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The Series E 91⁰

Winter Scenery
Review of the Year 2024

Introduction

Dear Readers,

Even though we are only publishing near the end of the month, I would like to wish you a happy and prosperous, but above all, healthy New Year on behalf of the entire editorial team.

Only just about four weeks have passed since we gathered quietly and contemplatively under the Christmas tree. This time of the year marks the start of the peak of the model railroading season. And as the old year draws to a close, our eyes quickly turn to the anticipated new products.

Märklin kicked things off this time on January 7, 2025, while the accessory manufacturers and most small-series suppliers kept and are still keeping themselves under wraps. A little excitement should remain, and we will not provide a complete overview until February.

Until then, we will indulge a little in the past year. As is traditional at this first edition, we will summarize what was important and formative from a Z gauge perspective. It's like a quick run through twelve past issues.

The class 191 locomotive with linkage drive, which we are covering today with an outline of the prototype and a model portrait, also belongs to the year 2024. It is the main new product from the small series manufacturer NoBa-Modelle, which we definitely don't want to leave out.

The good work that has been done on this product should also be acknowledged in detail here. After all, we believe that this will also appeal to new groups of buyers and broaden the focus.

But what would our magazine be without construction and handicraft articles? Amid the main season, we are thus continuing work on our winter layout. There is still some work to be done before the houses from the trial run in December can be installed.

Some work on the prefabricated landscape is required to meet our wishes. At least we have a firm idea in our heads of how the picture should look in the end. You can follow it step by step here, and we want to do this in as much detail as possible, so that everyone can replicate it.

One of the tasks is to build a small jetty, because what would a pond be without one? But not everything is quite right at the station site either. The station building showed signs of reworking during the trial run, which we are now tackling. Stay tuned!

If you lack motivation on certain days or are looking for the warmth of your sofa at home, then our book and movie tips are probably something for you. But first, I hope you enjoy reading this edition!

Sin-Z-erely,

Holger Späing



Holger Späing
Editor-in-chief

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We thank the Eisenbahnstiftung for their photo support.

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Cover photo:

191 001-7 spends her old days at the Oberhausen-Osterfeld South depot. There, it is assigned to a local freight train service "around the neighbourhood" when it runs in front of the photographer's lens in the early seventies.

Series 191 from NoBa-Modelle

Durable Rod Locomotive

Old electric locomotives are still very popular with model railway enthusiasts. Following a tip for a sensible extension to the programme, it was therefore hardly surprising that NoBa-Modelle also turned its attention to such a vehicle. We present their model of the E 91 and first take a look at the larger prototype.

After a longer procurement pause, caused in part by the consequences of the First World War, the ongoing electrification of lines in Bavaria and Silesia led to a need for new electric locomotives. This resulted in the first electric locomotive type programme of the Deutsche Reichsbahn-Gesellschaft.

For a heavy freight locomotive, good cornering and the ability to negotiate humps were required. A maximum weight of 120 tonnes was not to be exceeded, which resulted in a maximum axle pressure of 20 tonnes for the planned six-axle locomotive.



On 17 February 1975, the Bavarian veteran 191 011-6 of the former class E91^o earns her bread of mercy in the München-Laim (Munich-Laim) marshalling yard. Photo: Peter Schiffer, Eisenbahnstiftung

In fact, the new design ordered by the DRG in 1922 slightly exceeded this specification at 123.7 tonnes and only the E 91^o substructure series built in 1929 fully met the requirements at 116.4 tonnes, despite being additionally equipped with an electric resistance brake at this point.

In 1925/26, a standardised type was put into service for both areas of operation, which was assigned to the E 91⁰ series according to the numbering scheme of 1926. The Bavarian group administration received a total of 20 machines (E 91 01 to 20, initially EG 5 22501 ff.), while 14 units (E 91 81 to 94, initially EG 581 ff.) were intended for the Prussian mountain lines.

They could be distinguished by the front windows: the Bavarian locomotives had a smaller one in the front door with a transition step plate between the two large cab windows, while the Prussians did without the door and the centre window.

The specifications included the transport of trains on a 10 ‰ gradient with a mass of 1,200 tonnes at 35 km/h and 500 tonnes at 45 km/h. It should still be possible to approach 1,400 tonnes on the same gradient.



Interior view of the driver's cab of an E 91⁰, taken in March 1974 in Munich East. Like other old construction machines, this rod locomotive was also operated standing up. Photo: Walter Abriel, Eisenbahnstiftung

The E 91, which we are looking at here, even exceeded these requirements. It could transport 3,000 tonnes on the level at 50 km/h, 1,420 tonnes on a gradient of 10 ‰ and still 580 tonnes at 25 ‰, in each case at a speed of 40 km/h.

Its structure consisted of three parts, the centre section rotatably mounted on the ball pins of the two drive frames. It contained the oil-cooled main transformer, the fans, the oil cooler, and the air compressor. The end pieces of the locomotive body, which were firmly attached to the motor bogies, were adjacent on both sides.

These were also mainly part of the engine room, housed the two twin traction motors and had no partition walls to the centre section. Bellows secured the individual sections between the locomotive parts. At the ends were the driver's cabs, which were separated from the engine room by partitions.

The twin motors in the motorised bogies transmitted their power via sprung motor pinions to the large wheel of a dummy shaft, which drove the three axles per bogie via a Winterthur inclined rod drive.



On 2 October 1971, 191 020-7 allows a good view of its running gear in the Munich East depot. The ladder, which was suspended transversely above the buffer beam, had long been seen on locomotives of this class. Photo: Burkhard Wollny, Eisenbahnstiftung

The outer wheelsets were firmly mounted in the inner frame of the motor bogie, while the centre wheelsets had a side play of 25 mm for better cornering. This form of power transmission was completely sufficient because the locomotives were only intended for goods trains and steep line operation, where high speeds were not required.

The high friction weight, resulting from the large locomotive mass and the absence of running axles, made them the powerhouses that express their tractive power values. They also proved their suitability on the hump.

Modernisation and history of use

The use of the E 91 was initially limited to the electrified lines in Silesia and Bavaria. At the end of the 1920s and in the 1930s, several relocations took place, initially in connection with the slump in performance during the global economic crisis. Later, they also resulted from further electrification, including in the Stuttgart area.

From 1936, the Geislingen depot was able to build up its own small stock of these machines, which were used to push heavy trains on the Geislinger Steige until the appearance of the E 93. Incidentally, this ramp line will celebrate its 175th anniversary in 2025.

In the literature, however, this home is also seen in a possible connection with the connecting railway to the Karl ore mine (near Geislingen), because this was important for the armaments industry. At the end of the war, some of the locomotives remained damaged in central Germany, where they fell into the hands of the Russians at the Dessau maintenance depot. However, the E 91 was never used in central Germany.



E 91 01 and an unidentified E 40 pass through Müllheim/Baden station on their way to Weil am Rhein on 8 February 1968. The E 91⁰ shown here is the basis for the model from NoBa-Modelle. Photo: Burkhard Wollny, Eisenbahnstiftung

Both the E 91⁰ and the E 91⁹ were initially modernised by the Bundesbahn in 1957/58, but due to their low top speed, which was limited to 55 km/h to protect them from damage, they reached their zenith early on. Nevertheless, they reached a remarkably long service life of 49 years.

The modernisation measures carried out included the following changes: new switching elements and cabling, rubber window surrounds, removal of the glare protection above the front windows and closing of the transition doors with removal of the tread plates on the Bavarian examples. A centre driver's cab window was not installed on the engines of Prussian origin.

From 1950 onwards, the locomotives were mainly used for heavy shunting, transfer and local freight services (including Augsburg, Kornwestheim and Neu-Ulm depots) or as a push-pull locomotive, such as at Pressig-Rothkirchen depot in the direction of Probstzella (briefly relocated to Bamberg depot in 1967).

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The two photos on this page provide suggestions for typical goods train services on the model railway. 191 100-7 (photo above) works at the hump in the München-Laim (Munich-Laim) marshalling yard on 18 July 1974. Photo: Bernd Kappel, Eisenbahnstiftung

191 097-5 from the Oberhausen-Osterfeld Süd depot, on the other hand, is underway in Duisburg-Wedau on 14 April 1971 with a local goods train from Oberhausen-West. Photos: Wolfgang Bügel, Eisenbahnstiftung

From 1956, they shunted at the border to Switzerland in the Basel Bad freight station, took over the transfers to the SBB and ran local freight trains to Müllheim. They were transferred from Haltingen depot to Freiburg depot when locomotive maintenance increased there after the electric conversion of the Höllentalbahn railway.

In München (Munich), the E 91s had been working on the hump yards since 1948 and were also used for the stabling trains between München (Munich) main station, Laim, and Pasing. The robust locomotives were extremely popular with staff and were well looked after, especially when the Bundesbahn removed them from the maintenance fleet in 1972. It was still possible to keep this class operational there until 12 May 1975 (Z position of 191 100-7).

The last new depot for the class 191 became the Oberhausen-Osterfeld Süd depot in February 1968. Alongside the 104 (Osnabrück) and 119 (Hagen-Eckesey), this brought a third southern German class to the northern half of Germany.



191 002-5 was the only one of a total of thirteen class 191 locomotives to survive its three-and-a-half-year exile (1968 - 1971) in Oberhausen (BD Essen) and return to its Bavarian homeland. Deployed by Bw München Ost (Munich East), it earned its bread of mercy in the München-Laim (Munich-Laim) marshalling yard in March 1973. The clearly visible paint repairs as a sign of years of hard use have also inspired us for the model (see picture on page 15 above). Photo: Prof. Dr. Willi Hager, Eisenbahnstiftung

The reason for this measure was identical: due to the decline in steam locomotive maintenance, many workshops were no longer sufficiently utilised and jobs were at risk. DB also wanted to organise the dismantling process in a socially acceptable manner at the Essen depot and continued to utilise the capacity of this maintenance-intensive and old design for a few more years.

A total of thirteen machines found a new temporary home in Oberhausen. The Ruhr area was also the final destination for twelve of them, only 191 002-5 returned to the south (Bw München Ost (Munich East))

for just under three years. The parked locomotives could still be seen in rows in Bottrop-Vonderort for months.

The tasks of the rod locomotive also included shunting services and local freight transport with services 'around the church tower,' so the area of operation remained very manageable in this mining region for just under five years. However, this phase in particular is very interesting because the miniature from NoBa-Modelle that is in focus today refers to this last period of operation.

The small series model

NoBa-Modelle has specialised strongly in models that use Rokuhan-Shortys as a bogie base. The first models were built with unmodified parts, later the bogies were dismantled and used in such a way that larger bogie spacings could also occur.

The next evolutionary stage was the development of bogies developed in-house, which were only completed with the individual parts of the Shortys. This also made three-axle bogies and bogies with two rigid axles possible.



The 191 001-7 from NoBa-Modelle (item no. 5025R) is a very interesting model that fills a gap in the Z gauge range. Experienced tinkerers will also find possibilities for their own refinements here if the robust locomotive is to become more filigree.

The number of interested parties grew steadily, because on the one hand there is access to fairly inexpensive models, if the buyer allows some compromises compared to large series models, and on the other hand, long-awaited models were also realised for the first time.

Especially with a view to critical model railway enthusiasts who were not yet enthusiastic about the programme, we made a suggestion to the small series supplier: "Why don't you make something on a Märklin basis as an alternative!"

In view of the fact that the high-volume manufacturer always 'thinks in trains,' but rarely produces them, we saw a unique opportunity. No new family of passenger coaches was launched on the market for around two decades, but some gaps in the programme were repeatedly criticised.



The face of the locomotive looks good. In the macro shot, only the step-up support rods on the cab doors reveal their thickness due to the pressure. This would be a starting point for tinkerers to separate these parts from the body and replace them with etched brackets and wires.

For example, we suggested the Touropa couchette coaches, which are among the predecessors of the UIC-X coaches, and also represent a basis for a complete and interesting family of coaches that Märklin does not have. But, ideas should also be found in the area of locomotives.

Unsurprisingly, the focus shifted to a vintage locomotive that could easily be built on a large series chassis. However, this requires adaptation work that should not be underestimated, but promises a very interesting model: the E 91 of the first of two construction series, later referred to as the E 91⁰. Both of these ideas became the most important innovations of 2024.

With the E 91, a model initially appeared whose outer parts were slightly stretched (item no. 5024R). This was intended as a concession to all those customers who did not want to permanently sacrifice any of their crocodile undercarriages. In this case, the forerunners were simply removed and replaced with a coupling shaft: the process remained reversible.

A little later, the likewise announced, exact scale version (5025R) was also released, which we are now covering here. It requires shortening of the running gear, which is why it can no longer be returned to a Swiss crocodile.

Current information about the provider

As is also currently stated on the company's own website, no sales are expected until the end of February due to rehabilitation measures. Customers and interested parties are therefore asked to be patient.

In addition, the availability of finished models (5025RF) is and remains permanently very limited with regard to the procurement of a suitable base chassis.

Incidentally, the usually quite high used price for the basic models severely limits the range of finished models available from the manufacturer (5025RF). If you don't have the confidence to do the work yourself, you should consider procuring one yourself and customising it according to our photos (or supplying it by arrangement).

Modifications are also made in the electrical area. Since no front lighting is provided and hardly any customer would want incandescent lamps there today, the retaining clips for the plug-in sockets above the earlier predecessor are completely removed.



The running gear must be shortened at the marked points (picture above). The brackets for the bulb sockets are then removed and the wiring modified accordingly. The view from below shows the coupling shafts mounted on the running gear (bottom picture). In order to be able to use the Jörger uncoupler for shunting tasks, we install FR coupling hooks, under each of which we glue a strip of magnetisable metal from a staple (see arrow markings).

This also prevents possible short circuits. The switchover screw for overhead line operation remains, but has no electrical function on the E 91. It is therefore not a problem that access is obstructed by the roof line.

An important development goal (for both model versions) was a complete system coupling instead of just a simple coupling hook. This means that the locomotive can also be used in conjunction with uncoupling tracks. If a magnetisable metal strip is glued underneath, the more reliable Jörger uncoupler can also be used.

Only this opens up a typical area of use for this class on the DB, for which the prototype locomotive was designed from the outset. Conversions of past times that we are familiar with, and are hardly ever used, had to do without this feature, which is why we rate this feature highly in our assessment.

Our model has been given the optional injection-moulded couplers from FR Freudenreich Feinwerktechnik. They are made of polystyrene instead of POM (Märklin) and promise a more stable adhesive connection for the metal strip obtained from a staple.



The test model is fitted with type SBS 10 pantographs from the earlier production of Heckl small series (3/00), which, in contrast to Märklin parts, reproduce the correct design and are also much more filigree.

As we believe that the 3D-printed resin parts are very accurate and as fine as possible, it was very important to us to achieve the best possible overall appearance. Our test model was therefore fitted with the SBS 10 scissor pantographs from Heckl Kleinserien (3/00), which are no longer available.

The regular Märklin pantographs are not to scale, nor do they reproduce the correct type that was used on the E 91. Dieter Heckl presented successors for the parts we use in Altenbeken 2024.

To be able to judge the paintwork, we had it done by NoBa-Modelle. We consider the chosen colours RAL 6020 chrome oxide green and RAL 9005 jet black to be a good match. RAL 9006 white aluminium for the roof must be mixed yourself according to the manufacturer's instructions.

When compared with a colour chart, the degree of brightness of the grey appears correct, but contains too few metal pigments. However, we do not regard this as a fault, as it comes much closer to the operational condition of a locomotive that has been in service for many years. And the exact prototype was also chosen from the last operating phase.

The labelling as 191 001-7 of the Oberhausen-Osterfeld depot is done using white wet-slide decals. The largely flawless inscriptions include the locomotive numbers on all sides, the owner details 'Deutsche Bundesbahn', various weight data, the details of the BD Essen and the Bw Oberhausen-Osterfeld as well as the labelling of the brake system and the last inspection date.

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The lettering is offered as a sliding sheet and is identical to that of the stretched model 5024R. They are applied with the aid of a soft brush and adhesive primer and plasticiser, then carefully pushed into the correct position on the liquid and aligned (top image). A cotton bud then removes any excess liquid from the edge. Frame markings around the lettering make it easier to cut to size without damaging the lettering (bottom image).

The window panes are modelled using Micro Kristal Klear (MI-9) from Microscale, a special adhesive varnish that dries crystal clear, and which we have often used for such work.



The three locomotive parts give a very cohesive image in the straight track, unfortunately the right-hand housing in the photo above is not cleanly positioned (photo above). The lettering and glazed windows enhance the good overall appearance (photo below).

If you have the appropriate options, you may also be able to work with suitably cut or milled inserts and then also replicate windscreen wipers on the fronts.

Further properties

Almost all of the model's dimensions were taken from the basic Märklin undercarriage. As it comes closest to that of the E 91⁰ series crocodile from their programme, it was an obvious choice. There is the relatively largest deviation in the overall axle base, which NoBa models had to take into account for the small series model and 'hide' while maintaining the proportions and the overall impression.

From the observer's point of view, the design does indeed appear coherent, but the calliper clearly reveals the deviations. We list the data determined in our scale model and do not use it for further assessments. This also applies to the driving and tractive force characteristics, over which NoBa-Modelle has little or no influence.



Front view of 191 001-7 from NoBa-Modelle

Dimensions and data for the E 91⁰ of the DB:

	Prototype	1:220	Model	Difference
Length over buffers (LüP)	16.700 mm	75,9 mm	85,6 mm	+ 12,8 %
Height over rail head (roof edge)	3.850 mm	17,5 mm	18,9 mm	+ 8,0 %
Width	3.055 mm	13,9 mm	16,9 mm	+ 21,6 %
Total centre distance	11.760 mm	53,5 mm	60,4 mm	+ 12,9 %
Bogie axle distance	4.500 mm	20,5 mm	21,4 mm	+ 4,4 %
Wheel diameter	1.250 mm	5,7 mm	5,9 mm	+ 3,5 %
Service weight	123,7 t	---	30,6 g	
Axle layout	C' C'			
Power output	2.992 PS / 2.200 kW			
Permitted maximum speed	55 km/h			
Years built	1925 - 1927			
Units built	34 units			
Hersteller	Krauss / AEG (mechanisch), Wasseg (elektrisch)			

The robust Swiss crocodile is not exactly known as a driving miracle and has always attracted attention with its rather loud driving noises. Despite this, the donor model, which is regularly fitted with a three-pole motor, can be controlled with sufficient sensitivity using a good speed controller.

There is sufficient tractive power for local goods trains and shunting tasks. Track use in front of heavy trains looks nice, but would no longer correspond to the operational use of the prototypes. If you don't want to do without this, you should think about

additionally weighting the bodies with inserts, and possibly also having traction tires retrofitted.

Only those with black wheels can be considered as donor undercarriages. All brown Märklin Crocodiles and the older editions of the green version have these – later the latter were delivered with grey running gear in keeping with the prototype.

Contrary to the paint specification, the wheels and the dummy shafts appear deep black instead of fiery red. However, this trick has also been common in other sizes because it comes much closer to the operating condition with heavily soiled wheels.

Repainting is of course also an option, on request. In this case, the wheels, including the shiny metallic wheel discs, should be primed in deep black and the spokes and dummy shaft painted red after drying. Unfortunately, a red crocodile chassis from a special model is not available at an acceptable price.

The 191 001-7 can be used with all contemporary freight cars from all Z gauge manufacturers from the late sixties and early seventies. Mixed goods trains make for an appealing photo, because block trains of coal and steel traffic are by no means to be expected behind this locomotive, as our prototype photos also prove.



An opening had to be provided in the housing of the centre section for the roof screw of the basic model, which has no function here.

If you also want to add passenger cars, you can reproduce the München (Munich) operation and change your locomotive to a matching road number. There are also sufficient templates on the Internet for an engine of Bavarian origin.

It is now time for our final conclusion. With the E 91⁰ as 191 001-7, NoBa-Modelle has realised a very interesting and sought-after old locomotive, for which there is no comparable offer to our knowledge.

Today's possibilities of 3D printing have been almost perfectly realised in terms of a detailed yet stable model that can be touched without hesitation. This also makes it a pleasure for the buyer to make his own superstructure or refinements and further increase the attractiveness of his locomotive.

If it is even possible to convert to a bell-type anchor motor or if access to a suitable chassis donor is possible, even more options are technically possible. So, hopefully, this model should also have a future in the programme.

In any case, it enriches the shunting, shifting or even heavy goods train service on the layout enormously, because the appearance of the E 91 has its own character, which protects the locomotive from confusion. This also emphasises the supplier's good selection of prototypes.



Our 191 001-7 is used prototypically for local freight services in the Ruhr area and can also be used for shunting duties. For the latter, however, a bogie with a bell anchor motor would be preferable due to the better driving characteristics, provided there are affordable offers on the market.

For these reasons, we are nominating the 191 001-7 from NoBa-Modelle (5025R) for the best new release of 2024 in the locomotives category. We will announce the winners of the latest editorial vote next month.

Manufacturer of the model:
<https://www.noba-modelle.de>

Chassis basis:
<https://www.maerklin.de>

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The path to the first layout (part 6)

Working on the Landscape

Just laying track and placing a few houses on our preformed layout would be too easy. Even a preconfigured product like this can be customised with little effort by investing a bit of thought. A few ideas for some typical winter fun come readily to mind, but we should also think about creating suitable centre for our little village.

In the last instalment, we added the Rokuhan level crossing to our winter layout. Now we have further customisation work to do, but without trying to change the basic character of this preformed terrain from Noch. The aim here is to give our landscape a personal touch and create some typical details that will (hopefully) catch the eye of future observers.



Today, we are continuing work on our winter layout. In the station area we are making some adjustments and add a few self-made details.

But, before we start work, we need to find a suitable location for our first scene. Figures in winter dress are naturally the only suitable ones for this project and can only be found among the product range of Trafofuchs. Accordingly, we have already stocked up in advance, including children on snow sleds.

They need a suitable slope away from the railway line where they can sledge safely and can also be easily seen by onlookers. There is a suitable spot for that in the middle of the small village, but not yet sufficiently steep for sledding a few metres.

And so we can't avoid adding a little slope to this area. We cut a leftover piece from a XPS sheet (Styrodur) to its basic dimensions with a sharp Mozart craft knife, and carve out the gradient with the blade and a nail file.



We position our sledding slope so that the curved footpath runs around it and gives it a sense of direction. We build its core from a leftover piece of XPS board, which we roughly cut to size with a craft knife.

There is no need to be overly precise with this and we can safely ignore any remaining gaps. After all, the surface still needs a terrain coating anyway. But first we glue the piece in place. A solvent-free adhesive is required here, otherwise the dissolved polystyrene will collapse. We, therefore, choose Uhu Por foam glue.

We apply the adhesive to one side of the piece and let it flash off before inserting it into the landscape. Sufficient drying time is then required, as setting and hardening takes longer than with rapidly evaporating solvents.

This is followed by the necessary coating of the material to let it merge seamlessly into the surrounding surface of the landscape. Due to the rather soft contours of a snowy landscape and in view of the basic colour, we choose a material different from what we normally use for shaping landscapes.

But, it also comes from the Molto brand and was already used by us around three years ago, namely 'Molto Alleskönner Innen Champion', a snow-white filling compound that can be spread very smoothly, with the help of water if necessary. After drying, it can be reworked with sandpaper and smoothed further.

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Using our Mozart precision craft knife and a nail file, the finishing touches are made to fit our little sledding mount into the landscape (photo above) before it can be glued in place with Uhu Por. After drying, a coat of Molto Alleskönner Innen Champion (filling compound; photo below) is applied with the help of a modelling spatula to ensure a white and smooth surface.

This material proves to be ideal in terms of processing time, adhesion to the surface and the near complete absence of shrinkage. Application and spreading are carried out using modelling spatulas of different sizes and shapes.



Even without any colour treatment, the sledding slope blends perfectly into the landscape after drying. The base colour of the Molto filler matches the snowy landscape perfectly.

At the end of this stage of the work and just as intended, there is no longer any sign that we have changed the shape of the landscape. We can therefore be confident that no more surprises await us in this respect.

No pond without a jetty

The small pond that Noch has included with this layout's landscape also appears somewhat plain in its default state. A small jetty, which is used for swimming or fishing in the summer months, would be the perfect addition.

Unfortunately, there are no ready-made versions available for this type of accessory, as width, height and length are always very individual. But scratch-building one is easy. First, we determine the appropriate size of the jetty by making a small ad hoc template from heavy drawing paper. In our case, around 15 x 5 mm seems suitable, the height is determined by the end of the path leading to the bridge in the landscape section.

We choose real wood as the material for the construction; walnut profiles (1 x 1 mm) from modelling supplies and veneer scraps from a carpenter. Our materials are cut to size with a mitre cutter from RP Toolz ('Cutter'; RP-CUTR), which allows us to work very precisely. This tool also allows us to cut across the grain without creating cracks in the thin wood.

We inspect the prepared planking (with its grain perpendicular to the direction of the jetty) from both sides to decide whether there is a preferred one for the top side that will later be visible. The wood is then placed on the work surface with the underside facing upwards.



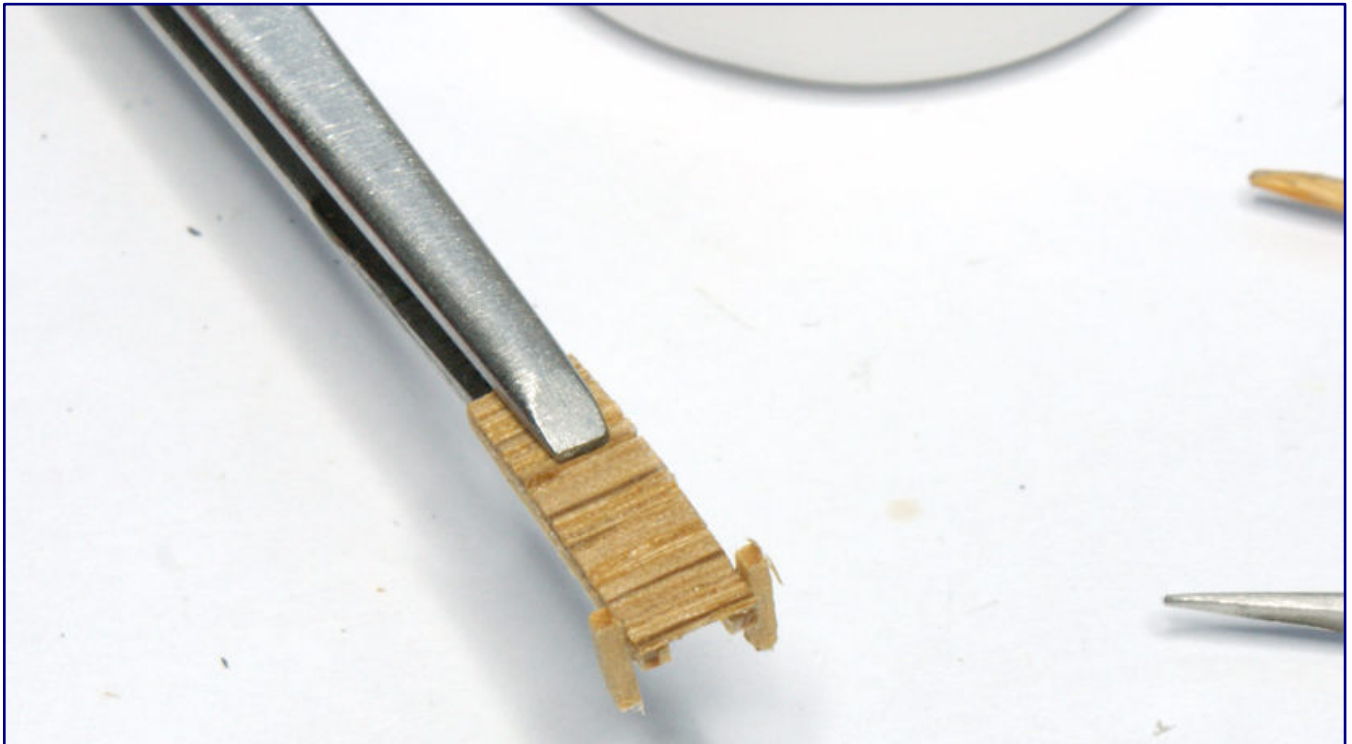
We cut the walnut strips and the veneer for our bridge on the lever cutter from RP Toolz (item no. RP-CUTR).

We now apply a thin layer of glue to the long beams and glue them to the underside so that the boards of the running surface still protrude slightly on the outside. We use Viessmann's Polyplate glue (39997), whose dispensing tip makes it easy to apply just the right amount of glue for this job.

We also apply a drop of glue to the positions of the supports extending into the water and now position the jetty provisionally in its future location so that we can attach the supports. They should stand vertically on the water surface once the jetty runs horizontally above the water.

We then pick the finished model up again and fix it in a clamp to dry. After this, it is time to add some paint to align the colour of the two types of wood and give our model a weathered look to simulate years of exposure to the elements.

Using wood stain would be an option, but this can cause unsightly marks in places where the wood has been sealed by glue. We therefore decide to go with a coat of paint.



The jetty's planks lie on two beams. At the front end, two piles are glued to the right and left, which reach into the water and support the jetty.

Adequate colours can be found in the 'Solution Box German Trains' (AMMO.R-1200) from Ammo Mig's 'Rail Centre' range (now distributed by Noch). This is a comprehensive compilation of products for ageing German railway vehicles.



This includes also colours and glazes in wood and dust tones, and we quickly find colour tones to our liking.

The light base colour is achieved by brushing on "Acrylic Wash" in dust colour (A.MIG-0713), which is easily absorbed into the wood. Now, the material is uniform in appearance, but looks like freshly sawn wood.

After drying, we therefore want to give it a stronger and darker shade, which should primarily colour the surface and not penetrate too deeply into the pores.

After colouring with Ammo-Mig products, the bridge has a very realistic appearance. We show how this is done in episode 34 of [Trainini TV](#).

We achieve this by using a "Streaking Brusher" in the colour "Grime"

(A.MIG-1253), a kind of touch-up pen with an integrated brush, like the type of markers used for fixing up chipped paint on cars.

As we need a finer brush because of the extremely small amounts of colour, we use a mixing palette made of transparent plastic from Tamiya (300087125) and a smaller brush of our own choice for both products.

Once the colours have dried, the jetty is ready to move onto the layout. We glue it in its assigned position with Uhu all-purpose adhesive. This universal adhesive achieves a high holding force both on the substrate and in combination with wood and is completely transparent after drying, an important property in this case.

Further customisations

Village ponds like this one, which are often visited by waterfowl in summer, regularly have a belt of reed grass along their shore. We therefore proceed to add this feature to our pond as well, and to place it on the bank in front of the other path that leads to it. A small reed grass bush will go next to the jetty, but without obstructing any important line of sight for future photo shoots.

Dorfteiche wie dieser, die im Sommer oft von Wasservögeln besucht werden, haben regelmäßig einen Schilfgürtel. Deshalb darf er auch hier nicht fehlen. Dieser sollte sich am Ufer vor dem anderen Weg, der zu ihm führt, befinden. Eine kleine Ansammlung sollte auch neben dem Steg platziert werden, aber keine der vorgesehenen Fotoachsen verdecken.



We use a pin vise hand drill to drill a hole next to the jetty and plant a bundle of reed grass from the Noch reed grass range (07060).

continued on page 28



The reed grass is glued onto the pond's surface with the crystal-clear drying Uhu Hart (Uhu Hard) (photo above). We also plan a reed grass belt at the other end of the path. For this, however, we use the drill to create a longer slit in the pond (photo below). Finally, the reed grass is shortened to scale.

We then we fill the future reed areas with Uhu Hart (UHU Hard) glue to insert the bristles of the product. It is important that the vegetation is dense later and that not all the stalks stand upright, but that some of them lean slightly to one side.

As long as the adhesive has not yet set, further stalks can be inserted. It is important to ensure that the black polyurethane foam of the layout base does not show through anywhere and become visible to the observer. Between the plant stems it should simply appear dark, the very hard and bubble-free hardening adhesive imitates the water between them.

Once the glue has dried, the reed grass can be shortened. We can use the height of a human figure as a guide, which provides us with suitable reference points. The maximum prototypical height is around 4 metres. We use nail scissors to trim the stalks irregularly to create an authentic look.

We also see decide to add some modifications to the small station: It is located right in the centre front of the layout and therefore directly in the viewer's field of vision. Only one of its two tracks could be used for passenger traffic, although two different lines appear to run past here.



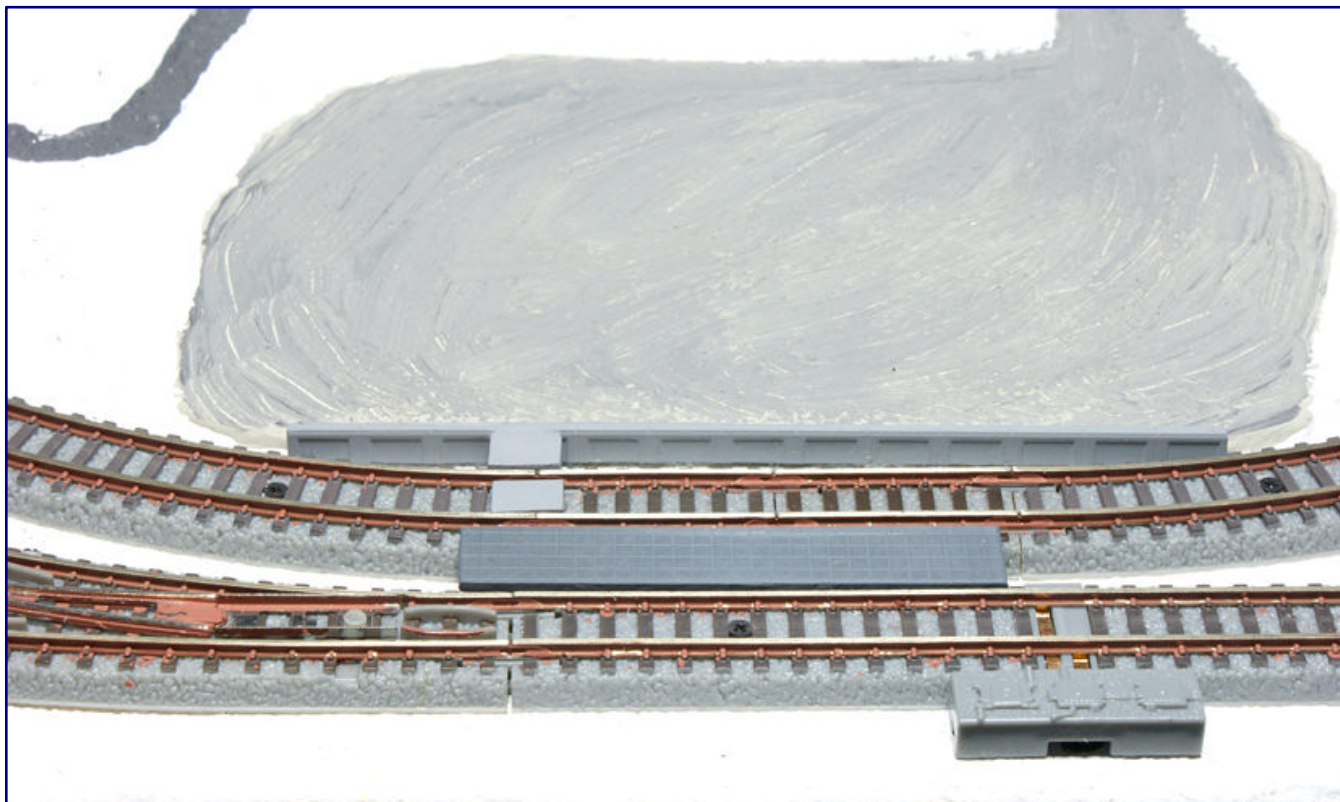
The platform edge, track crossing and an intermediate platform for the rail bus are made from Kibri kit spare pieces. We attach an additional plastic support to the underside of the intermediate platform, which will no longer be visible later, using Pattex Special modelling glue.

The only way to functionally join the two tracks is to add an intermediate platform between them. In addition, the Noch station building comes with only flat platform which looks a bit awkward against the raised Rokuhan track bed. We therefor decide to raise the platform and add an edge to it.

It is a stroke of luck that we found appropriate parts amongst leftovers from a Kibri platform extension kit (36707) which have the same ground slab pattern and dimensions as the station platform floor.

This means we can easily build a small intermediate platform ourselves. In the prototype, it should only be utilized for boarding and exiting the train during its stop. We measure the required length and maximum width and cut a piece to size using a circular modelling table saw.

We obtain the concrete elements for the missing platform edge from another leftover piece. We also cut these precisely from the Kibri component using our circular table saw and shorten them to the length of the base plate of the station building.



After painting, the kit bashed parts have lost their plastic appearance and have also been colour-matched to the platform of the station building.

What is now missing are two 'filler pieces' for a track crossing from the main platform to the intermediate platform. We also cut these to size from the leftovers: Both parts must have the same pavement width, their length is determined by the space between the tracks and the distance from the platform edge to the track edge. It is important to allow for a sufficient gap for the wheels of the rolling stock.

Fitting tests are carried out repeatedly and minor dimensional inaccuracies are corrected with a file. Once all the parts are ready for installation, the outer part of the track crossing and the intermediate platform are given a support on the underside to provide more stability. These are cut to size from spare pieces.

The only specifications are the height due to firm contact with the layout floor and the maximum width at the transition. They are then glued on with Pattex Special modelling glue, which can be finely dosed and precisely applied thanks to the fine needle. The outer crossover section is also glued to the edge of the platform, so that this combination section then stands securely and straight in its intended position.

Now it is time to paint the finished parts: This serves to remove the plastic gloss from the polystyrene and to match or adapt the colour tones to the hard cardboard material of the main station platform. The surface of the intermediate platform is given a spray coating in medium grey, the transition and platform edge in light grey.

Fortunately, we can still use leftover spray primers from the no longer active supplier Modelmates. Alternatives for our readers should be the paints in the Tamiya range, which also dry matt and are optimised for adhesion to plastic parts. After the paint has dried completely, we glue the parts with Uhu Kraft.



The test drive with the rail bus shows that our layout does not interfere with the wheel flanges and does not make any unwanted contact with vehicles elsewhere.

Preparations for the next part

We already introduced some products in the last issue that we will now need and use in the near future. The first step is to attach icicles (Faller 180874) to the roof edges.

The flow direction of the water must always be considered, as icicles are nothing more than condensation running off and freezing again at the dripping point. In Faller's injection-moulded sheets, we also only look for (and cut out) sections that are credible in terms of their size for our scale and the weather depicted.

We still must use our imagination to visualise a suitable layer of snow on the roof, as this is only one of the subsequent steps. However, we must not assume a very thick layer of deep snow as we might encounter in the Alps, but a somewhat more moderate snow cover, that is consistent with the snowy landscape of the Noch layout.



We have chosen a Faller product for the icicles (180874). With the help of the mouldings, we now want to determine which of the Noch hard cardboard buildings will be fitted with them.

Once we are satisfied, we glue the icicles to the edges of the roof. Pattex Special Kleber (modelling glue) is used again here because of its ability to bond different materials. After all, the houses we are using are not made of polystyrene, but hard cardboard. It is also worth considering whether water could drip from the bridge, for example.

A small park, which we would like to create on the opposite side of the car park to the station building, still needs to be built. A small monument (consisting of two parts) from the "Village decoration" kit from Faller (282791) fits right in. The same kit also provides us with a round bench that will wrap around a tree.

Here, too, we test which tree will work best for this situation. The decisive factor here is not only the height, but also the material. It's about the appearance, an effect that is as close to the original as possible, but also the durability of the material. We must decide between a wire tree armature, sea foam or a polystyrene part from the remains of an old Faller kit.

continued on page 33



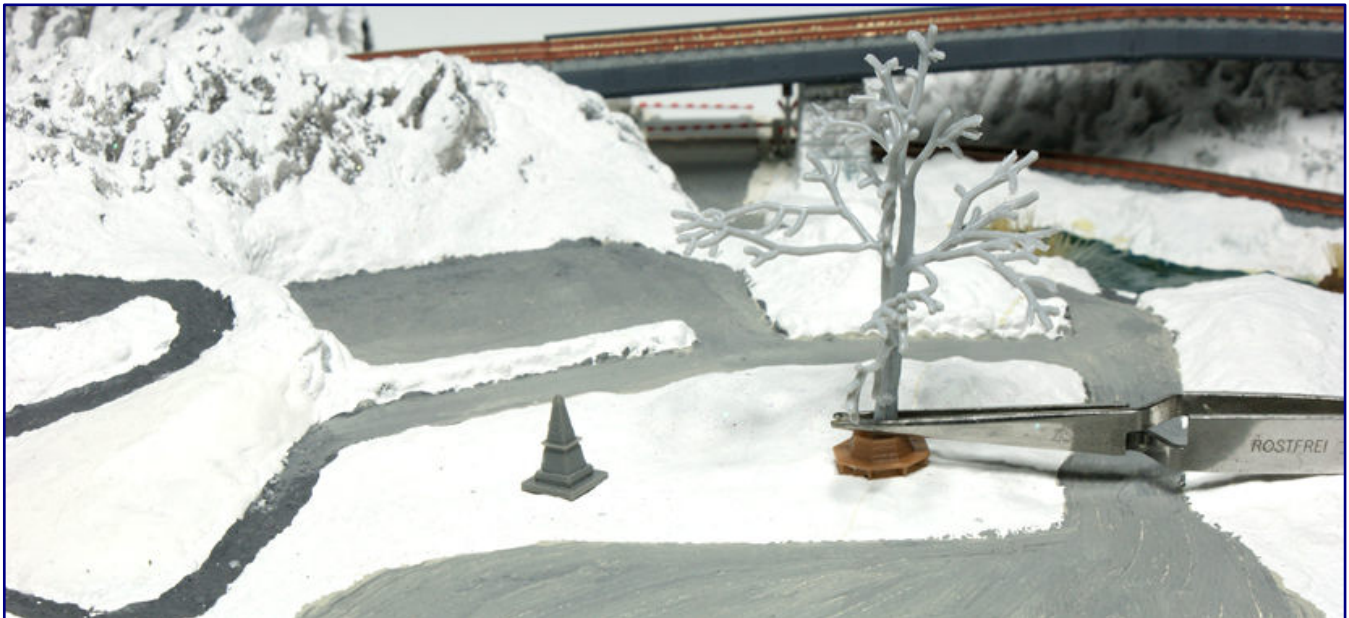
Using the special side cutter and craft knife from Faller, we cut out suitable icicle pieces from the mouldings (photo above) and adapt them to our needs. Using Pattex Special modelling glue, we added icicles of different lengths to four of the seven buildings on our layout (photo below).

Once the decision has been made, it's time again to add paint.

Again, the plastic gloss must be removed, for which the above-mentioned colours are used. They are then allowed to dry until they are installed in the subsequent episodes.

Photo right:

From the village decoration set by Faller (282791), we choose a monument for the small park next to the round bench, which is composed of three parts.



Trials with the glued-together monument, the round bench and various trees lead us to choose an old injection-moulded tree armature. We glue together the object that suits us from two parts, remove branches that are too low and bend the remaining ones to fit. All the plastic parts are then given a colour treatment.



Professional layout construction:

<https://www.architekturbedarf.de>
<https://www.faller.de>
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<https://shop.mozart-blades.com>
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<https://www.tamiya.de>
<https://www.uhu.com>
<https://viessmann-modell.com>

Note for English readers: The literature section that follows is not translated into English because the original texts of the books involved are in the German language. The original German is left here for information purposes only.

Ausbildungslektüre für Dampflokführer **Der „Niederstraßer“ des Ostens**

Der „Leitfaden für den Dampflokotivdienst“, unter Bundesbahnern meist nur „Niederstraßer“ genannt, ist ein Klassiker der Fachliteratur zur Eisenbahntechnik. Im April 2016 haben wir dieses Buch antiquarisch vorgestellt. Keine zehn Jahre später liegt die einst ostdeutsche Interpretation desselben Themas als Nachdruck vor uns. Wir stellen sie unseren Leserinnen und Lesern vor.

Johannes Schwarze / Autorenkollektiv
Die Dampflokomotive
Reprint der 2. Auflage von 1965

Transpress Verlag
Stuttgart 2024

Gebundenes Buch
Format 14,0 x 21,5 cm
964 Seiten mit 515 S/W-Bildern, 35 Tafeln & 46 Anlagen

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Erhältlich direkt ab Verlag
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Im April 2016 haben wir unseren Lesern ein Buch vorgestellt, das technikinteressierte und -versierte Dampflokfreunde sehr angesprochen hatte. Der Haken an dieser Buchvorstellung war, dass es sich um ein nur noch antiquarisch erhältliches Buch handelte: den legendären „Niederstraßer“.

Beim Bahnpersonal war das Buch bestens bekannt, aber eben unter dem genannten Begriff, der Nachname des Autors war. Seine Ursprünge lagen im Jahr 1934, der Autor verblieb nach dem zweiten Weltkrieg im Westen. Dort schrieb er sein Werk ab 1951 mit Folgeauflagen, in die er auch die technische Entwicklung bei der DB integrierte, fort.

Der fachliche Ruhm des Werks rührte daher, dass es sich um das wichtigste Ausbildungsbuch für angehende Dampflokpersonale handelte und gewiss auch während der Dienstzeit ein wichtiges Nachschlagewerk blieb.

Doch die Deutsche Reichsbahn im Osten Deutschlands war mit den neuen Grenzen vom Bezug dieses Buches abgeschnitten, an Aktualisierungen und Fortschreibungen war nicht zu gelangen. Doch auch bei ihr blieb die Zeit nicht stehen und es bestand Bedarf an einem vergleichbaren Titel, der auf ihre Bedürfnisse zugeschnitten war.

Genau das führte letztendlich zu einem wahrhaft „dicken Wälzer“ mit fast 1.000 Seiten (zum Vergleich: 606 Seiten beim „Niederstraßer“), der an den Umfang der Bibel erinnerte und aus fachlicher Sicht wohl vergleichbar wichtig werden sollte. Der Buchtitel konnte mit „Die Dampflokomotive“ nicht schlichter ausfallen, aber im Inneren offenbarte sich eine Enzyklopädie.



Mit Erscheinen dieses Buchs hatten sowohl das in Ausbildung oder Weiterqualifizierung befindliche Dampflokpersonal und technische Aufsichtskräfte der Bahnbetriebswerke als auch Werk- und Betriebsingenieure der Reichsbahndirektionen, Instruktoren sowie Studierende der Ingenieurs- und Hochschulen eine geeignete Ausbildungslektüre an der Hand.

Schon binnen eines halben Jahres war die Erstauflage ausverkauft, weiterer Bedarf war klar zu erkennen. Die zweite Auflage von 1965, die Transpress nun im Rahmen seiner Classics-Reihe neu gedruckt hat, war aber keine unveränderte Nachproduktion.

Wie die Autoren im Vorwort dazu selbst schreiben, machte der verstärkte Einsatz der Ölfeuerung auch bei der Reichsbahn ein fachliches Erweitern um deren Beschreibungen, Einbau und Besonderheiten erforderlich. Auch die Flachejektor-Blasrohranlage, volkstümlich meist als „Quetschesse“ bezeichnet, ließ einen weiteren, neuen Abschnitt entstehen.

So ist spätestens mit dem hier vorliegenden Umfang ein zusammenfassendes Werk über Entwicklung, Aufbau, Wirkungsweise, Behandlung und Einsatz der Dampflok entstanden. Gleichermäßen beschäftigt sich die Lektüre mit dem Bedienen und Instandhalten der Dampflok sowie den auftretenden Schäden und Störungen samt deren Ursachen, Auswirkungen und Maßnahmen zum Beseitigen.

Es handelt sich zweifellos um einen weiteren Klassiker der Eisenbahnfachliteratur, der gut ins Programm von Transpress passt, denn die Ursprünge dieses Verlags liegen nicht nur auf dem Gebiet der früheren DDR, sondern eben auch in solchen verkehrstechnischen Publikationen.

Der Nachdruck des Klassikers zur Dampfloktechnik aus dem Jahr 1965 bietet interessierten Eisenbahnfreunden und auch Modellbahnern, die gern über den Tellerrand blicken, eine vielleicht einmalige Chance, eines der wichtigsten Bücher der letzten Jahrzehnte über Dampfloktechnik zu erstehen.

Wie bereits erwähnt, ist die westdeutsche Vorlage nur antiquarisch und dann meist auch nur zu extrem hohen Preisen zu finden. Eine solche Gelegenheit zum Blick in die Welt des klassischen Maschinenbaus vergangener Tage wird sich so schnell nicht wieder ergeben.

Auch die vorliegende, fotomechanische Wiedergabe („Reprint“) hat lange auf sich warten lassen: Sie entspricht der zuletzt 1983 gedruckten Auflage, die entsprechend auch seit vierzig Jahren vergriffen war. Immer wieder wurde eine Wiederauflage verlangt, die nun vorliegt und in den Regalen des Buchfachhandels zu finden ist.

Publishing pages:

<https://motorbuch-versand.de>

Dampflokveteranen auf der Spur **Alte Preußinnen und mehr**

Wo sich der Dampflokbetrieb bei der DB dem Ende zuneigte, waren Ton Pruissen und seine Freunde nicht fern. Die gesamte Republik scheinen sie einst bereist zu haben. Folge 8 seiner Videoreihe thematisiert den ausgehenden Dampfbetrieb im Südwesten Deutschlands vom Schwarzwald bis zum Frankenland.

Ton Pruissen
So war sie damals, die DB - Teil 8
Dampfvolken rund um Schwarzwald und Odenwald

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Vor uns liegt eine der letztgelieferten Neuheiten des Jahres 2024: Erst am 12. Dezember kam die hier zu besprechende DVD in den Handel und hat uns so begeistert, dass wir schnellstmöglich unsere Eindrücke teilen möchten.



Die beim Nord-Süd-Express erscheinenden Filmproduktionen des Niederländers haben durchweg ihren besonderen Reiz. Im Rahmen vorausgegangener Rezensionen haben wir bereits erläutert, wie aufwändig und akribisch die Zelluloid-Streifen digitalisiert worden sind, damit sie möglichst störungsfrei in korrekter Geschwindigkeit und mit passendem Ton wiedergegeben werden können.

Davon profitierte auch Teil 8, der nun vor uns liegt. Bei Dampflokkennern wird schon der Titel der DVD einige Sehnsuchtsträume auslösen, denn das davon umrissene, geographische Gebiet beinhaltet die Einsatzstrecken der letzten preußischen Veteranen.

Wie auch bei den Vorgängerfolgen stammt das überwiegend schwarz-weiße Filmmaterial von Ton Pruissen und seinen Freunden, die meistens wohl gemeinsam am Schienenstrang standen. Als der Dampfbetrieb im Südwesten Deutschlands in seinen letzten Zügen lag, zog es sie auch dorthin. Unwiederbringliches und wohl durchweg zuvor unveröffentlichtes Filmmaterial haben sie dort generiert.

Die filmische Reise beginnt in Freudenstadt im Schwarzwald und führt uns nach Rottweil. Kenner wissen, dass dort die allerletzten Maschinen der Baureihe 38 (preußische P 8) und 78 (preußische T 18) eingesetzt wurden. So begegnen wir auch den museal erhaltenen 78 246 und 38 1772, die dem mit den Herbstneuheiten angekündigten Märklin-Modell 88909 ähnelt.

Im Sommer 1970 verfolgten sie in Eberbach und Höchst (Odenwald) Einsätze der Neubautenderlok Baureihe 65, der bei der DB auch kein langes Leben mehr bevorstand. In angrenzenden Regionen

konnten sie besondere Szenen in den Kasten bringen, so waren sie bei der Abschiedsfahrt der Bottwartalbahn im Personenzugverkehr dabei und drehten über den gesamten Streckenverlauf.

Auch die gezeigten Sequenzen von der Jagsttalbahn haben längst historischen Wert. Das gilt übrigens auch für den alten Bahnhof von Miltenberg, der zu Beginn der siebziger Jahre noch ein Paradies für Freunde der Baureihen 64 und 65 war.

Heute ist nicht nur der Dampfbetrieb verschwunden, auch der Kopfbahnhof selbst existiert nicht mehr und wurde längst durch einen neuen Hauptbahnhof an abweichender Stelle ersetzt. Der Wandel der Zeit wird hier nicht nur durch eine längst abgestellte Traktionsart deutlich.

Auch andere Vertreterinnen damals modernerer Fahrzeuge gehören längst zum alten Eisen. Wir nennen eine Dreiergarnitur Uerdinger Schienenbusse der Baureihen 798 / 998, die Vorserienlok V 200 005 oder auch einige Altbau-Elektrolokomotiven, die in diesem Film auftauchen.

Gleichermaßen unwiederbringlich sind auch die Aufnahmen aus Besuchen in verschiedenen Betriebswerken. So waren die Filmer in den Dienststellen von Rottweil, Tübingen, Darmstadt, Crailsheim und Aschaffenburg. Geographisch erstreckt sich der Bogen damit bis ins südliche Hessen und Teile des Frankenlands.

Neben den Maschinen der Baureihen 03, 23, 44, der damals noch allgegenwärtigen 50 und auch 94 sind es vor allem auch die Anlagen der Werke, die das Interesse des Zuschauers finden. Wer Dampflokherrlichkeit auf seiner Anlage darstellen will, der kann sich hier einige Anregungen aus erster Hand holen – und damit vielleicht gravierende Fehler im Anlagenkonzept vermeiden.

Kommen wir ein letztes Mal auf die Qualität des Materials zu sprechen: Alle Kameralaute verstanden es offensichtlich, ihr teures Material so einzusetzen, dass nicht nur die Lok eines Zugs im Bild zu sehen ist. Wir bekommen hier auch Eindrücke von den angehängten Wagen, was auch für die Modellbahn hilfreich ist.

Auch an der Kameraführung gibt es nichts auszusetzen, denn diese ist ruhig wie fokussiert und hatte offenbar auch die Lichtverhältnisse hinreichend berücksichtigt. Trotz der sorgfältigen Digitalisierung und aufwändigen Retusche wäre schlechtes Material sonst wohl kaum in solcher Qualität aufzubereiten. Auch das Einfügen einer authentischen Tonspur ist perfekt gelungen.

Und dennoch gibt es hier etwas Neues, das sehr unterschiedliche Eindrücke auslöst: Einzelne Teile des Films wurden offenbar digital koloriert. Das fällt auf, wenn eine Schwarz-Weiß-Sequenz plötzlich kurzzeitig Farbe zeigt oder diese nicht das gesamte Bild umfasst.

Idee und der Versuch sind nicht hoch genug zu werten, denn hier können sich völlig neue Möglichkeiten für die Zukunft ergeben. Gewöhnungsbedürftig ist es aber, wenn durch eine Schwarz-Aufnahme plötzlich eine rote Bahnmeisterdraisine von links nach rechts fährt. Der Zuschauer fragt sich dann, ob sie wirklich zum Film gehört oder hier ein Werbebotschaft folgt.

Die rote Mütze des Aufsichtsbeamten inmitten von schwarz-weißen Bahnkunden am Bahnsteig löst hingegen eher ein Schmunzeln aus und erinnert uns sehr deutlich daran, warum diese Funktion am Bahnhof häufig als „Rotkäppchen“ tituiert wurde. Wir sind gespannt, ob es sich hier nur um ein Experiment und Prüfen der Kundenakzeptanz handelt oder sich völlig neue Optionen für künftige Teile auf tun!

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Another year with the Z gauge

What remains from 2024?

Märklin is the first Z gauge supplier to announce its new spring 2025 products. This means we can look ahead and focus on planned delivery dates. However, wishes should also have been fulfilled in the old year, meetings took place, and we also had to bid farewell. As we traditionally have, we take a look back at what lies behind us in 2024.

If we pause and ask ourselves what 2024 has meant and what will remain of this year, we are moved by very mixed feelings. It was not an easy year for parts of our editorial team because it took a lot of effort and tied up a lot of energy, for various reasons.

Nevertheless, for another year, we were able to deliver this magazine almost consistently on time. Only in September did we break our self-imposed deadline for the second time in our history. After that, it remained a tight squeeze for two months.

At times like these, it pays to be able to trust each other and rely on colleagues. With Ralf Junius and Harald Fried, our editorial team has recently been expanded and this has paid off in the last year of hard work.



In January 2024, we presented Ronald 'Larry' Schulz's V 60, a masterpiece of rebuilding and detailing. One year later, we are still waiting for the long-announced model from Märklin.

But the opening sentence already hinted at it: When we look back, we also feel sad. This is due to the loss of important and beloved people. One such loss occurred shortly before the end of the year and is, therefore, particularly painful.

Josephine Küpper, well known to many from trade fairs and exhibitions, passed away on 13 December 2024, casting a shadow over what should have been a joyful festive season. We are publishing an obituary in this edition under 'Zetties and Trainini in dialogue' to express what she meant to us.



Harald Ruppelt, the builder of locomotive 151 of the Moselle railway, a triple-coupled ELNA steam locomotive, left us last year. Together with Gerhard Maurer's historical replica of the railway station, his construction adorns the poster for the Advent meeting

While in January, Spur-Z-Ladegut Küpper had only just started the year that marked the 30th anniversary of the company, the decision was made to discontinue the sale of loads, spare parts and used models at the end of 31 December.

We also had to say goodbye to two other people: Harald Ruppelt († 28 July 2024), who for most was an unknown visitor to exhibitions, certainly left his mark as a skilled tinkerer. The ELNA steam locomotive he built for the Moselle railway has adorned the poster for the Advent meeting for years, without most viewers being aware of its origin.

Many more Zetties associate a face and personal memories with the name of Gunnar Häberer († 26 November 2024). He stood up for his convictions and wishes very impressively but was also recognised for his kind soul and willingness to help. He was also one of the fathers of Z-Friends Europe and a founding member Z-Freunde International e.V.

We want to keep all three of them in honourable remembrance and keep their memory alive in our midst. Without question, the Z gauge world is smaller without them, and we miss them. Also, on the list of losses was the presence of the Stammtisch Untereschbach e.V. at the Eisenbahnmuseum Dieringhausen (Dieringhausen Railway Museum).

After 23 years, the club announced that it had sold its club-owned freight cars and given up its Z gauge presentation which was set up in this original setting. But let us now also look at the many things that sweeten our hobby and give us pleasure: This year the club is celebrating its 33rd anniversary with an exhibition.



'Marginal phenomena' was our annual theme for 2023, which ran until 2024. We literally focussed on the things that lie to the right and left of the tracks and roads.

In January, the magazine topics started off with a real sensation: we were proud to report on the class 260 shunting diesel locomotive, which Ronald 'Larry' Schulz had extensively and very passionately detailed.

The extent of the work came close to a new build, as the locomotive was given a completely new running gear with correctly sized wheels, the previously missing jackshaft and a modern motor. He also made every possible improvement to the body, turning the 'ugly duckling' into a proud swan almost like a fairytale.

It seemed like an irony of fate that Märklin itself presented a new design in the middle of that project. However, this has not yet been delivered and so the proud owners of the small series model have a head start on all Märklin customers.

Annual focus topic and more

Our 'Layout details' series, the annual focus topic for 2023, was a perennial favourite. Part 6 was published in January, which literally looked at the edges of roads and paths. We put the spotlight on everything that is so inconspicuous and seems too unimportant to be looked at closely.

We chose this theme in the knowledge that it is these little things that often make the difference. Delivery date delays at Noch caused the topic to be postponed over the turn of the year and we were only able to finalise it in the summer.

We were finally able to focus on human figures in June and then on animal figures in July. The 3D-Master figures from Wangen im Allgäu are unique and greatly enhance Z gauge, making them a valuable addition to any overview.

But let's go back to the beginning of the year: As is the case every year, all eyes turned early towards Göppingen and the eagerly awaited new products. In 2024, the class 290 heavy shunting diesel locomotive was a big hit. It had been hoped for and expected for a long time and is now within reach, even if it had not yet been delivered by the end of last year.

It is not only an important model, but also a particularly technically challenging one: Only the bell-type armature motor can be accommodated in the narrower front ends compared to the V 100, which was not possible with earlier motors. The lanterns in the railings above the buffer beams have also beaded the foreheads of other manufacturers in larger gauges.



The V 90 from Märklin stood out from the Nuremberg trade fair novelties. Even the hand sample on display raised great expectations for this long-time desired model.

In February, we deliberately caused a stir: pantographs on models of electric locomotives offer controversial points of view. For some, solid mechanics and electrical function are important. For others, they are more of a reason to turn to other sizes, because Märklin's realisations almost fit the N nominal size. It is not for nothing that they are often mocked as 'drying racks.'

The filigree and electrically non-functional models that Rokuhan introduced with its 181² series were very popular, but for quite a few readers they are also noticeably delicate and prone to breakage. Similar comments were also made about the old SBS 10 scissors pantographs from Heckl small series. So, what would a pantograph look like that would meet with a majority consensus and be able to unite both groups behind it?

In this discussion that we initiated, readers repeatedly mentioned the Sommerfeldt implementation of the Swiss prototype. Almost everyone could imagine a German DBS 54 scissors pantograph of this quality



The topic of pantographs led to intense and controversial discussions. The SBB scissors pantographs from Sommerfeldt emerged as the widely accepted solution between functionality and filigree design.

and detailing. The good price-performance ratio also spoke in favour of Sommerfeldt, because they supply small series quality at a large series price.

The sum of the feedback and the content were an incentive for us to enter into a constructive dialogue with this provider. Our information was received with great interest, market assessments were made, and a review process was initiated, the outcome of which has not yet been finalised.

In March, we proudly began the new annual focus topic for 2024/25, although the previous one could not yet be finalised as planned. Once again, the goal is to show ways to create your own layout, share experiences and protect against beginner's mistakes.

The idea is to do this in such a way that even experienced model railway fans can benefit and broaden their horizons in some areas. The new topic is deliberately designed for two years and focuses alternately on two fundamentally different layouts.

Over the course of 24 editions of **Trainini®**, both a prefabricated layout with winter motifs and Rokuhan track and, in parallel, a summer layout built entirely in our own workshop with Märklin track material will be created. With this intentionally chosen variety, there should be something for everyone.

Two other topics in issue 3/2024 are also worth mentioning here: With a tender from NoBa-Modelle, which we have attached to the 03 240 designed by us, we have drawn attention to a dilemma that Märklin is also pursuing into the new year with the anniversary of '100 years of the standardised steam locomotive.'

For the large DRG (state owned railway of the Weimar Republic) standardized locomotives of the 01, 03, 41, and 44 series, the mould kit from Göppingen only contains the very old model of the welded 2'2" T 34. This relic without a raised coal box or contemporary running gear details has been dragged along since 1972, while the riveted models with which the standardized locomotive began life are completely missing.



The Staubfee (Dust Fairy) from Franke WF in a revised version was also one of the 2024 innovations that we presented in detail. Since then, it has been an integral part of the fight against dust on the layout.

In the same edition, we were also able to present a small miracle for cleaning the system: the Staubfee (Dust Fairy) from Franke WF. It takes up the basic idea of the once popular Staubhexe (Dust Witch) but combines it with numerous improvements that make it much more effective. We have tested it and presented it in detail.

Spring fairs and creativity

In April, we started a small series on construction of buildings using vinyl foil. This was only possible thanks to the thoroughgoing help of our reader Reinder Rutgers from the Netherlands. Long-time **Trainini®** readers will certainly remember his self-built narrow-gauge vehicles.

These were very popular with our readers and the vinyl foil technique also played an important role. So, what could be more obvious than to show how historical and modern buildings can be created from vinyl foil? At the end of the article series, a number of templates were also provided for trying out and replicating.

In the same month, we reported on the On traXS, which took place for the second time again according to the tried and tested concept with the participation of the Mitropa team. Dietmar Allekotte's 'Waterkant' layout competed for the Z gauge, making it the third contribution of our scale in the exhibition's history.



The Staubfee (Dust Fairy) from Franke WF in a revised version was also one of the 2024 innovations that we presented in detail. Since then, it has been an integral part of the fight against dust on the layout.

Unfortunately, we also had to say goodbye to a crowd-puller that is not part of our size, but was and is a role model in terms of young talent: the shunting game by Meester Jan (Jan Reijnders) was always there from the first edition until 2024 and was hugely popular with the children.

It often took several hours after registration before it was the turn of one of the youngest to prove their skills. There was always a certificate to take home as a memento and many a youngster proudly carried it around with them. In episode 26 of **Trainini TV**, we spoke to Jan Reijnders about his success story.

In May, the SBB Re 6/6 locomotive, a new design from Märklin, was put to the test. This locomotive made a good impression on us in many respects, but had the weak point of all Märklin models of this type of traction in that the pantographs were too large. And the thick base on which the scissors are placed is also particularly disturbing here due to the lack of 'disguising' support insulators.

It was also time for the report from Intermodellbau, the largest spring trade fair and the world's leading trade fair for model making. The VGB Golden Track awards were presented there and Märklin was not only delighted to receive an award for its three-domed class 50 steam locomotive but also came up with a surprise with the 'bunny box', which almost prevailed even against N gauge models.



Märklin's new Re 6/6 was one of the models that had to undergo our test in 2024. This resulted in a nomination for the new releases of the year 2024 in the locomotives category.

This trade fair was also worth a visit because two Z-gauge layouts were also on display: "Müsum" was once an EJ competition entry by Kai Wüstermann and can now be seen for the first time in Dortmund many years later, while "Hp Sieltief" is another layout with North Sea motifs by Dietmar Allekotte.



Nano-Models from Italy was one of the revelations of the year 2024 for us: models of previously missing vehicles that are well worth a look.

In the news section of the May edition, we drew attention to Nano-Models, a new and interesting accessory manufacturer from Italy, which has so far only sold its products via the electronic auction platform Ebay, but always has exciting new products to offer.

June is likely to have been a source of creativity. We were able to present the previously mentioned 3D printed master figures from Noch for the first time in an article, animal figures followed in July.

The timber-framed house under renovation, which we presented as a theme, also proved to be special. Nordmodell ventured

into the market as a new manufacturer for our scale with this kit, which can be assembled in a variety of ways.

At the same time, the report on the Z-gauge weekend in Altenbeken brought the spring exhibitions to a close. There were great layouts and new products to see, which many visitors enjoyed.

However, this could not hide the fact that the number of visitors continued to decline, which we attributed to the unfavourable choice of dates.

The feedback we received from readers proved us right. Some of them even asked us to influence the organiser to schedule the next event in the established and probably more popular time slot in the second half of March. Unfortunately, it didn't help: the date for 2026 has been set and doesn't fit into the schedules of our editors, who were scheduled for film and photo shoots.



Why hadn't anyone come up with this idea before? Nordmodell entered the Z gauge market with a building that offers numerous options for assembly.



Is the Z gauge weekend in Altenbeken on the decline due to an unfavourable choice of dates? The decreasing number of visitors suggests this and the reactions from readers support this impression.

Railway and railway worker stories

Our reader Michael Böttcher created a special story using ingredients from layout portraits, load ideas and self-built solutions. With a lot of imagination and yet close to the prototype, he devised a story and then performed it like a theatre play in the setting of his Hankenberge layout.

There was a lot to learn about the prototype, which can certainly help many people to run model railway operations close to the prototype. In addition, along the way, our readers were able to get to know this beautiful layout with manageable dimensions for every room.

An article was also submitted later, which presented important and successful new products from Azar Models, Trafofuchs, and MrZtraX, which had been shown in Altenbeken, but could not be included in the event report in full and certainly not in detail.



In addition to Azar Models, particularly MrZtraX (Raffaele Picollo) has become an important supplier for our scale. We gave our readers an overview (not only) of their new products in July 2024

But novelties were also a keyword for the report on the Modellbahn-Union summer festival, which took place during the European Football Championship. We only left a vague hint in the edition's article, which was resolved in episode 29 of **Trainini TV**: Matching the Off-52 wagons from Märklin, there should also be a load on offer in the form of cars under tarpaulins.

Unfortunately, this went unnoticed by our readership shortly afterwards, as a fire on the neighbouring property forced the shop to close and move to new premises at the turn of the year. We would therefore like to take this opportunity to remind you once again.

We then presented the above-mentioned new Märklin double-decker car transporters in detail in August and put them to the test. This showed that although they are not perfectly realised, they still look coherent all around. Our summary was correspondingly favourable.

In the following month, we had to present another new design that many Zetties had been waiting for long and eagerly: the ETA 150 / ESA 150 series accumulator powered railcar. Märklin has delivered a model with a perfect exterior that looks harmonious and impresses with its very accurate printing.

But the devil is often in the detail and so the enclosed skirt parts were almost unusable. It seems almost paradoxical if, according to the instructions, removable and replaceable parts are firmly glued to the body of the car ex-works. This suggests that they have already caused problems at the factory without reacting to them.

We had prepared a new photo diorama in the editorial office especially for the 'wall socket intercity,' as there was plenty of time to build it. We then used the backdrop for the lead photos for an article in October that focussed on the 'Balkan Railway.' The diorama debuted in Hochdahl-Erkrath at the beginning of November.



The most important new product for the overall market that Märklin has delivered in over the course of 2024 is certainly the ETA / ESA 150 battery powered railcar. We tested it extensively, and the new diorama, built especially for it, also played a role afterwards. It made its debut at the exhibition in Erkrath-Hochdahl.

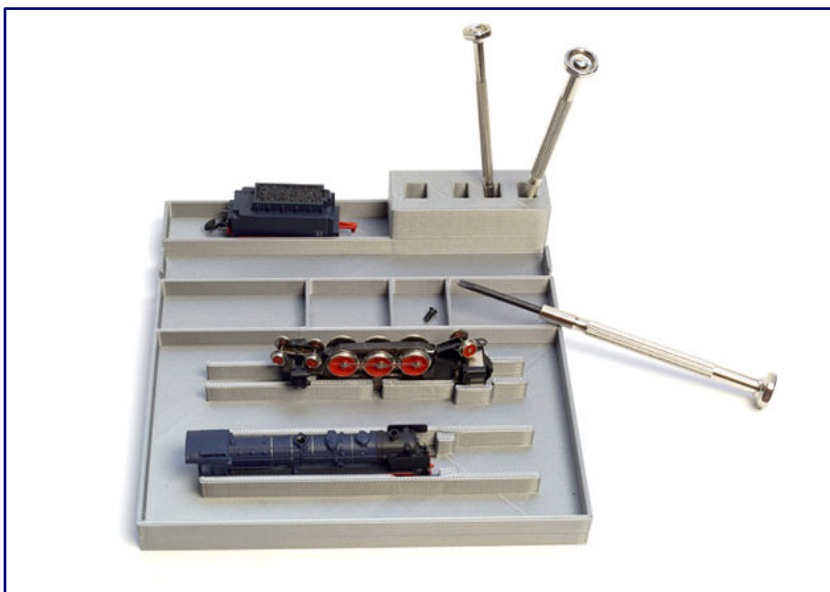
'Try something different' was also the slogan for the editorial team in September: we ventured into paper modelling and used a kit from Herpa, which came with really good instructions. It also made it easier for beginners to enter this modelling category and gradually increased the level of difficulty as experience grew.

The reference to maintenance aids from Simateck, which appeared in the September reports, seems important to us. This company has taken a good idea and developed it into a modular system that can help many model railway fans to clean, maintain and repair their Märklin models. We are still planning a detailed article on this subject.

The autumn novelties from Göppingen announced a reunion with the Rheingold from 1962, but this time with a 'crease' as the locomotive, as was to be standard on the prototype after a short transition period. The three-domed class 038 tank locomotive, which was realised using bronze investment casting, is almost a mould novelty.

By the way, Falter and Noch also had autumn novelties ready: In Gütenbach, the five-unit Freilassing locomotive shed is particularly noteworthy. In Wangen a special edition of the Grasmaster 3.0 in a different colour and new grass stamps, which are intended to enable erratic greening.

Two company departures and one new addition were also worth reporting: Asoa and JSS-Elektronik announced their intention to withdraw, while Panzer-Shop NL has returned to Z gauge and is also offering new items in its range of military and civilian vehicles and figures.



The success proves them right: Simateck offers various maintenance stations for Märklin locomotives, the newer designs of which are modular.

New products in the fourth quarter

It comes as no surprise that many new designs are deliberately scattered into the beginning Christmas business. The only noticeable thing was that Märklin postponed some of the products which we had expected and planned for reports into the following year.

Azar Models and Rokuhan made up for this cancellation. The long-announced Corail passenger coaches arrived from France, which could also be found across borders in Germany and can therefore be combined with many models.



It comes as no surprise that many new designs are deliberately scattered into the beginning Christmas business. The only noticeable thing was that Märklin postponed some of the products which we had expected and planned for reports into the following year.

We were less pleased with the shunting tank steam engine from Japan, which was a USRA standard design. The prototype seemed rather inconspicuous for a debut, and the model also led to very controversial conclusions.

On the one hand, there are only a few US shunting locomotives that Zetties have access to and the exterior of the new model was also appealing. However, the operational test with the intended measuring programme turned out to be a disaster, because one of two test models fell apart as soon as it was put into operation. Even after a repair, this happened again and we have still not heard of a solution from the manufacturer, although readers have also asked about it.



Our impression of the B&O 0-6-0 switching steam locomotive from Rokuhan was much more differentiated. Due to identified technical deficiencies, it was not sufficient to be nominated for the new releases of 2024.

The “Glass Train” from Bahls Modelleisenbahnen is more reliable in this regard. It came too late to be considered for the new releases of 2024 – the model was actually released before 2024 – but not too late to share its owner's joy with our readers. The tarpaulin-covered wagons introduced by Azar Models in December were also no longer a new design, as they had been released exactly twelve months earlier, but we hadn't received them in time for that moment.

We didn't want to miss two anniversaries of 2024, which Märklin almost seemed to forget entirely. The 50th anniversary of the Series 111 went completely unnoticed there, and the Ocean Blue and Ivory colour scheme introduced at the same time was only remembered with the Nuremberg trade fair car, the special car for the MHI (Märklin Dealer Initiative) meeting, and a nostalgically painted 218 from the DB AG stock.

A brief mention had already been made of the exhibition in Erkrath-Hochdahl. **Trainini®** was represented there with high-quality exhibits, a crafting offer for children, and also model-building demonstrations. The visitors we spoke with were satisfied with the exhibition and were eager to engage in conversation, which certainly did not come up short.

We had to briefly skim over the Faszination Modellbau in Friedrichshafen, as important new product deliveries and impressions were missing. However, no one complained about it, as this fair also saw a



“All aboard, take part” was the motto not only at Torsten Schubert’s funfair, but also at the hobby show, which took place again in Duisburg on Model Railway Day.



decline, particularly among small-series manufacturers, and there were only a few new exhibits to see for Z gauge as well.

November is also the time for the announcement of the new club models. Märklin has announced the class 628² diesel multiple unit in a traffic red version for 2025. The choice of a vehicle for the recent past and the present of the railway is a first and so we remain curious to see how successful this new design will be.

The **Trainini Fotokalender 2025** was also due to be published shortly afterwards. It had to be postponed for around two weeks to clear all the backlogs so that at the latest the December edition could be published on time again. In the remaining weeks, the smallest Christmas tree in the world also had its exhibition time again in Dortmund.

Our final event of the year was the Hobby Show on Model Railway Day. Markus Schiavo once again put together an unrivalled exhibition at the Museum of German Inland Waterway Transport in Duisburg. With ever-growing popularity, Z gauge, in particular, plays a leading role here.

In 2024, there were once again many layouts, dioramas and regulars' table board layouts to see, which not only impressed the spectators with their variety. One of the highlights was Torsten Schubert's ever-expanding funfair with its innumerable light effects, which created an incredible atmosphere. That's why it was also included in episodes 33 (report from Duisburg) and 34 (review of the year) from **Trainini TV**.

The last, and for the editorial team quite proud, announcement of the year was our participation as a media partner of Intermodellbau 2025 in Dortmund. We are only one of three specialist model railway magazines to receive this honour. Of course, we hope that there will be plenty of good news for and about Z gauge.

Review of the year 2024 - episode 34 on **Trainini TV**:
<https://www.youtube.com/watch?v=6kwl1T7dJIs>

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Am 18.05.2025 von 11:00 Uhr - 17:00 Uhr

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Readers' letters and messages

Zetties and Trainini in Dialogue

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

New Year's wishes – every year:

Once again, it is time to thank you for the many reading moments and suggestions we have received throughout the year. Best wishes to you all for the new year!

Martin Zimmermann, per E-Mail



Every year, we look forward to seeing the New Year's motif of our reader, who always surprises us with great motifs. Photo: Martin Zimmermann

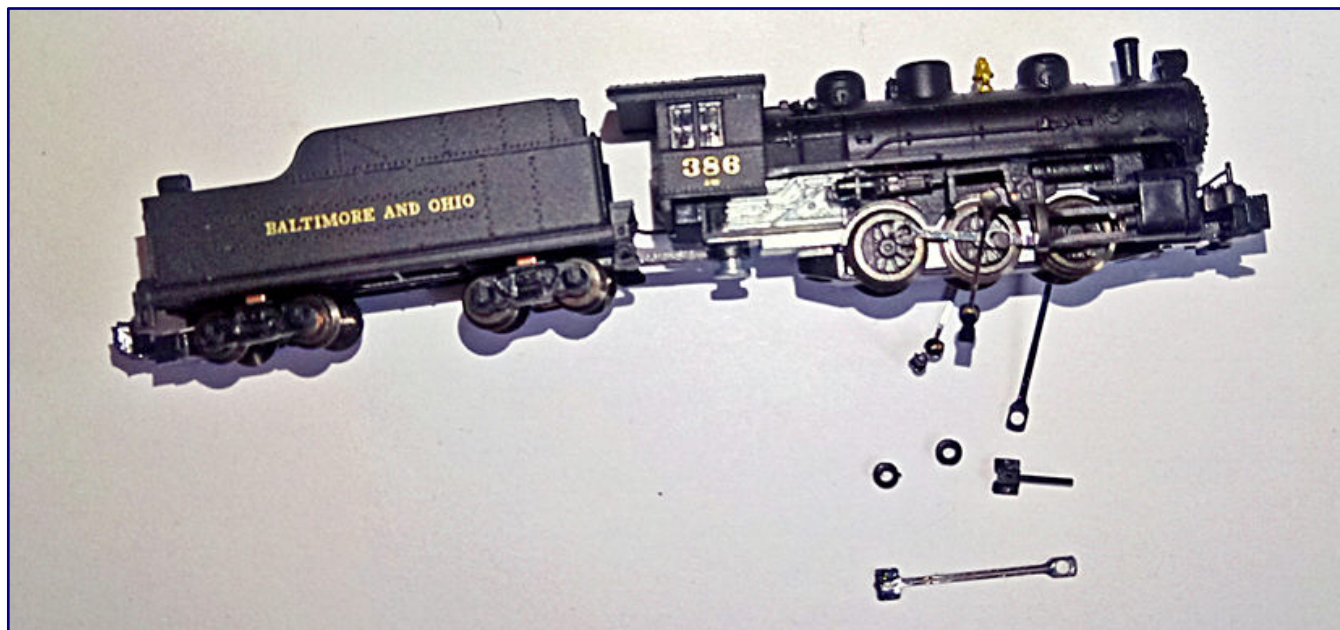
Reader experience with the 0-6-0 from Rokuhan:

A Baltimore & Ohio steam locomotive from Rokuhan? An unavoidable purchase for me, as the USRA 0-6-0 is a perfect complement to the USRA Light Mikado from AZL of the same railway company. The advice and warnings in Trainini 10/2024 didn't carry much weight as I was used to grief as the owner of three JNR C11s (Rokuhan T019-x) and a JNR C57 (Rokuhan T027-x).

After a while, these locomotives also began to throw coupling rods and control parts around, but with a little sensitivity and patience, the problems can be solved and eliminated. The locomotives now run without any problems – as expected and desired.

My T040-x arrived two days ago. Having been forewarned by Trainini and my own experience, the first thing I did after unpacking was of course to check the linkage and press the plug connections together again at the critical points using tweezers.

First the good news: My locomotive travelled much further on the test oval with 270 mm radii than the one centimetre that the Trainini author was given. Here, it could already indicate that the driving behaviour, as usual with Rokuhan, is superb, despite the unusually large overhangs, which at first glance seemed to indicate more of a problem, and better than the rocking of the C11 and C57.



How similar the photos and experiences are: In the readers' circle, too, linkages of Rokuhan steam locomotives disintegrate into all their individual parts. The manufacturer has not yet provided an explanation or a permanent solution. Photo: Arnim von Herff

But after three or four laps, i.e., an estimated 10 metres of travel, that was the end for me, too. On both sides, the cranks on the drive rod had taken on a life of their own, and worse still, the rivet on the crosshead had started its journey towards Nirvana and could not yet be found, again. There is little hope that the latter will change.

This means that an attempt at repair is not possible for the time being due to a lack of parts. Overall, as far as I know at present, the design in the area of detailed control is a step backwards compared to previous steam locomotives from Rokuhan.

Trainini stated that they were in dialogue with the manufacturer. Hence, my question: Are there any suggestions or solutions from them as to how the problem can be solved?

Arnim von Herff, per E-Mail

Editor's response: We have passed on our observations and experiences to Rokuhan, and have also made assumptions about the cause. The manufacturer has responded in a friendly manner, but has so far failed to provide us with any feedback on its findings and an idea for a solution.

The 628 series is still present:

First of all, I would like to wish everyone a happy, successful and healthy new year. Many thanks for the excellent articles on Z gauge over the years!



In Bavaria, the model of Märklin's insider model (art. no. 88700) is still part of everyday life on some lines. Photo: Märklin

I had to smile at a comment in issue 11/24 about the new Märklin Insider model 2025, the VT 628. On page 68 you write (...): "Only the requirements for barrier-free entrances caused them to be sidelined."

You should come to the Südost-bayernbahn in Mühldorf. From there you can take the VT 628 on many routes to Landshut, Passau, Simbach, Burghausen, Freilassing and Rosenheim. This is especially fun when you can carry your bike up and down the steps.

Apart from the express trains to Munich with Dostos, there are currently only (!) 628s running in Mühldorf. However, the BEG, as the ordering party, has recently agreed

with the Südostbayernbahn to replace the 628s with used 642s within the next 4 years, so the time (...) is gradually coming to an end here in south-east Bavaria too. So, I'm all the more pleased about the announced Märklin model for my layout.

All the best. I'm looking forward to your review of the VT 628, even though we'll probably have to wait a while before it's delivered.

Michael Richter, Ottobrunn

New releases of the year 2024:

Over the next few weeks, our editorial team will discuss the nominated models for the best new releases of 2024 and then make a decision. We have not been able to present all the new products to be considered here in detail in the magazine or nominate them straight away.

We would therefore like to take this opportunity to announce what else will be considered in addition to the deliveries already announced. The Touropa couchette coach Bcüm 251 (item no. 5109R) from NoBa-Modelle will be nominated in the coach category, the 'VW Beetle under tarpaulin' (VWKÄTP-16x) from MrZtraX and the 3D Master figures 'Horses' (44542) from Noch in the accessories category.

The figures here are representative of the entire new range of figures, which we would like to recognise for their innovative production technology. We nominate the 'Märklin Track Planning 2D/3D Version 11' programme (60524) for the best new product in the Technology category at this point.

In the February issue, we will announce which of last year's new products won after all five members of the editorial team cast their votes, as well as the winners in the Exhibits and Complete Works categories.

As only three suppliers relevant to our gauge are still exhibiting at the Spielwarenmesse in Nürnberg (International Toy Fair in Nuremberg), it no longer makes sense to present the awards there.

Obituary for Josephine Küpper:

On 13 December 2024, at the age of 87, Josephine Küpper, a very popular and well-known person among the fans of Z gauge, passed away. She was one of the quiet souls in our community, captivated us with her warmth of heart and always had a good word for others.

She was the owner of the company Spur-Z-Ladegut, which she ran together with her husband Helmut and which also supplied us with many other items for thirty years. For many years she was also appeared at trade fairs and exhibitions, and, thus, became personally known to her customers and followers of the company.

Together with her husband, she managed over 2,000 customer addresses, which emphasises the reach of our size in the mail order business alone. In addition to Germany and Europe, deliveries were also made far overseas to Hong Kong and China, Japan, Australia, the USA, and other countries in North and South America.



Josephine Küpper (†). Photo: Familie Küpper

This not only proves that the individually manufactured loads from Küpper enhance Z gauge layouts worldwide, but also how widely Josephine was known, to some more because they also travelled, to others less so from online contacts.

In addition to us, the other friends and customers of the company, she will be missed above all by her relatives and close friends. She was happily married to her husband Helmut for 63 years. We now bid her farewell with deep gratitude and great respect for her life's work. She will always have a special place in our hearts.

Noch Deliveries:

The Gras-Master 3.0 in the special 'Limited Edition' (item no. 60115) was supplied by Noch. As with the standard device, a red LED indicates when it is in operation. With a voltage of up to 16 kV, one set of batteries is sufficient for 10 to 12 hours of use. The new grass stamps are supplied exclusively, which, together with the enclosed adhesive tray, are intended to ensure irregular grassing as occurs in nature.

The Rail Centre brand products from the Spanish company Ammo are new to Noch and are already available for the most part. We would like to introduce our readers to the extensive, high-quality range of acrylic paints, wash glazes, and effects, which are perfectly matched to the requirements of model railways, through their examples.

Preiser delivery has taken place:

Shortly before the end of 2024, a flock of 60 sheep (item no. 88580) was launched in single colour under the Preiser brand. The pack does not include a shepherd or a dog. The figures can be further coloured individually and also supplement the earlier packs, which always contained too few figures for a flock. The people at Preiser had a very good idea when they decided on this set.

Helpful little things from Yellow Dwarf:

The recently released modelling accessories from Yellow Dwarf (<https://www.yellowdwarf.eu>) close small but always noticeable gaps in the range of accessories. A shelter (item no. 60321), which can also be



The containers for gritting material (item no. 60016; photo above) can still be found on many country roads in the low mountain ranges today. Sacks and cardboard boxes (60017; photo below left) create a bit of disorder in the ideal model railway world, while the shelter (item no. 60321; photo below right) can provide protection from the weather for grazing animals.

found on farms, and the typical containers for gravel material (60016) on the side of a country road are now on offer.

Bags and cardboard boxes (60017) can be used in a wide variety of ways: Whether as removal helpers, rubbish waiting to be collected or as part of car loading areas, they will always attract attention and encourage you to think about the possible contents.

Märklin spring new products released on 7 January:

Märklin opened the series of spring innovations for our scale with the large series. We will present all new products in detail in the February issue as part of the trade fair report from Nürnberg (Nuremberg). All new announcements since 7 January 2025 can be found on the Märklin website.

A first brief overview should highlight the most important new products: In addition to the already known club model of the class 6282 (item no. 88700), the electric shunting locomotive of the class E 60 for epoch III (item no. 88070) is to be expected as the second mould novelty.

After a few additions to the programme, new passenger coaches are finally to appear again, with the family of coaches of use group 29 (type 1928), which will occupy new segments of the programme.

The five-part wagon set (87620) for early Era III, including the pack wagon, photos three different forms of these welded old wagons. The 01 2118-8 (88013) commemorates the 100th anniversary of the DRG standard steam locomotive and reproduces a DR locomotive for Era IV.



The purple E 60 (item no. 88070) with decorative stripes is the main new item at Märklin this year. It is the old locomotive from Göppingen that has been in the pipeline for some time. Photo: Märklin

The prototype later travelled to the West and had a long career ahead of it as an operational museum machine.

AZL deliveries for January:

In January, the focus of AZL deliveries is on freight wagons rather than locomotives. EMD SD70ACe locomotives from Union Pacific with various road numbers (item nos. 63100-5 to -10), two EMD SD60s from Chicago & North Western (65021-1 / -2) and two EMD SD40T-2 tunnel locomotives from Rio Grande (64108-1 / -2) are appearing as draught horses for long trains. This part of the deliveries is supplemented by the ALCO RS-3 of the Lehigh Valley.



The Lehigh Valley's ALCO RS-3 (item no. 63324-1; photo left) and the modernised Trinity 31k-gallon tank car for TILX (905502-1; photo right) are two of American Z Line's new deliveries. Photos: AZL / Ztrack

There is a little more to report on the freight wagons: The covered cars of the modernised 1937-AAR type with a length of 40 feet for the Gulf Mobile & Ohio are part of the offer. Like the 50-foot-long Trinity FBOX cars of the Canadian National (905604-1 / 915604-1), they are available individually (905404-1) and as a pack of two (915404-1).

The Ortnor bulk goods wagons with removable load are now travelling for the CSX and are available as a two-pack (905354-1) and four-pack (905304-1). This numerical composition also applies to the 4180 pressurised air unloading wagons of the CNW (916035-1 / 906005-1). The modernised Trinity 31k gallon tank wagons for TILX (915502-1 / 915526-1) can also be purchased individually (905502-1).

Available individually are 40-foot sea containers with addresses from Evergreen (95237) or Dong Fang (95241).



Strong adhesive tape from 3M:

With the 'VHB Tape GPH-110GF,' we have found a strong, double-sided adhesive tape in the 3M range. This product with a grey colour and firm hold is supplied on a 3-metre roll and can also be used for model railways.

Where the principle of 'gluing instead of screwing' is helpful, this product is ideal for use. We were very impressed by the strength and durability of the connection, which is achieved after a short, firm pressing action.

This useful tool will appear in the reports on ongoing projects during the course of the year.

Märklin deliveries after Christmas:

As soon as the Christmas business is over, Märklin delivers items that many customers would have preferred to see under the tree. This is what happened to the Swiss Re 4/4II locomotive (item no. 88594) with only one pantograph in its current operating condition.

New roof superstructures were produced for the model in bronze precision casting, but the steeper front of a pre-series machine could not be used as a mould change for cost reasons. On a scale of 1:220, the visual difference should not be too noticeable.

The diesel-pneumatic pressurised locomotive V 3201 (88099) is made entirely of precision cast bronze and is now also available in a full edition. It continues the collector's series of cast models with only protective coating that has characterised the programme for some years now.

The CD-Cargo class 383 multi-system electric locomotive in Era VI condition (88235) is now also available. This model with four single-arm pantographs has its internationally used prototype in the Czech Republic and is based on a special design of the Siemens Vectron.

Free admission in January:

Miniatur Wunderland Hamburg is continuing its 'I can't afford it' campaign this year (<https://www.miniaturwunderland.de/leisten/>). Until the end of January, people who cannot afford the regular admission price will receive free entry if they provide this information at the ticket office, verbally or in the form of a note (<https://youtu.be/gInolyEF2cg?feature=shared>).

In this way, the operators want to utilise free capacity in times when there are fewer visitors in order to do something good for poorer people. This tradition has now been around for ten years and, to the regret of its inventors, has apparently not been imitated by other attractions.



Photo: Miniatur-Wunderland Hamburg

Not everyone is in favour of this campaign, and there have been reports of emotions and hatred running high. However, the operators point to positive experiences and, above all, to the fact that this offer has not been misused to fraudulently obtain benefits.

The beneficiaries of this campaign, which is unfortunately still unique, often express their gratitude with many stories, big and small. It is pure life that is experienced by the staff at the checkout.

We were touched by the story of a mother whose son had wanted so much to visit Miniatur Wunderland for Christmas. However, this was not feasible with the tight family budget.

She heard about the campaign, but remained unsure and could hardly believe on the spot that her child's greatest wish was to be fulfilled after all. Touched by tears, she expressed her gratitude and confirmed the Braun twins in their intentions.

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