

International Edition

Free,
electronic magazine
for railroad enthusiasts
in the scale 1:220
and Prototype

www.trainini.eu

Published monthly
no guarantee

ISSN 2512-8035

Trainini

German Magazine for Z Gauge



Azar Models' Corail Cars

**Rokuhan's US Steam Locomotive
Track Planning from Märklin**

Introduction

Dear Readers,

we just about managed to get back to the month for which this issue is intended. But I'm happy about that: after we thought we were well on the way to getting back to the middle of the month and building up new buffers, fate struck.

You can't plan for illness and when it happens right on the home stretch while others are on vacation, you must accept it – even if we all certainly didn't like it.



Holger Späing
Editor-in-chief

That's why I was even more pleased to receive a lot of understanding for this and to see it often combined with high praise for our entire team. That did us good and reawakens our old strength as soon as the path to recovery has been taken.

In the meantime, we are already looking further ahead, because next year we will be looking back on twenty years of **Trainini®**. That's a long time in which we have developed, learned a lot and hopefully also matured. It's not that far off that a generational change may be pending someday.

But until then, we would like to inspire and entertain you many more times. Today we are doing this with a stimulating report on a long-gone branch line with an unusual nickname and an equally odd sounding stopping point. Let us surprise you and inspire you for your own model railroad projects.

If you get a taste for it, then Märklin's track planning software is something that can be of great help when planning your own layout. We present the latest version in as much detail as possible and also give tips for useful enhancements.

Our book tips, which deal with the model railway and a suitable template and in this way also somehow complement the topics of this edition as well, will take you even further. And the news announcements, which also include letters to the editor, are packed again. It is very noticeable that we are approaching the Christmas season and, with it, the peak season.

Perhaps we can provide some buying advice, as we have extensively tested, measured and photographed two new products in the past few weeks. Today, we are presenting the new SNCF Corail carriages, which Azar Models has produced in a very meticulous manner.

Fans of US themes, on the other hand, will be delighted with Rokuhan's debut model for the US market. With a tender steam locomotive, the Japanese manufacturer has chosen a very sophisticated model that appears to be quite successful, but cannot hide a few weaknesses.

I hope you enjoy reading this edition and wish you plenty of model railway fun in the dark season that is now in sight!

Sin-Z-erely,

Holger Späing

Corail coaches by Azar Models

Crossing Borders

Azar Models has dared to make the transition from small series to plastic injection moulding manufacturing and has selected a family of carriages for a high-profile debut that will not only attract interest in France. The SNCF's Corail coaches are well-known and popular in other model sizes. This is mainly due to their former everyday presence in neighbouring countries, including Germany.

Between 1975 and 1988, the French state railway SNCF put air-conditioned passenger coaches into operation for national and international express train services, which were known as Corail coaches.

In this case, the word Corail is an abbreviation for Confort sur Rail (comfort on the rails). For the first time, all areas of the coaches were now air-conditioned, with the exception of a single coach type in this family. This also applied to 2nd class. In addition, these UIC type Z coaches were the first in France with a length of 26.40 metres over buffers.



The SNCF class BB 15000 locomotive was a regular sight in Paris-Nord on 4 December 1999. At around 18:10 on this day, BB 15003 approaches the photographer's lens and has the Corail carriages shown here coupled to her. Photo: Phil Richards (CC BY-SA 2.0)

However, the term Corail ('coral') was also often interpreted in its country of origin from the coral colour orange, which was used to paint the outer and front doors, as well as the entrance areas and lavatories. Two lavatories were housed in the corners to the right and left of the side aisle at one end of the carriage.

At the time of commissioning, the coaches were painted in two shades of grey (dark window band / light belly band). An identification strip on the edge of the roof indicated the function (orange for a bar compartment) or the carriage class (yellow for 1st class / green for 2nd class).

In contrast to this, some carriages intended for use on the Paris - Brussels - Amsterdam route were given the Eurofima C1 livery (orange with a light grey decorative stripe under the window band) to create a uniform image with the compartment carriages procured via Eurofima.

The Corail carriages were procured as open-plan and compartment carriages (also in the form of couchette and half-luggage carriages) and as bistro carriages. Probably their most striking distinguishing feature are the hinged folding doors retracted towards the longitudinal axis of the carriages. Only the last series from 1982 onwards (exception: universal type AcBc from 1984 onwards) were fitted with swing-sliding doors, making them less noticeable.

The large-capacity coaches that Azar Models used for its 1st or 2nd class versions were categorised by the SNCF as VTU (Voiture tourisme universelle; universal passenger car). They have ten windows per carriage side in the open-plan area and are assigned to the types B¹⁰tu (2nd class) and A¹⁰tu (1st class). The entrances are offset slightly away from the end of the coach towards the centre of the coach. Other series and designs will not be considered in more detail at this point.



This photo from 11 September 1987 in Luxembourg shows a variety of French colours, including a coach painted in the Corail colours directly behind the locomotive. The train headed by BB 15039 of the SNCF runs from Belgium to Switzerland. Photo: Phil Richards (CC BY-SA 2.0)

As with the Eurofima wagons, the roof has beading that extends over the washing edge area (white colour band above the dark-grey window band) to the edge of the roof. Depending on whether they are only used in national or international transport, power is supplied either solely with 1,500 volts DC or AC voltage or via all four European power systems.

The carriages run on SNCF bogies of type Y 32, but the braking equipment varies and is reflected in the maximum permissible speed of 160, 180, or 200 kilometres per hour. The units in this family of wagons were supplied by the companies Alstom and Anglo-Franco-Belge.

The extra-wide buffer plates are also characteristic for all Corail coaches. They were required for transport to Spain and Portugal on the Iberian broad gauge railway network. They compensated for the buffer spacing of 1,950 mm that was common there at the time. However, only a few wagons were used there, although RENFE did hire Corail wagons from time to time in the 1980s.



This is how the interior of a Corail 2nd class carriage appeared to customers in 1976, shortly after the new B10tu large-capacity carriages went into service. Photo: Jan Oosterhuis (CC-BY-SA-3.0)

From around the mid-1990s, they were given a new livery in silver and grey, not the last, as was to become apparent: It was based on the TGV Atlantique, but its appearance was reminiscent of the newly painted RAe TEE ('Grey Mouse') multiple units and the SBB EC coaches.

It is interesting and certainly relevant for model railway modellers that the Corail coaches were used in almost all long-distance trains in France and served many routes abroad. This extends their possible uses to trains and layouts that were based on original railways in Germany, Switzerland or Austria.

For example, they occasionally reached Vienna and were even daily guests in Aachen, Frankfurt (Main), Cologne, Munich and Stuttgart with EC trains from 1987. Dresden and Leipzig were added in the nineties. They are likely to have been permanent guests in Saarbrücken for many more years, which is where they also travelled to Germany on cross-border services.

Today, they are more likely to be out of date and have been withdrawn from international transport. Demand will continue to decline in France due to new vehicles with accessible boarding and the decline in locomotive-hauled trains.

Until then, they will be used in TER traffic (comparable to the regional express in Germany), where they can still run at 200 km/h on suitable routes. National express train services with “Intercités” are also still part of their area of operation. In view of regionalisation, the appearance has become very colourful with many different designs.

The new models

The Corail passenger coaches now delivered by Azar Models are large-capacity coaches of the VTU series, which were produced as pure 1st and 2nd class versions in China – the country of origin is stated quite openly by the supplier and should also be understood here as a reference, without any judgement.

The external impression is very good and deserves an extensive study of the details. First, we would like to point out that the manufacturing technique is plastic injection moulding. This means that this French supplier has finally taken the step from small series manufacturer to industrial production. This is of particular interest to many readers because the TGV PSE is expected next year using the same production technology.

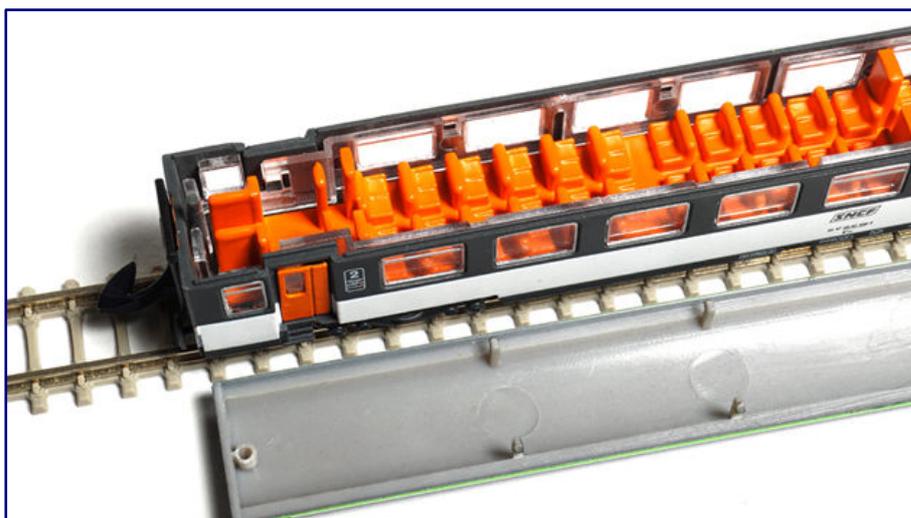


Compared to the original plan, Azar Models has once again changed the composition of the Corail coaches: A double pack with one A¹⁰tu and one B¹⁰TU type coach (item no. V01-ORP1; photo above), and another with two 2nd class B¹⁰tu coaches (V01-ORP2; photo below) were delivered.

The move from 3D printing to suitable mass production was combined with a new composition of the carriages on offer. A pack of three became two sets of two carriages, each consisting of a combination of 1st and 2nd class coaches (item no. V01-ORP1) and two 2nd class coaches (V01-ORP2).

Customers will certainly welcome this, as the manufacturer must also find ways to amortise its significantly higher costs. This is the only way to establish the company as a sustainable supplier of high-quality Z gauge products.

In the prototype section of the article, we have already referred to the B¹⁰tu (2nd class) and A¹⁰tu (1st class) large-capacity coaches, which served as a model.



According to feedback from France, the seat colour is a good match. The seating arrangement of 2 + 2 has been chosen as standard for the models, and the two lavatories on the left are prototypically separated from the aisle.

This choice will not have been accidental, as the same moulds can be used for both versions.

In contrast to many other passenger coaches, there are no differences in terms of window size and spacing.

Azar Models therefore did not have to make any compromises to reflect both comfort levels. There is only a compromise on the inside, as interior fittings are also included in the scope of delivery: The seating arrangement for the open-plan areas of both classes is 2 + 2 in the model, whereas in the prototype this only applies to 2nd class. 1st class had a 2 + 1 arrangement to be able to offer wider seats. But who will notice this when looking from outside?

Decisions also had to be made regarding the colour of the interior. The red fabric of the 1st class and the brown artificial leather of the 2nd class had to be used as effectively as possible. The decision was made in favour of the orange coral colour of the exterior doors throughout, as otherwise the interior would simply recede too far into the background and would hardly be noticed.

Measurements and data for the Corail coaches of the SNCF:				
	Prototype	1:220	Model	Deviation
Length over buffers	26.400 mm	120,0 mm	121,4 mm	+ 0,3 %
Height over top of rail	4.050 mm	18,4 mm	18,4 mm	0,0 %
Width	2.825 mm	12,8 mm	12,9 mm	+ 0,8 %
Door width	1.008 mm	4,6 mm	4,7 mm	+ 2,2 %
Distance of bogie pins*	18.306 mm	83,2 mm	84,7 mm	+ 1,8 %
Bogie wheel base	2.560 mm	11,6 mm	11,4 mm	- 1,7 %
Wheel diameter	890 mm	4,0 mm	4,4 mm	+ 10,0 %
Tare weight	41 - 43 t	---	17,1 g	
Bogie type	SNCF Y32			
Speed limit	160 - 200 km/h			
Years of construction	1975 - 1988			
Total quantity	3,774 specimens			

* Specialised literature also mentions 19,000 mm. However, the dimension depends on the type of bogie used.

Feedback from France confirms that the model impression has been well conveyed. The external features of the prototypes, which have been emphasised in detail in the prototype section, have been reproduced completely, correctly and consistently.

The well-maintained prototype dimensions and proportions are also beyond criticism. Even from a distance, the design of these wagons can be recognised immediately and without any doubt.

We want to explicitly mention the skirts on the frame, where Azar Models has obviously taken care not

to shorten them for operational reasons in a way that is contrary to the prototype. But we miss their ends being bevelled towards the outside and found no prototypical evidence for the model implementation.



A decisive weak point of the new wagons is the far too great of a distance between the couplers, which is very annoying. Possible solutions could be close couplers or fixed coupling rods, but this needs to be tested at home on the installed radii and counter curves before the wagons are converted for use on the layout.

However, this had to be achieved with a (too) great of a coupling distance between the cars. If you only run large radii, you should perhaps consider and test an exchange with Märklin close couplers – trial and error makes perfect.

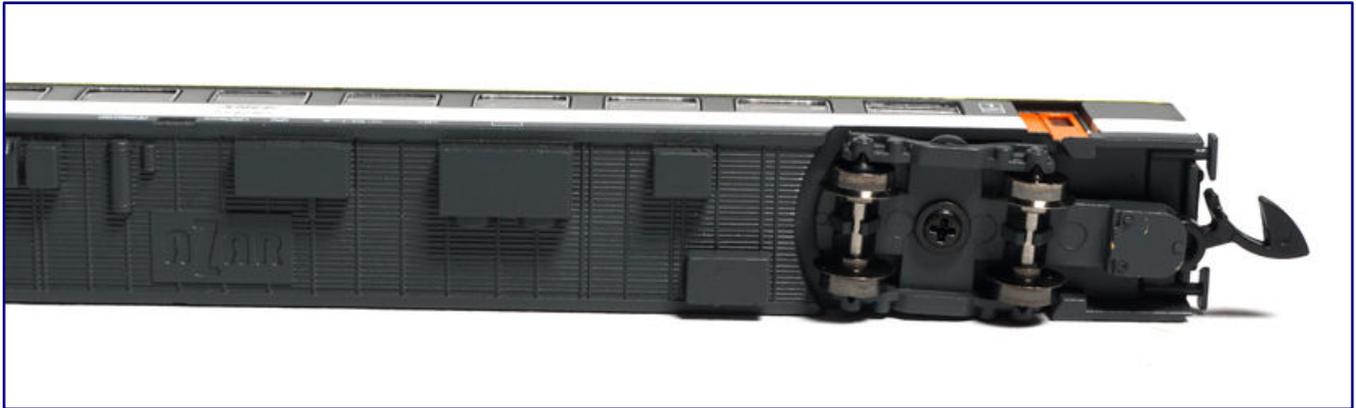
The detailing of the new models, which do not only have plain sides, is very good. It also includes the ends of the Corail coaches, on which, in addition to the extra-wide buffers, the transitions with tread plates, rubber beads and doors in particular are much better reproduced. Only the taillights have not been coloured red.



The carriage ends are almost exemplary: We find transparent inserts in the transition doors; the transition plate is distinctly set off and the oversized buffers are an important prototypical feature. The only things that remain on the wish list are the red taillights and the prototype's slightly curved waistband including the upper contrast band.

If all the details listed so far are above the level of realisation that we are used to from many Märklin models, then only the side ventilation openings of the air conditioning systems fall slightly short of the Göppingen models because they are engraved somewhat flatter.

Another advantage, however, are the transparent inserts in the transition doors, which will certainly catch the eye, at least in a carriage running at the rear of the train. Speaking of transparent inserts: As is generally the case, the side windows here also have an embossed outer frame. The small trap windows could also be emphasised in a prototypical manner.



No frills: The wagon floor has no details that would remain hidden from the observer in operation, anyway. The bogies are fastened with screws, which stands in the way of a cable feed-through. The long shaft of the coupling can also be seen here.

What is unusual and previously unrivalled, however, is the absolutely gap-free and flush-fitting insertion of the windows. We couldn't believe it and assumed that the car body had been injection moulded from a single piece of clear plastic. However, removing the roof immediately proved that separate inserts had been produced!

This marvellous achievement will not reveal the scale of the models in photos, if the system coupler and wheel flanges remain hidden from the observer. In any case, Azar Models has now raised the bar considerably for all manufacturers for future new passenger coach models.

Installing interior lighting is likely to be difficult or even impossible, even though there is sufficient space in the removable roof, but invisible cable routing would be a challenge. The bolted bogies, which do not allow wires to be fed through at the pivot point, are a technical sticking point.

Colour and print

The new models were painted in the correct colours and with great effort. The edges are sharply defined in all areas and even include the door recesses, where we find the correct coral-coloured hinged folding doors. The kink fold is also recognisably set off.

The transition doors have also been highlighted in the same colour, while the transition tread plates, and rubber beads have been set off completely in black. We emphasise this because Märklin regularly leaves it at a simple surface imprint here, which does not take the entire shape into account.

As with the prototype, the class categorisation can be seen from afar on an identification strip above the window band: Yellow for 1st class, green for 2nd class. The type markings, operating numbers and other inscriptions can also be read with a magnifying glass.

The UIC grid shows a maximum permissible speed of 160 km/h, but only proves national approval for all four models, which should not bother us any further. Under the class numbers next to the entrance doors, we find information on the equipment of the coaches in the form of pictograms.

Only the front sides have not been printed (which are few on the prototype). A white background for the toilet windows on both sides of one end of the carriage would also be desirable – the opposite side has no windows in the same place, as with the prototype. Although this is only a minor shortcoming, which can be easily rectified by the customer, it is immediately noticeable on models of such exceptionally high quality.



Photo above:

Laudable are the windows inserted without gaps, the accurate colour distribution also in the door niches, and the well reproduced bogies of the SNCF type Y 32. In contrast, the non-profiled wheel discs of the wheels and slight compromises in the cut-outs for the bogies around the entrance door catch the eye.

Photo below:

The lavatories arranged on both sides at only one end of the carriage (front carriage on the left / rear carriage on the right) have been reproduced correctly. Unfortunately, their windows have not been shaded in white.

The gloss level of the colours has an appealing matt character, as we also find on the prototype. Only the grey bogies of the SNCF type Y 32 stand out somewhat, which speaks in favour of the POM plastic, without imposing itself with a greasy look, as can quickly occur.

The wheel sets used, which are about 10 % too large, also come from in-house production. Their origin can be recognised by the fact that the wheel discs are not profiled and are somewhat lighter in colour than the black nickel-plated examples that Märklin uses on its models today. We would recommend blackening them a little more to further harmonise this and to prevent the missing wheel profile from being visible.

The wheelsets are centre mounted in the bogies, which is comparable to Märklin's solution. The plastic shaft for the coupling is also moulded onto the bogie. Because no compromises were made with the distance between the axles and the bogie pins, the shaft is quite long. The running behaviour of the new passenger wagons is excellent and does not demand excessive forces from the pulling locomotive.

Our readers are always keen to receive train formation suggestions. We would therefore like to point out once again that the Corail coaches can of course be used to form SNCF trains of any length, which can be formed from both sets of coaches in the appropriate class distribution.



For comparison with the 2nd class coaches (page 11 below), we also show the 1st class counterpart A¹⁰tu in full length: The overall impression of all models is very good, and the interior has also been designed to be perceptible from the outside.

The BB 67400 diesel locomotives offered by Azar Models to date and the CC 72000, which has not yet been delivered, as well as the announced CC 6500 locomotive, are suitable for pulling the coaches. However, the wagons can also be hauled by locomotives from the preferred national railway, as they also travelled to neighbouring countries with international trains.

For German layouts, the Rokuhan class 181² dual-system locomotive from the German Federal Railways is recommended here, which is compatible with this original colour scheme when painted blue, ocean blue/ivory and oriental red.

The wagon material can also be extended: Depending on the train route and timetable period, SBB and ÖBB coaches can be used as well as various DB passenger coaches. The SNCF Eurofima wagons in the Corail colour scheme, which Märklin has included in displays, are just as suitable as other examples in the Eurofima C1 design.

The new coaches from Azar Models are ideal for breaking up the train image and making it more diverse and international, in line with the European idea of free travel between member states.

Our conclusion

Let's summarise and conclude: These new models only show slight weaknesses such as the large coupling distance between two carriages and the lack of a white background for the lavatory windows. Customers should be able to find their own solutions for both.

Scale and correct proportions have been maintained in an exemplary manner. The detailing, paintwork and printing also speak for Azar Models' high ambitions. As the new Corail wagons also roll easily, they fulfil the requirements of model railroader operators who want long trains.



In addition to the French locomotive models from the Azar Models programme, the 181² series is the perfect locomotive to the new Corail coaches. Here, such a model, slightly patinated and re-labelled as 181 201-5, is in operation in cross-border traffic with the SNCF.

There is no doubt that the up-and-coming French manufacturer wants to fulfil high standards and is not just looking for customers in its home market. It is probably no coincidence that it defines a new quality standard when it comes to the gap-free and flush fitting of windows.

As the Corail coaches were widely used and are still in service today, the calculation should work out. This is also supported by the fact that they were once part of everyday railway life in Germany and other European countries, and not just near the border.

These new items will also appeal to many customers who are not exactly spoiled by their regular supplier Märklin and have been missing new passenger coaches for years. The desired variety is now coming to us from France.

Of course, we would like to explicitly recognize this outstanding selection of prototypes and the currently unique quality of implementation. That is why we are nominating the set with one 1st class and one 2nd class large-capacity coach of the Corail type (V01-ORP1) for the best new releases of the year 2024 in the coach category.

Manufacturer of the models:

<https://azar-models.com>

German distribution partner:

<https://www.1zu220-shop.de>

The USRA 0-6-0 from Rokuhan **Lightweight with Weight**

Steam locomotives are part of the fine art of model railways. And Rokuhan has chosen one of these for its debut in the US market. The focus was on a probably rather unknown tender locomotive with a still manageable number of units, but an important area of application. We took a closer look at two models.

When the United States of America entered the First World War on 6 April 1917, the railway was the most important means of inland transport. Unlike in Europe, however, there was no state railway in the entire country, and one sixth of all track was owned by railway companies that were on the verge of bankruptcy.

After the Interstate Commerce Commission (ICC) recommended government control of the railways to ensure efficient operation in times of war, President Woodrow Wilson proclaimed on 26 December 1917 that all US railway companies would be placed under the United States Railroad Administration (USRA).

When the Railway Administration Act came into force on 21 March 1918, nationalisation was confirmed. This act guaranteed the return of the railways to their previous owners within 21 months of the conclusion of peace. The USRA to control the railway system had already begun its work.



The historical photo of the road number 221 from the Chicago Junction stock confirms the well-taken proportions of the Rokuhan model. In contrast to the Rokuhan model, however, we can also recognise service number reproductions on the sides of both lanterns and on one of the three domes. Photo: PD | public domain in the USA

This authority was active from 1917 to 1920 and carried out the largest standardisations in the history of the railways in North America during this period. From the outset, its activities were intended to be temporary, but were nevertheless ground breaking.

In order to increase efficiency in the manufacture and maintenance of railway vehicles, the USRA created numerous standard types of steam locomotives and carriages and commissioned them from the industry.

At a cost of 380 million US dollars, over 100,000 new carriages and 1,930 steam locomotives were put into service during its existence. This quickly led to modernisation and standardised vehicles before USRA was disbanded on 1 March 1920.

One of the standard types was the 'USRA 0-6-0 Light Switcher' tender locomotive, a light shunting locomotive, which Rokuhan has now presented as a model for Z gauge. It had three coupled axles and two cylinders fed by superheated steam (UIC type designation C h2).

A total of 255 locomotives of this type were built by ALCO under the control of the USRA, which were given to many railway companies. By far their largest operators were the Baltimore & Ohio with 40 units, which may explain Rokuhan's choice for his debut model, followed by the Chicago and North Western Railway (35 units) and Pennsylvania Railroad (30 units).

After the USRA was disbanded, five railway companies continued to procure the USRA 0-6-0 and two others ordered locomotives derived from it. Only three examples have survived to this day, none of which belong to the original series.



B&O locomotive 386 (item no. T040-1) is waiting for its next assignment. The engine driver has left his engine in the meantime, but stops at the door of the shed again: Has he perhaps forgotten something?

Selection of the model

This steam locomotive for shunting operations and light freight traffic on connecting lines certainly has its place in railway history, but at first glance we are somewhat surprised by Rokuhan's choice of prototype.

At AZL, the focus has so far been on striking and powerful machines, many of which are inextricably linked with the legendary name trains or heavy goods transport. Rokuhan, on the other hand, opted for one of the hard-working helpers, which performed their work rather invisibly in the background. The number of 255 machines is also rather small for the vastness of the North American rail network.

However, this locomotive type also has an unmistakable appearance, which also characterises the new models. Three Baltimore & Ohio (B&O) locomotives were realised in the first edition, which differ externally only in their road numbers (item numbers T040-1 to -3).

The chassis, superstructure, and tender are painted black, as was once typical in the USA. Only the firebox and a few parts of the controls stand out in metallic colour. The only contemporary prototype photo available to us (photo on page 14), on the other hand, shows all moving control parts and the wheel tyres in a light-coloured appearance – a purely photographic paint job?



Locomotive 386 (T040-1) is shown from a similar position for comparison with the prototype: The model looks successful overall, but only from this elevated perspective is it slightly slimmer than the prototype.

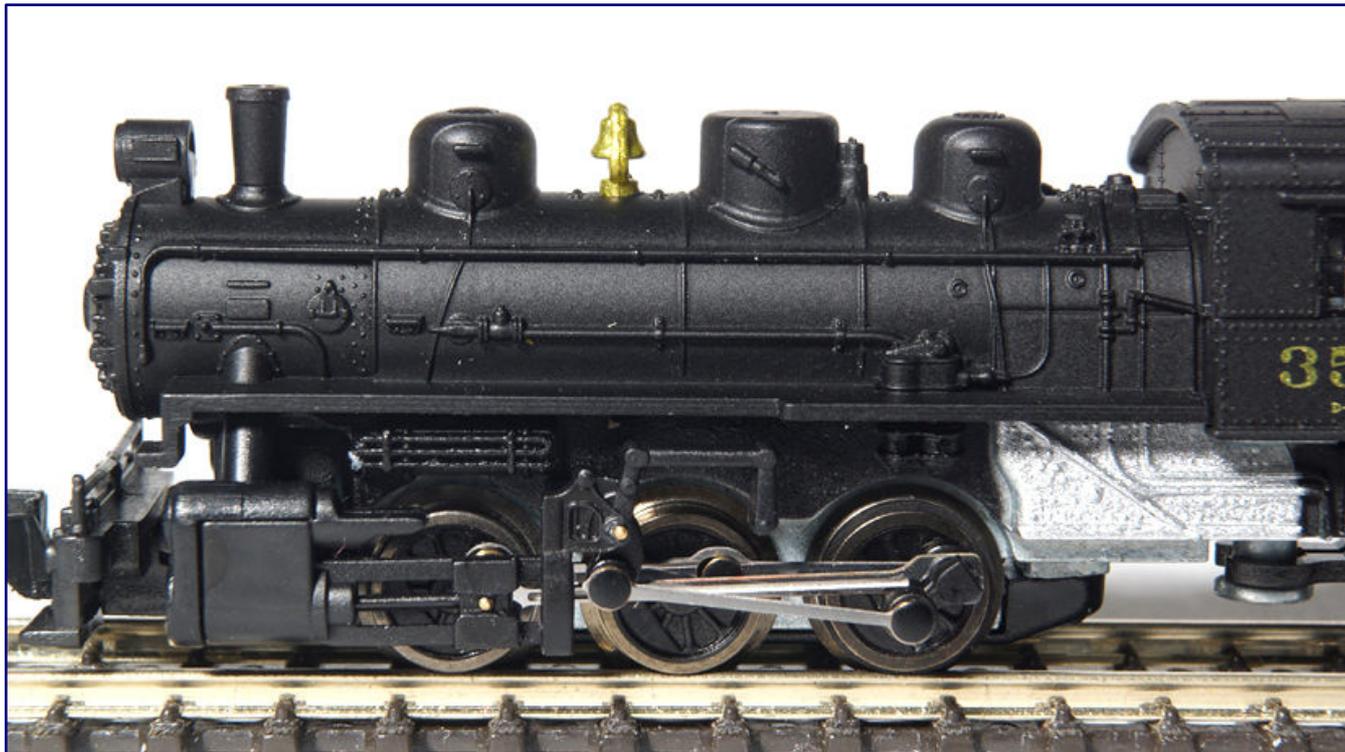
The road numbers (386 on T040-1 / 353 on T040-2) and railway administration are printed in gold. It remains unclear whether the first dome and the front locomotive lantern of the B&O were also labelled with the operating number. On the lantern, we recognise the frame of a shield attachment, which may well have been intended for later variants.

The bell prescribed at the time has a gold-coloured exterior, in contrast to the prototype but also on its suspension – implemented in the model by applying paint. With regard to cost-intensive work processes, this is absolutely acceptable, but purists can of course do it themselves and apply an additional brushstroke.

The paintwork and printing are pleasant in appearance, i.e., they are not shiny, show a clear-cut outline, and all parts appear homogeneous in relation to each other. The running gear is also largely included in this, although the black crosshead with double sliding track should actually also appear iron-coloured.

Unfortunately, there are no replicas of the locomotive brakes on the model. Sand spreading pipes lead downwards from the sand domes, but they do not continue below the roundhouse and do not end in sand drop pipes either.

Compared to Märklin, the wheel centres are engraved very flat, instead of being open-worked right up to the metal body of the wheel. Here, we suspect Kato as a point of reference for suitable models, as their former debut models in N gauge were comparable.



The macro shot shows important details such as the pipes and fittings on the boiler, the steam bell on the top of the boiler or the flat engraved wheel spiders on the dome axles. Rokuhan went to great lengths to realise the control system in such a confined space.

As an idea, we would like to take a look at the Japanese supplier Tenshodo, who in the past had created very appealing steam locomotive models based on JNR models, which also show a very fine, yet robust linkage.



Right at the start of the first test drive, the pin of the counter crank on the drive axle fell out. The washer (bottom of photo) was inserted between the drive rod and coupling rod. Reassembling the control unit, which quickly disassembles completely, becomes a game of patience, especially since the retaining bolts marked with arrows have to be reinserted from the inside! There is an urgent need for a durable and operationally stable solution from the factory!

The almost completely movable linkage seems to us to be a weak point in the design. After consulting with the manufacturer, we initially suspected that parts of the control system would gain play due to vibrations during transport by sea, air, and road, which would lead to annoying pins and bolts falling out shortly after commissioning.

At the time of going to press, we were aware of four models with the same type of damage, which led us to contact the manufacturer. One of these was our test model (T040-1), in which the pin of the counter crank fell off after just 1 cm of travel on the straight. Unfortunately, this was not the only incident, which probably invalidates our initial suspicions.



The second locomotive in our test bears the road number 353 (T040-2) and is shown here from its stoker side. Its linkage parts were checked and secured in good time before another failure could have occurred.

When trying to reassemble and fix the parts, which include rods and a plastic washer, two more brass bolts fell out, resulting in an almost completely disassembled linkage. The smallest bolt measures just over 1 mm and has an extremely high risk of loss in such an incident on the system!

Rokuhan specifies 195 mm as the minimum radius for his model (radius R2 according to the Märklin system). In our opinion, this should be followed consistently, because when squeezing through a tighter curve, the rods come under great tension. This is likely to lead to the levering out of retaining pins in any case!

Reassembling is perhaps possible for an experienced zettie with very steady hands, but is not a pleasure and requires a lot of patience. Working without a reflected light microscope is almost hopeless. Finally, the project is made more difficult by the smallest pin that we have already mentioned.

It must be fixed from the outside with a tiny drop of superglue, which is only visible under a microscope, in order to achieve a better hold. However, such a small amount of adhesive can only be dispensed and placed with the required precision using a 0.3 mm brass wire. This tiny amount of cyanoacrylate is not even visible on the wire itself!

The tiny bolt is inserted from the inside in the area of the crosshead and is not easily accessible. The effort required is equivalent to dismantling and then reassembling the steam locomotive. As our photo on page 17 above shows, the steam cylinders do not consist of a single part; this is where the disassembly begins in order to reach the inside of the control unit.

We therefore urge caution and recommend that you check the steam locomotive's linkage carefully with a magnifying glass before putting it into operation and, if necessary, tighten any loose parts before they start to move. The spigot inserted from the inside should ideally be additionally fixed before the first movement.

However, this should be done with expertise and the tools described as well as sensitivity in order to really only achieve securing against falling out and not inadvertently fix large parts of the control system permanently and thus unintentionally turn the locomotive into a stationary model!



Locomotive 353 seen from the rear: The water tank cover, the laterally offset lantern, which is not illuminated in the model, and the two small, also non-functional tail lanterns, which are modelled attached to the rear of the water tank, are clearly visible.

Detailing and drive

We would describe the way in which Rokuhan has approached its debut model for the US market with the attribute 'robust' in terms of detail design. The focus was not primarily on barely perceptible subtleties, but on a steam locomotive whose body can be touched without hesitation.

We would like to explicitly include the rough trade fair environment, as this is the only place where the model will attract the attention of a wider circle of onlookers who may not yet be familiar with it. We consider this to be a suitable way of appealing to additional groups of buyers, but important restrictions will follow.

Accordingly, the manufacturer dispenses with free-standing and touch-sensitive lines on the boiler and restricts itself to engraving them. Nevertheless, they are by no means crude! The holder of the



We see a pleasant degree of gloss and impeccable printing, especially when looking forward from the tender with its fine rivet reproductions. The tender bogies could have been somewhat finer, as they do not show any perforations.

the aforementioned steam bell on the top of the boiler could perhaps have been a little finer and would then have come much closer to the visual impression of the original.

Other subtleties such as the holding level above the buffer beam or a cooling coil in the running gear area on the left-hand side of the locomotive show very impressively how the balancing act between sufficient insensitivity and a fine appearance can be managed well.

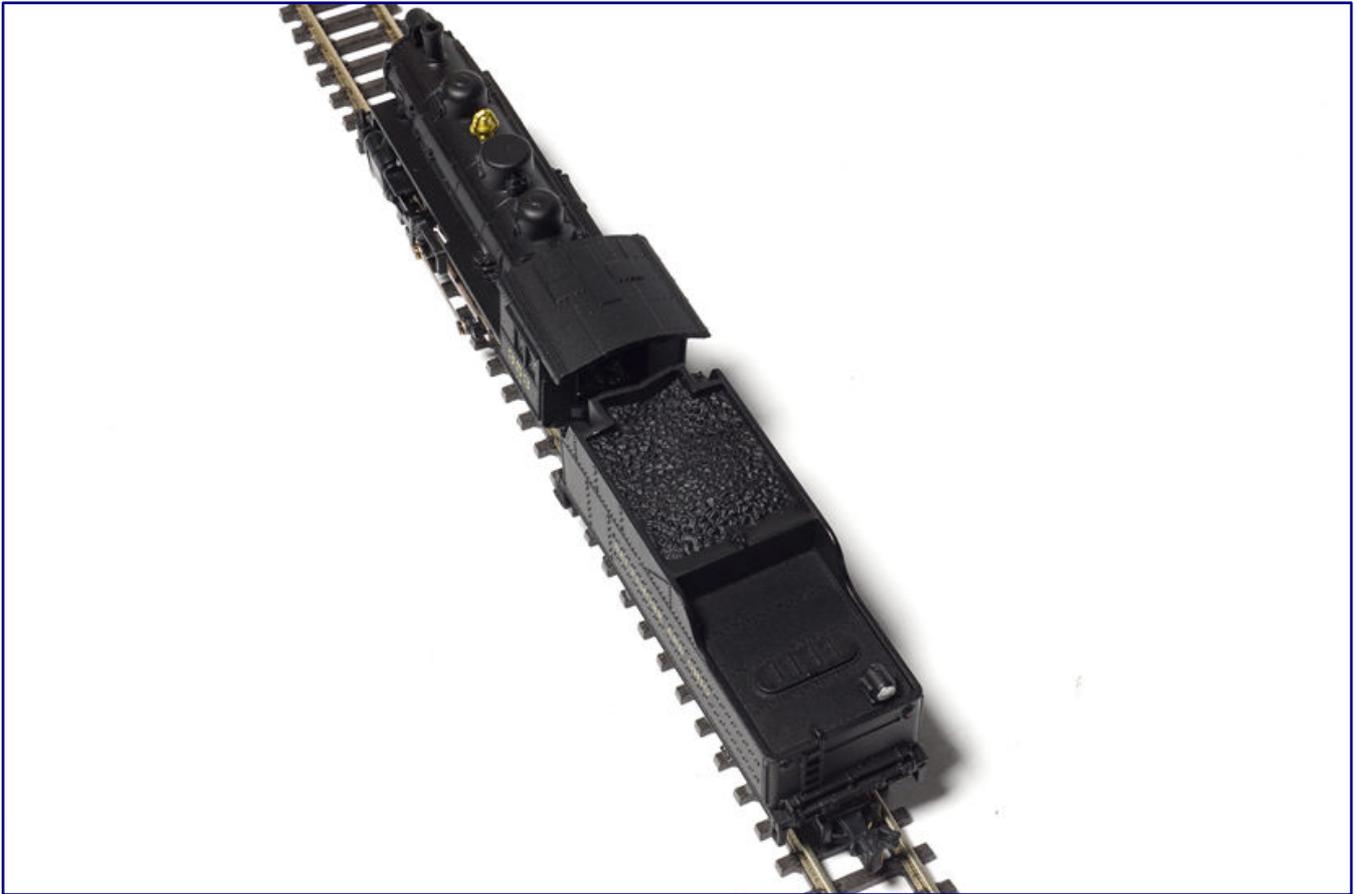
Dimensions and data for the tender steam locomotive USRA 0-6-0 "Light Switcher":				
	Prototype	1:220	Model	Variance
Length	19.150 mm	87,0 mm	90,0 mm	+ 3,4 %
Height over SO (rail head)	4.280 mm	19,5 mm	19,3 mm	- 1,1 %
Width	3.050 mm	13,9 mm	12,? mm	+ ? ,? %
Total wheelbase	14.900 mm	67,7 mm	70,2 mm	+ 3,0 %
Wheelbase Locomotive	3.350 mm	15,2 mm	14,9 mm	- 2,0 %
Driving Wheel-Ø	1.295 mm	5,9 mm	5,6 mm	- 5,1 %
Total weight	140 t	---	28,9 g	
Axle format (UIC)	C h2			
Power	unknown			
Permitted top speed	unknown			
Years built	1918/19			
Number produced	255 units			
Hersteller	ALCO			

We also really like the driver's cab with its window inserts, which have been given a coloured frame embossing and therefore look very realistic. The replicas of the smallest rivets also make an important contribution here, as they cannot be overlooked and significantly contribute to the impression.

The same also applies to the tender, whose imitation coal shows a grain that looks to scale. We have also seen real boulders elsewhere, which is why we don't want to simply dismiss this without

mentioning it. We also find it commendable that the tender is not shown filled to the brim!

The only minor, external weak point is the tender wheels, which are small in scale but lack a profile on the wheel discs on closer inspection. However, as we are indeed dealing with small wheel diameters here, it remains within the bounds of acceptability.



The tender is well filled, but not with a high pile, as we would see directly after coaling.

The converted prototype dimensions were adhered to well overall, and there are no significant deviations. Only the distance between the locomotive and tender is too large and, as always with steam locomotive models, causes the most significant deviation. The long coupling rod to the locomotive, which reaches under the standing boiler, is also somewhat conspicuous.

The drive system was solved intelligently and with familiar Rokuhan strengths: the bell-type armature motor was hidden in the boiler and is not immediately noticeable when we can look into the driver's cab at the back.

It invisibly drives the three coupled axles, on which the two wheels of the third axle (driving axle) have traction tyres. After all, the locomotive is not particularly heavy, weighing just under 29 grams!

The current is drawn exclusively via the tender wheels, but these are fully integrated. This means that four wheels per pole are available for pick-



Even when cornering, you will not be able to see any strand guides that are obtrusive.

up. And this proves to be extremely reliable, as its weight ensures sufficient contact. And Rokuhan also knows better than any other manufacturer how to safely pick up the current via centre bearings without mechanically inhibiting the run.

This also shows that there is an electrical connection between the locomotive and tender. This is visible on two black wires that lead into the locomotive to the right and left of the coupling. Care should therefore be taken when removing the locomotive from the box, as well as when placing it on the track and the reverse process when repacking it. The manufacturer also points this out with a warning in the deep-drawn insert.

The (direction-dependent) illumination of the lantern on the smoke chamber initially caused some confusion: Why hasn't Rokuhan said goodbye to amber LEDs yet? In the meantime, this is probably the only mass-production manufacturer that has not yet made the switch.



The view from the front is impressive. The moulded lines on the long boiler are clearly visible from this perspective. The milky, cloudy-looking diffuser in the locomotive lantern means that it does not shine like a headlight and could prove obtrusive on the model.

However, we would like to mention that the colour tone does not appear pure yellow and, in conjunction with the diffusion insert of the lantern, comes very close to the impression of the historical light source. It is also praiseworthy that the light emission is immediately perceptible even on the Märklin transformer when the locomotive starts to move.

The complete photo also includes the note that the tender remains unlit. Claw couplers are fitted at the front and rear, which prove to be compatible with Micro-Trains, WDW Full Throttle, and AZL. This is an important feature for the North American market and also for US railway enthusiasts outside. Other couplers are available separately as accessories, on request.

The locomotive's measured values

Our test programme also includes taking important measurements. In view of the low dead weight, the tractive force does not show any absolute record values, but for a steam locomotive model, thanks to the traction tyres (two on the driving axle), it still shows considerable values that seem appropriate for the prototype.

It pulled 5.0 grams over the pulley on level ground and 4.0 grams on a 3% incline. However, this only becomes meaningful when compared with the values recorded for other models of similar mass.



Looking from below, we discover two gear wheels that are not covered and can therefore collect dust fluff over time. There is no sign of current being drawn from the coupling wheels.

We are satisfied and consider it suitable for shunting operations on the layout or for pulling shorter goods trains on the branch lines. The power consumption is also fully within the expected range, as Rokuhan has remained true to the chosen bell-type armature motor here too.

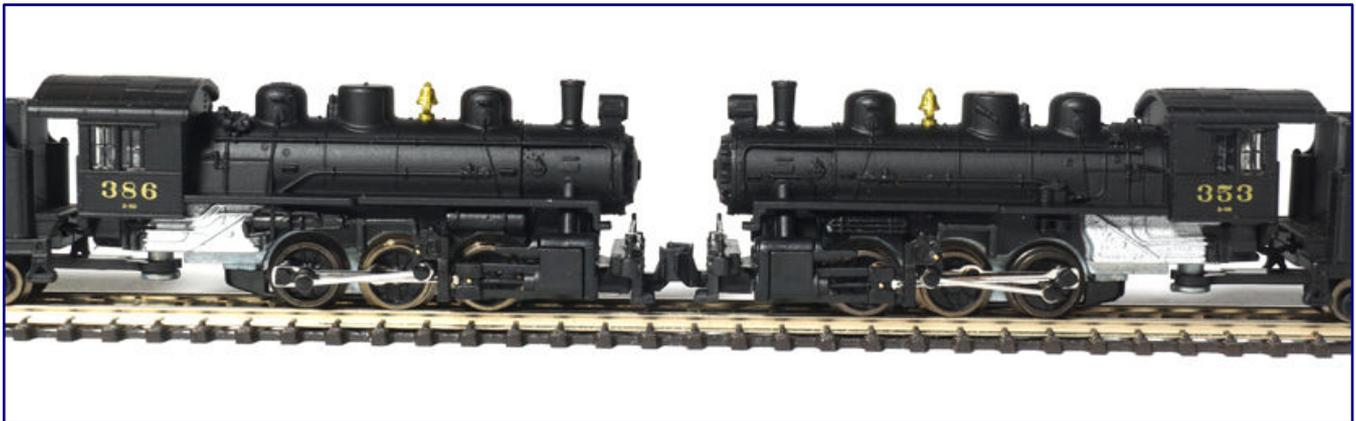
We measured 46 mA at transformer position 100, then 64 mA at 150 and finally 80 mA under full load. However, it is important that the wheels can spin despite the traction tyres and do not cause the drive to overheat.

There are also no surprises with the voltage levels recorded, but this is not to be understood as “free of criticism.” The speed travelled is within the range of other Rokuhan models, but far from the prototype.

The miniature starts at 0.3 volts with the equivalent of 1.7 km/h and at 0.35 volts and 6.7 km/h it can also safely cross turnout tracks. In the absence of relevant prototype data, we assume a maximum speed of 60 km/h, which is reached at around 1.0 to 1.5 volts. And this prototype value is a generous estimate, based on comparisons with other designs with similar wheel diameters.

Unfortunately, it was no longer possible to determine a converted speed for the nominal voltage of 10 volts during the test. The maximum value measured was 174 km/h, the nominal voltage had not yet been reached. Before completing this test step, the linkage fell apart once more on both sides.

We repeated and confirmed the measurements with the second test model, but now deliberately omitted the determination of the maximum speed at nominal voltage, because we have to doubt the operational suitability of this new product considerably.



Only a look under the tender (photo above) reveals how the motor is powered: The axles are insulated in the centre, which is why power can be drawn from both wheels via the tip bearings. Rokuhan understands this better than any other manufacturer. Finally, we show the driver's and stoker's sides of the two test models in a single shot for comparison (photo below).

It should be noted that Märklin has remained much closer to the originals with the gearbox tuning of more recent models, thus opening up a much wider control range for the model railway enthusiast. Here, on the other hand, the control knob can only be turned very carefully if we do not want to enter high-speed traffic, which we feel the model is not capable of withstanding.

All in all, the USRA 0-6-0 has become a beautiful model, but unfortunately it has serious weak points and does not allow us to certify its suitability for use on a layout. Rokuhan should urgently look into this and find the reasons why some, but unfortunately quite a few, models are prone to major damage when used as intended.

This risk otherwise takes away any joy and potentially also damages the manufacturer's reputation, probably wrongly, because our contacts are very open-minded, concerned and willing to find a solution. After all, there are no specialised dealers who could remedy the situation on their own account.

Steam locomotives with their many details and elaborate running gear are part of the fine art of model railways. That is why they are precisely the models on which potential improvements are always the most obvious. There is still plenty of room for improvement here.



As the shunting service in Z gauge always remains a tricky task for the model railway enthusiast, this final photo should provide additional encouragement: The USRA standard steam locomotive should also have been seen in track use to serve branch lines and connections, as we have recreated here.

The model is one for use in front of goods wagons, which should be selected in line with the period, but not limited to individual types. They should only be sufficiently short: In the USA, freight wagons have always been fitted with bogies, but even there the wagons have become noticeably longer over the years.

The steam locomotives are most comparable to the German class 80 and 81, which were designed for similar purposes, but were not suitable for mainline use due to the smaller wheel diameter (1,100 mm). For a long time, Prussian representatives of the class G 10 took over the tasks of use on branch lines, which were then operated by the Reichsbahn as the class 57.

Manufacturer of the basic model:
<https://www.rokuhan.com>

Ihre Film- und Fotosammlung braucht einen sicheren Hort!

Unsere Aufgaben:

Film-/Fotosammlungen:

- **bewahren**
- **auswerten**
- **veröffentlichen**

Eisenbahnprojekte:

- **fördern**
- **initiiieren**

Unsere Garantien:

- + **personenunabhängig**
- + **sicher**
- + **gemeinnützig**
- + **steuerlich privilegiert**

*Sie möchten
eine Sammlung der
Nachwelt erhalten?*

0151/573 96 21 1
Rufen Sie uns einfach an!

*Sie möchten unsere
Arbeit unterstützen?*

Bilderkonto:
Stadtparkasse Solingen
DE73 3425 0000 0001 3362 47

EISENBAHNSTIFTUNG

JOACHIM SCHMIDT



www.eisenbahnstiftung.de

Branch line model musings

Grund Halt on the 'Balkan Line'

At least since 1931, the railway line from Remscheid-Lennep to Opladen through Germany's Bergisches Land mountain range was popularly known as the 'Balkan Line'. Running through idyllic agricultural landscapes, it was not a great commercial success. However, its rolling stock and unusual halts make for interesting model railway stories.

In **Trainini**® 4/2024, we already discussed the Pattscheid rural railway station on the former line 411. This line from Remscheid-Lennep to Opladen was better known by its nickname "Balkanbahn" (Balkan Line) given due to its relatively remote location. We would also like to refer you to our book recommendation in the last issue.

The former Pattscheid station makes for an extremely interesting prototype and a great potential railway modelling project because of its station building being partially located a height completely different from that of the tracks. This is not only unusual, but also a potential eye-catcher for a model railway layout with plenty of special features that should appeal to any observer.



Railcar 515 565-0 as train Nt 6112 near Pattscheid on its way towards Opladen on 10 April 1989. The heyday of the "Balkan Express" had long passed at that time, but the idyllic landscape of the route in the Bergisches Land region remains the same. Photo: Joachim Bügel, Eisenbahnstiftung

But this historic railway line, which is now a bicycle path, comes with additional interesting features. That's why we want to take another look at it today and establish a prototypical link between rolling stock models and landscape modelling.

The original railway line has a very varied and almost disturbing history. Many years passed before the final trajectory was determined, concessions granted, and the line built. The first section went into operation in 1876. Operations on the last section were finally discontinued in 1945 – the last “Balkan Express” had long since entered the history books.

As elsewhere in the Bergisches Land region and probably anyplace else in Germany, people and businesses were concerned about getting connected to the wider world to improve their economic chances. Due to an increased demand for railway transportation, double-track extensions were built early on, al-though this did not change the line’s branch line classification.



It is 2 April 1990 on the Opladen - Burscheid line and cherry blossoms, telegraph poles, and railcar 515 633-6 make for one of those much-loved moments of branch line nostalgia. Photo: Peter Schiffer, Eisenbahnstiftung.

This only happened in the days of the Bundesbahn (German Federal Railway) and already belongs to the last chapter of its history. It seems strange that the (formal) upgrading to a main line was accompanied by a rebuild to single-track configuration.

This illustrates perhaps that this line was unable to meet expectations into its long-term viability, which is why rumours of closures and dismantling emerged early on. The good thing for model railroaders is that it therefore always retained the character of a dreamy branch line.

The headache of the railroad administration thus always remained an idyll for railway romantics. The journey on the “Balkan Line” through the beautiful hilly landscape of the Bergisches Land was certainly a nice experience for day-trippers. And somewhere in the middle of nowhere, without a soul living nearby, it was easy to get off and set off on a hike.

The nearby Opladen railway maintenance depot liked to use the line for test and certification runs of overhauled engines. Starting from Opladen, the first section of track to Pattscheid was usually sufficient for this. The red class V 36s, which belonged to the Deutsche Bundespost (German Federal Post) and were serviced by DB, were also repeatedly encountered here. However, they were not the only exotic animals running on the “Balkan Line”.



The Balkan Line was often used by the nearby Opladen railway maintenance depot for testing repaired rolling stock. According to the recollections of contemporary witnesses, this is also how this red class V 36 came onto the line.

Such a line was certainly predestined for the ‘saviour of the branch line,’ the class VT 98⁹ Uerdingen rail bus. Märklin released a first Z scale version of this rail bus more than fifty years ago and re-issued an extensively updated version a few years ago.

For many years, the Balkan Line was also a main line for the class 515 (and former ETA 150) railcar. Due to the line’s rather low passenger volume, the battery-powered railcar usually travelled alone and only rarely needed a driving trailer (class 815 / ESA 150).

The last years of operation were characterised by the class 212 and ‘Silberling’ coaches, as a push-pull train mostly with a “Hasenkasten” type cab car, later from time to time also with ‘Karlsruhe’ type cab cars. It doesn’t take much imagination to see that Märklin’s product range allows for multiple options to bring this line back to life at a scale of 1:220.

Not to be missed: Grund halt

But what would this line have been without the most inconspicuous of all its stops? Between Pattscheid and Bergisch Neukirchen at kilometre marker 37.4 was the tiny Grund halt, which has already challenged the **Trainini®** editorial team twice as a modelling object.

continued on page 31



Photo above:
The “Hp Grund” diorama created by Dirk Kuhlmann in 2016 is now on exhibition at the Tokyo showroom of model train manufacturer Rokuhan and was a gift from the editorial team on the occasion of the manufacturer's visit in the same year.

Photo below:
The diorama depicted a very prototypical scene regarding the gravel platform and the dirt path. The Uerdingen rail bus was also a regular sight on the line for many years.

If the train simply passed by here, railway passengers unfamiliar with the area would not even notice the stop. Strangely enough, it was the most recent facility on this line, as it was only set up by the Bundesbahn on 23 May 1954 as a stop for rail buses.

It was primarily intended to serve the inhabitants of the villages of Grund, Atzlenbach and Hüscheid. To reach them, travellers had to take a small dirt track after getting off the train, which led from the halt about 300 to 400 metres over the mountain until the first settlement became visible. Over the years, the path degenerated more and more into a beaten track.



Without a shelter, it would have been easy to overlook some of the stops (here, near Burscheid) on the “Balkan Line”. This class 211 with a push-pull train consisting of three Silberling coaches looks rather oversized in view of the typical low passenger volume.

The Grund halt itself was not spared from decay either. It only consisted of a gravel platform, a waiting shelter, and a station sign, and was well hidden in the greenery between trees and bushes.

The shelter survived until around 1984, the rest was increasingly reclaimed by nature. The sign disappeared behind branches and leaves, and eventually the platform was barely recognisable as such. Even the track was overgrown at some point.

Continued on page 33



Today, only information boards and a weather shelter on the cycle path remind us of the former railway stop (above). But even when still in service (bottom), a sign was the only hint at the Grund halt.

Nevertheless, this seemingly forgotten stop survived all the years in which passenger trains still travelled on the 'Balkan Line'. This may also have been because it was particularly popular with day trippers.

After all, the stop offered easy access for a hike through the idyllic rural landscape of the Ölbach valley. Not far from Atzlenbach was the Grunder Mühle mill, dating back to 1799, which had been home to a grain distillery since 1896. So, brandy and liqueurs may also have attracted one or the other visitor.



Providing a bit more comfort to our miniature passengers: The new 2023 diorama was given a paved platform with a lantern and a disused freight car as a weather shelter. This even protects against a stiff breeze when the sliding door is closed. The typical character of the prototype line has nevertheless been retained.

For a branch line, as we model railway enthusiasts like to depict them, such a rural stop is certainly an attractive motif. No-one would expect it to be in the middle of the countryside, but the track that viewers will soon discover will quickly lead their eyes to the most inconspicuous part of the layout.

A model of Grund halt does not have to be a strictly exact reproduction of the original. What counts is to capture its typical features and the character, which must also fit in with your own landscape.

Back in 2016, Dirk Kuhlmann built a small diorama that very aptly depicted this curious spot on the line: the short platform was not much more than a levelled area of ballast next to the track as if almost by accident. Surrounded by trees and bushes, the sign, which had not yet been taken over by nature, was easily recognisable.

The already described dirt path leading away from the platform between the greenery was also soon recognisable. A narrow tarmac road was added by force of artistic licence. Located in the foreground on the opposite side of the rail bus platform, it could not be overlooked.

Nor should it, because it provokes the question of why it does not open up the inconspicuous stop for local transport? How are passengers supposed to get there? This pondering then leads to discovering the dirt track that nature has long since reclaimed.

This diorama, which is described and also shown in photos, is now in Rokuhan's showroom in Japan and can be viewed by customers. It was a gift from the editorial team to the Japanese model railway manufacturer during our visit in the year of its creation.



The Bundesbahn's class V 36² was probably no stranger to the "Balkan Line" either, as it was based in nearby Wuppertal and given that its performance parameters were well suited to this dreamy branch line.

Seven years later, the time had come to continue this story. Märklin had announced the ETA 150 as a new Z scale model, and it seemed a perfect match with a recreation of the almost legendary 'Balkan Express' in the Bergisches Land.

If run with a driving trailer, as Märklin intended with the announcement of the model, the designs of the stop's platform also needed adaption, but without compromising on the unique character of this halt. So, we jumped back in time a few years and chose the heyday of this disembarkation point.

According to our script, the Bundesbahn has been able bring itself to investing in an adequate access to the halt. In 1954, individual motorisation has long since increased to such an extent that DB cannot close its eyes to the fact that its customers will always be prepared to trudge to the train via muddy tracks.

Of course, a narrow access road is sufficient here and there is no need for a station forecourt, especially as no buses are expected that would have to turn round to return. However, the state railway is stingier when it comes to providing a weather shelter for its passengers.

They will have to do with the body of a disused freight car, which has probably been involved in an accident and whose exterior has been refurbished. If the rain comes from the front with a lot of wind, the people seeking shelter can at least close the sliding door far enough to prevent water from entering. But nobody has thought of electric light inside.

That's how things might have been with the thrifty public railway and its big financial deficit. Nowadays, even such a primitive shelter would probably have fallen victim to the sharp pencils of the bean counters unless government or a transport association had not picked up the tab for a weather shelter.



The new diorama from 2023 relocates the railway halt to the banks of a river and thus creates a calming and idyllic atmosphere, as we like to see on model railroads with branch line themes.

Well then, an authentic model of a countryside railway halt has been created again and so no one would probably think of suspecting a large human settlement in the immediate vicinity. To make this all too clear on the front of the diorama, Dirk Kuhlmann has placed a river very close to the track. The banks are flat and sandy, but no bridge leads travellers from here to the railway.

And so, our little journey through the Bergisches Land ends here, but hopefully not without having learned a general model making lesson: Many and often the most beautiful scenes that deserve to be transposed into (or at least referenced in) a model might be found right in front of our own doorstep.

And it's not always necessary to slavishly replicate a prototypical scene. Artistic license to mix impressions or reassemble them in a new way is perfectly legitimate. Sometimes this can be spiced up with a bit of local railroad history to create something completely new by telling stories or preserving a piece of local history for posterity and making it tangible for younger generations.

Fantasy and real settings do not have to be mutually exclusive. On a model railroad, they can form a symbiosis that makes many things appear more colorful and fascinating. Just give it a try...

Layouts by Dirk Kuhlmann:
<https://www.helenensiel.com>

Märklin track planning 2D/3D Version 11.0 With Head and Hand to the Track Plan

The days when layouts were planned on paper using the track planning game or with the help of templates, a ruler and a set square are long gone. Märklin's modern successor is called "Track Planning 2D/3D", and is now available in version 11.0, presented with the spring 2024 innovations.

Pen and ink and the legendary Märklin track planning game have had their day when planning a new model railway layout today. The medium of paper at least still has its appeal today and particularly coloured drawings and illustrations convey a more vivid impression than computer-generated animations.

However, no manual drawing will be able to compete with the precision of electronically stored track sections aligned to the screen grid.

And printers can also output plans on paper, because no programme is likely to block such a command.

So, welcome to the digital world! Incidentally, the Latin word 'digitus' means finger and certainly refers to the work of our hands for a reason.

Because without them, nothing works on the photo screen either. So, the only thing that has changed is the work equipment, and this is the subject of this article.

Märklin has long had its own programme called Track Planning 2D/3D, which was announced in spring 2024 in version 11.0 and is now available.

It is offered for purchase primarily via specialist dealers on a USB storage medium (item no. 60524) as well as in a version for downloading (60525), which is only available for self-distribution, however.

At this point we would like to give a brief overview of the programme and its features, but not describe in detail how to use it to create your own track plan from the initial idea to the finished result.



At this point we would like to give a brief overview of the programme and its features, but not describe in detail how to use it to create your own track plan from the initial idea to the finished result.

System requirements

- from Windows 98/ME/2000/XP/Vista, Windows 7, and Windows 10
- Pentium II with at least 500 MHz
- Free USB-A slot (for the USB purchased version)
- VGA graphics card
- 128 MB working memory (RAM)

The programme is only available in German!

We would like to start this overview with the information that Märklin itself provides about its product: Only Märklin, Trix, and LGB layouts can be created with the programme, which refers to the included track system libraries, which are, of course, also up-to-date.

The manufacturer itself advertises many useful planning tools that are required to quickly and easily create the desired layout, up to 15 x 15 metres in size, and in up to 99 levels. We should let these figures sink in, because it will not be possible to utilise this up to H0 size in residential buildings. At best, an open-air installation on a large plot of land could call these dimensions into question



The programme's performance is also demonstrated by the 3D animations that can be generated from the plans. However, separately available 3D models must be purchased to reproduce buildings, railway tracks, and road vehicles in this level of detail. These were offered directly by the manufacturer of Wintrack. Illustration: Modellplan

At this point it seems appropriate to point out that Märklin Track Planning 2D/3D is an OEM (Original Equipment Manufacturer) version of the much longer established Wintrack programme from Modellplan, also based in Göppingen.

Märklin once followed the technical developments in planning that we used to introduce this article, but continued to concentrate on its core model railway business. The extended workbench, which leads to a specialised company, is therefore used as an alternative. At the same time, the plan programme still benefits from the well-established brand name of the leading model railway manufacturer.

Commonalities and differences

However, this also results in a smaller scope of delivery than the original programme, which Modellplan itself offers under its own name: Third-party track systems are not included, while Rokuhan track systems can also be selected for the Z gauge under Wintrack; the Micro-Trains track system, which is currently not available anyway, is missing in both programmes.

The Märklin range is only available in German, while Modellplan also has an English and Italian edition in its range. Last but not least, Märklin's version 11.0 corresponds to Wintrack 16.0 in terms of its technical functionalities – the current version is now 17.0.



Those in the know will recognise the authorship of the entries made by Ingenieurbüro Schneider (IBS) at various points in the programme.

But how do we know that? Märklin does not state the origin of its program in the catalogue and it is not so easy to find it in the program itself. However, anyone who has familiarised themselves with the programme, used the help functions several times, and, thus, gained experience will eventually be able to add one and one together.

In the depths of the programme, the product name Wintrack appears from time to time and in the copyright section, both offers refer to 'IBS' (Ingenieur-Büro Schneider). Anyone who has already worked with Wintrack and is familiar with it, will also recognise the identical program structure and logic, which cannot only be explained by the same programmer.

And customers also tell us that they were referred to Modellplan after contacting the Märklin customer service department, and received the desired information from there. The same applies to the dispatch of the activation code for the data carrier-free version 60525, so here, quite recognisably,

two partners are working together for the benefit of both sides.

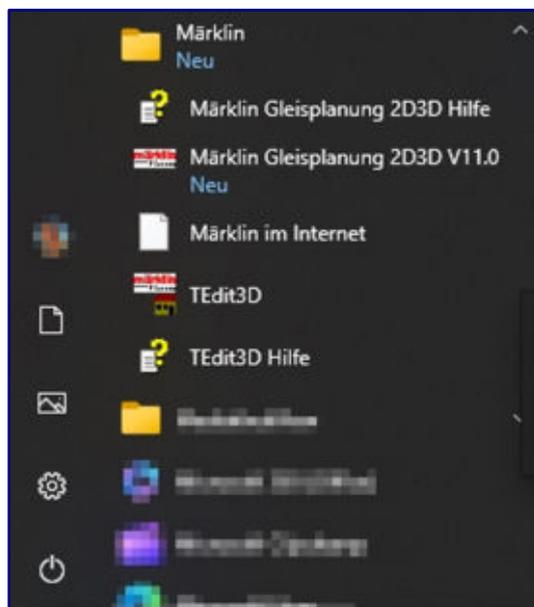
Therefore, older and current data carriers with track plans or 3D models from Wintrack can also be used here as a supplement. There is also an upgrade to Wintrack 17.0 available for purchase from Modellplan, which also applies to the Märklin counterpart presented here and extends its functionality.

The DVD version of Modellbahn always includes a printed manual with practice steps, whereas Märklin's version on the USB medium does not. The buyer can only use the tutorial with many instructions and explanations, which can be called up via the menu.

When using 2D/3D track planning, we realise that the programme logic is very similar to that of CAD design applications. However, mastering such services is not a requirement from the manufacturer's point of view – we can agree with this without any exceptions.

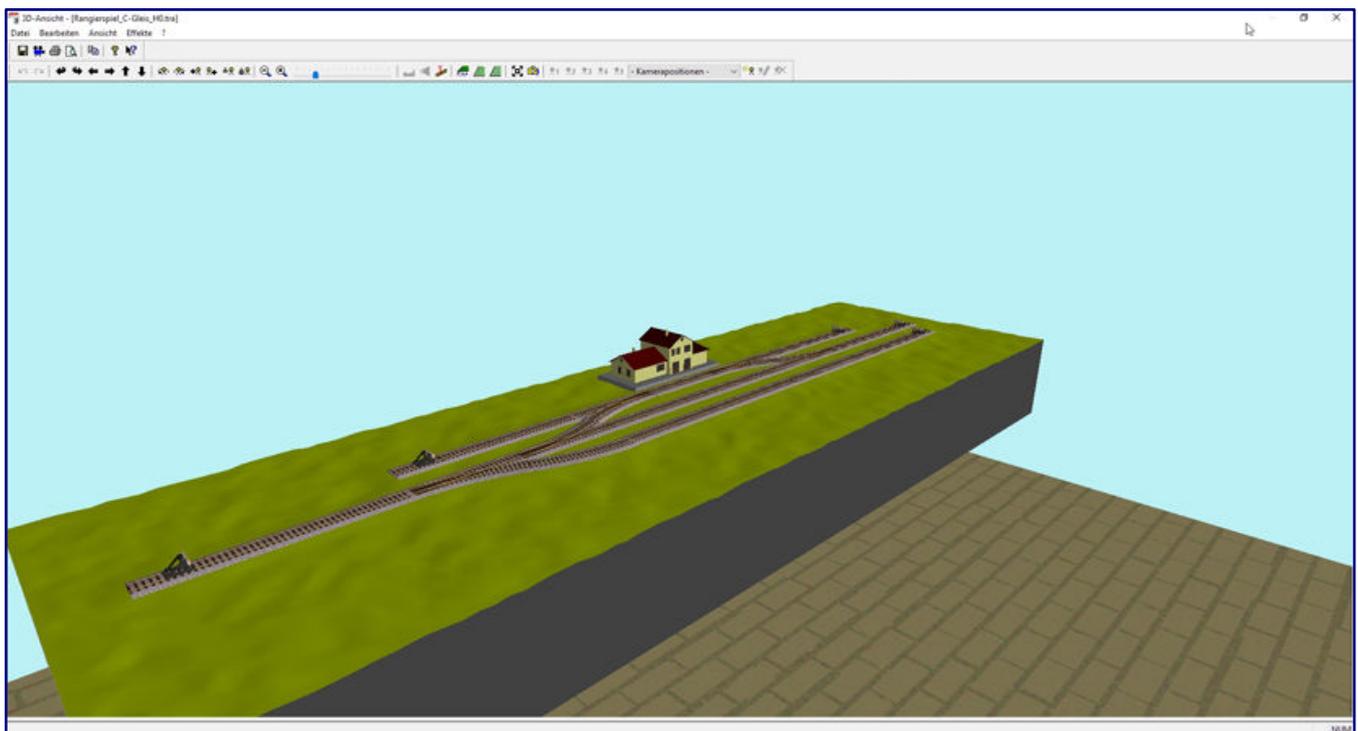
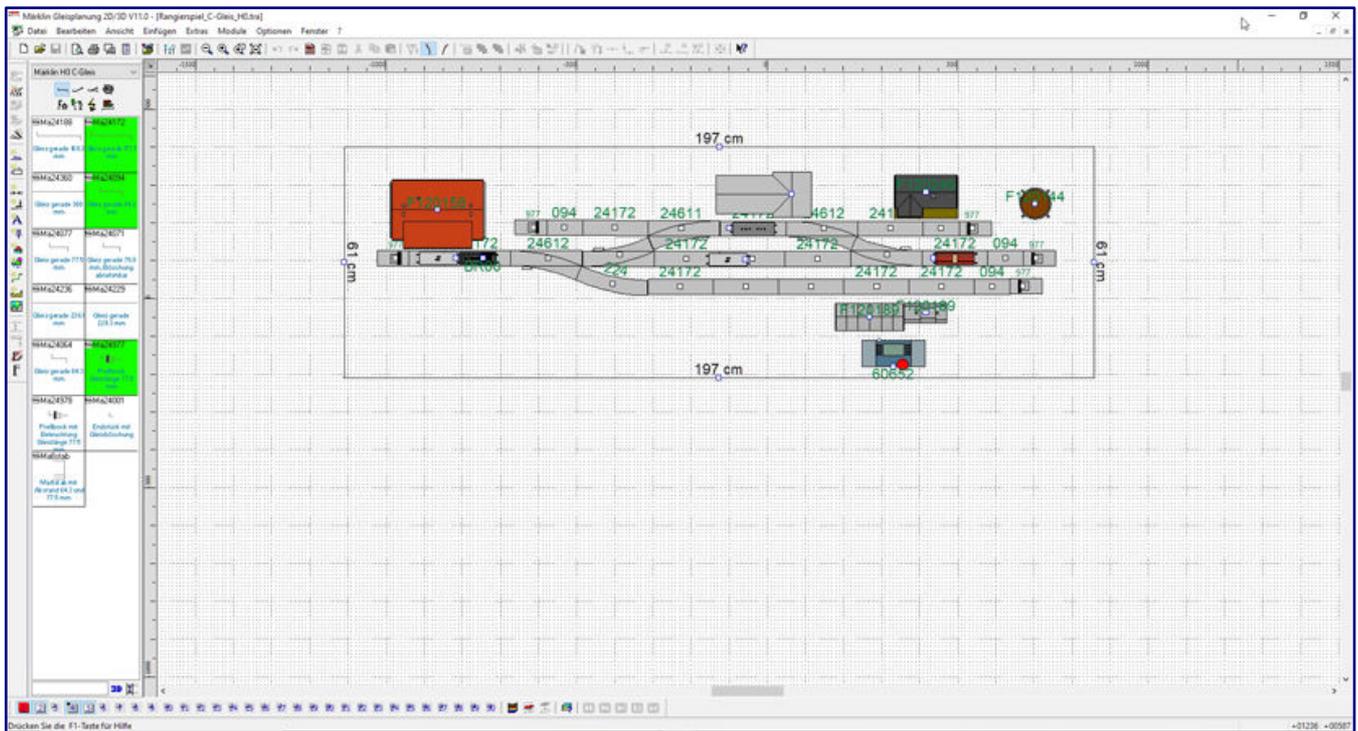
Although this may help you to find your way around all the functions and working methods more quickly, the manual, or the tutorial will soon lead you to useful results.

There is also the option of not building up your own plan from scratch, but to purchase one individually or via a data carrier, which already takes your own wishes into account quite well, in order to then modify it, as required. This usually saves a lot of time and doesn't cost a lot of money either.



Märklin Track Planning 2D/3D Version 11.0 creates these entries in the start menu during installation.

continued on page 40

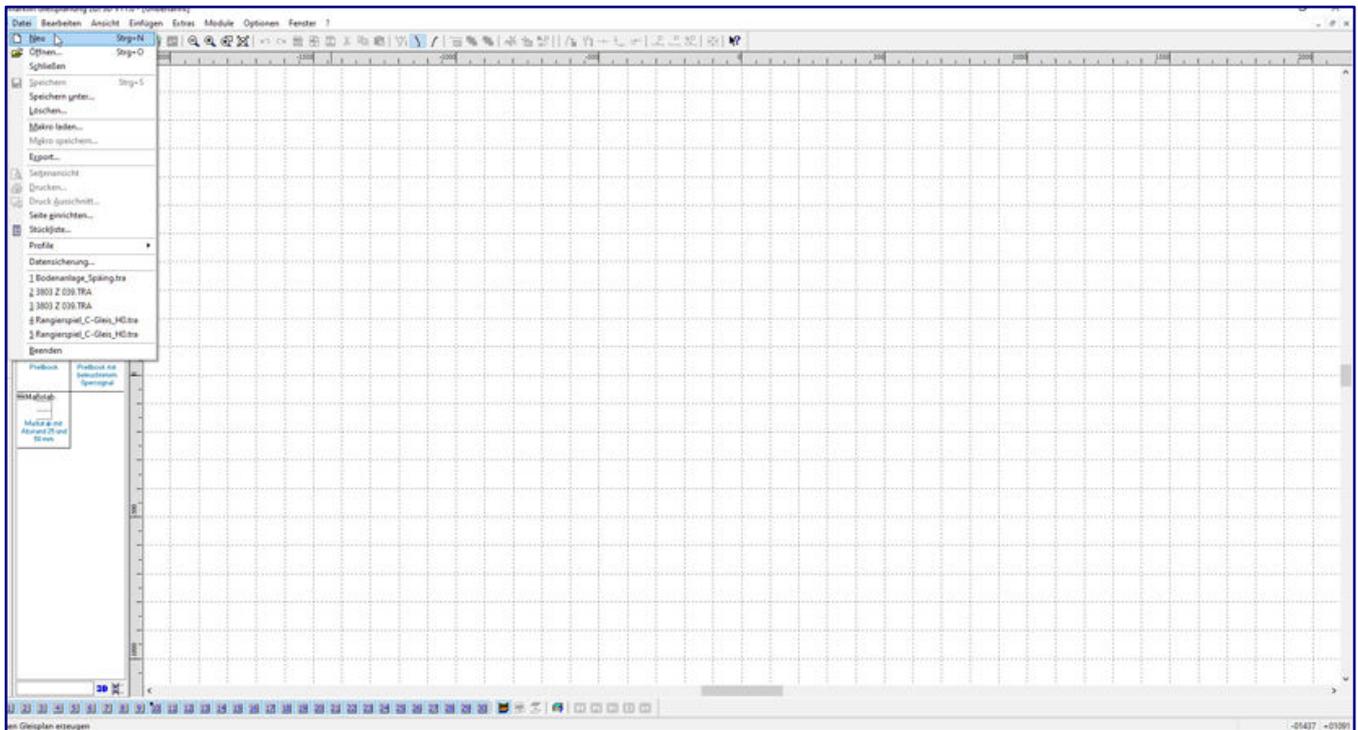


As an example, we show here our own H0-gauge track plan for the Märklin C-track, which fits on a base plate measuring 197 x 61 cm: A track diagram was developed here for the shunting game with children, as offered by Master Johannes from the Netherlands for many years.

In the 2D plan (photo above) we can see the various buildings that we have planned to design as well as the photo of a small digital control centre 'Mobile Station 1.'

In the basic version of the programme, however, only a very small part of this is transferred to the 3D simulation (photo below). All that remains are the tracks, which are always included as standard, and a single building – the selected reception building for the railway station.

We would like to briefly outline the most important points of the planning process. The first step is the installation from the data carrier, or from the directory in which the executable file was previously saved. The procedure should be familiar from the operating system used and is therefore not described in detail, here.



We create a new project for planning a system via the menu call 'File' □ 'New' and, thus, follow the familiar steps from other Windows programmes.

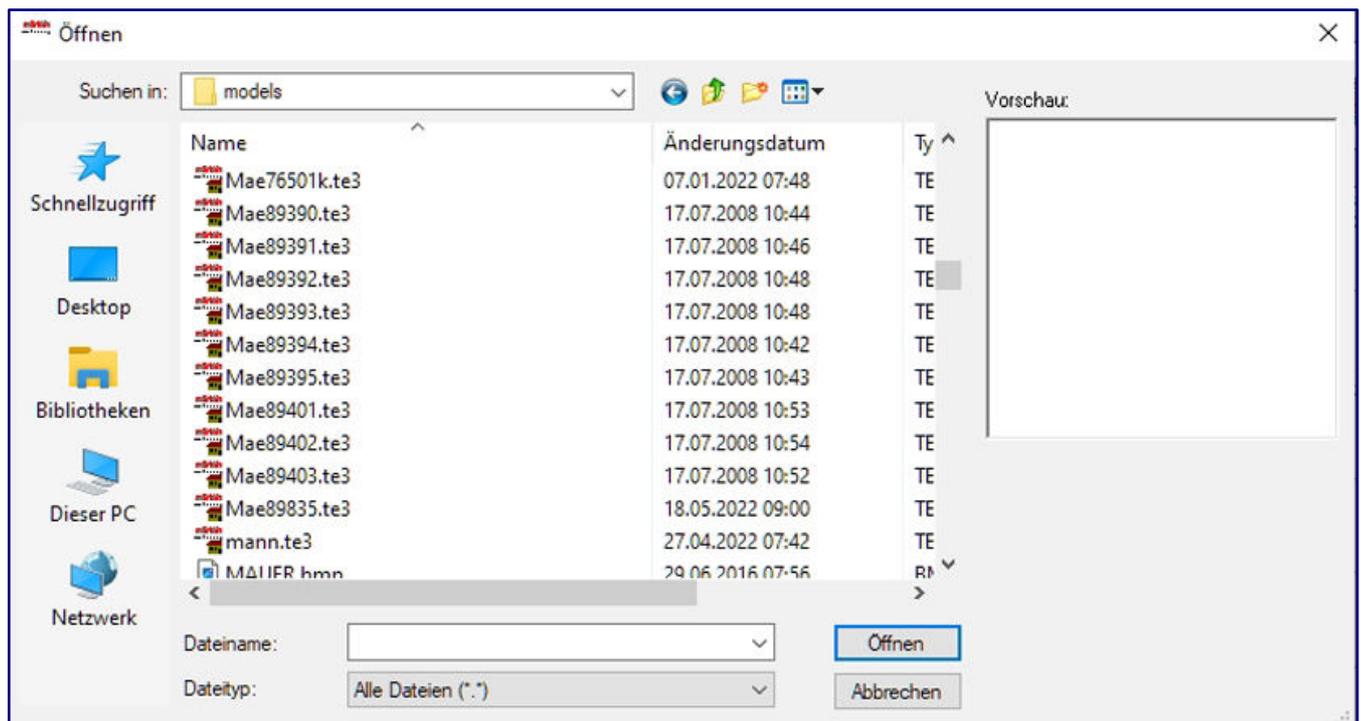
If we then start our work, the track sections and accessories used are quickly selected from tables that are selected and opened in the track selection window. As soon as a track section has been laid, the attached track sections automatically connect at their ends and can also be rotated. This is regularly the case if, for example, the curve of an attached curve does not immediately point in the correct direction.

Laying parallel tracks or flex tracks also poses no problems, as the programme pays close attention to the specified geometry of the track system and also calculates the required curves (and lengths) of the flex tracks used according to the user's specifications. Corresponding functions are available as commands.

Window structure and functions

As with any other programme, the screen interface has various areas in which the basic functions and commands are stored in a structured manner. The menu bar follows the familiar structure of Microsoft products and will not be explained in detail here. For a new track plan, for example, we select the 'New' function from the "File" tab.

The same command is also available for selection in the horizontal function bar, where only the respective symbols are displayed instead of text. The vertical function bar contains further input options. In which of the two the commands are listed depends on their function type. In general, it can be said that basic selections are arranged horizontally and those that work within a track plan project are organised vertically.



We can see which models are available as 3D representations in the 'models' folder. They have the file extension '.te3'. Purchased or exchanged 3D representations are also first read into this folder so that they can then be selected. A preview window on the right enables better orientation if the name does not seem descriptive enough.

To the right of the vertical bar we find the track selection window. Here, however, not only the various track elements are offered, which are also displayed sorted by groups to provide an overview.

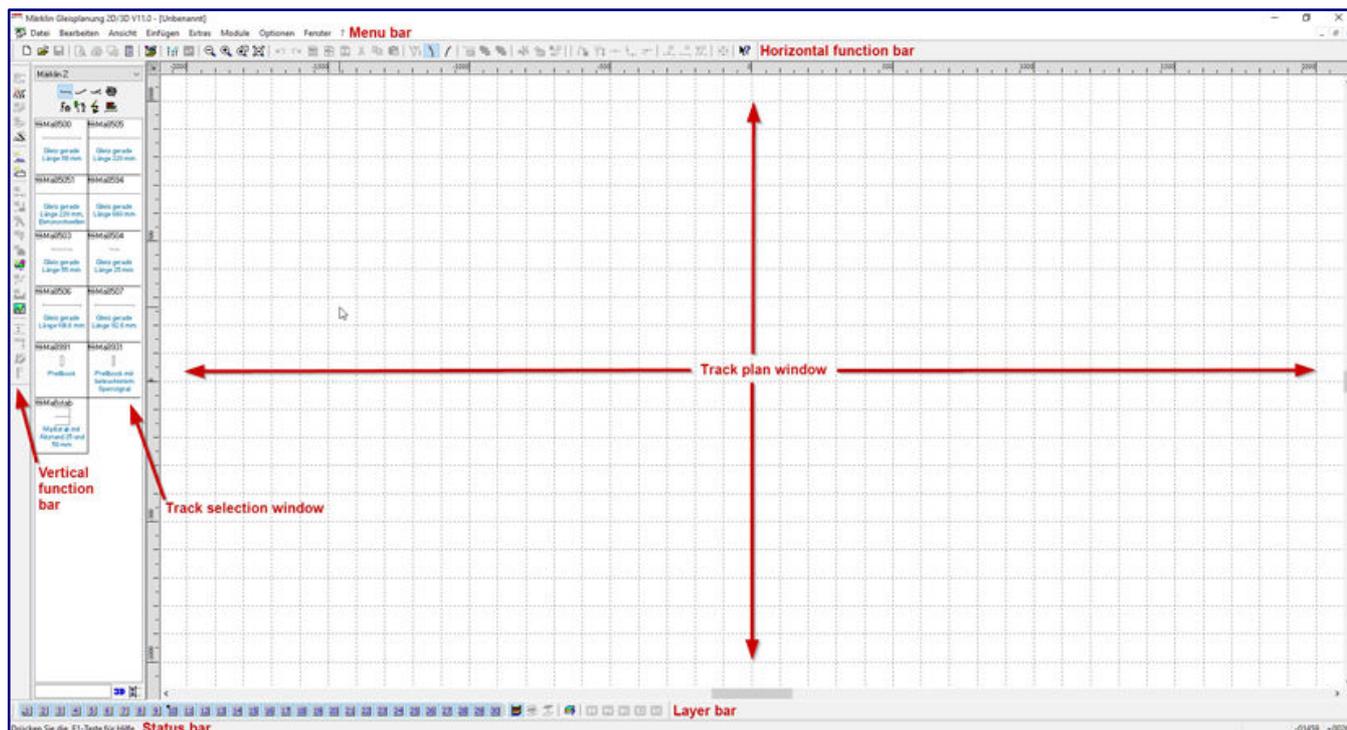
Special elements such as a turntable or transfer table as well as accessories (buildings, level crossing, signals and switches) are also included in this selection option. The editing area was also the subject of some innovations that have been rolled out with this version.

The level bar is also very important, because a model railway layout should not be planned on a single level like the classic 'board' of the past. Cable runs, routes, roads, watercourses, buildings and landscape structures should be sensibly distributed over different levels, incidentally, this was the first lesson we learnt from the excellent Modellplan customer service team.

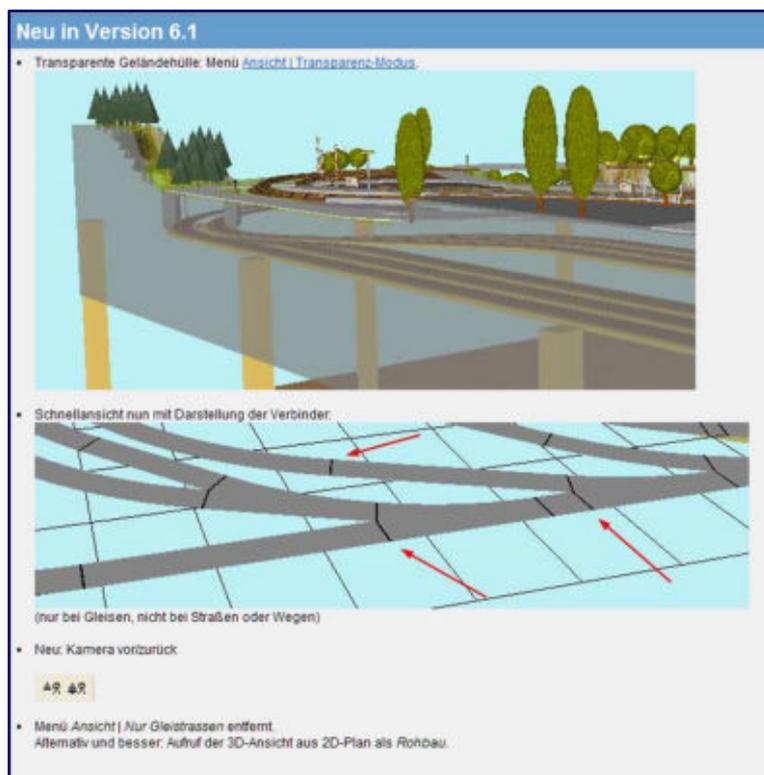
This procedure provides a good overview because levels can also be viewed and evaluated individually. However, it is equally relevant that even the railway tracks will be on different levels if bridges span other tracks or a staging yard is located below the visible structures.

Which layer is currently being edited is marked in the above bar, and the visibility can also be switched on and off there, by clicking with the mouse. The display of the visible layers is aggregated in the track plan window, in which the selected track sections are also dragged, dropped and aligned (after marking with the mouse). The status bar at the bottom provides information.

Calculation of gradients and clearance heights. Variable visualisation of tracks. Library with symbols for many building shapes. Additional display option for circuit diagrams and system substructures. Practical print formats for viewing and further processing of the track plan. Automatic output of the parts list.



To understand the detailed help functions of the programme, it is necessary to know the various bars and windows and to be able to assign them correctly.



The manufacturer Modellplan also provides extensive information on which new functions have been added to the track planning programme used by the user.

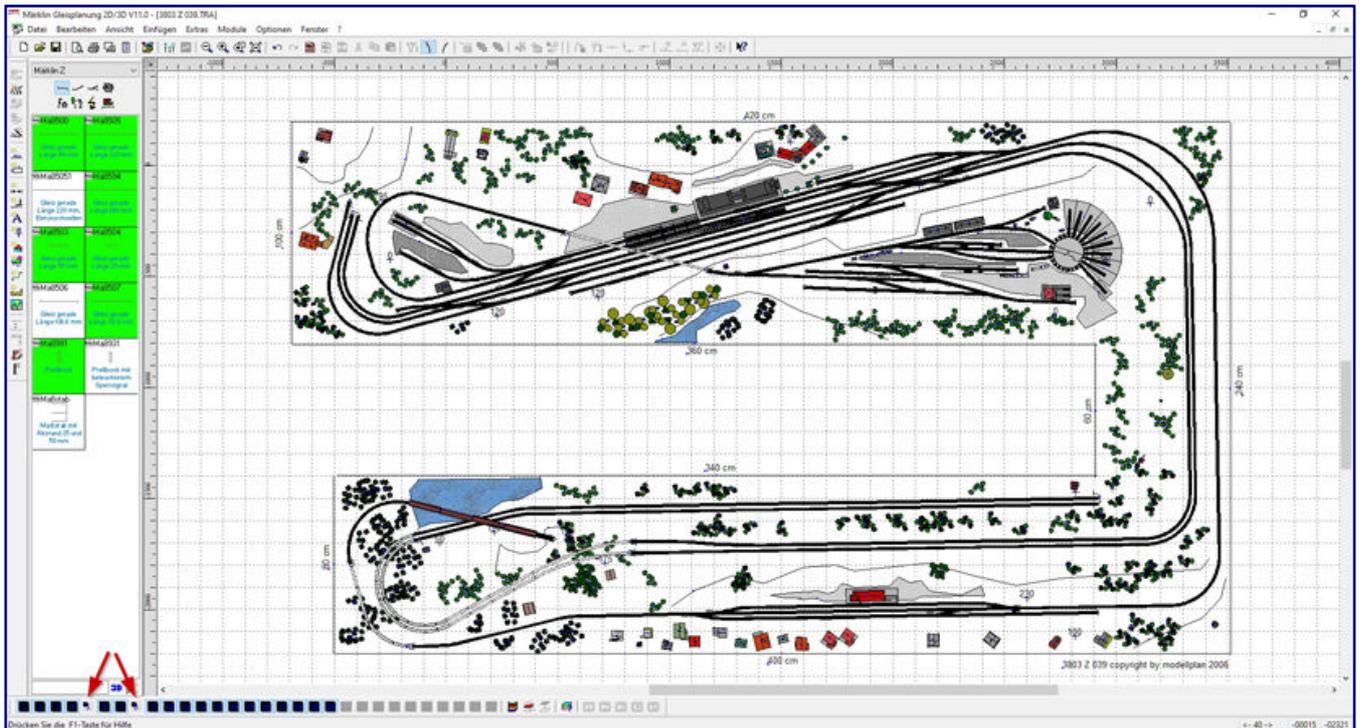
Essential elements of the planning programme are also the 3D editor 'TEdit3D' and the 3D view. The editor is called up via the start menu (see photo on page 38 below).

Its entry can be found there, sorted alphabetically, in the Märklin programme folder. It has also undergone numerous improvements, which should lead to more detailed and more beautiful 3D models. You can use the tool to create these yourself and make them available for planning work.

As there are also exchange markets for Wintrack, models can also be acquired from there, read in via the 3D editor and scaled to the Z size using a calculation factor. In any case, the creation and exchange options enrich the selection of the programme, although user experience is also required here.

project and its overall effect. After all, many things may look right on a two-dimensional plan that appear completely overloaded from a spatial perspective.

Since this version, insertable representations of a 1.80 metre tall man or a 1.70 metre tall woman provide a size comparison. If the planned layout is shown in a room, this also enhances the valuable impressions that can be so important before the start of a construction project, so that the result later also gives the hoped-for pleasure.



Even large layouts can be designed with Märklin Track Planning 2D/3D or Wintrack. This comes from an older track plan CD for Wintrack from Modellplan and can also be modified, if desired and simply serve as a basis for the user's ideas.

Layers can also be hidden, as shown by our two arrows here. These are the frame and bulkhead displays.

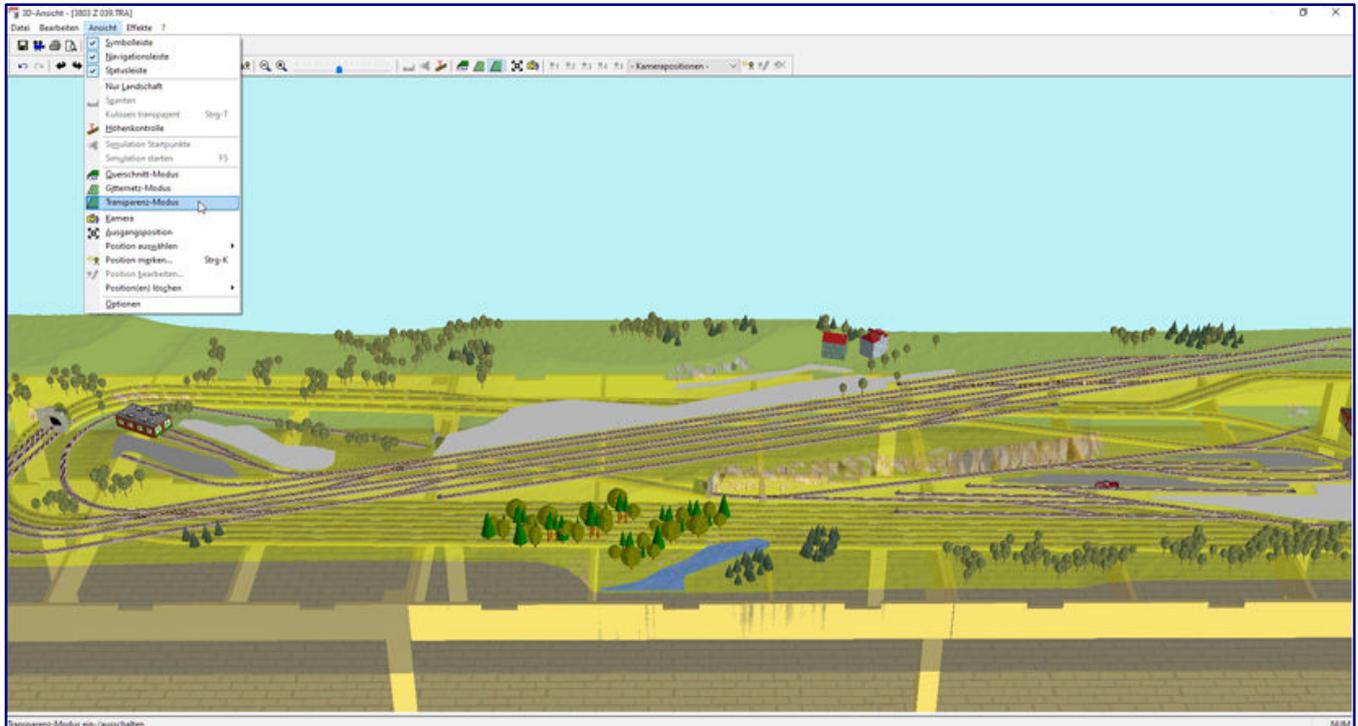
Summary

At first glance, the price of the programme may seem daunting. However, once you get to grips with what it offers, it soon becomes clear how powerful and versatile this application is.

The manufacturer has already taken the price structure into account by creating separately available extensions instead of inflating the scope to such an extent that it would pass many users by, but they would also have to pay for it. And the 'self-build options' also help to save money if the user knows his trade.

In any case, it is necessary to familiarise yourself with this programme beforehand, build up experience and routines and only then start a larger project. Starting small helps immensely here, too. And so, the financial investment is certainly not to be calculated down to a single system, because with the knowledge, the desire to plan also increases.

Regardless of whether created plans are discarded and replaced or planned for third parties, track planning 2D/3D as well as the original Wintrack can quickly become a hobby within a hobby and enrich it sustainably.



Transparency mode is a special view of the 3D visualisation. Here, we can also see the concealed track courses beneath the visible surface and the frames on which our route will rest.

At the end of this report, newcomers are reminded that track plans can also be downloaded individually, or as a bundle from Modellplan and are also available as a complete CD/DVD. Additionally, what was originally created in Wintrack can also be loaded into the Märklin version.

Supplier sites and self-distribution:
<https://www.maerklin.de>
<https://www.maerklinshop.de>

Track plans and 3D models:
<https://www.modellplan.de>

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.

Eine Nebenbahn als eigenes Anlagenthema **Kleiner denken, fokussiert bauen**

Gerne schiebt uns der Transpress-Verlag seine Wiederauflagen als Neuerscheinungen unter – so auch dieses Mal. Da wir dieses Buch aber noch nicht vorgestellt hatten und es als hilfreich für Themen halten, die wir in dieser Ausgabe behandeln, haben wir es uns angesehen. Seinen Nutzen haben wir dabei durchaus erkannt und möchte das mit unseren Leserinnen und Lesern teilen.

Michael U. Kratzsch-Leichsenring
Nebenbahnen im Modell
Planung, Bau und Betrieb

Transpress Verlag
Stuttgart 2024

Taschenbuch mit Klebebindung
Format 17,0 x 24,0 cm
144 Seiten mit ca. 200 überwiegend farbigen Abbildungen

ISBN 978-3-613-71711-4
Best.-Nr. 71711
Preis 39,90 EUR (Deutschland)

Erhältlich direkt ab Verlag
oder im Fach- und Buchhandel

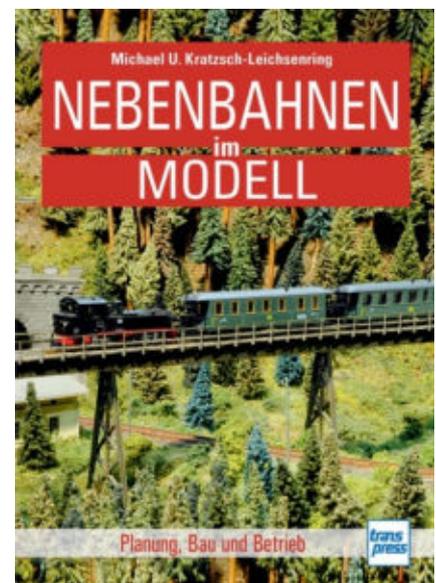
Wer an Platzmangel leidet, dem ist sehr geholfen, wenn er statt einer Hauptbahn seinen Fokus auf eine Nebenbahn verlagert. Bei gleicher Anlagengröße lässt sich dann eine Vielfalt umsetzen, die sonst nicht möglich wäre.

So sieht es auch der Autor dieses Buches, das nicht so neu ist, wie uns der Verlag glauben machen möchte. Wie leider so oft, wird ein älteres Buch unter neuer ISBN publiziert und so eine Wiederauflage verschleiert.

Das ursprüngliche Werk erschien bereits 2012 unter einem leicht abweichenden Titel, doch das Foto auf dem Buchdeckel verrät die Herkunft sofort. Interessenten sollten folglich prüfen, ob sie es schon im Regal haben und dann ungewollt einen Doppelkauf vornehmen.

Über nunmehr zwölf Jahre haben wir jenes Werk aber nicht in diesem Magazin vorgestellt und so findet es hier und heute seinen Platz, weil es hervorragend zu den Themen dieser Ausgabe passt: das Planen von Anlagen und den besonderen Reiz von Nebenbahnen im Modell.

Wichtig zu erwähnen ist, dass sich der Begriff der Nebenbahn hier nicht auf die Normalspur beschränkt, sondern auch die einst so typischen Klein- wie auch Schmalspurbahnen einbezieht. Das erweitert den Horizont gewaltig, auch wenn nicht alles zum Angebot der Spurweite Z gehört. Aber da bliebe immer noch der Eigenbau, wie hier auch schon oft bewiesen wurde.



Eine Kritik an diesem Buch, die wir aufgeschnappt haben, möchten wir gleich zu Beginn dieser Rezension aufgreifen: Der Begriff „Planung“ im Untertitel suggeriert, dass hier mit Gleisplänen und dem Unterbau einer Anlage begonnen wird.

Genau zu diesem Themenfeld gibt es bereits reichlich Literatur und so sind wir froh, dass es hier nicht auch noch mal Eingang gefunden hat und dann einen großen Teil der Inhalte belegt. Die vorliegende Lektüre setzt vielmehr auf eben solche Bände auf und widmet sich den Themen, die folgen, sobald der Rohbau steht.

Auch geht es hier nicht um spezielle Landschaftsbautechniken, obwohl doch einiges gut beschrieben und gekonnt bebildert wird, das Projekte in ihrem Entstehen zeigt. Dies ist allerdings eher exemplarisch zu sehen und zeigt auf, was sich durchaus herausholen lässt, wenn der Bauherr konsequent vorgeht und nach Perfektion streben möchte.

Stärke dieses Buchs ist die Breite an Facetten, die zum gewählten Thema geboten wird. Klar strukturiert und in unterschiedliche Kapitel aufgeteilt, wird quasi nichts vergessen, was unterwegs zu betrachten und zu beachten ist.

Mit verschiedenen Impressionen wird da zunächst auf das Thema eingestimmt, der geschichtliche Hintergrund erläutert, der überhaupt zum Wesen von Nebenbahnen führen konnte und selbst Grundlegendes wie die verfügbaren Gleissysteme fürs Modell werden nicht vergessen.

Hier schränken wir aber ein, dass dies allein auf die Baugröße H0 beschränkt bleibt. Auch das Eingrenzen auf Motive der Deutschen Reichsbahn in der früheren DDR ist für unsere Baugröße wenig hilfreich, aber das vermittelte Wissen lässt sich durchaus auch auf andere Maßstäbe übertragen.

Die dafür relevanten Bereiche umfassen die Bahnhöfe, Betriebswerke, einsetzbaren Fahrzeuge, Besonderheiten der Schmalspur und das wichtige Drumherum wie ein Dorf, Bewegung vermittelnde Modelle und auch das ansprechende Begrünen einer solchen Anlage.

Stets geht es dabei auch um das Beschaffen geeigneten Materials und kreatives Gestalten inklusive eigenem Anpassen von Bausätzen für individuelle Zwecke. So lässt sich durchaus festhalten, dass hier wichtiges Grundwissen vermittelt wird, das für den Bau und Betrieb einer vorbildnahen Nebenbahn unabdingbar ist.

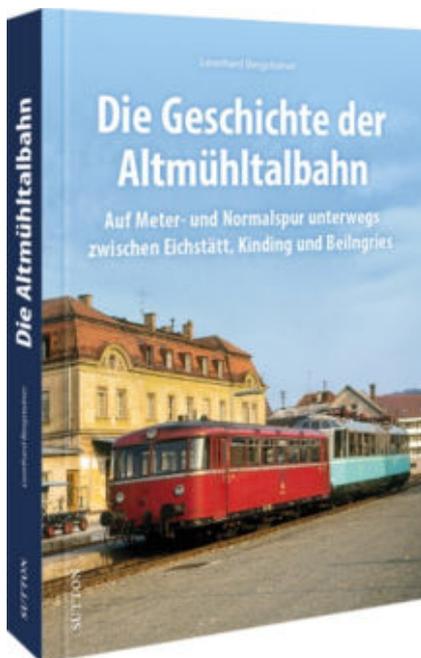
Gleichermaßen wichtig ist wohl die Erkenntnis, wie gut sich eine Nebenbahn als Haupt- oder Zweitthema für fast jede Modellbahnanlage eignet. Aber genau das werden langjährige Modellbahner eh wissen und zu diesem Buch greifen, um diese Erkenntnis nun lebendig mit Leben zu füllen.

Und so leistet der Titel eben wertvolle Dienste für alle, die den inhaltsgleichen Vorgänger nicht längst im Regal stehen haben.

Publishing pages:
<https://motorbuch-versand.de>

Geschichte und Romantik Bilderbuchvorlagen

Das Altmühltal ist wegen seiner landschaftlichen Schönheit weithin bekannt. Gepaart mit seiner Eisenbahngeschichte ergibt das den Stoff für gewiss mehr als nur ein einziges Buch. Vor uns liegt eine Lektüre, die das 125-jährigen Bestehen der Altmühltalbahn zum Anlass nimmt, in die Vergangenheit zurückzublicken, schöne Begleitbilder zu genießen und dem Leser viele Anregungen mitzugeben.



Leonhard Bergsteiner
Die Geschichte der Altmühltalbahn
Auf Meter- und Normalspur unterwegs zwischen Eichstätt, Kinding und Beilngries

Sutton Verlag GmbH
Erfurt 2023

Gebundenes Buch
Format 17,0 x 24,0 cm
160 Seiten mit rund 170 teilweise farbigen Abbildungen

ISBN 978-3-96303-158-8
Art.-Nr. 610/03158
Preis 29,99 EUR (Deutschland)

Erhältlich direkt ab Verlag
oder im Fach- und Buchhandel

Ende 2023, als das nun vorliegende Buch erschien, ging ein großes Jubiläumsjahr für die Altmühltalbahn zur Neige. So bildet es zugleich einen Schlusspunkt und eine Erinnerung an zurückliegende 140 Jahre, wenn wir die Anfänge hinzunehmen, in denen der Begehrt nach Erschließen per Bahn lauter und schließlich unüberhörbar wurde.

Leonhard Bergsteiner präsentiert dazu ausführliche Texte und rund 170 historische Aufnahmen sowie Dokumente, die kurzweilig zu einer Zeitreise einladen. Beeindruckende Impressionen entlang der Strecke belegen den Wandel, dem diese Bahnverbindung unterworfen war. Wie kaum eine andere wandelte sie ihr Gesicht und auch das der Landschaft, durch die sie fuhr und fährt.

Das entfaltet auch großen Reiz auf Freunde von Nebenbahnromantik sowie Modellbahner, die ihre Anlagen gern den Nebenbahnen längst vergangener Zeit widmen. Hier trifft diese Eisenbahnstimmung auf eine einzigartige Flusslandschaft, die nicht grundlos auch großen touristischen Reiz entfaltet.

Am 7. November 1898 erfolgte die Verkehrsaufnahme auf dem Abschnitt Eichstätt Stadt – Kinding, womit die Geschichte der Altmühltalbahn als Meterspurbahn offiziell beginnt. Bis dahin lässt sich die jenem Ereignis vorausgegangene Zeit am treffendsten mit dem Begriff „Wirtschaftskrimi“ umschreiben, denn es bedurfte vieler Anläufe und anhaltender Hartnäckigkeit, bis ein Trassenverlauf endgültig festgelegt war und tatsächlich gebaut wurde.

Und doch fand diese von Spannung geladene Geschichte gleich eine Fortsetzung, die sich bis 1934 durchzog. Die umständlich zu führende Schmalspurbahn mit einigen Gefahrenpunkten und Schwachstellen wurde endlich auf Normalspur umgebaut, in Teilen neu trassiert und damit entschärft.

Deutlich, wie sonst regelmäßig nicht in vergleichbaren Büchern zu lesen, wird hier beschrieben, wie viel Aufwand und Überzeugungsarbeit erforderlich war, um aufstrebende Dörfer an „große, weite Welt“ anzubinden und ihnen Handel zu ermöglichen, der zukünftigen Wohlstand garantierte.

Beinahe beruhigend ist es wahrzunehmen, dass „Nebenbahnromantik“ eher eine Sehnsucht von Modellbahnern ist als Ausdruck des wahren Lebens. Ehrliches und schonendes Schildern können schließlich auch dabei helfen, historische Begebenheiten auf der Modellbahn korrekt wiederzugeben statt eine „gute, alte Zeit“ zu verklären.

Und so dokumentieren die historischen Aufnahmen, die zwischen Eichstätt, Kipfenberg, Kinding und Beilngries zwischen 1885 und 1934 aufgenommen worden sind, nicht nur die in diesem Zeitfenster eingesetzten Meterspurfahrzeuge. Sie veranschaulichen auch den Wandel der Bahnstrecke im gleichen Zeitraum und zeugen von Jahrzehnten, die wegen Krieg, Reparationen, Inflation und Weltwirtschaftskrise äußerst schwierig waren.

Aber die Inhalte dieser Lektüre gehen noch weit darüber hinaus, denn die Brücke wird bis in die Gegenwart geschlagen. Bei den zum größten Teil wohl unveröffentlichten Aufnahmen aus immerhin sogar 140 Jahren ist schließlich auch die Gegenwart und jüngere Vergangenheit eingebunden.

Sie schaffen daher auch Anregungen und Ideen für einen Fahrzeugeinsatz von der Nachkriegszeit bis heute. Bezogen auf die Spurweite entdecken wir Vorlagen bekannter und beliebter Modelle, erfüllter Wünsche wie auch Fahrzeuge, die immer noch auf den Wunschzetteln stehen und hier im Einsatz zu sehen sind.

Autor Leonhard Bergsteiner hat sich große Mühe gegeben, ein sehr facettenreiches Buch zu schaffen, das allen Anforderungen eines Jubiläums gerecht wird. So stehen neben der Geschichte des Entstehens, Baus und Betriebs der Bahn auch Kapitel zu den Fahrzeugen gegenüber und auch der moderne Betrieb sowie ein Blick in die Zukunft werden nicht vergessen.

Zur bitteren Wahrheit gehört aber auch, dass nicht der gesamte Streckenverlauf bis heute überdauert hat. Das Nebenbahnsterben machte auch vor der Altmühltalbahn nicht Halt und die Bundesbahn schuf sich schon früh per Bus eine hausgemachte Konkurrenz. Für einen unverstellten Blick auf die Realität dürfen auch solche Aspekte nicht ausgeklammert werden.

Aufschlussreich ist der Bericht von einer Fahrt über die Altmühltalbahn mit allen ihren Zwischenhalten aus dem Jahr 1953. Wiedergegeben wird hier nicht der Reisebericht eines Fahrgasts, sondern der Fahrtverlauf, wie er aus historischen Unterlagen sowie Bildbelegen rekonstruiert werden kann. Auch machen begleitende Fotos wieder einen ganz besonderen Reiz aus.

Am Ende des Buches angekommen, stellen wir fest, mit viel Wissen und Wissenswertem versehen worden zu sein, dass sich kaum noch lückenlos sortieren lässt. Genau das macht eine Chronik möglich, die nicht grundlos hierher verschoben wurde!

Und so bleibt nicht nur ein in Summe hervorragender Eindruck zurück, sondern im Fazit zugleich ein Werk, das weit über viele Geschichtsbände aus demselben Verlag hinausgeht und weitaus bekannteren Fachbüchern sehr nahekommt, ohne sich in zu viel Detailtiefe zu verlieren.

Für uns zweifelsfrei ist daher, dass hier ein hoher Anspruch mit einer sehr breit gefächerten Zielgruppe gelungen zusammengebracht werden konnte und wir diesen Band deshalb uneingeschränkt empfehlen möchten.

Publishing pages:
<https://www.verlagshaus24.com/sutton>

TAG DER MODELL- EISENBAHN

INKL. SCHIFFS- & MODELLBAU



Museum
der Deutschen Binnenschifffahrt
Duisburg-Ruhrort

HOBBY-SHOW

MUSEUM DER
DEUTSCHEN
BINNENSCHIFFFAHRT

30.11. & 01.12.2024

10-17 UHR



Weitere Informationen finden
Sie unter www.spur-n.com

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.

To the model article in **Trainini® 8/2024**:

Your article on car transport in Trainini 8/2024 is extremely interesting. Thank you for that. However, it seems to me to have ended somewhat abruptly and without reference to current railway events. Is that intentional or have I just not understood something?

I took this as an opportunity to look through my photos to see if I could contribute anything additional. I found exactly one photo (attached) that could pass for a type photo. I made a post about everything else in the Stummiforum <https://www.stummiforum.de/t228136f35-Vom-Provisorium-zum-Spezialwagen-Autotransporte-per-Bahn.html> (Photos can now also be displayed, if you are not logged in).



A modern double-decker car transport wagon runs in a block train in Bremerhaven on 28 September 2022. Photo: Jörg Endreß

In principle, it consists of three parts: the failed experiment with short trains in HB-Vegesack suitable for a model railway, the redistribution by PCT in Bremen Rbf, as well as special crews and operating situations, such as a train with a lowered and loaded upper deck.

Jörg Endreß, Bremen

Editor's reply: Thank you very much for your letter. The article mentioned was deliberately cut back in time for various reasons. On the one hand, this cut was necessary with regard to meaningful photographic material, which fortunately could be found for the period before the Second World War, but could not equally cover the era of privatised transports that were later transferred back to DB AG. Referring to third-party photos outside the magazine is of no help to our readers or to us. On the other hand, we also see the Off 52 as the starting point of a pioneering development

at DB and have therefore deliberately chosen to focus on the state railway under public law in order to maximise the scope – we also had to leave out the Reichsbahn in the DDR after all.

Praise, thanks and questions about the Facebook group:

I have a question about the Facebook group, the link mentioned at the information page gives as reaction “this page is not available” so can you provide me with another method to get on the Facebook webpage so I am able to join as well? A search for Trainini in Facebook was fruitless.



Thanks for the very detailed (background) information of the car-transporters in the August issue. It's not something I'm considering for my layout, but definitely very interesting!

As usual the whole magazine was a joy to read and every month I'm looking forward to the English translation because it's much more comfortable for me to read. My

German is “reasonable” for day-to-day items, but (especially) technical terms are out of my ability, and, in the English version, I can much more easily understand (although in the August issue there was 1 term I had to look up to get the meaning of it), so my thanks to all the translators is immense.

The magazine caters to all sorts of builders, personally I am more of a “builder” than a “rider”. Thanks for all the years (next year 20 years I think?) and although at my age (67) I'm surely passed the half of my lifetime I certainly hope to be able to read the 2045 issues! Special things planned for the jubilee year?

Ed Hak (Nederlands (Netherlands)), by E-Mail

Editor's reply: The Facebook group managed by Michael Etz requires activation after registration before access is possible. We were able to clarify this point in direct dialogue with our reader. We would like to thank you for your praise and feedback expressly. For the anniversary year, we are definitely considering one or two things that can make people aware of the great span of twenty years. Our big wish would be to organise a Z gauge exhibition at our editorial office in Dortmund, where we could enter into dialogue with readers and celebrate the occasion. However, we cannot yet say whether and how this will be realised.

To the test report on the ETA 150 in **Trainini®** 9/2024:

Thank you once again for a great magazine with lots of interesting suggestions. A comment on the article about the new ETA 150 from Märklin, which definitely fills a gap in Märklin's programme: However, there was and is already a very nice model from SMZ in ocean blue/beige, which also runs on my layout.

I can only agree with your opinion regarding the enclosed parts, which are unfortunately not worth the effort, time and cost!

Michael Meißner, by E-Mail

Editor's reply: This model was indeed previously built and offered by SMZ. However, this small series manufacturer only produces very limited editions that cannot and do not want to compete with a large series producer. This fine model therefore deserves a mention, but in our opinion does not call the Märklin model into question. In response to our criticisms in the text, we have made specific suggestions to the manufacturer for future editions.

Idea for light switching in the ETA 150 from Märklin:

I was delighted to read your issue 9/2024 and today I happened to come across a description from Azar Models of a goods wagon with tail lighting that can be switched on and off magnetically from the outside/top. See also here: Couvert G4 avec feux de fin de convoi (standard) at azar-models.com.

I didn't find how this was realised by Azar Models in the description. Nevertheless, it interested me and gave me an idea.

There are bistable reed contacts that have a magnet attached to the glass tube. If you now guide a magnet along the roof of the model at the right point from the outside, you can switch the switch on or off accordingly by reversing the polarity of the magnet on the outside.

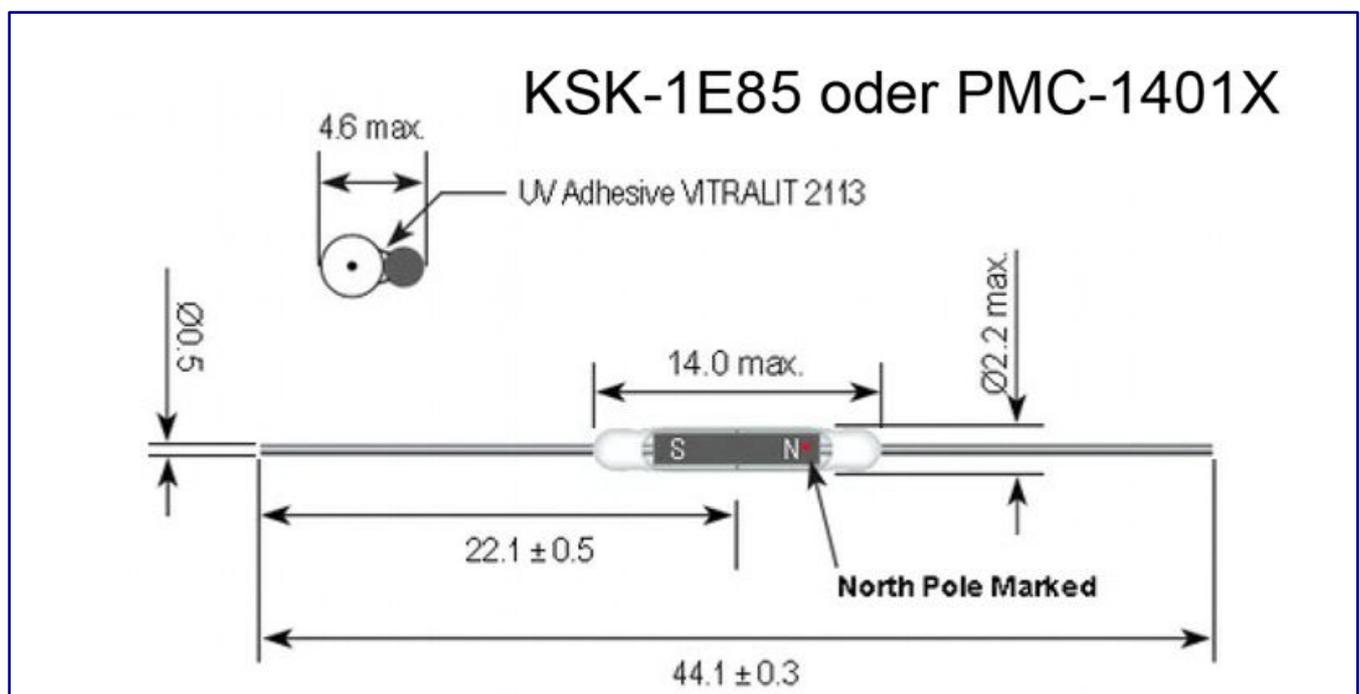


Illustration of the proposed circuit for actuation by means of magnets from the outside, as Azar Models has probably also implemented on a goods wagon. Drawing: Roman Tschirbs.

The reed contacts are not quite small: 14 mm in length and 2.75 mm in diameter could still fit on top of the PCB under the roof. Or the circuit board, which has to be adapted anyway, can be given a recess where the contact can be inserted at least up to the height of the connecting legs.

I have illustrated this in the appendix. As you have a good relationship with Märklin, you could suggest this. I have not researched the potential patent situation of AZAR in this regard, I do not make any claims myself.

Roman Tschirbs, Soest

Editor's reply: This pragmatic and good suggestion certainly deserves to be tested for its suitability for large-scale production models and perhaps implemented. We are therefore very happy to follow this suggestion.

Model railway days 2024 in Erkrath:

From 1 to 3 November 2024 (Friday to Sunday), the model railway days of the Erkrath-Hochdahl Railway and Local History Museum (EHEH) will once again take place at the times stated in the advertisement in the last issue at Ziegeleiweg 1 - 3 in the Hochdahl district, located directly on the steep ramp.

**Modellbahntage im
Lokschuppen Hochdahl**

Für große und kleine Modellbahnfreunde viel zu entdecken.
Präsentiert werden Eisenbahnanlagen
von Modellbahnclubs und -freunden aus
Erkrath, Düsseldorf, Wuppertal, Köln, Mettmann und Hochdahl.

Anlagen und Modelle in verschiedenen Spurweiten
Basteln mit Kindern

Die Schuppentore öffnen sich für unsere großen
und kleinen Besucher

Freitag, 01.11.- 10 bis 18 Uhr
Samstag, 02.11.- 12 bis 18 Uhr
Sonntag, 03.11.- 10 bis 17 Uhr

Eintritt 2 Euro für Erwachsene.
Jugendliche ab 14 Jahre zahlen 1 Euro
und für Kinder
unter 14 Jahren ist der Eintritt frei!

museum LOK schuppen Eisenbahn- und Heimatmuseum Erkrath-Hochdahl e.V.
Ziegeleiweg 1-3, 40699 Erkrath
Aktuelle Infos finden sie unter
www.lokschuppen-hochdahl.de

Various clubs will once again be taking part to offer visitors a broad photo of model railways with a focus on activities for children. Food and drink, including homemade cakes, will also be available on site at reasonable prices. The proceeds will go towards covering the costs of the event and the work of the association.

Layouts from model railway clubs and enthusiasts from Erkrath, Düsseldorf, Wuppertal, Cologne, Mettmann, and Hochdahl are announced. Behind the entry for the nordrhein-westfälischen Landeshauptstadt (North Rhine-Westphalian state capital) is also our editorial team, which is represented by a team of four around the editors Ralf Junius and Holger Späing.

Layouts and dioramas on a scale of 1:220 will be on display, and there will also be plenty of opportunity to talk shop. As a successful handicraft programme for children, we will also be taking part again with the popular beer mat design: children can design a beer mat, free of charge, under guidance and with help according to their own wishes. This offer is financed by the Modellbahn-Union, Noch, the 1zu220-Shop and some private donors.

We reported on last year's event on **Trainini**

TV in episode 18. The organising club publishes the latest information at <https://www.lokschuppen-hochdahl.de>.

Collect and do good:

The German Maritime Search and Rescue Service (DGzRS), which we are also happy to support with free adverts, will be celebrating the 160th anniversary of the sea rescuers and the 150th anniversary of the collection ships next year.

An advertising wagon (item no. 8617.149) for Z gauge was produced for this purpose under the motto 'The little one helps the big one' via Märklin and has been sold by the sea rescuers (<https://www.seenotretter-shop.de>) themselves since 21 October 2024.



The new advertising trolley for the DGzRS (item no. 8617.149) honours two anniversaries and is therefore printed differently on both sides. Photos: Die Seenotretter – DGzRS

The model of a container wagon is printed with both occasions in four colours and on both sides. This makes it particularly attractive for collectors of our scale model and friends and supporters of this organisation. In this way, all interested parties can make themselves happy and support the valuable work of the mainly volunteer rescuers at the same time.

For our readers who are not familiar with track gauges, we would like to take this opportunity to point out that this model is also available for H0 scale (4482.177).



The Eisenbahnfreunde Marsberg e.V. railway enthusiasts use a former beverage store to build their club facilities and for presentations during the operating days.

Club anniversary in Westheim:

The Eisenbahnfreunde Marsberg e.V. railway enthusiasts have 45 years of existence to celebrate this year. To mark the occasion, they invited visitors to Westheim on Waldecker Straße on the weekend of 21/22 September 2024. There, they have set up many layouts in a former drinks market and also meet there to build their showpieces.

On the operating days, such as this anniversary event, the active members always set up further exhibits, organise a model railway exchange with model building articles, vehicles and books to be sold and also offer something for the physical well-being. Over coffee and cake or bratwurst, many a person gets into conversation here.



0-gauge also presented itself impressively with 85 007, among others, for the 45th anniversary of the association in Marsberg-Westheim.

Model railway enthusiasts of various gauges travel far beyond the borders of the Hochsauerland district to meet familiar faces and exchange expertise. This year, the newly designed club layout in H0 gauge was on display, on which the local railway station will be completely rebuilt in its heyday.



In Z gauge there was a board layout on display, centred around the Hexenloch mill from the Black Forest.

The children are always attracted to a layout where the Faller Car system dominates and they can follow many lorries as they drive along different roads. Opposite was a smaller layout on which they were allowed to freely control a model of the same scale themselves, which listens to radio commands from a remote control.

Thilo Salmen's own work is particularly worthy of praise. His layout served as a play area for the children in attendance, who mainly got an ICE up to high speed. The special thing about it is that Thilo himself is a pupil and belongs to the club's youth group. However, we did not find out whether the successful showpiece was his first work.

Gauges 1 and 0 were also represented at the event, with the latter being staged in particular by Josef Spiekermann with a class 85 tank steam locomotive, which made a lot of steam and also drew attention to its power with a suitable background noise.



Marsberg station is currently under construction on the H0-gauge layout, including its former track field for freight traffic.

His wife Rita Kruse-Spiekermann held up the flag for our size. She ran trains on various boards that had been put together to form a layout. Among them is also a larger element with a lot of depth, which shows the Hexenlochmühle from the Black Forest. The building, like the surrounding trees, was built entirely by us.

We are currently preparing episode 31 for **Trainini TV**, which will be released in the next few days, to showcase the variety and impressive response. As we cannot show all the exhibits with photos here, we would like to make up for this with moving images on our channel. Switch on!

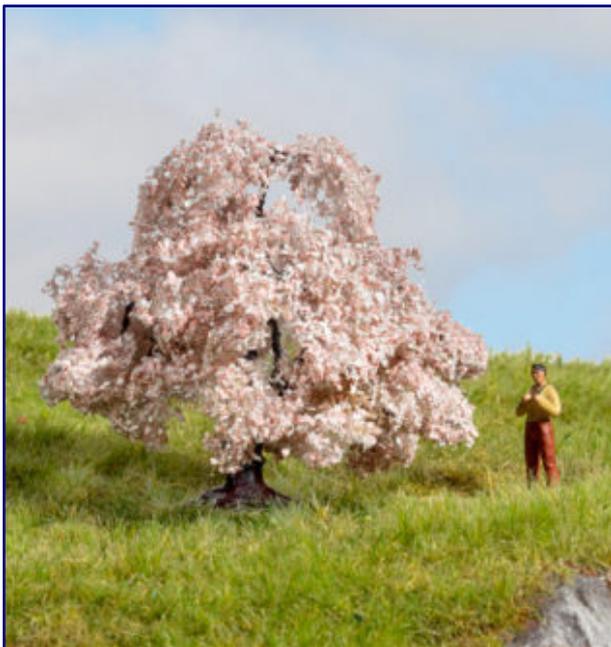
Autumn new products from Noch:

Accessories specialist Noch has now also presented its autumn new products for 2024. The top product among them is the Gras-Master 3.0 Profi in the special 'Limited Edition' (item no. 60115). However, the special feature is not the flake cup, which in this case is yellow instead of white, but the accessories that come with it.

A small and large grass stamp are dipped into the enclosed glue tray, the grass glue then adheres to the flexible knobs and is stamped onto the prepared surface. The grass fibres can then be applied to create a patchy and uneven surface. Further grassing passes with different fibres follow using the same technique.



The special edition of the Grasmaster 3.0 Profi (item no. 60115) can be recognised immediately by the yellow flake cup. The scope of delivery also includes an adhesive tray and two grass stamps for effective grassing. Photo: Noch



The new cherry tree (20147) from the Master series blooms in pale pink and its size also makes it suitable for Z gauge. Photo: Noch

The new trees in the Master series, which are made by hand from up to 40 wires, are certainly also interesting and therefore have the character of unique items. Based on the actual growth heights of the prototypes, all of the new products presented are also suitable for Z gauge: Ash (20101; 13 cm), oak (20111; 10 cm), silver birch (20121; 12 cm) and copper beech (20151; 10 cm).

With regard to the pink flowering cherry tree (20147; 6 cm) for spring or plants based on Japanese models, we explicitly add that the model is probably the sweet cherry, which regularly reaches heights of 15 to 20 metres based on its growth habit. This in turn comes from the bird cherry and can also be planted as a wild tree.

Noch also presents four conifers. These are a 15 cm high spruce (20193) and three tall spruces with heights of 14 (20195), 21 (20196) and 23 cm (20197). Another important piece of information is that Noch is taking over the distribution of Ammo Rail Centre products from Spain and thus bringing them to the stationary model railway specialist trade.

In addition to high-quality colours, the specialist from Wangen im Allgäu also promises to impart knowledge ranging from priming to realistic weathering effects. The range includes individual colours, adhesives, pigment powders, effects, themed compositions, instruction books and complete packs with various products and a matching instruction book.

MHI General Meeting in Göppingen:

The 17th MHI members' meeting took place in Göppingen on 27 September 2024: In addition to a programme that included guided tours of the Märklin Lineum, the dealers represented discussed their sales experiences and model wishes for Märklin.

As with every event, the participating dealers received a special wagon as a souvenir. This year, it was a Württemberg platform car designed



One of the ageing packages from Ammo (AMMO.R-1003) offers a suitable set for ageing German diesel locomotives. Photo: Ammo | Noch



in the colour scheme ocean blue/ivory and lettered for the DB (item no. 80911) to mark the 50th anniversary of this paint scheme, which was once absolutely unpopular and, now, evokes nostalgic feelings.

Material change at the Panzer-Shop NL:

Last month we reported on many new Z-gauge products at Panzer-Shop NL (<https://www.panzer-shop.nl>), including civilian and military vehicles. In the meantime, we have received some samples of these new products, which show noteworthy changes compared to the previous offers.

Whereas all prints were previously always issued in a semi-transparent material, the material now used has a black appearance. The operator cites the pursuit of a perfect balance between quality of detail, rigidity, ease of production and affordability as the reason for this.



According to the supplier, the new material is more environmentally friendly because it consists largely of biodegradable components. All other key features are unchanged, while the impression on the buyer is enhanced because the high level of detail is now not only visible when the colour is applied.

This is also illustrated by the picture document that accompanies this report. For the first time, we are able to show how elaborately and extensively the vehicles from the Netherlands are constructed and issued in their delivery state.

Fantasy models from the 1zu220-Shop:

Admittedly, they look beautiful and attractive, but they do not have a real prototype: We are talking about the new FR exclusive model 'Oppeln Schnellverkehr' with two examples of this short design of a covered wagon of welded construction (item no. 49.334.42). They are available from 1zu220-Shop (<https://www.1zu220-shop.de>).

A one-off edition with 49 packs, the two examples are labelled for DB according to Era III and bear the large lettering 'Stückgut-Schnellverkehr' on a white stripe along the sides.

For connoisseurs, the lack of a prototype quickly becomes clear, despite all the beauty: Leig units were always permanently short-coupled with a transition between the two halves and bore the type designation Gllh (instead of the type Gms 30 labelled here). There were also windows in the side walls, as the interior was sorted during the journey.



The new FR wagon set 'general cargo express transport' (item no. 49.334.42) has no real model with this choice of wagon. Photo: 1zu220-Shop | Jörg Erkel

The 'II' suffix also refers to the larger loading area and thus wagon lengths that were absolutely necessary here. Accordingly, only covered freight wagons of the Dresden and Leipzig types were used to form such units and comparable newbuilds were also used on the Bundesbahn.

We consider it reckless and deceptive to deduce the existence of such a prototype as a matter of course from models from manufacturers of larger scales than Märklin, as we have already observed several times.

Anniversary year draws to a close:

The peak season of the model railway season is upon us, but with it a special anniversary year is slowly drawing to a close: Spur-Z-Ladegut Josephine Küpper (<https://spur-z-ladegut.de>) looks back on 30 years of existence in 2024.

We fondly remember the kind words of Helmut Küpper many years ago that he did not want to be the 'cheap Jakob', but the reliable contact for friends of Z gauge. In fact, the specialist from Aachen is the right address for many things that Zetties are always looking for.



The Küpper couple commemorated their 30th company anniversary in 2024 with this Märklin low side wagon loaded with a sandstone block.

Here you will find good used goods and special accessories as well as urgently needed spare parts - and have been doing so for three decades now. The various loads from our own production gave the company its name and have always been a central point in the range.

When the Küppers entered the market with this basic range, they were pioneers in the truest sense of the word and quickly made a name for themselves. And, so, our heartfelt congratulations on their anniversary should be symbolically linked to what the company name and programme still represent today.

Back in 2019, we honoured the two of them with our editorial award on their silver anniversary and paid tribute to their entire body of work. Today, we would like to combine our deep respect for their achievements with the thanks of all Zetties who have already experienced what is described here!

Refreshing from Yellow Dwarf:

Also, this month Yellow Dwarf presents a new product for our scale. Following on from the donut stand last month, we now have a stand for cool summer refreshments in a matching style, perfect for the season of most plant projects.

The ice cream stand (item no. 60489) also offers customers two stools in front of the counter and creates a pleasant working atmosphere for the staff, as can be seen from the air conditioning fan on the roof.

An oversized ice cream cone as an advertising medium draws attention to this popular stand and its products at a market or in a park. This blank can be purchased for assembly and painting on the supplier's website (<https://www.yellow-dwarf.eu>).



Märklin deliveries in October:

October was a surprisingly slow month for Märklin. Despite the approaching Christmas business, there was only one delivery in the reporting period. The DB AG diesel locomotive 218 446-3 reached the specialised trade (Art.-Nr. 88808).

The new ice cream stand (item no. 60489) is a reminder that summer is finally over. Photo: Yellow Dwarf



The new 218 446-3 (item no. 88808) has a Bundesbahn livery, but according to the inscriptions it comes from the Deutsche Bahn AG stock. Its design is reminiscent of the colour scheme that is 50 years old. Photo: 1zu220-Shop | Jörg Erkel

It has an ocean blue and ivory paint scheme from the German Federal Railroad and its Ege biscuit. This is a reminder of its first years of operation and also marks the 50th anniversary of this colour concept for Märklin.

New products available from Modellbau Laffont:

The Aachen railway station (item no. Z8401) has been available from Modellbau Laffont (<https://modellbau-laffont.com>) as a relief model from the track side for some time now. Now the relief building for the street side (Z10201), which represents the passenger entrance, is also available. This kit also features irregular quarry stone engravings and can be combined with the previously constructed kit to form a complete building.



Aachen Central Station (item no. Z11001) is now also available as a full model as well as a relief building for the street side. Photo: Modellbau Laffont

If you want to make the leap to the complete reception building of Aachen main station, you can now also find the full model (Z11001) in this supplier's product range.

Azar Models continues to deliver:

No sooner can we present the new Corail coaches in this issue than a matching locomotive for SNCF's French domestic traffic follows. The CC 7200 from injection moulding production is now coming into circulation in no less than three livery versions.



In addition to the blue version (item no. L02-BL2; Photo left) and the FRET version (L02-FR1; Photo right), other models of the CC7200 were also delivered. Photos: Azar Models

A blue version (item no. L02-BL1 & L02-BL2), the FRET version (L02-FR1), and a variant declared for multiservices (L02-FR1) are available. Photos and information can be found at <https://azar-models.com>.

More new products from NoBa-Modelle:

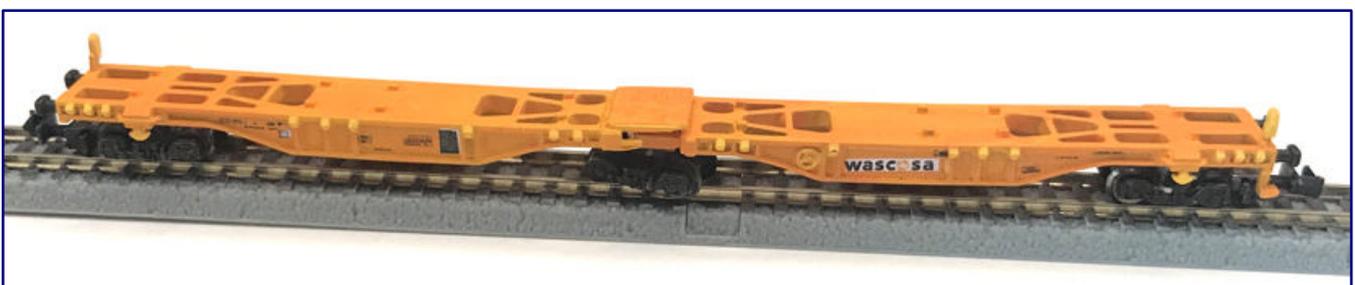
Following the report in the last issue, we were notified of further new products that we are now also able to report: NoBa-Modelle (<https://www.noba-modelle.de>) is taking care of the daily needs of the inhabitants of Z gauge layouts and is launching a supermarket (item no. 4137R). It is completed by matching shopping trolleys (10264R).

This supplier presents the Eriba caravans with the 'Familia' model in park position with open doors (6168R), in single park position (6167R), and in driving position (6166R). Also offered are the Mercedes-Benz LP 608 lorry transports and two Dixi toilets (10323R).



The new shopping trolleys are also intended for the local supermarket (Art.-Nr. 10264R).

The US articulated lorries Peterbilt 281 Duel Truck (6929RF) and Convoy Rubber Duck (6928RF) are now available as finished models. The Sggmrss 90 container wagon, which is available for Wascosa (5330RF) and VTG (5330RF), can now also be ordered as a finished model.



The finished models of the Sggmrss 90 container wagon have the same item number (5330RF) and are specified by the customer during the ordering process by adding VTG (Photo above) or Wascosa (Photo below). Photos: NoBa-Modelle

The deliveries of AZL:

American Z Line will deliver the following locomotive models in October 2024: EMD SD70ACE of the Union Pacific in CNW nostalgia livery (item no. 63109-5B), EMD SD50 for the Seaboard system (65009-



SD40T-2 in the Kodachrome colour scheme of the Southern Pacific (item no. 64104-1; Photo left) and the ALCO RS-3 for the Rock Island (63318-1; Photo right). Photos: AZL | Ztrack

1 / -2), EMD SD40T-2 in the Kodachrome colour scheme of the Southern Pacific (64104-1 / -2) and the ALCO RS-3 for the Rock Island (63318-1 / -2) in Phase 1.

The 4180 pressurised air unloading wagons will follow for Cotton Belt in packs of four (906016-1) and two (916046-1). The Gunderson Maxi I carrying wagons are being reissued for Maersk (906504-1 to -4), individual containers are also available (95202). One such 40-foot shipping container is also in the delivery programme with the inscriptions Tropical (95238).

The Ortnor bulk goods wagons are travelling this month for Greenbrier Management in double packs (905365-1 / -2). On the other hand, the 40' AAR wagons of covered design modernised in 1937 represent a new design variant. They are offered for the Wabash individually (905413-1), or in packs of two (915413-1).

Model railways day in Duisburg:

Organiser Markus Schiavo (<https://www.spur-n.com>) is once again inviting visitors to a hobby show at the Duisburg Inland Navigation Museum (Apostelstraße 84) on the weekend of 30 November / 1 December 2024 from 10:00 to 17:00. On the occasion of the International Model Railways Day, there will also be shipbuilding and general modelling on display.

A large focus of the exhibits will be on Z gauge, which will be even more strongly represented than in previous years. Hans-Georg Kunz with his layout "The Bridge at Remagen" and Trafofuchs with an excerpt from the N and Z gauge delivery programme as well as the US layout "Texan Oil Field" will be joining the annual participants with changing exhibits.

Other systems have been extended or individual parts have been replaced. Our editorial team will be represented by Ralf Junius, who will be promoting the idea of regulars' boards and demonstrating his "Kistrath" peep box. We look forward to lively discussions and a professional exchange.

Update regarding Modellbahn-Union:

The retailer Modellbahn-Union in Kamen provides an update on the fire in the neighbouring building of its location on 27 September 2024: It is currently still unavailable in Kamen, both by telephone and by mail.

The roof of the building was severely damaged, which is why continued operation is currently not possible. It is currently not possible to give a binding date for when normal operations can be resumed. Intensive work is therefore being carried out on all necessary measures and long-term solutions.

The information states: "The incident has led to considerable restrictions, so that we are currently unable to process any incoming or outgoing goods at the Kamen site. As soon as the site is operational again, we will contact you with a status report (...) to inform all model railway customers and friends."

At DM-Toys' Issum site (for N scale), by the way, operations continue as normal and are not affected by the consequences of the fire.

Herpa new products for November and December 2024:

Herpa announces new aeroplane models in 1:200 scale. A selection of sizes suitable for layouts based on models to be found in Europe is listed below:

Interflug Ilyushin IL-62M (571708-001; New edition with modifications),
LOT Polish Airlines Antonov AN-24B (572996),
Air Via Tupolev TU-154M (573214),
Finnaviation Saab 340 "Santa" (573245), and
Crossair Saab 340 (573252)

and for the military models:

Spanische Luftwaffe Airbus A400M Atlas "50 Aniversario" (573191), and
Österreichische Luftwaffe Eurofighter Typhoon "Austrian Tigers" (573436).

In der Snapfit-Reihe erscheinen in diesem Maßstab folgende Neuheiten:

Discover Airlines Airbus A320 (614290), and
Pegasus Airlines Airbus A321neo "100th" (614320).

Another collector's pack from Full Throttle:

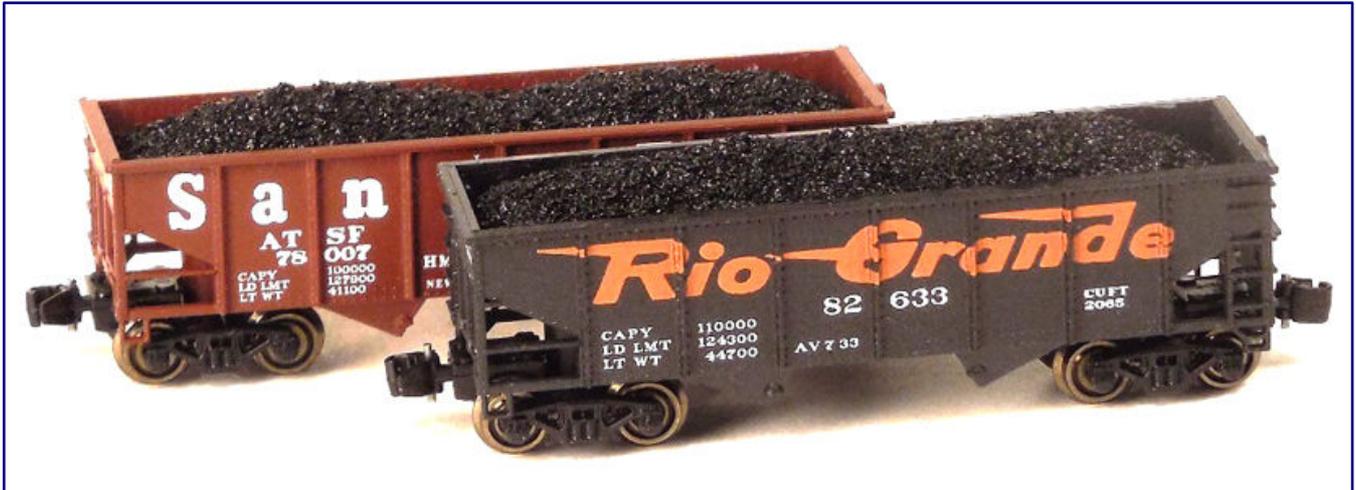
William Dean Wright also has news this month for his Full Throttle brand (<http://www.wdwfullthrottle.com>). He is offering another collector's pack (item no. FT-COL71) consisting of two open 33-foot bulk freight wagons. The wagons have external box struts and each has two outlet funnels on the wagon floor.

Two well-known examples of traditional US railway companies are used for this, which have been reassembled here: The ATSF's road number 78007 is joined by its D&RGW counterpart 82633. Both railway companies no longer exist in their old form following mergers and takeovers.

The WDW Full Throttle models are available in Germany from Case-Hobbies (<https://case-hobbies.de>).



Even though the fire did not spread to the model railway retailer's building, it was not completely spared from extinguishing water and consequential fire damage. Photo: Modellbahn-Union



The new collector's set combines two Santa Fe and Rio Grande bulk goods wagons (item no. FT-COL71). Photo: WDW Full Throttle

Christmas campaign starts at Märklin:

This year's Märklin Christmas campaign began on 23 October 2024. Vouchers, which can be ordered on the Märklin campaign page (<https://www.maerklin.de/ueberraschung>), are intended to give newcomers and those returning to the H0 gauge a discounted start to the model railway hobby.

The core of the campaign is once again a promotional film that is distributed via YouTube. This time, Märklin has created a really moving story that takes up the essence of Christmas and emphasises the role of the model railway as a unifying element across several generations.

Many will remember years gone by when the model railway was an annual highlight under the Christmas tree. In the present, a reference is made to the all-too-familiar unreliability of the big railway and the damage it causes in this case.

But all's well that ends well: the Märklin railway makes sure that everyone comes together happily and can celebrate the high, Christian festival with great joy. You can find the film at the following address: <https://www.youtube.com/watch?v=tAg62fVgd4E>.

Imprint

ISSN 2512-8035

Bibliographic information of the German National Library: The German National Library lists this publication in the German National Bibliography. Detailed bibliographical data and editions can be found in the DNB catalogue at <https://portal.dnb.de>.

The publication of **Trainini German Magazine for Z Gauge** is voluntary and non-commercial. **Trainini German Magazine for Z Gauge** does not aim for any sources of income. This publication is governed exclusively by German law.

Contributions marked by name exclusively reflect the personal opinion of the author. This is not necessarily the same as that of the editor or publisher. Unless otherwise indicated, photos are taken by the editor.

Board of Editors:
Holger Späing (Editor-in-Chief)
Harald Fried
Ralf Junius
Dirk Kuhlmann
Joachim Ritter

Correspondent North America:
Robert J. Kluz

English translation:
Alexander Hock, Christoph Maier, Oleksiy Mark, Martin Stercken

Further voluntary work: Stephan Fuchs, Torsten Schubert

Licensed **Trainini Discussion Group** (<https://www.facebook.com/groups/1597746057122056/>): Michael Etz (**Trainini Locomotive Doctor**)

Publisher and Responsible in terms of German press law (V.i.S.d.P.) is Holger Späing, Am Rondell 119, 44319 Dortmund; Contact: 49 (0)231 9598 7867 or by e-mail to [redaktion\[at\]trainini.de](mailto:redaktion[at]trainini.de).

Advertisements of events and advertisements of third parties are free of charge, but will only be accepted after availability and recognisable Z gauge reference. They appear separately from the editorial part on the sole responsibility of the advertiser. Advertisements from small series providers always have priority.

Letters to the editor must be submitted in writing by post or e-mail to [leserbriefe\[at\]trainini.de](mailto:leserbriefe[at]trainini.de), stating the full name and address of the responsible reader, and are always welcome. Publication is reserved to the editorial staff. The editorial team always endeavours to present a representative picture and therefore to take every submission into account.

By submitting video clips, pictures, photos and drawings, the sender agrees to the publication and indemnifies the publisher against any possible claims by third parties. This expressly includes a future repetition in the magazine, **Trainini TV** as well as in brochures and posters.

All company names, trademarks and designations mentioned in this publication belong to the respective manufacturers or rights owners. Their reproduction takes place without guarantee of the free usability. For misprints, errors, price quotations, product descriptions, building specifications or transmission errors of any form whatsoever, the editorial staff and publisher assume no liability.

Trainini German Magazine for Z Gauge is published monthly (without guarantee) and is available to all interested model railroaders, especially fans of Z gauge, to download free of charge and for a limited time from <https://www.trainini.eu>. Downloading may incur third-party connection and network service provider costs. The placement of only the complete magazine on other domains is expressly permitted after it is no longer available on **Trainini's** own webpages, and as long as the download is not offered for a fee. **Trainini TV** can be found at <https://www.youtube.com/TraininiTV>.

All contributions, videos, photos and reports are subject to copyright. Translation, commercial printing and any other form of reproduction, even in part, require the prior express consent of the publisher. Unauthorized commercial use will not be tolerated.

Trainini® is a legally protected trademark, registered in the register of the German Patent and Trademark Office (Munich), No. 307 30 512. The trademark is owned by Holger Späing, Dortmund. Misuse will not be tolerated. All rights reserved.