digital entry as well as for expanding existing digital configurations, making it an worthwhile investment.

Category Literature

The market for railway literature was also one that was plagued by the pandemic. Many publications were put on hold by publishers or did not reach the shops on time after being announced because of interrupted or unconfirmed print paper supplies.

Even though the situation has recently improved again, we felt this very clearly in view of the 24 annual reviews of selected books, brochures, films, and occasionally also programmes or games with a railway connection.

We only nominated two reviewed titles for this category that clearly stood out from the rest. The first is the brochure “Bahndienst- und Dienstgüterwagen: Band 1” (“Railway company service and cargo cars: Volume 1”) from the publisher Eisenbahn-Dokumentation by Stefan Carstens (ISBN 978-3-9823-2222-3) and distributed by Modellbahn-Union.



Its author does not need a special introduction, as he is regarded as the best freight car expert in Germany. We always fall back on his knowledge and his publications when we need to analyse prototype specifications. His books on open wagons are now many years old and are outdated in the model section, but also with respect to some of the prototype data.

The brochure, together with volume 2, which has also been published, in the meantime, makes for a much welcome update and also corrects some of the earlier information that has been refuted. This also underlines the expertise and sincerity with which the railway history is researched here. Many Z scale enthusiasts also benefit from this.

However, because the model section does not take our scale into account at all and the focus is primarily on designs that were not previously available in Z gauge, the vote was unanimously in favour of the other title.

That was “Die Mehrsystem-Elloks der Deutschen Bundesbahn” (978-3-8446-6039-5; “Multi-system electric locomotives of the German Federal Railways”) from EK-Verlag. There is hardly anything to add about this book in the “blue series” either, because time and again, as here, too, they prove to be the gold standard on the subject in question.



Although Dirk Kuhlmann was particularly fond of the engines featured in the film, because he had seen them himself in the Opladen railway repair shop and the 181² series was also waiting to be scrapped there, in the end it was the usual qualities of this book series and this particular volume that made for a clear winner.

Joachim Ritter sums it up with the following sentence: "Great model research, good photo selection, and topics that are fun to read and provide knowledge and background information that you don't want to miss."

Layout category

This is one of the two honorary awards that our editorial team would like to award each year. It is also our youngest category, which we are including for the fourth time only. It is characterised by the fact that this is not an open competition, i.e., we do not allow several showpieces to compete against each other in public.

Instead, we go to trade fairs and exhibitions with our eyes wide open, observe the maturing of suitable objects and take note of those pieces that we think are worth considering. Once their builder considers them finished, it's our turn our discuss whether we want to award the prize or not.



The Hirschsprung (stag leap) layout has taken our fancy this year: And on Jürgen Walther's layout of the same name, the famous rock with its stag monument has been recreated for the first time alongside the railway station.

That is why we also do not mention any of the alternatives we looked at. As our readers, who are deliberately drawn into the spotlight here, are not commercially active, they do not experience a corresponding demand for their “product”.



The seemingly far too large station in no man's land is the centre of operations of the layout, which today we are honouring as Layout of the Year 2023.



Under no circumstances do we want a second winner to suddenly feel like the first loser. Every year, many great pieces are presented, into which a lot of time, money and passion have been poured. Since not every exhibition has the same reach, one or the other may escape us. And everyone should know and feel that we appreciate and want to recognise their showpieces as Z scale ambassadors.

Our award, which this year goes to the “Hirschsprung” layout by Jürgen Walther, should be understood as recognising high standards of layout engineering, creative flair and effective presentation.

In fact, we consider this to be the first Hirschsprung layout with an almost uncompromising reference to the prototype setting of this station in Germany's Black Forest. Long-time Z gauge fans know that it is not the first layout tackling this theme and that we have already presented one in this magazine.

For editor Joachim Ritter, it does an excellent job in recreating the actual local atmosphere. That's why he puts it like this: “I find this to be a great realisation of a hometown theme. I like how the model is so consistent with the real

thing.” And, Holger Späing also comments on the unanimous vote that even the choice of the rolling stock corresponds closely to the prototype.

Complete Works Category

This is not an open competition either. This category, which we set up back in 2010, was and is intended to recognise long-standing and special achievements that are outstanding, but could not fall under one of the other categories because they cannot be linked to a single product.

These are often merits that elsewhere would be labelled as a lifetime achievement. We deliberately call it a body of work because we do not see our award as an end point and, if possible, do not want to award it posthumously.

This is why our nominee was decided early on in the year and then also received a unanimous vote. Harald Thom-Freudenreich had already announced more than a year in advance that he intended to retire at the end of 2023.



FR Freudenreich Feinwerktechnik enhanced the Z scale product range for decades with a wide variety of (not only) wagon models, such as the then brand-new Klagenfurt type open wagon.

Our readers were very concerned with how his brand FR Freudenreich Feinwerktechnik and small volume production would continue. This was only announced shortly before the end of last year, and even for today's award winner, it does not mean a complete farewell. Although at a slower pace than before, he is continuing with new developments, which are certainly characterised less by a business interest than by personal preferences.

Nevertheless, this is a unique opportunity to look back on around thirty years of small volume development and production. The product range changed considerably over time, as editor-in-chief Holger Späing noted. Initially, the focus was on North America, before switching to Europe.



FR Freudenreich Feinwerktechnik has built up its own market in Scandinavia, but this supplier has also become an important and determining factor for Germany, in particular.

Many open wagons and the covered Oppeln design are likely to be particularly memorable for enthusiasts. There are also countless accessories.

“You only realise what you have when it's missing”, said Harald Fried, summarising the impressions exchanged. The products always had their price, but there was a consensus that this was always backed up by good quality.

His products covered many themes, eras, and international railway companies, but they always convinced us without exception.

That's why 2023 was exactly the right time to honour the milestone of the brand transition and the move to Atelier Barkvieren.

In conclusion, we would like to congratulate all the winners and motivate them, as well as everyone else, to draw attention to themselves through outstanding achievements, and to continue to promote our scale.

Pages of our winners (in order of category):

- <https://www.rokuhan.com>
- <https://www.maerklin.de>
- <https://viessmann-modell.com>
- <https://www.eisenbahn-kurier.de>
- <https://fr-model.eshop.t-online.de>

Trainini TV – Episode 25:

- <https://youtu.be/WweUilwW7To?si=qh2L3uKy7QY5RwVN>

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.

Geschichte der preußischen G 10 (Teil 2) **Preußische Einsatzgeschichte**

Auch nach dem Ende des Zweiten Weltkriegs gab es noch durchaus ansehnliche Bestände der Baureihe 57¹⁰⁻³⁵. Und wegen ihres geringen Achsdrucks schienen auch noch längst nicht abkömmlich, obwohl sie schon bald ein achtenswertes Dienstalder erreicht hatten. einige Exemplare erlebten sogar noch den neuen Nummernplan. Band 2 des EK-Baureihenportraits spürt ihnen nach.

Hans-Jürgen Wenzel
Die Baureihe 57¹⁰⁻³⁵
Band 2: Einsätze nach 1945 – DB, DR und Ausland Teil 2

EK-Verlag GmbH
Freiburg 2023

Gebundenes Buch
Format 21,0 x 29,7 cm
224 Seiten mit 398 überwiegend S/W-Abbildungen

ISBN 978-3-8446-6048-7
Best.-Nr. 6048
Preis 45,00 EUR (Deutschland)

Erhältlich direkt ab Verlag
oder im Fach- und Buchhandel

Da der in der September-Ausgabe 2023 vorgestellte Band 1 und diese Fortsetzung in zeitlich recht kurzem Abstand in die Regale des Buchhandels kamen, möchten wir kurz zusammenfassen, was wir bei der ersten Besprechung festgestellt haben und auch für diesen Band gilt - zumal wir diese Fortsetzung ja schon gleich im Fokus hatten.

Auch dieses Lokportrait der preußischen G 10 macht keine Ausnahme mit Blick auf die Baureihenbibliothek des EK. Nahtlos schließt es an den ersten Band an und die Teilung zwischen beiden Werken scheint bestens gewählt.

Mit Hans-Jürgen Wenzel ist der Autor identisch geblieben, was wir einen wichtigen Faktor halten, um ein auf zwei Bücher aufgeteiltes Portrait wie aus einem Guss wirken zu lassen. Ein eigenes Vorwort hat die vorliegende Lektüre übrigens nicht erhalten.

Der vorliegende 2. Teil setzt 1945 mit dem Kriegsende an und behandelt vor allem die Einsatzgeschichte bei der DB und DR im Osten Deutschlands. Auch die Auslandseinsätze nach Kriegsende gehören wegen der chronologischen Teilung hierher.

Werfen wir noch mal kurz einen Blick auf die behandelte Baureihe: Mit einer mittleren Achslast von nur 13,5 Tonnen wurde sie Anfang des 20. Jahrhunderts für den Güterverkehr auf Hauptbahnen mit leichtem Oberbau sowie auf Nebenstrecken entwickelt.



Mehr als 2.500 Exemplare wurden dann von neun Herstellern zwischen 1910 und 1924 gebaut. Wegen ihrer geringen Achslast, gleichzeitig Leistungsstärke und robusten Konstruktionen erlangte sie in beiden Weltkriegen Bedeutung für Militärtransporte.

Gerade das brachte die Maschinen in viele Länder Europas und ist ein Grund dafür, dass die Bestände – von Verkäufen abgesehen – weit verstreut waren. Dieses Buch zeichnet ihre Geschichte außerhalb der deutschen Grenzen für den Zeitraum nach 1945 nach.

Den Hauptteil bildet aber die Betriebsgeschichte bei DB und DR. Dazu wird zunächst die Nachkriegssituation beschrieben und hergeleitet, wie die Eisenbahn von den Besatzern geführt wurde und schließlich zu zwei Bahnverwaltungen in Ost und West werden sollte.

Abgehandelt wird im Anschluss zunächst directionsweise die Betriebsgeschichte bei der DB, danach die der Deutschen Reichsbahn in der SBZ und der späteren DR. Einen Technikteil gibt es nicht, denn alle relevanten Informationen dazu enthielt bereits der erste Band.

Der bereits erwähnte Auslandsteil ist ans Ende des Buches gestellt und ihm folgt nur noch ein durchaus spannender Teil zu erhaltenen Lokomotiven. Hier ist besonders wieder das Ausland interessant, weil nur eine einzige DB-Maschine erhalten blieb, die immer noch in Siegen hinterstellt ist.

Wie schon beim Vorgängerband sind viele Informationen ausgewertet worden, gut dokumentiert und anschaulich vermittelt worden. Dies korrespondiert wieder mit einer treffenden Fotoauswahl, die sowohl die unterschiedlichen Lokausrüstungen als auch Einsätze im Güter- und Personenverkehr belegt. Auch die Reproduktion der historischen Aufnahmen ist tadellos.

Es ist und bleibt faszinierend, welchen Umfang dieses Baureihenportrait angenommen hat: 1979 war es als einbändiger Titel erschienen und sollte mit Blick auf die verstrichene Zeit überarbeitet werden. Unerwartet viele neue Erkenntnisse ließen seinen Umfang auf mehr als das Doppelte anwachsen!

So umfasst auch dieser zweite Band ganze 224 Seiten mit fast 400 Bildern, darunter auch Laufpläne und Fahrplanbuchauszüge. Über 600 Maschinen waren nach 1945 auf dem Gebiet der späteren Bundesbahn verblieben, 134 weitere bei der Deutschen Reichsbahn.

Fast 100 weitere Maschinen zählte die ÖBB, die sie bis 1968 im Dienst behielt. Während die DB ihre letzte G 10 im Jahr 1970 ausmusterte, blieben ihnen bei der DR immerhin zwei Jahre mehr. Die Einsätze im Ausland, darunter die Türkei, Rumänien und Polen, wehrten oft deutlich länger. Zusammen zeigen sie auf, welche Spannung und Themenfülle diese formschöne Dampflok bietet.

Leider fehlt sie bis heute in der Spurweite Z und wäre aus unserer Sicht ein perfektes Großserienmodell. So verstehen wir die zwei Bücher zu ihrer Geschichte auch nicht nur als wertvolle Literatur für eingefleischte Vorbildfreunde mit Technikinteresse, sondern auch für alle Modellbahner, die für den Tag gewappnet sein wollen, wenn das Warten hoffentlich ein Ende hat.

Publishing pages:
<https://www.eisenbahn-kurier.de>
<https://www.ekshop.de>

Erste Drehstromlok Baureihe 120 **Die Zeitenwende bei der DB**

Die Baureihe 120 war nicht irgendeine Ellok: Sie war eine Pionierin und öffnete die Türen für die moderne Eisenbahntechnik. Mit ihr entstanden 1979 die weltweit ersten Drehstromlokomotiven hoher Leistung. Doch als sie in Serie gebaut wurden, waren sie beinahe schon überholt. Der Lok-Vogel dokumentiert ihre Geschichte mit ganz eigenen Schwerpunkten.

Hans Sölch | Michael Fuhry
Der Lok-Vogel Sonderausgabe Nr. 18
Die Baureihe 120 – Die erste Drehstromlokomotive der Bundesbahn

Xyania Internet-Verlag Hans Sölch
Rosenheim 2023

Broschüre mit Klebebindung
Format 21,0 x 29,7 cm
100 Seiten mit über 180 farbigen Abbildungen

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Erhältlich direkt ab Verlag
oder bei ausgewählten Buchhändlern

„Der Lok-Vogel“ ist keinesfalls der Titel einer neuen Zeitschrift im Bereich der Eisenbahnfachpresse. Verlagsleiter und Hauptautor Hans Sölch ist vielmehr ein alter Bekannter der Szene, nur stellen wir heute erstmals ein Werk aus seinem Verlag vor.

Neu ist allerdings, dass der Vertrieb seiner gedruckten Publikationen nicht mehr über den Bahnhofsbuchhandel erfolgt. Interessenten bestellen daher bitte direkt, bei einem ausgewählten Buchhändler.

An dieser Stelle stellt sich vielleicht die Frage, wie wir nun auf den heute zu sprechenden Titel gestoßen sind und was uns zu einer Rezension bewegt hat? Das ist schnell und einfach erklärt: Dem erfahrenen Publizisten Hans Sölch stand als Mitautor Michael Fuhry zur Seite.

Und dieser ist nicht nur ein fundierter Kenner und Liebhaber der Baureihe 120, sondern zugleich auch ein leidenschaftlicher Zettie. Bei einem fachlichen Austausch über die erste Drehstromlokomotive der Bundesbahn und ihre Modellumsetzungen sowie eigene Modifikationen stießen wir auf diese Sonderausgabe – und schon war das Interesse geweckt. Was erwartet uns nun also?

Werfen wir dazu erst mal einen Blick aufs Vorbild: Die Baureihe 120 wurde 1979 mit viel Vorschusslorbeeren als künftige Universallokomotive der Öffentlichkeit präsentiert. Es schloss sich ein langjähriges Testprogramm an, das neben reinen Versuchsfahrten auch den Betriebsalltag umfasste.

Der Zeitraum stellte sich als deutlich länger dar, wie wir es von anderen Prototypen gewohnt sind. Dies liefert schon ein deutliches Indiz dafür, wie neu und unerprobt die Technik war, die hier zum Einsatz kam. Die fünf Vorserienmuster stellten tatsächlich eine Revolution im Bau von Eisenbahnfahrzeugen dar.

Mit Testfahrten und Vorführungen sowie verschiedensten Einsätzen im Güter- und Reisezugverkehr sollte die Alltagstauglichkeit bewiesen werden. Das Sammeln von Erfahrungen mit der neuen Technik und das Finden von Schwachstellen und Kinderkrankheiten war sehr wichtig.



Erst ab 1987 gelangten 60 Serienlokomotiven in den Dienst, was den Gesamtbestand der Baureihe auf 65 Exemplare an hob. Dabei sollte es auch bleiben, denn ein Weiterbau unterblieb ebenso wie das Beauftragen eines weiterentwickelten Nachfolgers in Form einer Baureihe 121.

Dafür gab es mehrere Gründe: Zum einen war die Technik der Baureihe 120 wegen großer Fortschritte in der Leistungselektronik schnell wieder überholt und die sich ankündigende Bahnreform ließ den Bedarf an einer Universallokomotive schwinden.

Trotzdem erfuhren die Lokomotiven eine wechselvolle Geschichte: Die fünf Vorserienmaschinen unternahmten die Testfahrten für die Serie, danach für die nächste Lokgeneration und erlebten schließlich ihr Ende im Messzugdienst.

Die Serie lief als erste Baureihe über die Neubaustrecken der DB und blieb für mehr als zwei Jahrzehnte ein wichtiges Standbein im lokbespannten Fernverkehr. Doch dann kam 2020 ein schnelles Ende, das nur für wenige Exemplare einen Wechsel zu privaten Einstellern mit sich brachte.

Genau das liefert ausreichend Stoff für eine spannende Lektüre, denn bislang haben die Veröffentlichungen fast komplett einen Schwerpunkt auf die verbaute Technik gesetzt. Hier stehen die Einsatzgeschichte, optische Unterschiede und Veränderungen im Fokus. Dabei wird der gesamte Zeitraum des Betriebs dieser Baureihe bei der Bundesbahn wie auch der Deutschen Bahn AG betrachtet.

Auch die Gegenwart bei Käufern der Lokomotiven ist noch einbezogen worden. Gäbe es diese Form der Nachnutzung nicht, läge ein abgeschlossenes Kapitel Geschichte vor uns, das hier vollumfänglich behandelt wurde.

In den einzelnen Kapiteln erfahren die Leser alles Wissenswerte zum Aussehen der Vorserienmaschinen sowie der orientrotten und verkehrsroten Serienexemplare. Im Zuge der Recherche konnten auch - dies dürfte maßgeblich auf den Mitautor Michael Fuhry zurückgehen - ein paar zuvor unbekannte Fakten entdeckt und integriert werden.

Beim vorliegenden Heft handelt es sich also gewiss nicht um bekannte und nur wiederaufgewärmte Tatsachen in neuer Struktur. Wir waren beim Lesen verblüfft, wie viel Stoff und Kurioses die Geschichte dieser besonderen Baureihe noch beinhaltet.

Die Sonderausgabe dieses Lok-Vogels stellt also eher einen Lockvogel dar, der schnell auch die Lust auf weitere Titel weckt. Mit der Broschüre ist also auch derjenige gut bedient, der bereits ein Baureihenbuch hierzu besitzt, weil es sich als perfekte Ergänzung offenbart.

Ihren Anteil haben aber längst nicht nur die detaillierten Texte, sondern auch zahlreiche, gut reproduzierte Bilder und Statistiken. Zur Bildauswahl bleibt dann auch festzuhalten, dass sie gut und mit Bedacht getroffen wurde, um Besonderheiten auch belegen zu können, jede Aussage geeignet zu dokumentieren und auch den Lesespaß durch ein ansprechendes Aussehen zu unterstützen.

Lediglich das große Titelfoto wäre aus unserer Sicht besser gegen ein farbenfroheres Landschaftsfoto mit kontrastierendem Grün ausgetauscht worden. Die dadurch erzeugte Spannung hätte auch für alle, die diese Rezension nicht lesen, eine stärkere und sehr werbende Wirkung.

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Publishing pages:
<https://www.elektrolok.de>
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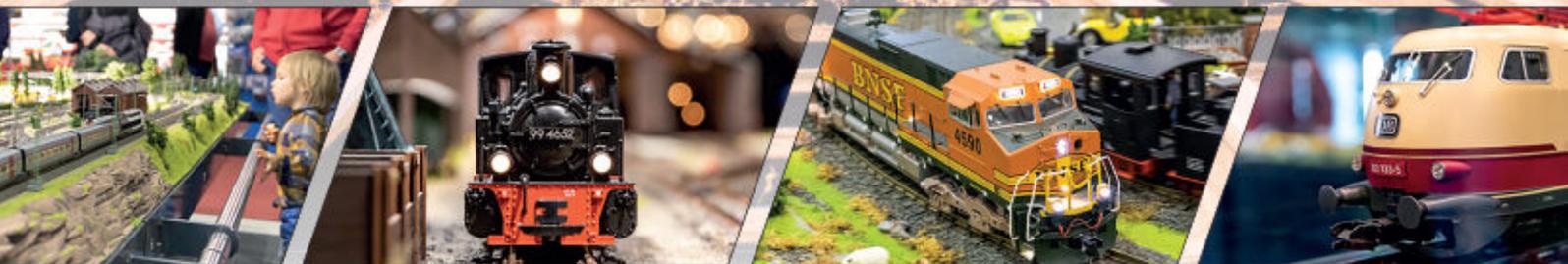


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Spring innovations for Z gauge

A bountiful Table

The International Toy Fair reported the 50 millionth visitor to the Exhibition Centre Nuremberg. And, as you would expect, it also announced further success stories. However, the model railway sector is further thinned out, and a relic of times gone by, although it has at least recovered slightly compared to the previous year. However, most of the new products were presented apart from the trade fair.

The share of model railway manufacturers in Hall 7A at the Nuremberg International Toy Fair is manageable, and a tour of the exhibition is completed quickly. We have already published our impressions and important information for their customers in a film on **Trainini TV** (episode 25) a fortnight ago.



Goodbye? The question remains as to what significance the Nürnberger Spielwarenmesse (Nuremberg International Toy Fair) will have for the model railway sector at the beginning of 2025.

+++ Acrylicos Vallejo +++

This manufacturer was present with a booth in Nürnberg (Nuremberg) and is expanding its colour palette introduced last year as well as the new brush range. Beyond that, however, we were unable to find any new products that might be particularly worth mentioning for Z gauge modellers.

www.acrylicosvallejo.com

+++ Airgoo +++

Founded in 2015, this is still a relatively young supplier that we were able to visit for the first time. Based in the Netherlands, the company defines itself as a manufacturer, wholesaler, and specialist in airbrush tools.

The range includes well-known products that are bought in and sold by the company itself. However, it is certainly worth looking at the website. Direct sales are also offered there. We do not know to what extent a trade licence is required to do this. However, even in such a case, it should hopefully be possible to find authorised dealers through whom an order can be placed.

www.airgoo-europe.com

+++ Álvaro Cortes +++

The Portuguese car specialist also has some exciting new products in store for spring 2024. The focus on European vehicle models is clearly recognisable, and not just luxury sports cars.

The current Maserati MC20 from Modena, which has been built since 2020, is the only exception here. We could continue here with Lamborghini or Porsche, as these were once also brands for agricultural tractors. But the Case Puma 210, as a modern vehicle, has a different manufacturer.



The Case Puma 210 is a modern tractor for agricultural applications. Photo: Álvaro Cortes

In our focus on new models, which we are the first to show here, the Volkswagen Transporter T3, which rolled off the production line in various factories between 1979 and 2002, is still missing. It is available with round and square headlights and replicates the Caravelle and Transporter variants with a closed load compartment.



The three planned variants of the Volkswagen Transporter T3 have not yet been presented on their website. You can now see this great new product here, first. Photo: Álvaro Cortes



These former everyday vehicles have long been featured on the company's own website, but should be easy for anyone to recognise, even without further descriptions: they are precisely the cars that are far too rarely in the focus for models. Photo: Álvaro Cortes

The other novelties that Álvaro Cortes has already shared on his pages are the Alfa Romeo GTV6 from 1986, a Lada Niva, the Citroën 2 CV as a box-type lorry and saloon, the TVR T440R, and, with the Renault R4 and Fiat Panda, two European everyday cars from years gone by.

alvaro_mcortes@hotmail.com

<https://www.facebook.com/My-Z-scale-models-1648628058694887>

+++ Archistories +++

Archistories did not present any new products of its own at the beginning of the year, but is still active as a manufacturer of exclusive kits. Accordingly, new products can be found among the clients

www.archistories.com

www.archistories-shop.de

+++ Artitec +++

The accessories specialist from Amsterdam is always good for surprises. At the end of January, it unleashed a veritable surprise package of new products, with which it now also appears as a figure manufacturer in 1:220 scale.





Field workers (item no. 522.003; photo above), who work kneeling before the mechanisation of the agriculture for planting seedlings or harvesting, have never been offered across manufacturers. Let's pause for a moment with the steel workers during their break (522.004; photo below). And the tractor drivers (522.006; photo on page 33 below) will also enhance some of the farm tractors already on display at the customer's premises. All photos: Artitec

The following sets with three to six figures and matching accessories have been announced: bricklayers 1930 - 1990 (item no. 522.0001), carpenters 1920 - 1990 (522.0002), field workers (522.0003), steel workers (522.0004), industrial shunters (522.0005), and tractor drivers (522.0006), which will certainly not only fit behind the wheel of their own models. As with the following new items, they are all ready-painted models.



Together with the river tugboat, the Rhine motor vessel "Helena" (322.042) is now returning to the programme as a finished model. Photo: Artitec

he Rhine motor vessel "Helena" (322.042) and the river tugboat (322.043) are being reissued, which should certainly increase the desire for water motifs, a sufficiently dimensioned section of the layout will

certainly become an attention-getter. The Atlas 1302 excavator (322.044) has been completely redesigned and is suitable for the construction sites of modern layouts, having previously served Era III with two models.



The two new kits “Pommesbude” (722.022; photo left) and “Trinkhalle” (722.023; photo right) will also help to vividly depict earlier everyday scenes on the model railway. Photos: Artitec

Also, completely new are two kits for the catering sector, which were already known from a larger scale and have attracted interest: a chip shop (722.022) and a drinking hall (722.023), both typical sales buildings for the Ruhr area, which was once still characterised by coal and steel.

www.artitec.nl

+++ Artmaster +++

In view of last year's trade fair discussion (see **Trainini**® 2/2023), we have followed up on the latest status. Although no new Z gauge products were presented in Göppingen in September 2023, the commitment to our scale remains unchanged. However, the higher-selling gauges continue to take priority.

www.das-kantoor.de

+++ Atelier Barkvieren +++

Harald Thom-Freudenreich now operates under the name Atelier Barkvieren, after Freudenreich Feinwerktechnik moved to a former employee who took over the FR trademark as Montage-service Uwe Schuster.

While vehicles from the previous assortment and new developments by Harald Thom-Freudenreich are only made into models for resellers, regulars' tables and clubs, the former boss is still developing new products on his own account in retirement.



Partly retouched, this depiction of an AB new product was created: the NSB sliding wall wagon His 210. Photo: Atelier Barkvieren

In addition to some new and re-issued cars, the production of the Norwegian EL-16 is planned, the body of which is to be reproduced using the vacuum casting resin process. The undercarriage is largely based on the Rc locomotive. Delivery is planned for the second half of the year.

The NSB's His 210 sliding wall wagon is expected to be available in April, although a prototype of this has not yet been completed. The following three new items, on the other hand, are already available for delivery.

One is the TGOJ material wagon (item no. 46.801.11) based on a Märklin model, which the private railway company used in blue livery for transporting material on its ore railway.



These three new products are already available: TGOJ material wagon (item no. 46.801.11; top left photo), NSB wood chip wagon Fb (47.804.21; top right photo) and TAGAB passenger coach AB3 (46.223.01; bottom photo). Photos: Atelier Barkvieren

The AB3 mixed-class passenger coach from TAGAB (46.223.01) has a retro paint scheme. Its eventful history is outlined in the product description on the supplier's website. There you will also find information on which models already offered can be supplemented by this wagon.

The last new item available is the NSB wood chip wagon Fb (47.804.21). This is a wagon type already known from the range (-11), but it has been given a new fleet number and is now aged and has been given repair patches.

www.fr-modell.de



+++ Atelier Dietrich +++

Andreas Dietrich is currently very busy with orders and is, therefore, not presenting any new products at the start of the year for the time being, as he told us on request.

www.atelier-dietrich.at

+++ Atlantic Case-Diorama +++

We had discovered this supplier at last year's trade fair, and, therefore, also paid a brief visit to 2024. We noticed a decorative acrylic glass display case with transparent shelves and side panels and a black back panel.

www.atlantic-case.com

Photo left:

We discovered this open display case at Atlantic Case-Diorama

+++ Avantgarde Modellbau +++

For his "Geislinger Steige" project, Philipp Meyer is now also turning his attention to Märklin rolling stock. The focus is on the electric locomotives of the 110 and 194 series as well as some freight wagons, which are to be sold under the AVA Modellbahnen brand.

The following products will initially appear here as fine scale models with various refinements:

- German crocodile 194 012-1 of the DB (item no. 101), Augsburg depot
- German crocodile 194 086-5 of the DB (102), Freilassing depot

The models show prototypical, individual features such as colour patches, special lettering, white decorative line (Freilassing depot), adapted front ends and lanterns as well as the sunshade roofs missing on the Märklin originals, which were retrofitted to all machines on the German Federal Railways.

The series of freight car models is considerably longer, all of which can also be assigned to Era IV (deviations are explicitly mentioned):

- Covered goods wagon Gbs 253 of the Deutschen Bundesbahn (401)
- Wagon pack with three Deutschen Bundesbahn covered goods wagons (402), consisting of two Gbs 253 and one Gbs 245
- Deutschen Bundesbahn self-unloading wagon Fals 167 (403) as a white dot wagon with iron ore load
- Wagon pack with two Fals 167 of the Deutschen Bundesbahn (404) as white dot wagon with iron ore load
- Deutschen Bundesbahn Fals 175 self-unloading wagon (405) with different details such as extended loading opening with straight end walls, wider wagon platforms and heavy-duty buffers with iron ore load
- Wagon pack with three Deutschen Bundesbahn Fals 175 self-unloading wagons (406) with iron ore load
- Deutschen Bundesbahn self-unloading wagon Fals 177 (407), design with shortened side walls for transporting ore, loaded with bauxite ore
- Wagon pack with three self-unloading wagons Fals 177 of the Deutschen Bundesbahn (408) loaded with bauxite ore

- Self-unloading wagon with hinged lids Tads 961 of the Deutschen Bundesbahn (409)
- Wagon pack with three self-unloading wagons with hinged lids Tads 961 of the German Federal Railway (410)
- Deutsche Bundesbahn refrigerator car Tehs 50 (411) with yellow corners, Era III
- Deutsche Bundesbahn Eaos 106 high-sided wagon (412), loaded with scrap metal
- Wagon pack with two Deutsche Bundesbahn Eaos 106 high-sided wagons (413), loaded with new scrap
- Deutschen Bahn AG Eaos 106 high-sided wagon (414, loaded with car scrap cubes,
- Wagon pack with two Deutschen Bahn AG Eaos 106 high-sided wagons (415), loaded with new scrap, Era V
- Era V SBB Eaos high-sided wagon (416), loaded with new scrap, Era V
- Deutschen Bundesbahn high-sided wagon E 037 (418) with sleeve buffers, loaded with old scrap stampings
- Wagon pack with three Deutschen Bundesbahn E 037 high-sided wagons (419) with sleeve buffers, loaded with gravel



Samples of the Eaos 106 (left) and Gbs 253 (right) are shown here as examples of what customers can expect. Photo: Avantgarde Modellbau

All freight wagons show authentic signs of use, depending on the purpose and type of wagon. Parts are also exchanged or supplemented for this purpose, including label boxes, rope hooks, brake adjusters, heating leads, ladders, steps, and grab irons.



This oak has been covered with the new foliage mats. Photo: Avantgarde Modellbau

Photo bottom right: Summer lilac and Aaron's rod on the railway embankment. Photo: Avantgarde Modellbau

The new material differs from other products not only in its natural, muted colours but also in its significantly greater thickness of 15 - 20 mm.

Together with an irregular structure, this allows the material to be used very easily, and in a time-saving manner, avoids the need for subsequent lamination of areas with thin foliage.

These mats will also be available from specialised retailers in the future. The range is complemented by special foliage scissors for irregular cut edges.

The in-house vegetation range will be further improved with new production methods to make trees even finer and more detailed.



Deviating buffer designs are taken into account, as is the grease on the buffer discs or frame, and door replicas inside the open wagons.

Bogies are also correctly moved to the outside, which requires the retrofitting of a close coupling.

The catenary masts for a functionless catenary are still without an item number and are intended for eras III to VI. They are based on reworked Märklin masts, with a thin nylon thread to scale being used as the catenary wire.

According to the manufacturer, however, the most important new product for 2024 is in the field of scenery construction, with which Avantgarde Modellbau also entered the market.

Various foliage mats (types: birch, beech, hornbeam, oak, black poplar, winter lime) are planned for the self-construction of trees, bushes, and ground vegetation, also on a scale of 1:220.

The ragweed plants announced for 2022 are now available: Aaron's rod, fireweed, summer lilac, thistles, and various other small flowering herbs in different colours and shapes.

www.avantgarde-modellbau.de
[motewe\(at\)gmx.de](mailto:motewe(at)gmx.de)

+++ Azar Models +++

Azar Models is preparing the six-axle electric locomotive CC6500 of the SNCF as a model novelty. The very first painted and labelled sample, which still needs a few corrections, was available in time for the completion of this edition.



Azar Models announces the CC6500 of the SNCF as the next new novelty. Even the first sample suggests a successful model. Photo: Azar Models



The new single-arm pantographs made of plastic take many details into account. Photo: Azar Models

However, the photos already give a good impression of a successful model. It will be the first electric locomotive from Azar Models to receive new single-arm pantographs made of injection-moulded plastic.

The crowdfunding project for the TGV, whose minimum funding target was reached shortly before the editorial deadline, is entering the finish straight.

The following video, which refers to the campaign for this major project, shows what a unique model interested parties can expect here: <https://youtu.be/dSbPDPXv-38>. Another video, which also emphasises special product features,

will follow a few days ago: <https://youtu.be/whevGsJiS94>.

azar-models.com

+++ AZL (American Z Line) +++

AZL does not follow the cycle of the toy fair with its new product announcements and deliveries. Various versions of the EMD SD70ACE for the following railway companies have been announced for short-term release: UP, UP (historical heritage and advertising), BNSF, CN, CN historical heritage, and EMD demonstration locomotive.



However, there have been two new models in the past few weeks, and these are currently appearing in further variants. Three D&RGW road numbers (art. nos. 64101-1 to -3) now follow as the SD40T-2 tunnel locomotive. The standard EMD SD40-2 version is the Florida East Coast livery (64217-1 / -2), which has been customised in many details for this railway company.



Tunnel locomotive EMD SD40T-2 of the D&RGW (item no. 64101-1; photo above) and EMD SD40-2 of the Florida East Coast (64217-1; photo below). Photos: AZL / Ztrack

Also labelled for the FEC are two double packs of the Ortner bulk goods wagons (905355-1 / -2), which are still younger models and are once again rolling to the customer with load inserts. The series of heavy passenger coaches is supplemented by a semi-baggage wagon for the C&O (74045-1 / -2).



Ortner bulk goods wagon (905355-1; photo left) of the FEC and semi-baggage wagon for the C&O (74045-1; photo right). Photos: AZL / Ztrack

This month, the Trinity column carrier wagons will be joined by three 53-foot semi-trailers from England Intermodal (905234-1), which are also available separately (954010-1).

The Northern Pacific wide-view goods train caboose (921023-1 / -2), of which two different road numbers are offered, completes the series.

www.americanzline.com

+++ Bahls Modelleisenbahnen +++

The Blomberg-based Z gauge specialist is launching new metal base plates for several large series steam locomotives (e.g., all 2'C1' and all 1'E engines). They will be available with and without brake replicas. Also, new are static wing signals made of metal. A new steam locomotive will also be presented at the Z gauge weekend in Altenbeken.

www.lokomotiven-bahls.de

+++ Beli-Beco +++

This family-run company was once again present in Nürnberg (Nuremberg), but did not present any new products. In conversation, it was emphasised that all lanterns are handmade and therefore allow for individual design.



Z gauge is not explicitly listed in the catalogue, but most of the lanterns for the nominal size N could also be shortened for the 1:220 scale by using thinner masts and smaller canopies. This has been valid up to now, and will remain so in the future.

Anyone looking for a customised and affordable product is therefore welcome to select their template from the programme and place a feasibility enquiry or order with this company.

www.beli-beco.de

+++ Böttcher Modellbahntechnik +++

At Stefan Böttcher we found a snow powder in 250 g containers (item no. BM 7750 / BM 7751) and 500 g (BM 7752). Our own range also includes many gritting materials such as fine or coarse gravel, rock face stones in various colours, coal, iron ore, sandy beach, field and road grit. It is worth taking a look at the company's products, which can be found on its website.

www.boettcher-modellbahntechnik.de



+++ BuBi-Model +++

This supplier from the Czech Republic, which we are reporting on today for the first time, has a very large and varied Z gauge programme of buildings and freight. New to the range are some buildings that are available exclusively from MBS Modell + Spiel GmbH Sebnitz (<https://www.mein-mbs.de>) as inexpensive ready-made models.

The existing "Sebnitz" series has been expanded to include the semi-relief houses "Schillerstraße No. 3" (item no. Z60201) and "No. 19" (Z60202). The silo house (Z60210), measuring 25.8 x 3.4 x 7.9 cm, is a truly long building for the edge of the layout. With its use, a main agricultural theme should already be established.

The "Schillerstrasse No. 3" (item no. Z60201; photo above) and "No. 19" (Z60202; photo below) complement an existing row of semi-relief buildings. Photos: BuBi-Model



The long silo house (Z60210) can also form the end of the system against the background and create a backdrop for agricultural themes. Photo: BuBi-Model

Other new additions include a railway caretaker's house (Z60205), a house with a basement garage (Z60206), a house with an envelope (Z60207), another based on the Sebnitz model (Z90208), and a detached house with a garage (Z60209).

The sawmill with interior (Z60211) promises to be exciting, as the product descriptions do not yet reveal how extensive the interior will be.

www.bubi-model.com

+++ Busch +++

The accessory supplier Busch always knows how to react to current events. It proves this again with its spring 2024 innovations. Large stands of spruce in German forests have been severely damaged following a summer of drought. The bark beetle finally did the rest to the weakened trees.

Today, we find large areas of dead trees that can be recognised from afar by their lack of greenery. Whereas in the past it was individual trees that stood out among the many crowns, today it is a mass phenomenon. Busch is therefore expanding its programme to include dead spruce trees.



Photo right:
The dead spruces (item no. 6167) at different heights represent the current state of our forests. Photo: Busch



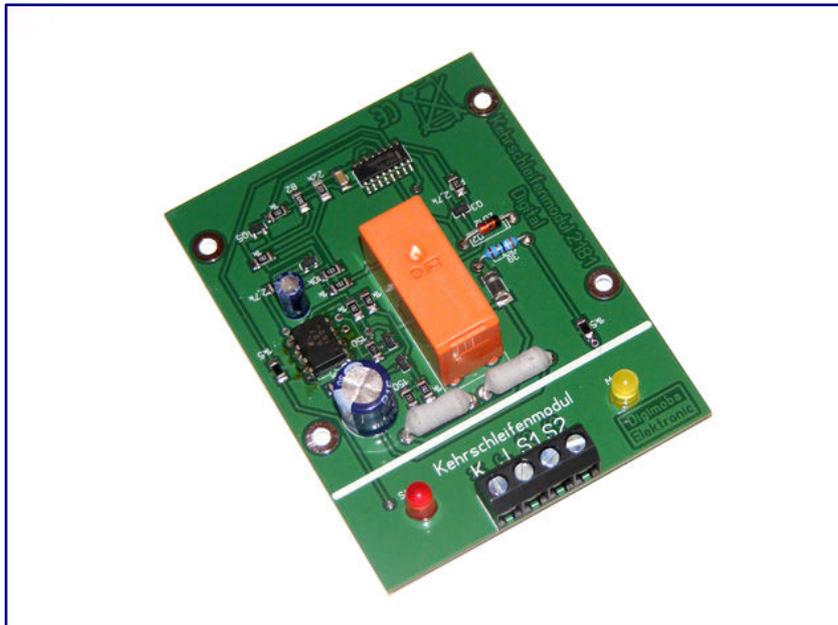
This diorama scene is intended to give an impression of the realistic use of the layout with the familiar green spruces. Photo: Busch

The trees, which are up to 50 m high in nature, are an excellent fit for our nominal size, although they are marketed for H0 and TT scales, in which they would be much too short. Two dead spruce trees with dried needles are available in the following heights: 130 mm (item no. 6166), 160 and 180 mm (6167) and 180 and 190 mm (6168).

www.busch-model.de

+++ Digimoba Elektronic +++

Digimoba Elektronic has finalised several new developments in 2023, which are now available and will be listed here.



The digital reverse loop module (item no. 2181) is also interesting for use in Z gauge.
Photo: Digimoba Elektronik

The digital reverse loop module (item no. 2181) promises simple installation without additional sensors, track or switching contacts. The polarity is recognised when extending or retracting and switched without interruption.

The servo switch (2191) controls standard servos as point, signal, or barrier drives, and is triggered by push-buttons.

The travel can be set using the separately available "Servo programmer" programming device (1170).

A segment connector set (3010) helps when wiring the model railway system to a control panel.

With its help, segments and modules can also be quickly and electrically disconnected from each other. A 24-pin connection is made using ribbon cables of different lengths (can be ordered separately) with reverse polarity protected plugs.

Last but not least, there is the switch button (2172), which allows convenient operation of up to two motorised point machines with just one button. Each press of the button causes switching in the other direction. At the same time, LEDs can be connected for synchronised position indication. Operation takes place with direct or alternating voltage between 8 and 18 V.

www.digimoba.de

+++ D&H Doehler & Haass Steuerungssysteme +++

In addition to Zimo (see Zimo), Doehler & Haass is also focussing on the E24 interface for new decoders. A vehicle decoder (item no. DH24A) and a sound decoder (SD24A) for the SX1, SX2, DCC, and MM formats have been announced.

Unfortunately, the manufacturer has not yet specified any dimensions, so that we cannot check the actual suitability for our scale. It should be mentioned, however, that the E24 interface was developed specifically for decoders that are installed in the small gauges and that ESU, from whom this advance originates, has already proven the suitability of a Z gauge model.

The DH24A features eight amplified and five unamplified function outputs, two of which are alternatives to the SUSI interface. Storage capacitors on the model are also directly supported, as the 15V storage circuit is already integrated on the decoder.

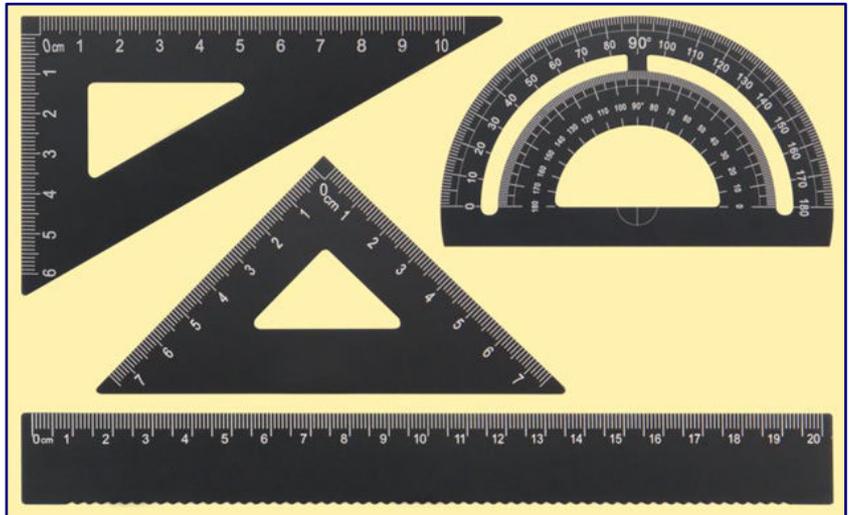
www.doehler-haass.de

+++ Donau Elektronik +++

This electronics and tool specialist also has some new products for successful model making. The four parts of the ruler, and an angle set (item no. ML4S4) are made of high-quality aluminium and come in a practical storage box.

The two round die holders “16.5 x 5” and “20 x 5” (MSEH3 / MSEH4) hold the die securely in the holder with four fixing screws. The holder can be used by hand or with the aid of an SW17 socket spanner. The height of the holder is 16 mm, the diameter 25 or 30 mm.

The titanium-coated, right-cutting blind hole taps are designed for use on blind holes. Depending on the drill, the cutting length is 5 to 7 mm and sizes M2.0 (MMSB20), M2.5 (MMSB25), M3.0 (MMSB30), and M4.0 (MMSB40) are available.



Ruler and square set (item no. ML4S4), shown here without the storage box. Photo: Donau Elektronik

New to the range are also new stranded wires in various designs and colours as 3 x 0.25 mm² twisted strands (325-014 to 325-818) in various reel lengths and rings with 2 x 0.50 mm² twin strands (250-01-25 to 250-38-25).

shopware.donau-elektronik.de

+++ Eichhorn-Modellbau +++

This manufacturer offers frog points for retrofitting Märklin turnouts and crossings. They have been on the market for several months, but we have not yet been able to present them because the supplier was unable to provide us with the necessary information due to time constraints. The programme includes:

- Switch frog for 13° crossing (Art.-Nr. 43020-X),
- Point frog for 13° left points (43020-L),
- Point frog for 13° right-hand points (43020-R),
- Point frog for curved points left (43134-L), and
- Point frog for curved points right (43134-R).

All frogs are made of etched nickel silver parts and have a soldered lead to their polarisation.

www.eichhorn-modellbau.de

+++ EtchIT-Modellbau +++

Edgar Seubert is not currently presenting any new 3D printing products for Z scale, but he did have another piece of news to share. For technical reasons, he had to slightly change the start address of etchIT-Modellbau's electronic sales organisation.

If customers would like to change their bookmark saved in the browser, please enter one of the following two addresses: <https://www.etchit.bplaced.net/data/etchithome/index.html> or simply [etchit.de](https://www.etchit.de).

www.etchit.de

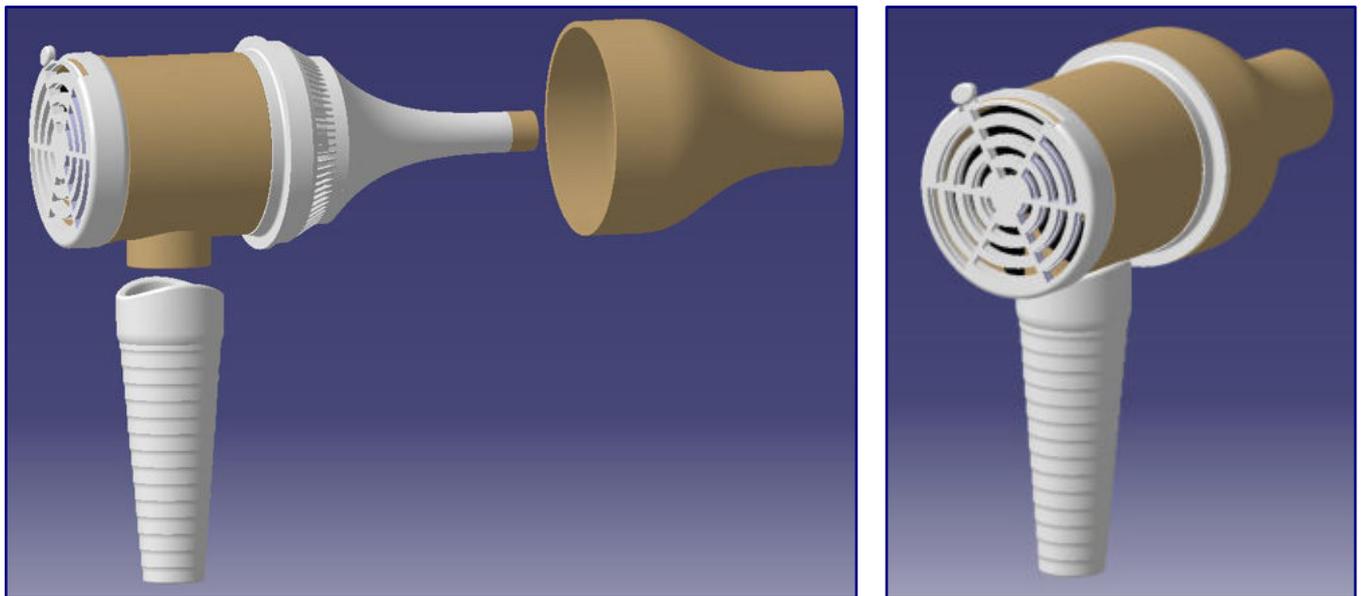
+++ Faller +++

Faller did not present any new products for Z gauge in Nuremberg. However, Managing Director Horst Neidhard pointed out to us that new products are announced on an ongoing basis throughout the year and hinted that we can expect something for Z gauge, as well.

www.faller.de

+++ Franke WF +++

We would like to mention the Dust Fairy, which is made from 3D printed parts and for which further information and conditions of purchase are available on request by e-mail. The Dust Fairy is a combined suction and blowing attachment for a domestic Hoover, which not only helps to clean models and landscapes.



The CAD illustrations visualise the structure and function of the adjustable dust fairy. Illustration: Franke WF

A slider can be used to regulate the increase and also in the opposite direction: In the closed position, only vacuuming takes place, otherwise vacuuming and blowing at the same time. Simultaneous whirling and vacuuming of the dust ensure that small and sensitive objects are neither sucked in nor damaged.

[franke.wf\(at\)web.de](mailto:franke.wf(at)web.de)

+++ GMmodelli +++

The website, which was still missing when the Z nominal size was launched, has now been set up, and further information was added shortly before the editorial deadline, including the catalogue with the complete range.

www.gmmodelli.com

+++ Herpa +++

The Dietenhofen-based manufacturer is celebrating its 75th anniversary with three new 1:200 scale moulds. The world's largest transport helicopter Mil Mi-26, which, unfortunately, serves almost exclusively military purposes for the warmonger Russia, was first announced and shown as a hand model in Nürnberg (Nuremberg).



The Douglas DC-7, a four-engined classic of the skies, is entering the Herpa Wings programme as a new 1:200 scale model. This model was already on display in Nürnberg (Nuremberg).

A classic of the skies is the four-engined Douglas DC-7, which, together with its range-enhanced successor versions, marked the end of the era of aircraft with piston engines. It was a direct competitor to the equally legendary "Super-Connie", which was powered by the same engines. However, the DC-7 had the edge for a long time.

The third and final new mould for the Wings series is the Beechcraft / Beech 1900D, a modern feeder aircraft for up to 19 passengers. It had two engines and was built from 1984 to 2002. The version selected by Herpa has a higher cabin roof and small winglets on the wingtips.



With the Beechcraft Beech 1900D, the jubilarian from Dietenhofen comes up with another new design. The small commercial aircraft can be categorised in the recent past. Photo: Herpa

For the new products now announced for March and April 2024, we are again focussing on those models that do not exceed a length of 30 cm and are suitable for use on or above European-style layouts:

Aeroflot Tupolev TU-144D "Technik-Museums Sinsheim" (Art.-Nr. 556323-001),
TWA – Trans World Airlines Lockheed L-1649A (558372-001),
Swiss International Air Lines Airbus A220-100 (558471-002),
Embraer E195-E2 "Profit Hunter – Tech Eagle" (572989),
Lufthansa Lockheed L-1649A Super Star (573030), and
ITA Airways Airbus A220-300 (573054).

These are joined by historical passenger stairs with a towing vehicle for the TWA (573122) and Interflug (573153) of the DDR as accessories. The range of models based on military prototypes is completed by the following two products based on German Air Force prototypes:

Airbus A400M Atlas – LTG 62 “Air Defender 2023” (572965), and
Panavia Tornado IDS – TaktLwG 51 “Air Defender 2023” (573085).



Unfortunately, the world's largest transport aircraft, the Antonov AN-225 “Mriya” from the Snapfit series, only had time for this photo behind glass.

No model matching our scale will be delivered in the Snapfit range in the near future. Here too, however, Herpa has already shown a new model in Nürnberg (Nuremberg) in a fully labelled version. This is the world's largest six-engine Antonov AN-225 “Mriya” transport aircraft in 1:250 scale, the prototype of which was destroyed in Russian attacks on Ukraine.

www.herpa.de

+++ High Tech Modellbahnen +++

The plan is still to clear the backlog and then launch the new products announced so far.

www.z-hightech.de

+++ Imprintium +++

Imprintium informed us about its own new products and those that are being developed in co-operation with Minichamps. We would like to list them all here. Let's start with Minichamps, whose models are printed by Imprintium.

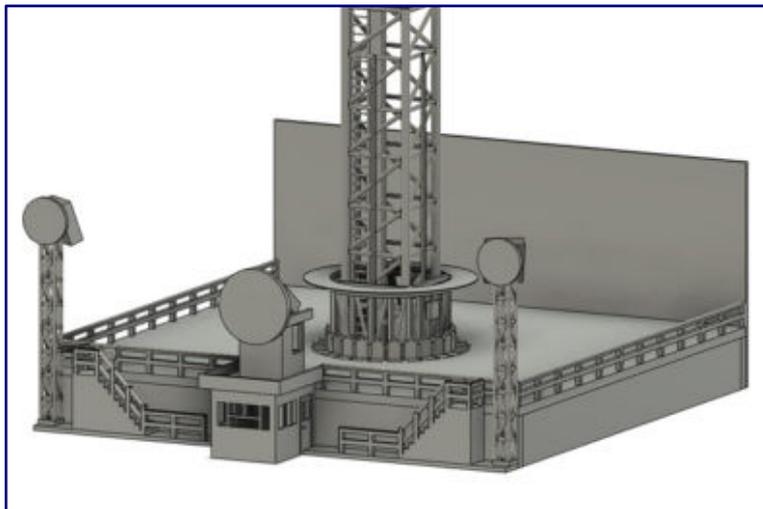
The following new products will be available at Intermodellbau 2024 in Dortmund, where they will also be presented to the public for the first time. There are four new, multi-part models.

It starts with the Opel Rekord from 1966, followed by the Triumph TR6, which is three years younger than the prototype, and a more recent vehicle, built in 2016, which goes by the name of Porsche 911 R. The line-up is rounded off by a horse trailer with an opening tailgate.



The 1966 Opel Rekord (left) and the Porsche 911 R (right) are contributed by Minichamps. Photo: Imprintium

The list of Imprintium's own productions is somewhat longer. At the first presentation in Dortmund, the main focus here will be on funfairs and fairgrounds. To match the free-fall tower kit (item no. D220-3030), there will also be a matching fleet of fairground vehicles.



The manufacturer at least shows us a CAD illustration of the freefall tower. Illustration: Imprintium

The kit of the free-fall tower is modelled on a prototype with a height of 55 m from the nineties. The resin parts also include a sticker sheet for designing the ride.

Only during Intermodellbau will there be a reduced trade fair price for this and for the road vehicles on the theme.

There are five different tractors and trailers to match. They will also be available painted at Intermodellbau. This results in the following overall line-up:

- Two-axle tractor unit with platform (D220-2002)
- Three-axle tractor unit with flatbed (D220-2003)
- Three-axle tractor unit with small crane and platform (D220-2004)
- Three-axle tractor unit with superstructure for transporting fairground rides (D220-2005)
- Three-axle tractor unit with crane at the rear (D220-2006)
- Two-axle trailer, short with drawbar (D220-2020)
- Three-axle trailer with drawbar (D220-2021)
- Four-axle trailer with drawbar (D220-2022)
- Four-axle trailer with drawbar and load protection wall (D220-2023)
- Four-axle trailer roller with drawbar and superstructure for transporting fairground rides (D220-2024)
- Combination pack consisting of D220-2002 + D220-2020 (D220-2120)
- Combination pack consisting of D220-2003 + D220-2021 (D220-2121)

- Combination pack consisting of D220-2004 + D220-2022 (D220-2122)
- Combination pack consisting of D220-2005 + D220-2024 (D220-2123)
- Combination pack consisting of D220-2006 + D220-2023 (D220-2124)



Here we see all five combi packs in one photo, as they will be offered as a special item at Intermodellbau in Dortmund. Photo: Imprintium

All five combi packs will be available as a limited-edition special item at Intermodellbau. All regular spring new products can be pre-ordered from Imprintium with immediate effect and will be available from the 17th calendar week.

A ghost train kit with functions, caravans and other vehicles related to the funfair is planned for the second half of 2024. This will definitely include a tractor unit with living container and veranda. A mobile crane will then follow at the end of the year.

imprintium.de

+++ JMC Scale Models +++

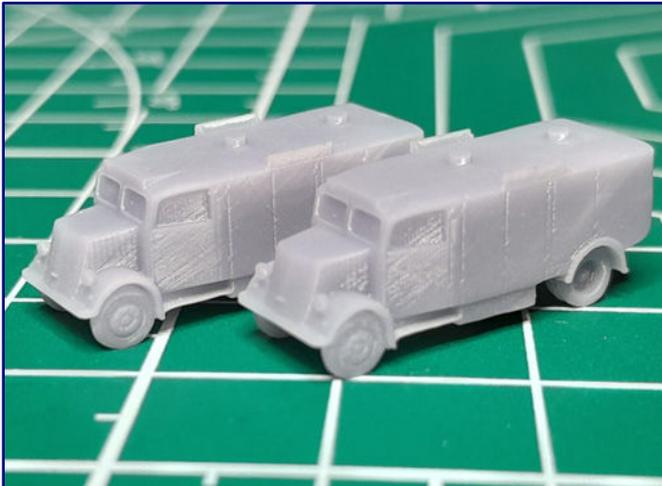
On 15 October 2023, this Portuguese car model supplier presented the Henschel F261, a German truck in concrete mixer and tipper versions. However, we had not reported on this because we had not received any information about it.



At this point, we would like to add the two versions of the Henschel F261, which are presented here in their finished form. Photos: JMC Scale Models

Among the new products currently on show is a vehicle that had a pioneering character. The Wittler bread van will no doubt be unfamiliar to many today, but it once became famous as a delivery vehicle for the Wittler bakery in Berlin.

In addition to the striking red-brown paintwork with advertising message, this was also due to its status as an early electric vehicle, as we are talking about a car from the 1920s here.



The Wittler bread van (photo left) was an electric pioneer in the 1920s. The planned Ford Condor Motorhome (right) was built in 1963. Photo / illustration: JMC Scale Models

The small IFA G-5 ADKIII-3 mobile crane from the DDR is younger, but has also been around for a long time. The W-series Dodge with a gate as a loading platform reflects the development of commercial vehicles on the American continent. It marks the period from 1941 to 1947.

We travel back to 1963 with the Ford Condor Motorhome to discover the vastness of the American continent. The Euclid TS-24, an earthmoving machine, comes in handy in many areas of work.

jmc-scalemodels.blogspot.com

www.facebook.com/pages/category/Games-Toys/JMC-Scale-Models-341193572911400/

+++ Juno-Modellbau +++

This provider, which still does not have its own website and uses the sales platform listed below, became active as early as 1999. At that time, for example, it offered road signs for various eras, before taking a longer break in 2008.

He has been active again for some time now and what else can an engineer offer for the development of amusement rides but models of these very rides? That's right, he uses 3D printing and electrical components to realise booths, carousels, or Ferris wheels on a small scale. In addition to N gauge, these are also in Z gauge.

However, the rather diverse range also extends to useful tools that are manufactured in the same way. Even an excavator, slurry tanker, or a small locomotive (display model) can be found on his to be found on his offer page: It's worth taking a look!

<https://www.ebay.de/usr/smattack-de-tl>



The Steyr 91 with flatbed appears as a 1:220 scale kit. The photo shows a sample for N scale. Photo: Kastenbahner

+++ Kastenbahner +++

A lorry modelled on the Steyr 91 without superstructure will soon be available as a kit. It is suitable for layouts based on Austrian, German or Swiss models. Especially the ÖBB, the road construction office, municipalities, and the post office had this type in mass use.

The model is to be supplied as a highly detailed, unpainted kit and includes the lorry without superstructure. Matching tipper bodies can be ordered separately. The windows can be modelled with commercially available adhesive paints.

www.kastenbahner.com

We were not prompted to mention this supplier here by any new products that were labelled as such, but by the fact that they now have their own website on which the products are presented. Whereas these used to be etched parts kits sold under the name Babmessing (Behnke), they are now 3D printed models.

The range consists of various small locomotives, lorries, an excavator and fire engines. A complete overview can be quickly obtained by filtering on Z gauge.

k-b.design

+++ Klingenhöfer Miniaturen +++

Two new children's figures form the new spring range from Klingenhöfer Miniaturen. The first is still seasonally appropriate and shows the offspring with a pointed cap tobogganing on a sledge. When it soon gets warmer again, parents can safely let their child out again on their tricycle. The figures are sent to the customer painted in one colour (skin colour), who can then paint them as they wish.

www.klingenhoefer.com

+++ Krois-Modell +++

We have found the Krois Model Car System 9053 road filler (item no. KM9053) as a new in-house product on this supplier's website. It is supplied in a 1 kg container. According to Krois-Modell, it is easy to use and produces a very smooth surface thanks to its microfine fillers.



A child on a sledge (photo above) or tricycle (photo below) are the spring novelties at Klingenhöfer Miniaturen. Photos: Klingenhöfer Miniaturen

It is a highly elastic, two-component polyester fine filler based on a styrene-free formula. It is intended for substrates made of wood or cardboard for filling the magnetic tape for a car system, as it also exists for Z gauge.

krois-modell.at

+++ Krüger Modellbau +++

After etched running boards for four-axle compartment wagons were announced last year, the following three sets of parts are being added this year without further product explanations: running boards for "4 axle compartment wagon 2nd class" (item no. Z98814.02), "4 axle pack wagon" (Z98814.03), and "4 axle mail wagon" (Z98814.04).

www.krueger-modellbau.de

+++ Märklin +++

Across all gauges, there seems to be only one anniversary this year that is being highlighted with the new products, albeit, almost always rather cautiously, and hardly emphasised. This is the 50th anniversary of the once so unpopular and today almost nostalgic colour concept ocean blue / ivory.



This year's special exhibition wagon for the dealers (item no. 80134; see photo on page 55) is a reminder of this, for which a two-axle old tank wagon was selected, with a bright contrasting stripe applied to its ocean blue boiler. The colours are familiar, but in this arrangement, and on a goods wagon to boot, the message would hardly be recognisable without a note in the box.

If we leaf through the new items brochure, we find only one model according to the 1974 paint scheme specifications, and that is 218 446-3 (88808) from the Deutsche Bahn AG stock. The shapes of the mega-spring bogies and body with Behr radiator are a perfect match for this locomotive, which is classed as Era VI.

It is still used in intercity service today and has a nostalgic livery with an Ege biscuit – US railroaders would call this “heritage colours.” We are secretly hoping that with the other new product announcements this year, passenger coaches will also be added in the design as they saw the light of day in 1974: black frame without a separating stripe to the ocean blue belly band.

Let us now take a look at the MHI exclusive new products: We had already presented the Wismar rail bus VT 889 in DB livery (88820) for club members. As is the case every year, it has also been included in the new items brochure. A largely finished hand sample was now on display in Nürnberg (Nuremberg).



A fully painted and labelled sample of the DB Wismar rail bus VT 889 (item no. 88820) was on display in Nürnberg (Nuremberg) for the first time.

Another MHI special series is the class P 8 steam locomotive in the original Prussian livery (88995) and three matching four-axle compartment cars (87568) with the three car classes common at that time. These are also the only new products for Era I.



Era I for the MHI: P 8 steam locomotive in original Prussian livery (88995) and four-axle compartment cars (87568). Photo: Märklin

This is now followed by two new models. The diesel-hydraulic multi-purpose locomotive V 90 (88510) in purple red became a bestseller as soon as it was announced and attracted a lot of interest. After all, it is one of the most important desired models in our hobby. A finished-looking prototype was already on display in Nuremberg.



Surprisingly, the purple V 90 (88510) was also on display in Nürnberg (Nuremberg) as an almost finished model and could be admired.

This series poses great challenges for the design and has probably not been so long in coming for no good reason. However, CAD volume representations and the hand sample suggest that the scale and proportions should be very good here.

This was only made possible by a slim bell-shaped armature motor in the front end and tiny SMD light-emitting diodes are required for a complete light change from warm white to red. What Märklin has undertaken here for the smallest scale has already caused the failure of a project in a larger scale.

But Märklin goes one better: An unobstructed view through the driver's cab, in which an interior decoration is also one of the product features to be emphasised. Even the metal buffers deserve a closer look, as they also feature engraved structures on their plates for the first time, as we are familiar with from the prototype.

From the Göppingen point of view, the two pairs of Off 52 (86235), the first double-decker car transport wagon of the DB, are also new. They are based on the open wagon of the Omm 52 type, which was redesigned in scale length a few years ago. Accordingly, these wagons now also have the correct length compared to their predecessor.



The new Off 52 (86235) car transport wagons are long in scale and have brown platforms to match their operating condition. Photo: Märklin

Each pair is permanently coupled together, without factory loading and also shows a brown platform on the upper deck in 1961 operating condition. Earlier painting regulations had still prescribed a black colour for such add-on parts. A change can also be seen here compared to the earlier, non-standardised requirements.

The cast bronze series continues with a Glmhs boxcar (86004). If the type designation does not mean anything to you, please refer to item number 8605, under which this car type first appeared and was offered for many years, until a mould revision in the running gear area.

Unfortunately, the Altenbeken museum locomotive 044 389-5 (88976) will not be released in time for the Z gauge weekend, which will also continue a series and create a special model for the event. It is Märklin's first realisation of a coal-fired steam locomotive of this class with a computer number.

Externally, it corresponds to known versions, so it will also appear with the very old tender model, but will have different wheel designs (spoked wheels at the front and disc wheels at the rear) in line with the prototype. The rain roof retrofitted to the museum engine presented outdoors will not be reproduced, so that the model will remain "operational".

Completely equipped with spoked wheels on all three tender axles is a Prussian veteran class 055 (88986). A version in the last operating condition now rounds off the range of this freight locomotive. We have left a note that, unlike the product illustration, the prototype did not have lantern brackets.

The three-axle DB conversion wagons are once again attracting attention with Era IV lettering. After the 2nd class pairs only recently appeared in the range, all three possible combinations are now available in a display (87061) with 6 pairs of coaches to choose from.

Friends of the DR will also be treated to two new Era III items. Less spectacular is the "Rügen Sunbathers Mixed Use Train" (87503) wagon set with three Bi 341 thunderbolts as well as a G-04 covered wagon and a tank wagon with brakeman's cab.



The DR class 78 (88069) can certainly not be denied its visual appeal with Witte wind deflectors. However, it is also interesting that these are now attached prototypically for the first time.

The class 78 tender locomotive (88069), on the other hand, was immediately met with approval, as it is the first to be fitted with Witte wind deflectors in accordance with its prototype used on the East Island. It

should also be noted that these do not fall out of the familiar die-cut moulds, but have been newly adapted to this locomotive and also show four holders in the correct places in accordance with the prototype.



The diesel locomotive V 125 of the Württembergische Eisenbahn-Gesellschaft (88211) is this year's exhibition locomotive. For this purpose, it also has individually attached fans on the long bonnet. Photo: Märklin



A wagon pack with Sgns 691 is followed in 2024 by this eight-part display, in which the wagons are assigned to different railway companies and are loaded differently. Photo: Märklin

But the joy is increased even further, because the class 01.5 express steam locomotive, which was delivered for the first-time last year, now also has a DR counterpart for Era IV with a computer number. In terms of the mould used, it is identical to the previous variant.

An old acquaintance is the Hbis-t 299 sliding wall wagon (82156) as a private wagon in the "Staatl. Fachingen" advertising design, which is now being offered individually with the latest livery. The SKW Trostberg AG carbide bottle wagons (82092) had already been leaked once and now actually appear in the brochure. Five examples without a brakeman's cab with different operating and car numbers await the customer here.

"Lady Hundred" also underwent a cure to become this year's exhibition locomotive as the V 125 diesel locomotive of the Württembergische Eisenbahn-Gesellschaft (88211). Not only has the colour been adapted to the WEG concept, but she also has separately attached fans on the long bonnet.



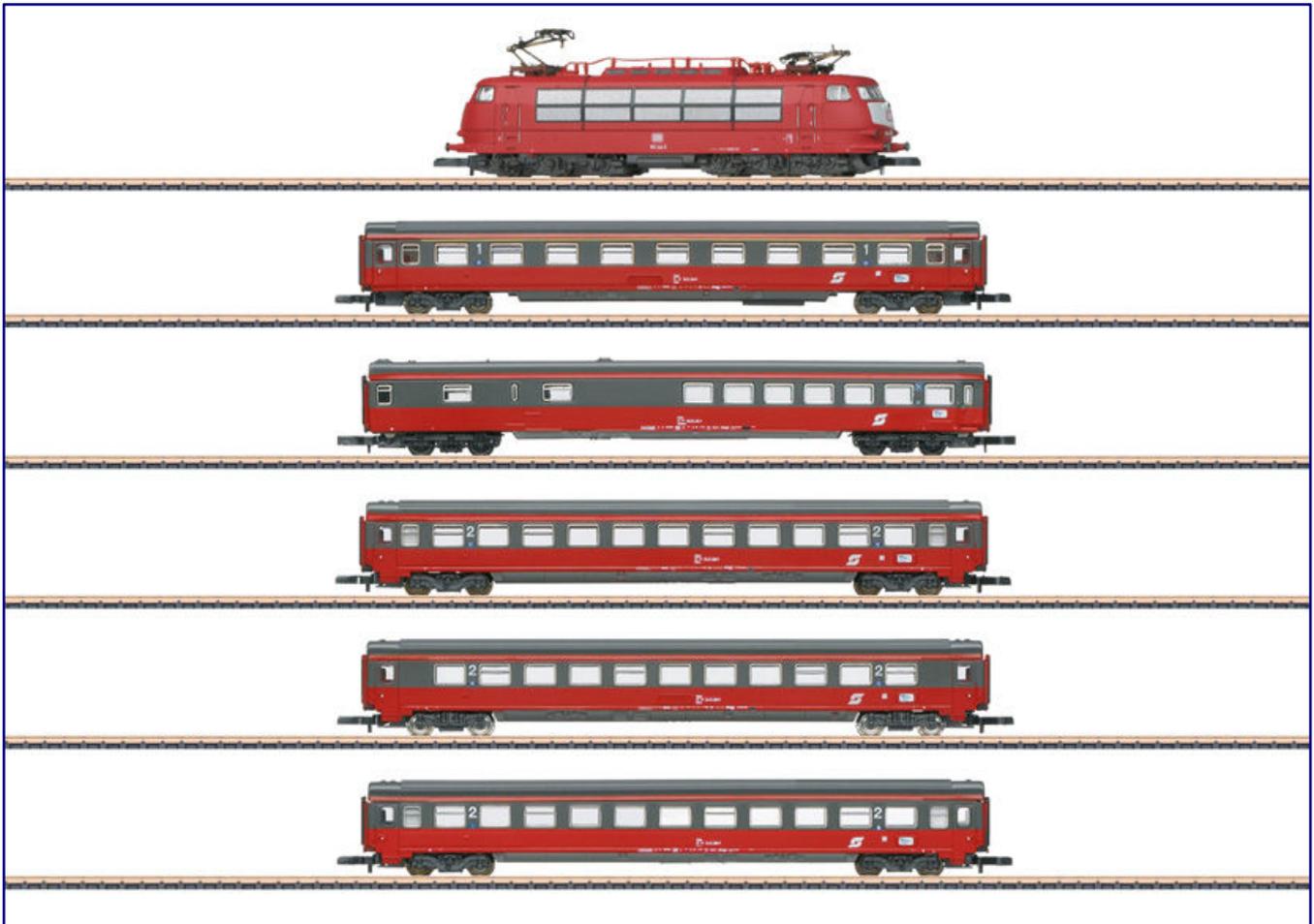
The SBB locomotive Re 4/4II of the SBB (88594) is modified for a model of the first delivery series with only one pantograph in the roof area. Photo: Märklin

Perhaps it will then pull the five Eanos-x 052 (82542) high side cars, also in Era V, of which four are painted traffic red and one is painted red-brown. They also show differences in the reproduced technical equipment with brackets and handbrake wheels. The scrap loads included are also individual as they are produced individually and do not have a standardised shape.

A new display (82641) has been released to counter the lack of modern container wagons that existed until last year. In it we find eight different versions of the class Sgns 691. They not only have different containers of 20 and 40 feet in length, including tank containers, but are also assigned to other railway companies in addition to Deutsche Bahn AG, which is also expressed in partially different frame paint scheme.

We then continue exclusively with our European neighbours. The SBB locomotive Re 4/4II (88594) undergoes a metamorphosis and appears as an Era VI model with only one pantograph from the first series. In order to keep the price affordable, Märklin has dispensed with a new front with a slightly different inclination, especially as the difference would hardly be noticeable when viewed from above. The distinctive, differing roof superstructures, however, are of course taken into account.

A “Type EW IV” passenger coach set (87663) with one 1st class and two 2nd class coaches, as well as a panorama coach will be released to go with this. The mould selection for the EW IV types is not yet final, and will probably be changed from the product illustration after customer input.



The EC 64 “Mozart” is the subject of a six-part train set (81282) with ÖBB coaches and DB express locomotive. Photo: Märklin

The Rh 1020 of the ÖBB returns to the programme in the classic blood orange livery with the “Pflatsch”. Since a product update, it already has the cab front windows and fan openings on the front ends that have become so typical of an Austrian locomotive. It is pulled by three four-axle Res 3936 (86664) stake wagons from the same railway administration, one of which is loaded with logs.

The EC 64 “Mozart” was travelling between Paris (Est) and Vienna and is offered as a six-car train set (81282). The train locomotive is a German Federal Railways class 103 Orient red express locomotive with a black bordered fan belt. The five ÖBB cars Avmz (1 car), WRmz (1 car), and Bmz (3 cars) also have a colour scheme that matches Era V.

The latest locomotive innovation is a diesel locomotive with snow plough (88362), for which the market leader has also come up with something special: The NOHAB Di3 628 round nose of the NSB is equipped with newly designed parts. These are snow ploughs cast from bronze and a roof attachment made from the same material. The locomotive body is moulded in metal-filled plastic. In addition to the directional headlights, the model also has functional warning lights on the roof.



A real surprise is the NSB's Di3 628 diesel locomotive with a cast bronze snow plough (88362) and functional warning lights on the cab roof. Photo: Märklin

Three hard cardboard kits are available for the accessories range. The two special bumpers (89013) certainly require some explanation, as in the prototype they are not used to bump locomotives or wagons, but to reposition a slipped wagon load, which should actually be prevented by suitable measures, such as tying down.

We are already familiar with the Hanau Hbf temporary signal box (89808), which consists of a blunderbuss placed on a wall base, from larger scales, as well as the Jagstzell station (89708), which also replicates a real-life model and therefore fits perfectly with Württemberg railway motifs.

The new Märklin programme "Track Planning 2D/3D" in version 11.0 (60524) on USB stick, also available as an activation key (60525), is only available in German. The 2024 Insider annual car, a model from the former Dresden class district with Telefunken advertising, should be mentioned again briefly.

www.maerklin.de

+++ MBZ Modellbahnzubehör +++

What we experience is also reported by our readers: Communication with this provider is very difficult, even though delivery is reliable. In our experience, enquiries (outside of orders) are regularly not answered.

This also makes it difficult to compare new products year after year, as we have to rely on the undated page entries. However, we have again found some products that have not yet been featured in our magazine, and that look very appealing.

This is, for example, the Bondorf L16 railway caretaker's house (item no. 16647), built in the Black Forest in 1935. A single-track steel girder truss bridge (16319) is modelled on the Trogenbach viaduct near Ludwigstadt.



The Trogenbach viaduct near Ludwigstadt (item no. 16319) is one of the new kits that MBZ lists on its website. Photo: MBZ

The old bowling alley (16130) from Nordhalben is used for leisure activities. All MBZ kits, including those not mentioned here, are delivered to the customer without a colour scheme and are made of grey Finn cardboard. With the travelling voltage regulator for Z gauge (73040), we have found another product tailored to our scale that delivers up to 9 volts to the track and can supply 750 mA current. The manufacturer emphasises good low-speed characteristics.

www.mbz-modellbahnzubehoer.de

+++ MHN Horneber Collection +++

We met this supplier of glass display cases and shop fittings at the toy fair in 2023. Our most recent discussion at the fair revealed that glass showcases for private users are definitely the company's main sales focus.

The focus here is always on customised solutions. The programme on offer provides orientation through various product lines, but is also manufactured according to individual dimensions. This means that the customer does not acquire an off-the-peg product that takes no account of their individual space requirements and needs.

As a result, we cannot name any specific new products here, but refer interested parties to contact us directly for advice and customisation.

www.glasvitrienen.de

+++ Michael Boost +++

The new digital interior lighting is expected to be available from February 2024 and can be individually shortened to a minimum length of 35 mm, allowing it to be used in different passenger carriages.

www.michas-moba.de



“SOSO Pears” refrigerator car (item no. 518 00 852; top photo) and Union Pacific covered car (511 00 164; bottom photo). Photos: Micro-Trains

+++ Micro-Trains (MTL) +++

The new deliveries from Micro-Trains are currently picking up speed again. The EMD F7A diesel locomotive (item no. 980 01 550) matching the “War of the Worlds” series is available for delivery together with the freight car (535 00 510) accompanying this train.

Customers can also look forward to three refrigerated wagons, including two operating numbers for the MT&L RR as “Piggy Pears” (518 00 851) and “SOSO Pears” (518 00 852) as well as P&E “Kansas Egg & Poultry Co.” (518 00 862).

Two covered cars with simple sliding doors, but different car numbers, appear for the Union Pacific in the typical yellow colour (511 00 163 / 164).

www.micro-trains.com

+++ MI Modellbahn Innovationen +++

In this case, it is a very new supplier that offers a staging yard control system on its website. A reflex light barrier module has now been added. However, this can also be used independently of the basic module_01 (Basismodul_01) offered as a track occupancy detector or feedback sensor. This applies regardless of the existing track system and track gauge.

A description of the product is available as a PDF document on the company website. The scope of delivery includes the photoelectric sensor module, the reflex sensor (transmitter and receiver diode in plastic housing) with 4-pole ribbon cable and two 2-pole socket connectors, as well as an adapter cable with connection terminals.

modbahninno.de

+++ MKC Modellbahn Kreativ Chemnitz +++

We have not found any new products from the specialist for fine castings, but following the reorganisation of electronic sales, all Z gauge products can now be found again with photos on the pages. Interested parties who did not or no longer have this programme in view are recommended to visit the pages to find what they are looking for.

www.modellbahn-kreativshop.de

+++ Modellbahn-Decals Andreas Nothaft +++

Among the new items presented by Andreas Nothaft are also some that are suitable for scaling to 1:220 scale for use on Z gauge models. For example, Märklin models of the Swiss Ae 6/6 could be re-labelled to the heraldic locomotive 11520 "Langnau" (item no. 11520).

The Ege biscuits in pop colours with white inner filling (2376), which have been on offer for some time, are now also available without filling colour (2375) and would be part of your own painting projects or for repairing older models. Addresses for road vehicles of the DDR post office for radio and television studio technology (3595) are intended for DDR nostalgics, assuming matching car models.



This labelling set (item no. 6295) promises a visually appealing version of the Eurorunner from Siemens, which has remained quite rare. Illustration: Modellbahn-Decals Andreas Nothaft

The labelling sets 3316 (without background), 3317 (brown background) and 3318 (traffic red background) can be used to re-label FR or Märklin models of the Eanos-x 052 open car to an Eanos-x 055.

One labelling sheet is sufficient for five wagons. The prototypes are externally identical to type 052, but were once built for the AAE and leased by DB AG.

Märklin models always reproduce the 2184 substructure type with regard to the roof equipment and most of the bogies, for which the next sheet fits perfectly: A current version of Deutsche Bahn AG for Era VI is thus possible with an individual number (6293).



The labelling set with brown background (3317) is one of three for the Eanos-x 055. Illustration: Modellbahn-Decals Andreas Nothaft

The class 143 belongs to the same period after being re-lettered for the railway construction group (6294). The Siemens Eurorunner has not yet been blessed with many variants at Märklin. The last re-lettering set mentioned here assigns it to the Railadventure company (6925) after a suitable colour scheme.

www.modellbahndecals.de

+++ Modellbahn Digital Peter Stärz +++

New is a hand controller with 4-line display for Selectrix, Selectrix-2, DCC and Motorola (item no. HRS 2 db / sz / mg / sg), available as a ready-made module in four colours – shown in dark blue on the product photo. Display and input options allow simultaneous access to a locomotive and a Selektrix switching item.



Foto: Modellbahn Digital Peter Stärz

The quick access memory can be used to switch separately between two locomotive addresses and up to eight switching article addresses per SX bus (SX0 and SX1).

Numerous setting options via the menu also allow the display and operating functionality to be customised to personal taste.

Also included are detailed operating instructions; further information on the product can be found on the manufacturer's website.

www.firma-staerz.de

+++ Modellbahn Union +++

Modellbahn-Union had already expanded its relief house series shortly before the turn of the year, which we have already reported on. Most recently, various corner houses were added to

the programme. We would therefore like to briefly mention them here. However, we are also in constant dialogue with this provider regarding ideas.

www.modellbahnunion.com

+++ Modellbauatelier Steinbrecher +++

This supplier works to order, which is why there are usually no new items to be found on the website. The reference Spur-Z-Atelier by Karl Sinn, who also relies on supplies from this supplier, also speaks in favour of the good price-performance ratio.

www.modellbau-steinbrecher.de

+++ Modellbau Laffont +++

Modellbau Laffont from Aachen has also been one of the most reliable suppliers of 1:220 scale building models for years and has a few surprises in store for us in spring 2024, which will be available again gradually over the course of the year.

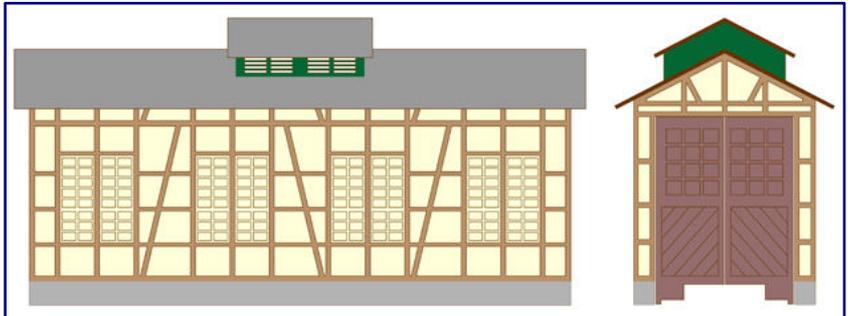
On the one hand, there is the Wiesen railway station (item no. Z6801), which can be found in the prototype in Switzerland between Filisur and Davos on the Rhaetian Railway. The kit is made of stained plywood and hard cardboard, and impresses with the finest roof tile and quarry stone engravings on the loading ramp. Wooden mortises engraved on both sides are another feature that is explicitly pointed out.



The Wiesen railway station (item no. Z6801) certainly enhances the model railway with more than just Swiss narrow-gauge motifs. Photo: Modellbau Laffont

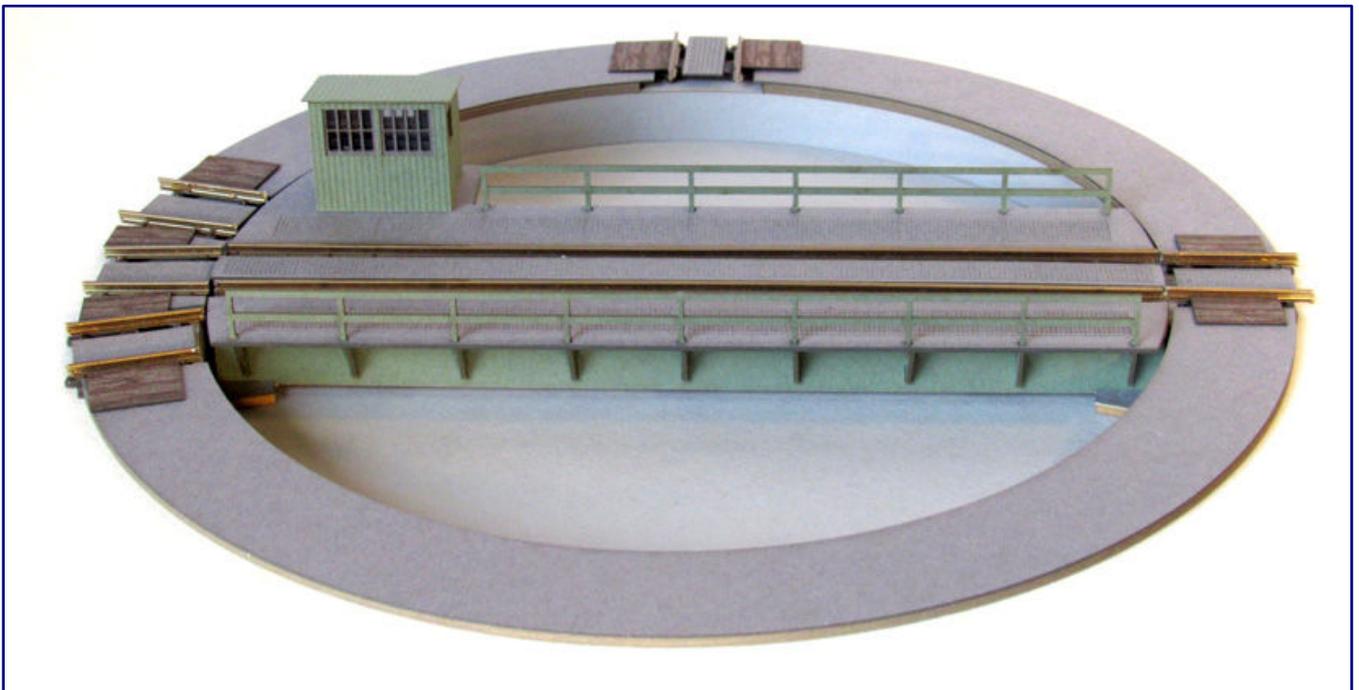
A single locomotive shed (Z9301) is interesting, especially as a turntable (Z9101) is also announced at the same time. This is a dummy without tracks ex-works, but the platform (without drive) can be turned manually.

Five track exits are provided here, but more are also possible with simple cuts. The highlighted product features include finely engraved chequer plates in the platform area, and for the track exits, as well as four irregularly engraved wooden plank transitions, and a pit with a brick wall.



A town gate (Z9501) from the Alpine environment with a half-timbered extension is also planned.

So far only this illustration of the engine shed (Z9301) exists. Photo: Modellbau Laffont



The new turntable (Z9101) provides an alternative for the Länderbahn and early Reichsbahn era as well as terminus stations on hub lines. Photo: Modellbau Laffont

www.modellbau-laffont.de

+++ Modellland +++

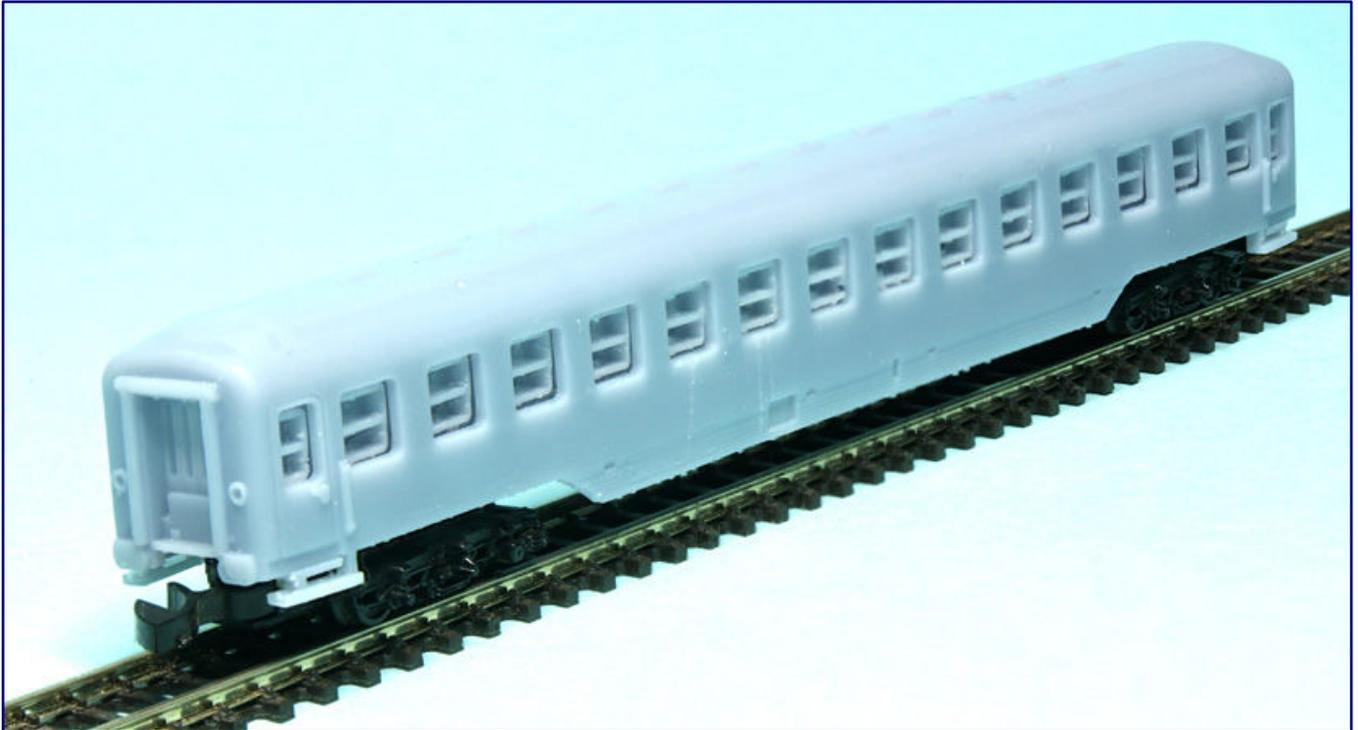
At the moment there are no new products for Z gauge, this manufacturer informed us. However, packing stations for DHL and Amazon are planned. When exactly these can be released is still uncertain at the moment. The pictures show what the models will then look like.

www.modellland.de

+++ NoBa-Modelle +++

As if we had expected it, NoBa-Modelle has some real hits to share with us. At the same time, they are also switching to Märklin components, as a parts supplier. But first, we would like to add that the class 624/924 diesel multiple unit can now also be ordered as a finished model (item no. 5231RF).

The DB couchette coach Bc4ümg-53 (5109), the later Bc(ü)m 251, which is also being 3D printed but runs on Märklin bogies of the Minden-Deutz type, is also almost ready for delivery. It establishes a completely new family of cars in Z gauge, marking the start of the Bundesbahn's new construction programme.



The DB couchette coach Bc4ümg-53 / Bc(ü)m 251 (item no. 5109) will be available after this year's summer break. The prototypes initially ran for Touropa from 1953 and later, also, for Scharnow. In addition to the apron, the revolving doors, fixed steps and the folding doors of the car gangways are striking. Thus, a completely new family of coaches saw the light of day here!

The prototypes were procured for regular services and were mainly used by Touropa, whose livery and inscriptions these carriages with aprons also bore. In the age of the economic miracle, they helped people to take their first holiday trips again, including to neighbouring countries such as Austria or Italy.

A central development goal for the family of wagons created here was technical and visual compatibility with Märklin wagons. This means that this wagon can not only be coupled with Märklin models and has identical running characteristics, but also harmonises in terms of height, width, and other appearance. For example, the supplier has introduced a new concept for the reproduction of the compartment windows.

The class E 910 (5024 / 5024L / 5024RF) articulated locomotive was nearing completion of development at the time of going to press. The prototypes ran as shunting locomotives until the seventies, some of them were even at home outside Bavaria in the Oberhausen-Osterfeld Süd depot for a time and were used in the local freight service of the coal and steel transport system.



The three-part class E 91⁰ locomotive, which uses the running gear of the Swiss Crocodile from Märklin, is now about to go into production. The prototypes were last used in Munich and Oberhausen. Attention: The photo still shows a handmade sample.

Due to their three-part construction with two-part chassis, they are just as attractive to look at on the layout as the Swiss Crocodile, on whose chassis these models are built. Visually, however, they are also a real attraction getter due to the large number of details depicted.

However, this manufacturer is currently also taking to the skies. It is doing so with a model of the modern Airbus H135 (14000) helicopter, which is used by the German Armed Forces, the police and as a rescue helicopter, among others.

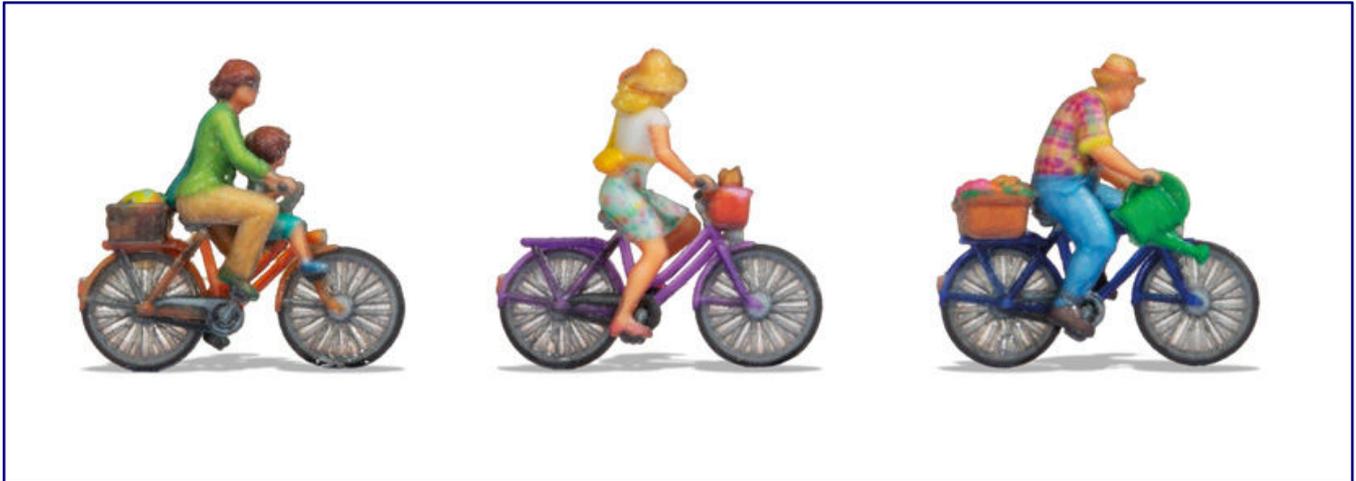
www.noba-modelle.de

+++ Noch +++

As in the previous year, the central theme for the Z gauge is "colour 3D printing". In **Trainini TV** episode 25, Managing Director Dr Rainer Noch explains in an interview the technical problems in the production start-up that led to the huge delay in delivery dates for last year's new products.

Now that these have been rectified, production can continue, and the new delivery date has been slightly adjusted to the end of March / beginning of April 2024. The new 2024 models that have now been presented are due to follow in October of this year and impressed us as samples on display, just like last year.

In the following figure packs we usually find six human figures, some with matching accessories. Announced were warehouse workers (item no. 44502), hunters and woodcutters (44503), farmers



The warehouse workers (item no. 44502; picture above) and cyclists (44532; picture below) are two of the new figures from Wangen. The forest animals (44543) are also particularly appealing, of which there is unfortunately no product illustration. Photos: Noch

(44503), travellers (44522), cyclists (44532; 3 figures on bikes), anglers (44533), forest animals (44543; eight different animals); as well as sheep and shepherds (44544; shepherd, dog and seven sheep).



It was not easy to make the occupants of the Volkswagen Transporter (from Noch 44604) visible in this photo using the trade fair model.

His innovative production method still knows but also even more because even car models can also be convincingly built.

If the official product photos still show layers of print, we can't say the same about what we saw ourselves in Nürnberg (Nuremberg). It is particularly commendable that four vehicle types were genuine everyday cars and that the focus was not once again on priceless dream cars.

The Trabant 601 (44601) as a symbol of German reunification, the Opel Corsa A (44602), the Citroën GSA (44603), and the Volkswagen T2 (44604) will make the start. The French saloon will hopefully also support Azar Models' aspirations,



Eight in one go: all four new car types, each in two colours, are presented here on a village street. Photo: Noch

while the Volkswagen bus with its rather large windows impresses with a view into the interior, which even makes a driver recognisable!

“Off to the south!” is the motto with four new palm trees (21973) for H0, TT, and N gauges. But to be honest, with a tree height of just 4.5 cm, the equivalent of almost 10 metres, they are much better suited to our scale. So, if you have the right motifs for them, you are welcome to include them in your choice.



The four new palm trees (21973) are not suitable for every layout. Photo: Noch

The trees in the Master series, some of whose new products are also suitable for our scale, are handmade to meet the highest demands. They are already available for delivery and we therefore briefly presented them in the December issue (after announcing them last September).

The Micro-Rooms system for building lighting was also announced in the September 2023 issue. The starter pack and other LED elements will now be available from April 2024.

The new texture powder for road construction promises improved material. It is now finer-grained and will be included individually (60822) and in a starter pack for road construction (60821). Noch's rigid foam products, which can also be individually moulded, are very popular. It, therefore, made sense to make this material available in sheets of five (58301) for customised cutting and building ideas.



The texture powder contained in the road construction starter pack (60821; photo left) is now finer-grained. This material is also available individually for replenishment (60822; photo right). Photos: Noch

The new product selection for spring is rounded off with a new item from the laser-cutting department. A 13.5 cm long and 3.2 cm wide stone arch bridge (44380) is made of high-quality, solid-coloured hard cardboard and is 4.3 cm high.



The stone arch bridge (44380) is made of hard cardboard and therefore has a matt, very realistic surface. Photo: Noch

www.noch.de

+++ Panzer-Shop.nl +++

We would like to take this opportunity to point out once again that this supplier reactivated its very extensive Z gauge programme last year. Since then, figures, military and civilian vehicles have been available again as unpainted, 3D printed products in very good detail.

www.panzer-shop.nl

+++ Picetool +++

Here we list a supplier from China whose range belongs to the field of model making, but still keeps a noticeable distance from model railways. The programme includes many 3D metal puzzles, some of which may well be of special interest to individual Zetties.

Some ship models from the cinema series "Pirates of the Caribbean" seemed to us to be suitable for scale, which certainly do not reproduce an everyday theme on the model railway, but can nevertheless become an unusual module theme with an eye-catching effect, as a film location with a film backdrop.

The range includes the large sailing ships "The Queen Anne's Revenge" (item no. HP239-KG) and "The Flying Dutchman" (HP240-KS) as well as, the smaller "Black Pearl" (HP151-KG) and "Abyssal Ghoste"

(HP315-KS). The kits are made of stainless steel and are assembled without glue by folding and mortising.

The range includes the large sailing ships "The Queen Anne's Revenge" (item no. HP239-KG) and "The Flying Dutchman" (HP240-KS), as well as the smaller "Black Pearl" (HP151-KG) and "Abyssal Ghoste" (HP315-KS). The kits are made of stainless steel and are assembled without glue by folding and mortising.

[only via sales partners](#)

+++ Preiser +++

Figure manufacturer Preiser is celebrating its 75th anniversary this year. With this in mind, we are keeping quiet about the unchanged backlog of deliveries of new products from previous years.



The ship "The Queen Anne's Revenge" (item no. HP239-KG) is shown here, as an example.

A flock of sheep with 60 animals (item no. 88580) without shepherd and dog was announced at the toy fair. This will enable Zetties to increase their animal population to realistic dimensions and thus also reproduce the typical lines of movement of the fleeing animals.

www.preiserfiguren.de



Sheep (item no. 88580) are finally being released in a confection with 60 animals, allowing a herd to be reproduced without having to keep back an unnecessary number of dogs and shepherds. Photo: Preiser

+++ RATIMO Rainer-Tielke-Modellbau +++

Rainer Tielke has already shown us his spring innovation in Zell (Mosel). New in his production is a horse trailer, which is offered as a painted finished model and should be available soon.

www.ratimo-z.de

www.rainer-tielke-modellbau.de

+++ Rokuhan +++

In the January 2023 issue, we presented the Japanese EF58 locomotive in detail as a new design. Two further variants of this model are now available from Noch-Vertrieb. These include another brown version with the road number 150 (item no. 7297977 / T039-2) and the later blue version as EF58 127 (7297978 / T030-3).

Noch recommend the new 14K passenger carriages, which are available in a four-part (7297704 / T006-1) and a two-part supplementary pack (7297705 / T006-2) in blue livery.



Rainer Tielke presents this horse trailer in Zell (Mosel) as a spring 2024 novelty.



The EF58 127 (7297978 / T030-3) was presented as a new addition to the Noch range, now in blue livery. Photo: Rokuhan

The 0 Series Shinkansen “Hikari No. 1” is not listed in the new products brochure, but can also be ordered from Noch via dealers (7297942 / T020-1).

We have also already reported on two new Shortys: They reproduce the “glass train” of the 491 series in the colours Olympic blue (7297943 / ST015-1) and gentian blue (7297944 / ST015-2). They have very fine and much more true-to-scale pantographs than Märklin models. Only the collector strips appear too large and actually have almost exactly the same dimensions as those of the Göppingen manufacturer.

Two Shortys of the US EMD F7 diesel locomotive, each as a duo of A and B units, are also new to Noch sales: Rio Grande (7292973 / ST012-3) and Southern (7292974 / ST012-4). The separately available bogies, with which the Shorty models can be made rollable or drivable, have been in the range for several years now.

www.rokuhan.de

+++ RP Toolz +++

We have discovered a very interesting tool manufacturer from Hungary. Péter Horváth is not new on the market, but caught our eye because of its extensive programme. It offers a wide range of tools that are required for processing etched parts kits.

An overview can be quickly obtained from the manufacturer's website, but the products are not described in detail, and therefore require tool knowledge.

www.rptoolz.com

+++ Schreiber-Bogen Kartonmodellbau (Aue-Verlag) +++

There are also some new kits for paper modellers that are so close to Z gauge in terms of their scale that they can be used for suitable purposes. One of these is the Falkenstein Ludwig II Castle on a scale of 1:250 (Art.-Nr. 814).



This castle was abandoned and burnt down towards the end of the Thirty Years' War. It was only when King Ludwig II of Bavaria acquired the ruins around 200 years later that they were to be used again. The kit reproduces the castle as it should have looked after completion.

The barque Theone (Art.-Nr. 816; scale 1:200) was one of the emigrant sailing ships. In contrast to many other ships, which were only used for this purpose in the 19th century due to the economic situation, it was designed specifically for this purpose. The ship enables harbour or museum scenes in combination with a railway in epoch I or that of the present day.

Although the Marienkirche Lübeck (Art.-Nr. S126) is on a scale of 1:300, as a very large building it is more suitable for model railway purposes. We would just like to remind you that many extremely large buildings have been and are reproduced in a different scale on display layouts without the viewer noticing it.

A special model for the 25th anniversary of the HMV is the floating dock with the fast steamer “Kaiser Wilhelm der Große” on a scale of 1:250 (3483), consisting of 4,280 parts. A laser-cut parts set (Art.-Nr. 4483) is available separately, to add to and refine the model.

In addition to the floating dock, the kit also includes the fast steamer “Kaiser Wilhelm der Große”, which has now been given an underwater hull for this type of presentation. The dock consists of four modules so that the ship fits inside.



The floating dock with the fast steamer “Kaiser Wilhelm der Große” (item no. 3483) is a dominant theme when it is to be integrated into a harbour facility. But the Falkenstein Ludwig II Castle (814; photo on page 77) cannot be overlooked either. Photos: Aue-Verlag

The dock is also heavily aged and thus contrasts with the freshly overhauled steamer ready to set sail. The following details can be added with the 857 parts of the above-mentioned set: complete railing for the ship and floating dock, companionways and ladders, crane parts, anchors, anchor chains, benches, deckchairs, davits, mast parts and shrouds.

For those interested, the brochure “Zur Geschichte des Kartonmodellbaus (The History of Cardboard Modelling), Heft 23” (Art.-Nr. agk23) has also been newly published.

www.schreiber-bogen.de

+++ Silhouette Modellbau +++

It's not easy with this manufacturer: great products, but considerable deficits in communication. Even at the time of going to press, the new spring 2024 products were still not available on the supplier pages. Enquiries were fruitless, only dealers could help us.

New are 2 cm high micro-bushes, which are at least the height of a hazelnut. They are available in the colour variants spring, summer, early autumn and late autumn (art. nos. 230-41 to 230-45).

The Profiline maple and chestnut deciduous trees, which are also new, have a height of approx. 8 cm in the size allocation N/Z, which represents relatively small trees. The maple appears in the colour versions early spring, summer, early autumn, late autumn and red (art. nos. 230-61 to 252-65), the chestnut in spring, summer, early autumn and late autumn (art. nos. 291-61 to 291-64).

Grass patches are also available for spring, summer, early autumn and late autumn (art. nos. 726-61 to 726-64), the same for a version with weeds (Art.-Nr. 726-71 to 726-74). In addition, there is a pack of 10 to 20 meerscham tree blanks (Art.-Nr. 200-99) and a starter composition "embankment – undergrowth" (Art.-Nr. 200-98), consisting of meerscham, foliage, and tufts of grass.

Due to the lack of options for model railway layouts, the announced expansion of the Fantasy series is mentioned here without listing these products individually.

www.mininatur.de

+++ Sparmax +++

The renowned Japanese manufacturer Iwata, known for its precision, apparently owns the Sparmax brand from Taiwan, which is distributed in Europe by Harder & Steenbeck (Hamburg). However, with the exception of a few compressors, the company strictly separates its products from its own programme, which also includes Hansa.

The core of the range consists of compressors and very favourably priced spray guns, which are, nevertheless, powerful and precise.

This makes them the discovery of this year's toy fair for us, as we were able to get our hands on an inexpensive entry-level model and paint a sheet of paper with an 0.2 mm nozzle as a test.



As with any new tool, it took some getting used to the lever pull and the spring force, but it felt good in the hand, as usual, and was characterised by a very even and constant spray jet at low working pressure.

The DH 102 model is a spray gun from the Taiwanese manufacturer's programme.
Photo: Sparmax

www.sparmaxair.de

+++ Spur Z Ladegut Josephine Küpper +++

Throughout the year, the Aachen-based load specialist always draws attention to relaunches of its products or newly designed load inserts. For this reason, it is currently not possible to make any explicit announcements at the start of the year. Customers should note that this supplier no longer takes part in trade fairs and exhibitions, but can still be contacted electronically to mark the 30th anniversary of its product range.

www.spurzladegut.de

+++ System Jörger +++

Manfred Jörger announces on his website that his railway barrier is available again. Attentive and interested readers have already noticed this, as this information was already posted last year.

www.system-joerger.de



+++ TCS Train Control System +++

This US supplier is currently advertising its LT-50 DCC starter system, which includes a hand controller, a single LT-50 board with cover plate, screws for mounting, a detachable track power connector and a single RJ-45 cable.

The 15 V power supply unit also included is designed for the US domestic power supply system.

The LT-50 device can be operated as a stand-alone control centre, but can also be integrated into an LCC network. The handset has a rotary knob with a finger recess, which is supplied a second time as a replacement.

www.tcsdcc.com

+++ Trafofuchs +++

Trafofuchs continued to be creative between Christmas and New Year. The result is the following new products for spring 2024: Six seated figures (item no. EP07) and five travellers (EP03) are new to the range for Era I.

For installations based on contemporary motifs, the security forces will be reinforced by four police officers (EK03) in blue and black uniforms and the mounted police (EK05).

DCC-Startsystem mit Handregler LT-50. Foto: TCS

Christmas market. That's why there is now a popcorn trolley with a vendor and two small customers in addition to the sales stands (S11).

www.trafofuchs.de

According to this provider, popcorn tastes good everywhere, be it on the railway platform, at a folk festival, market or



Five travellers (item no. EP03; top left), the police on horseback (EK05; top right), and the popcorn cart with vendor, and two small customers (S11; bottom) are current examples of Birgit Foken-Brock's creativity. Photos: Trafofuchs

+++ Uhlenbrock Elektronik +++

Uhlenbrock also no longer organises its new product announcements after the toy fair. Most recently, new products were announced in the autumn, which we also briefly presented in this magazine. Further updates are to be expected in the course of the year, possibly as early as Intermodellbau in Dortmund.

www.uhlenbrock.de

+++ Unique Scenery Products +++

This supplier not only took over the Minitec range a few years ago, but also stocks many other brands that are relevant to our gauge. It, therefore, always makes sense for landscape designers and hobbyists to take a look at the website. Incidentally, Unique is currently advertising landscaping seminars on various dates, which are apparently being held with extremely high-quality design material.

www.sceneryproducts.eu

+++ Velmo +++

Velmo is still working at full capacity with the production of its decoders. Claudius Veit has only been able to present two new decoders since 2020. If the order situation eases to such an extent that the focus can be shifted back to new developments, this will be communicated via our magazine or presented in Altenbeken at the beginning of May 2024.

www.velmo.de

+++ Viessmann +++

No new products were announced for the Kibri, Viessmann, and Vollmer brands. However, there was great joy at the trade fair stand about the editorial award for the small workshop from the previous year. We learnt that not only the composite material Polyplate, but explicitly also the Z gauge have a future in the company.

viessmann-modell.com

+++ WDW Full Throttle +++

In February, William Dean Wright is offering its customers a collector's pack of two 70-tonne bulk wagons, equipped with three discharge hoppers, from the CSX fleets (item no. FT-COL66). The models are equipped with different shields at the ends of the car bodies, which enable a higher dumping cone and at the same time should prevent the loss of load while travelling on gradients.



The unusual feature of the current wagon set (item no. FT-COL66) is the different shields on the head ends of the wagon bodies. Photo: WDW Full Throttle

The first example is a car of the then Family Line system of the Seaboard Coast Line Industries, the second example can be assigned to the Western Maryland and the Chessie system. CSX later emerged from the lines and railway administrations.

www.wdwfullthrottle.com

+++ Werkzeuge Peter Post +++

A new addition to the range is a double-sided wade-free side cutter (item no. 71013), which can cut soft wire up to 2 mm and semi-hard wire up to 1.3 mm in diameter. Applications include silver, gold, craft, copper, or bead wire. It is equipped with the spring and handles from Xuron.



New additions to the tool programme are the wade-free side cutter (item no. 71013; photo left) and the tin snips (71014; photo right). Photos: Werkzeuge Peter Post

The new sheet metal shears (71014) are truly universal shears for heavy-duty applications. Developed for cutting applications where serration is not required or not desired, it is suitable for cutting soft sheet metal up to 0.8 mm such as copper, brass and aluminium sheet, cable ties, webbing, narrow plastic strips (flat profiles), or fabric.

www.peter-post-werkzeuge.de

+++ Woodland Scenics +++

In Nürnberg (Nuremberg), we were able to ascertain that this manufacturer has not currently announced any new products in the field of design materials. However, our readers should be familiar with the existing range, which is distributed in Germany by Liliput.

woodlandscenics.woodlandscenics.com

+++ Yellow Dwarf +++

We have also received information on valuable new products from Prague.

In the month of the International Toy Fair, the theme is waste disposal. Various rubbish bins and containers ensure that the model railway is always kept tidy.

Black 240-litre waste bins (item no. 60001) for residual waste are likely to reflect the familiar look of the 1980s and 1990s, before waste separation became popular. They



Colourful 240-litre waste bins (item no. 60001) ensure waste separation on the model railway. Photo: Yellow Dwarf



The 1,100-litre bins are also available in different colours for recyclable materials (60004; top left) and black with visible waste (60005; top right). There are also collection bins for electrical waste and textiles (60006; bottom left) and used glass (60007; top right). Photos: Yellow Dwarf

then followed in colourful form (60002) for separated recyclables.

Waste containers with a volume of 1,100 litres can be found in larger residential units. They are also available as black plastic containers for residual waste (60003) and coloured for recyclable materials (60004), as well as in the black form, also open with visible waste (60005).

There are also collection bins for electrical waste and textiles (60006) and round glass recycling bins at the collection points (60007).

www.yellowdwarf.eu

+++ Zahn Pinsel +++

“Drybrushing” is an Anglicism that is on everyone's lips among modelling enthusiasts: it is a technique for applying very small amounts of paint or pigment to a model with a dry brush. This approach is highly effective when creating surface details on figures, buildings and models, as it emphasises and highlights details or can create highlights.

Depending on the task, flat, angled or round brushes are recommended, which must be soft enough to glide over surfaces without damage and at the same time only release their colour at the edges due to their sufficient firmness.

This is achieved by a shorter hair length and goat hair, which distinguishes them from bristle brushes. A corresponding range of brushes is now new in the manufacturer's programme and can be seen in our photos.

We have also found weathering brushes with a stippling tip made of easy-to-clean foam in the supplier programme. They ensure good colour transfer for textured work, as required for ageing, weathering, and shading. They can, therefore, be a useful addition to the aforementioned range of brushes.



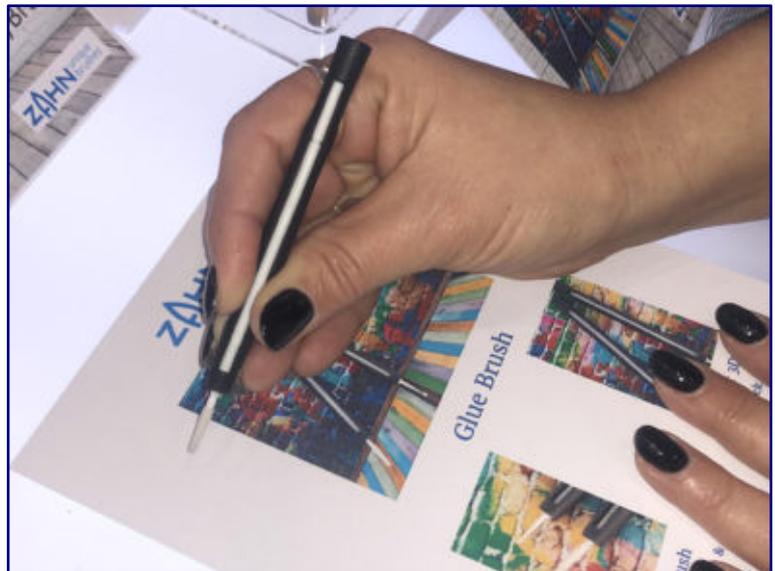
Various examples of the new brush products laid out in groups (from left to right): Holder 3D with nano brushes, weathering brushes, dry brushes for grading work, and ordinary dry brushes.

A small but very helpful tool is the “Holder 3D”, which the manufacturer presented to us at the Spielwarenmesse. It will not be presented via the company's own information channels until March 2024, which is why there is no information about it on the website yet.

The 3D-printed holder accommodates “microbrushes” from the dental sector, which are also widely used in modelling as the finest substitute for brushes and dot-gluing tools. However, due to the very thin handle, they sometimes cannot be guided precisely and securely enough for our applications.

The holder, into which the brush is inserted, gives this tool more grip and can be used for a wide range of delicate work without tiring too quickly. As Zahn Pinsel also manufactures products for dental applications, it made sense to introduce two versions of the microbrushes to this product segment as well.

The handle and nano brush with 3 and 13 mm microfiber tips are sold together under the names “Glue Brush” and “Nano Brush.” This is very interesting for model makers because, as medical products, the brushes are not usually sold directly to private users or require too large application quantities.



Corresponding consumables from the model making sector are therefore also offered by resellers.

The “Holder 3D” handle for nano brushes, in particular, is always a useful tool for guiding the tiny devices for precision work with ease.

www.zahn-pinsel.com

+++ ZDC Z Dream Collection +++

Michael Koppensteiner let us know that there is currently no time available to develop new models. He is hoping for summer 2024 and promised to actively inform our editorial team (and our readers) about this.

z-dream-collection.jimdosite.com

+++ Z-Doktor Modellbau +++

Björn Plutka is still active and supplies addresses for the products of NoBa-Modelle, for example, but also for kits from Archistories. For this reason, there are currently no new products of his own to report, as production is currently focused on design parts for Archistories new products, described under the client 1zu220-Shop.

www.z-doktor.de

+++ ZetNa220 +++

Further new products are also expected from Sicily, making it increasingly attractive to devote oneself to beautiful motifs from the land where the lemons blossom. This is primarily the FS type D.141 diesel-electric locomotive with a speed of 80 km/h in the prototype. The prototype was built from 1962 to 1964 and, like the German V 100 produced at around the same time, has a center cab.



The FS type D.141 diesel-electric locomotive is currently on the Zet-Na220 transfer list alongside a number of freight wagons. Photo: ZetNa220

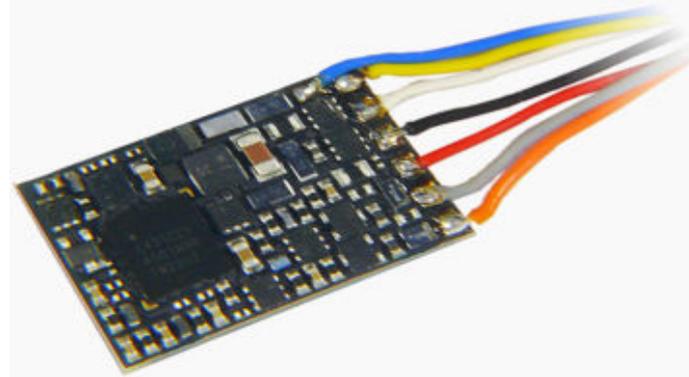
These are joined by various versions of older Tipo F and H pointed roof coaches, i.e. covered coaches and heat protection/refrigerated coaches. Also of interest is an older beer wagon of the brewery "zum Felsenkeller Zürich," which is also easily recognizable as being different from the German association designs.

<https://sites.google.com/view/zetna220>

+++ Zimo +++

Two new decoders have dimensions that are also interesting for Z gauge models: With different connection variants, this is primarily the MN160 flat decoder with four amplified function outputs and two logic level outputs. It is permanently fixed for 0.5 A total and motor current, with a peak current of up to 1 A. With dimensions of 13 x 7.5 x 1.6 mm, only the top side is equipped, while the underside is labelled. The MN250 decoder has been specially developed for low-voltage motors operating at 3 to 6 volts. As such motors are also used in small self-built vehicles, it can also play a role for the 1:220 scale, as it is very compact at 9.9 x 7.5 x 2.1 mm.

It also has four amplified function outputs and also offers an energy storage connection (5 V) for gold caps or tantalum capacitors. The motor current here may be 0.2 A in the long term.



Flat decoder MN160. Photo:Zimo

Two E24 decoders announced for the 2nd quarter of 2024, one with (MS540E24) and the other without sound (MN140E24), are also interesting in many respects due to the 28 connectors used (24 poles plus four guide pins also used). The installation dimensions also sound interesting, at 8.7 mm each and 2.3 and 2.8 mm thick, they reach a dimension that already causes problems on our scale.

If you see possible applications for your models, you will find all the necessary information on the equipment on the provider pages.

www.zimo.at

+++ Zmodell +++

A digital locomotive decoder plate for AZL models of the EMD SD40 diesel locomotive family is new. It can process the DCC, MM, Selectrix 1 and 2 protocols as well as analogue operation. The maximum input voltage may be 14 V, in analogue mode 12 V.

Two latest-generation current accumulators are installed on the circuit board to buffer current interruptions; special lighting functions for different lighting variants depending on the railway company can be configured via CV 33.

www.facebook.com/Zmodelltrains/
[zmodell\(at\)ukr.net](mailto:zmodell(at)ukr.net)

+++ Z-Otti +++

Hans-Jörg Ottinger has constructed a so-called Russian swing and is now offering it for sale. The model of this special form of a smaller, but faster-running, Ferris wheel is movable and motorised. It is available in the "Standard" and "Profi" versions.

While the former is intended more for decoration and only occasional movement, the Profi version is more elaborate: a brass shaft is used here for stability. A construction plan and the sketch for the Arduino are included for motorisation using an Arduino, in which the wheel starts up and brakes slowly and turns the other way round after a pause.



Two LED outputs are programmed, one for when the wheel is turning and the other when the wheel is stationary. The carriage with the historic organ, the ticket office with cashier and the filigree fence are part of both sets.

Towards the end of the year, there will once again be a new new-silver set. It will be a multi-part set, but we won't reveal any more at this point.

zotti.lena-johansson.de/shop

+++ Z-Panzer (Andrew Hart) +++

Andrew Hart is still busy, but fully engaged in contract development and production for the Norwegian-American supplier AZL.

After consultation with him, he is allowed to share an exclusive model with us, which is only offered through American Z Line.

He designed and manufactured two new US armoured vehicles to equip its waggon model, which can be seen in the accompanying photos: the M60A3 and the M88A1.

www.z-panzer.com

This is how a "Russian wheel" appears, realised on a scale of 1:220 by Hans-Jörg Ottinger. Photo: Z-Otti



Z-Panzer developed these two tank models for the model railway manufacturer AZL, so we will find them in their range. Photos: Z-Panzer

+++ 1zu220-Shop +++

As an in-house novelty, we would first like to mention a product that is not offered for sale individually, but is supplied as a free addition to the Märklin Club Model 2024 when it is ordered from this dealer.



This luggage trolley with suitcases is the free supplement to an Insider Club 2024 model ordered. Photo: 1zu220-Shop

The luggage trolley and the “suitcase” load always provide good service on the platform, but the suitcases can of course also be transferred to the roof rack of the Wismar rail bus and therefore also fit perfectly with the Märklin mould novelty.

The corner shop is a personal dream come true (not only) for Managing Director Jörg Erkel. The kit was designed and produced by Archistories, in four different colours. The once typical shop is attached to a small inn.

As the “Zum Alten Markt” inn (item no. 103231), it sets a varied tone with the unique colour scheme of the classic 'Greppiner Klinker' brick and at the same time continues the Dörppede house series. Under the name “Zur Alten Mühle” (104231), the

building appears with a Prussian-style solid brick façade and sandstone elements, which favours its use for northern to central German themes.

Variant 3 is called “Zum Alten Bahnhof” (105231) and features a simple, solid plaster façade that can be used faithfully in any region, while “Zur Alten Linde” (106231) has a completely unique, charming effect with a sophisticated combination of plaster and brick surfaces. All kits are made of solid-coloured hard cardboard and measure 71 × 41 × 53 cm (L × W × H).



The new kit for a corner shop appears as the inn “Zum Alten Markt” (item no. 103231; photo left) and “Zum Alten Bahnhof” (105231; photo right). Photos: Archistories

The following product description applies to all the versions mentioned: The simple design as a three-storey residential building with a pitched roof and trailing dormers as well as a reduced façade design with frieze motifs makes this kit universally applicable regardless of era and theme.

Trainini® *International Edition*

German Magazine for Z Gauge

On the ground floor there is a restaurant and a shop with a large display window, which can be furnished in a prototypical manner and also inconspicuously illuminated with the separately available equipment set from Z-Doktor Modellbau.

An attention getter can also be created in the hallway with the staircase included in the extension set, which is why the entrance door can optionally be displayed open.

www.1zu220-shop.de



This version is called "Zur Alten Linde" (106231) and completes the quartet together with the fourth version "Zur Alten Mühle" (104231; see title page). An interior design from Z-Doktor Modellbau (picture top right) will also be available separately.



WUNDERLAND

VOM KINDHEITSTRAUM ZUM WELTERFOLG

Miniaturland
Wunderland
HAMBURG

DIE GROSSE
KINO-DOKU

AB
7. MÄRZ
NUR IM KINO

EINE MAGISCHE REISE DURCH DAS
GRÖSSTE MINIATURLAND DER WELT

TOBIS PRÄSENTIERT BME B114 FILM GMBH PRODUKTION IN KOOPERATION MIT TOBIS „WUNDERLAND – VOM KINDHEITSTRAUM ZUM WELTERFOLG“
KAMERA TILL VIELROSE BVK SCHNITT MICHAEL SCHEFFOLD VISUELLE EFFEKTE FELIX PAUL FLORIAN TIPHINE MUSIK JENS LANGBEIN ROBERT SCHULTE HEMMING TON JONAS ENGELKE NICOLAS YAYA
TITELDESIGN HENNING WESKAMP POSTPRODUKTION OPTICAL ART FARBEGESTALTUNG RONNEYA FORTU TONMISCHUNG RALPH THIEKÖTTER ROLF MANZEL PRODUKTIONSLEITUNG KATHRIN HOFFMANN
KOPRODUZENTEN TIMM OBERWELAND THEODOR GRINGEL PRODUZENTINNEN VANESSA NÖCKER BENJAMIN SEIKEL REGIE SABINE HOME

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Readers' letters and messages

Zetties and Trainini in Dialogue

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

Manufacturer's note from a reader:

I've been a Zetti for a long time and always enjoy reading your reports. (...) But I'm actually writing for something else today. I got to know JuNo-Modellbau. Jürgen, that's his name, sells 3D funfair functional models in N and, especially, Z scale. I would highly recommend him to you, he has a great repertoire. I have already bought several model kits from him and can only recommend him to others. He is definitely worth a report.

Sascha Lindner, Unna

Editor's reply: Dear Mr Lindner, we have already made contact and had a nice phone call. In fact, it is a manufacturer that we knew from its beginnings in 1999, a few years before this magazine was founded. In the meantime, he was no longer active for many years, which explains why we never got in touch. This has now been resolved and we are in dialogue. He can already be found in our extensive new products report in this issue.

Feedback on our editorial prices:

With Noch (for the Rokuhan brand) and Viessmann (for the Vollmer brand), we were able to personally congratulate two of the honoured manufacturers in Nuremberg on their new releases for 2023. In addition to the impressions recorded via video and published on our **Trainini TV** channel, we also received written feedback.

So the joy in Japan was over the awards, because this meant that in the opinion of our editorial team, and with it the readers, they had probably built the best powered Z gauge model of the past year.

In addition to the enthusiasm of all those involved in this project, this is also a great incentive for future designs. As the Shortys of the ICE 3, and the Glass Train have, apparently, also been well received in Europe, Rokuhan is now also considering turning to a German model again.

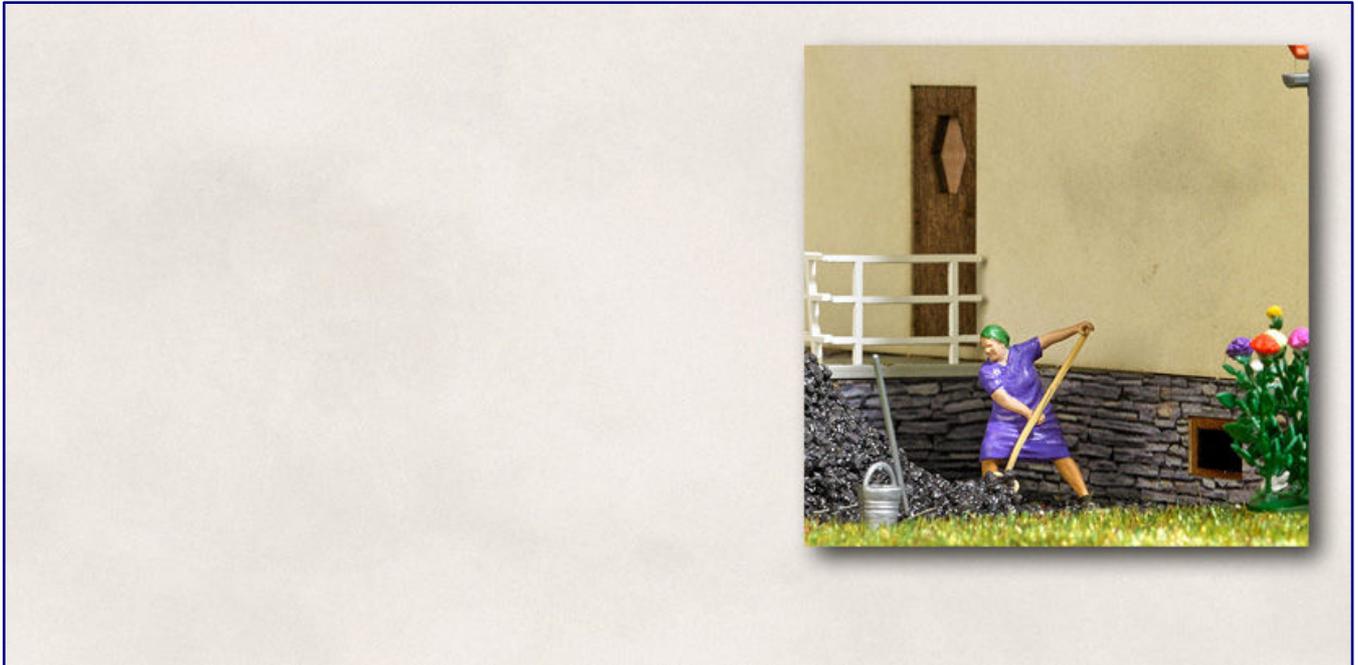


We also received direct feedback from Viessmann at the toy fair from Constanze Viessmann-Kato.

The award for the small workshop with the Polyplate material was also well received at Viessmann and was definitely seen as a seal of quality that they are happy to advertise. The pleasant exchange also produced new suggestions for possible future models, the internal test results of which we are eagerly awaiting.

Wall and decorative panels in matt look:

Busch has announced that the two decorative panels “Facade plaster white” (item no. 7444) and “Light grey, slightly weathered” (7445) from the 2023 novelty year will now be delivered shortly. They have a very realistic and matt surface that looks almost patinated.



The product photo shows the surface and an application example for the new decorative panel “Facade plaster light grey, slightly weathered” (art. no. 7445). Photo: Busch

The manufacturer also promises a special look and feel. With the 210 x 148 mm large and 0.6 mm thick panels, walls, buildings and house walls can be customised across all scales. They are also easy to work with and process.

Summary of business development at Märklin:

At the beginning of the toy fair, Märklin also traditionally comments on the current course of business. Florian Sieber, Managing Partner, summarises: “At 127 million euros, we have almost achieved our sales targets for the last financial year 2022/23. In the context of the difficult economic and political environment, we are very satisfied with this development.” The manufacturer expects turnover of 130.8 million euros for the new financial year.

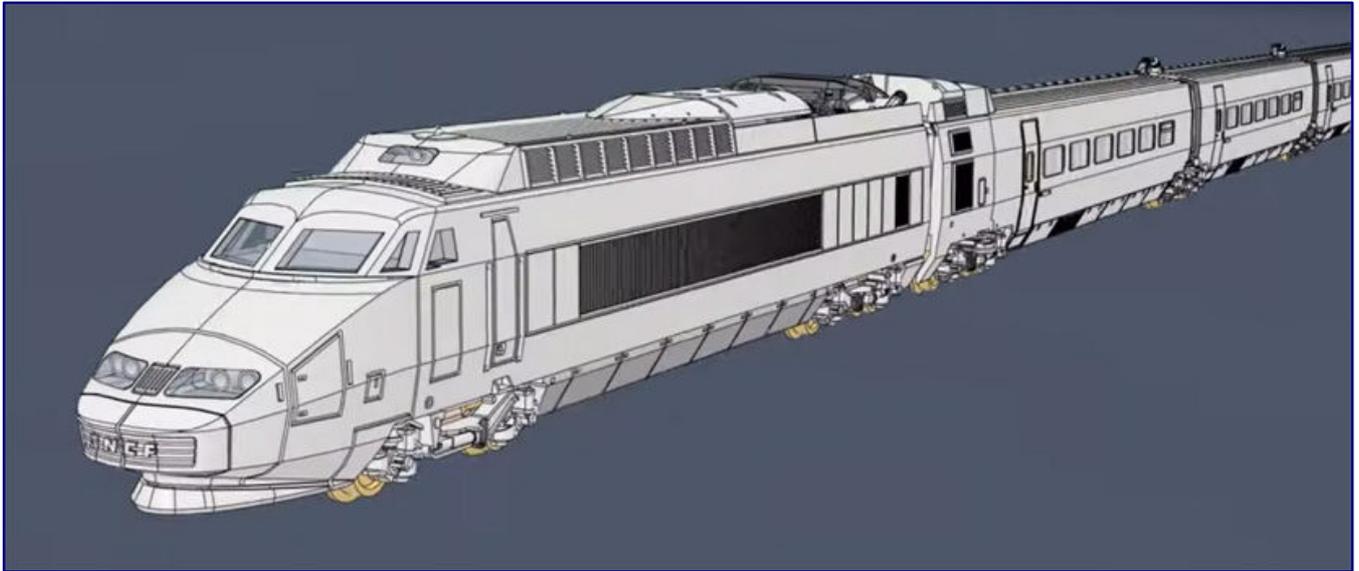
Success story - Azar Models financial target achieved:

Shortly before the editorial deadline and nine days before the end of the crowdfunding initiative on the Ulule platform, Azar Models reached its goal and secured funding for the 1:220 scale TGV. We are now excited to see what will be delivered in the following year, as both the hand sample shown two years ago in Altenbeken and all the CAD illustrations promise a very good and unusual model.

Before that, we received a call for competition that we would like to publish here: The Salon de Saint-Mandé and Azar Models have joined forces to offer a competition for modelling clubs to accompany the crowdfunding campaign.

Anyone who also agrees to take on the challenge planned by the Salon de Saint-Mandé and also prepare a scene module for the 2025 exhibition will be given an additional chance in the prize draw.

The following Z gauge prizes will be awarded to the clubs that win the competition: a complete TGV PSE collector's train in its world record special livery and an exclusive ride on the first pre-production model at the trade fair in Saint Mandé in January 2025 on the winning module (1st prize), a starter pack with the BB67400, three freight wagons, Zmaster speed controller and track oval (2nd prize), and a CC7200 locomotive model (3rd prize).



This CAD illustration is also intended to inspire enthusiasm for the announced SNCF TGV train, which will enhance Z gauge. Illustration: Azar Models

The registration form can be found at the following link and must be submitted by 29 February: https://docs.google.com/forms/d/e/1FAIpQLSdTiN8RWKAYgefusuqMjOWaZJ7S4MieMVUEze4I33Zj7Yq9MLQ/viewform?usp=sf_link.

The winners will be drawn immediately after the end of the funding campaign, i.e., on 1 March.

DVSI on the Nuremberg Toy Fair:

In a press release, the German Toy Industry Association draws a positive conclusion about the Spielwarenmesse, and the opening day for end customers in Hall 7A, where model making and model railways are located.

This was demonstrated by several thousand model railway enthusiasts from the DACH region, who took advantage of the organiser's exclusive offer to find out about the manufacturers' extensive new product ranges.

The upswing that the model railway hobby has experienced during the coronavirus pandemic is emphasised once again. According to the report, model railway enthusiasts have rediscovered or rediscovered the inherent potential of the hobby. The reason for this is simple.

With its offer of deceleration, stress reduction, meaningfulness and fun, the hobby provides an antidote to a world that is spinning ever faster and is characterised by multiple crises. Psychologists at Justus Liebig University Giessen (JLU) and Erasmus University Rotterdam, for example, found in a study conducted in 2020 that active leisure activities can reduce states of emotional exhaustion.

Noch Managing Director Sebastian Topp is also quoted in the report: He sees a trend among adults who are young at heart. This is not really new, because model railways have always been a generational offering. However, they are now openly embracing their hobby again.

Märklin deliveries in February:

Two new locomotive models reached the specialised dealers with the publication of the last issue. One of these is the E 41 374 of the Bundesbahn (Federal Railways) (item no. 88355) in its experimental paint scheme from around 1966. It is a model with five lamps, multiple nozzle fans, and an all-round rain gutter. It, therefore, belongs to Era III and technically corresponds to the two predecessor models, but has received minor changes in the area of the circuit board.

This model is also an excellently detailed locomotive with many attached parts, which is also suitable for reversible trains thanks to the tail lights. However, the two tail lights and lower headlights have been swapped and in this case shine from the wrong lanterns.



A splash of colour on the layout is E 41 374 of the German Federal Railways (item no. 88355), excellently implemented by Märklin. Unfortunately, this time the tail and headlights have been swapped in the lower lanterns.

The Siemens Vectron MS is also now available in its attractive BLS colour scheme as the Swiss series 475 (item no. 88236). The lime green on the silver-coloured locomotive body also suits the model extremely well. This fantastic impression is only spoiled by the roof garden with four single-arm pantographs that are clearly too large.

The next locomotive to be delivered in its entirety was the E 19 12 in blue livery with Bundesbahn inscriptions (item no. 88085). This model continues the series of museum locomotives and features a special paint scheme: E 19 12 was the first locomotive in its series to be painted blue, but had previously had its wine-red paint scheme renewed.

Looking at the b/w photos from that time, a mistake was made with the museum locomotive: although it was given a blue livery, for which it had been the pioneer, the white decorative lines with the cab designations V and H were applied to it, as had been the case in the last wine-red period.



The museum locomotive E 19 12 in blue livery (88085; photo left) and 143 326-7 from DB Gebrauchtzug (used locomotive) (88430; photo right) were delivered in full in February. Also, new on the market is the Pwgs 041 goods train baggage car (86061; photo below) for Era IV.

143 326-7 is one of the DB Gebrauchtzug (used locomotive) (8843) rental locomotives that attract attention with their special livery and clear advertising message. Here, the decorative stripes on the grey paintwork are somewhat reminiscent of the "White Lady", as the demonstration locomotive for the 212 / 243 series was called at the time. The 2023 exhibition model has now been delivered in full for last year's toy fair.



The third model from the current deliveries is the freight car Pwgs 041 (86061) without a caboose with lettering for Era IV. A striking feature of this model compared to its predecessor from the first delivery is a wooden gate printed on each side window.

The three replica boards are printed on the outside, which is also noticeable close up due to the printing over the frame. This is probably intended to represent protective strips that protect the inside of the windscreen against breakage when goods are placed on it.



Start of the trade fair in Mannheim:

From 8 to 10 March 2024, Faszination Modellbahn will once again take place in the Maimarkthalle Mannheim. This exhibition is the first chance for model railway enthusiasts to see the manufacturers' samples with their own eyes in addition to many spring innovations.

Z-Freunde International e.V. will once again be presenting a wide variety of exhibits and will be on hand to discuss technical issues and answer questions. You will find the necessary organiser information for your visit at <https://www.faszination-modellbahn.com>.

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