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and Prototype

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Trainini

German Magazine for Z Gauge



Spring New Items 2025

Workshop in Leverkusen
Under Pressure on the Boiler

Introduction

Dear Readers,

I literally have beads of sweat on my forehead: no month is as exhausting as February. At least that's true for this edition, because every year it's a huge grunt work to check with all the manufacturers for new spring new products, prepare all information, and present it here.



Holger Späing
Editor-in-chief

Many suppliers, especially the smaller ones, are still very passive. There is no active information, sometimes there is not even anything to be found on the websites. So, a lot of time passes before we have an overview, since here you can only see the results and hits.

Nevertheless, we have once again been able to collate a lot of information and with this edition we are once again providing you with a reference work that can supply you with an overview and valuable information for many months to come. Hopefully, we can also support your purchasing decision.

For example, we have received many words from Märklin and Noch that are not included in their product descriptions and yet are so important for gaining a comprehensive picture of the new product.

But we also take a final look back at the past year: it was long since clear what had made it onto the retailer shelves and what we had to look at. We nominated, discussed and finally decided.

In this edition, you can also read about the achievements and new releases we have honoured in 2024. Please feel reassured by a good choice or motivated to buy the product variant of your choice as soon as it appears. We explain our decisions in detail to create transparency for our readers.

Better late than never is our report on the FdE Burscheid workshop, for which we also posted an episode on **Trainini TV**. We were interested in the unusual format of presenting their own club to the public and were impressed by it. That's why we want to make this public.

But what would a **Trainini®** be without handicraft topics? Unfortunately, there wasn't enough time to continue the construction of our winter layout in full, but we didn't just find an equivalent replacement. Theo Bornhöft is one of the proven modelers of our scale and shows you how he came up with his dream models of pressurised gas tank railcars.

Before I conclude this foreword, I would now like to advertise on my own behalf. Our magazine, hopefully your favourite magazine, will be twenty years old in August 2025. We have often been asked what we are planning for our anniversary.

Today, I can reveal it: On 4 and 5 October 2025, we will be celebrating with the **Trainini Anniversary Exhibition 2025** in Wasserkurl. The little-known village is located on the outskirts of Dortmund and is easy to reach – its setting is perfect for many model railway themes. See you there?

Sin-Z-erely,

Holger Späing

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Currently no items

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We thank Theo Bornhöft for his contribution and Eisenbahnstiftung for their photo support.

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Cover photo:

The USRA 0-6-0 "Light Switcher" of the Baltimore & Ohio has now also been included in Noch's sales programme. Locomotive 353 has been given the item number 7298023.

Best new releases of the year 2024

Close Race for the Prizes

Shortly after the turn of the year, our editors are always faced with an important task: they discuss and evaluate which new products were important and ground-breaking, and the quality and passion with which they were realised. At the end of the process, the new releases of the year are selected, which is also important praise for the manufacturer's work.

The importance of our reaction awards is demonstrated not only by the proud presentations of our seal of approval on manufacturer's websites and in magazines, but also by the input from **Trainini®** readers. We cite one of the letters from readers in this issue, as an example.

Of course, we don't want to discuss things 'in an ivory tower' and possibly make decisions far removed from reality. Throughout the year and on 31 December, we nominate new products that fulfil our basic requirements to be chosen as award winners.



There is then a competition between them for the coveted seal. What is nominated also depends on the reader reactions we receive. And, of course, we also analyse the opinions we receive shortly before the vote.

Balanced properties in many criteria are highly relevant for us. Similar to a tyre that cannot achieve maximum values on wet and dry roads at the same time, we also want to include as many features and characteristics as possible that create equal opportunities for large and small series production.

Otherwise, a mass-produced model would probably always come out on top in terms of price, while detailed realisations would result in a perhaps unaffordable small-series product.

The tension that the editorial team has to deal with year after year is well explained by these two opposites.

This also explains why votes are not simply collected, but should also be justified. All editors should explain what they liked and what justified their decision in favour of or against a product.

The only thing that is certain at the beginning of the process is that we are all dealing with the best new designs and most ground-breaking innovations of the year. Nevertheless, only one can win in the end – there has never been a tie in the history of our magazine.

With this foreword, let's take a look at the products, exhibits and services that have made the running for the 2024 Innovation Year.

Locomotives Category

Three models competed with each other in the locomotive category, which is probably perceived as the most important. Two of them are from Märklin: the SBB Re 6/6 (item no. 88240) and the Bundesbahn ETA 150 / ESA 150 battery-powered multiple unit (88250). What they have in common is that they are important products for their respective segments.

The Re 6/6 complements the Re 4/4, which has been available for several years, and opens up the opportunity for prototypical double traction on Gotthard layouts. This is at least the case if both together can provide sufficient tractive power for the long goods trains in synchronisation.

With the 'Steckdosen-IC' (Power-Plug-in Intercity), however, closing the gap is even more significant. After all, there was previously only one single product for local transport railcars after 1945 (the Uerdingen railbus) and it had long since celebrated its 50th birthday. A contemporary successor based on a different model seemed long overdue.



In addition to a reissue of its shortened H0 gauge counterpart from the seventies, it is particularly clear how well Märklin has succeeded with the ETA / ESA 150 (item no. 88250) despite some criticism.

The 191 series from NoBa-Modelle (5025R) then entered the race. In order to designate it more precisely, we sent it into the race under its former sub-series designation E 910. It occupied the field of old electric locomotives, which are always great favourites with customers.

This is a realisation that is important in the overall range and occupies a new customer segment for the small series supplier. Nevertheless, it is clearly inferior to Märklin when comparing the details. Due to the production technology, some features such as the roof lines and grab rails on the steps are very thick.

Some of this could be refined with your own work, but the roof, which is clearly too thick, still distorts the typical face of the prototype in the front view. It could probably have been finer here and a wire could be considered as an alternative for the handle bars and roof lines. This would then result in a mixed construction, which has not yet been considered.

So, there is still room for improvement and the editors were not completely convinced. In the end, the decision was made in favour of the 'stick torch' from Märklin, and then even unanimously!

The ETA 150 / ESA 150 (88250) impresses with its details and proportions as well as its standard-setting paintwork and printing.

In comparison to the Re 6/6, the apron parts, which we did not rate as successful, are not as noticeable as the overly high and disproportionate single-arm pantographs. And Märklin was also able to remedy the lack of glued-on replacement parts with the follow-up product.

So, we can overlook the minor weaknesses and also note that there were already beautiful Swiss locomotive models before, but not a commuter multiple unit at the height of the times. Märklin really deserves this award.



Wagons Category

This category is also very impressive, because what would a locomotive be without a suitable train? In recent years, market leader Märklin has not always made it easy for us, because the only goods wagons available were regularly goods wagons, which were certainly successful, but always left the question open as to where the biggest gaps in the range were?

This should also not be ignored in the case of the Off 52 (88235) car transport double car. It found supporters and voices, with reference being made, for example, to its use in Sylt trains, but it was also criticised that some of the details appeared too crude. Moreover, the predecessor model was not so bad to look at.

The focus soon turned to the Touropa Bcüm 251 couchette coaches from NoBa-Modelle. They were high up on wish lists and even evoke many childhood memories. With their slightly different colour to the seating coaches and the striking lettering, they also stand out strongly.

What one person may be able to overlook is an obstacle for the next: according to this view of things, the production technology stood in the way of an even better realisation. In fact, the editorial team had

suggested that the window frames should not be 3D-printed, but instead placed flush in recesses in the outer wall as glazed etched part.

The laughing third in a majority decision were the Corail passenger coaches from Azar Models. We had selected the pack with one A10tu first class and one B10tu second class (V01-ORP1).



The Corail coaches (V01-ORP1) from Azar Models enhance the international express service and are very well realised in almost every respect.

For international use, they also alleviate the perceived shortcoming for DB trains and make you forget the large distance between the couplers, for which a reader had long since found a solution. We only noticed the slightly incorrect shape of the outer sides of the skirt after the test. We were captivated by the clean paintwork with sufficiently fine printing and the unfamiliar seamless windows.

Azar Models has closed a gap in the range, opened the door for our scale to France and at the same time set some quality standards. Recognising this with our editorial award was not easy, but it seems all the more deserved in the overall picture.

Accessories Category

The task of voting in this category was a challenge. The nominated new products could not have been more different. Let's start with the horses (44542) from Noch, which were nominated as representatives of the 3D master figures.

The use of colour 3D printing at a large-scale manufacturer is innovative. And the selected product in particular clearly shows what cannot be achieved with brushstrokes alone. All the figures we were able to present have a refreshingly lively appearance. The attractiveness of the price was also praised.

Skilfully positioned, they look appealingly realistic, but are perhaps too inconspicuous on the layout to be remembered for long. Their true quality is then obviously even in the way, which is why there was no majority here after all.

The Beetles under tarpaulin (VWKÄTP-16x) from MrZtraX had a similar fate: While the Off 52 was criticised for being sent around the country completely unloaded by Märklin, it lacked the innovative power to stay ahead of the pack here.

Although Raffaele Picollo has meticulously realised his miniatures with consistently different drapery, something similar already existed a few years ago with Z gauge freight Josephine Küpper. And at Modellbahn-Union, we had already successfully suggested offering our own cars under tarpaulin for Z gauge before we became aware of this product.

And so one single product remained in the running until the very end, winning the votes of all five editors. We are talking about the half-timbered building under renovation (LC-220-332). Nordmodell ventured into the world of Z gauge with this model, which we would like to honour with our award.



The half-timbered building in renovation (LC-220-332) can take on many faces and also represents a precisely manufactured kit. The prize in the accessories category, therefore, goes to Nordmodell this time.

The decisive factor, however, was the subtle and very effective idea of how a single house could be given so many different faces. It could even be used three times on one and the same layout without repeating itself exactly. For most people, it will probably be unrecognisable across all the layouts.

And, as was also emphasised, it is worth taking a look at this supplier's N gauge programme. If you browse through it, you will quickly realise what great surprises are still in store for us here!

So, we are putting Nordmodell in the spotlight and honouring such an effective product idea and an otherwise absolutely successful innovation with our award for the year 2024.

Technology Category

The new Noch figures could also have competed in the technology category, but we have already included them in the accessories category. This left two candidates to compete against each other. We rated the planning programme 'Märklin Track Planning 2D/3D Version 11' (60524) as very useful and also user-friendly, for which it received a nomination.

Of course, such a powerful programme requires user experience, and IT beginners may be overwhelmed at first. But that could not be our benchmark, because this is not an article for beginners.

Nevertheless, there were objections among those entitled to vote, as the idea of a track planning programme is not fundamentally new and there are several alternatives on the market. Moreover, the Wintrack programme, which forms the technical basis here, is always one version number ahead.



Model railway enthusiasts wait a long time for an announced tool and are put off year after year. Then a third party comes along and does it better: the Dust Fairy 3.0 combines several innovations and technical improvements to create a highly effective tool.

So, all the votes rallied behind the second candidate, which remained rather inconspicuous on the market for many months: the Dust Fairy 3.0 from Franke WF. It had successfully proven its efficiency in a test and, in the opinion of the editors, every landscaper needs such a cleaning aid, which can be used effectively for all kinds of small items with more certainty.

Based loosely on Lorient's humour, our editor Joachim Ritter put it in a nutshell: 'The dust fairy blows and vacuums where mum can only vacuum.' The tool we are honouring today is more than just a Hoover attachment. It turns this household appliance into a really valuable helper on the layout, where elsewhere it was just an unfulfilled promise.

Literature Category

We presented some interesting books in the course of 2024, but only two were worthy of being nominated for the literature category. We would, therefore, like to point out that we do not mean to express a lack of quality in terms of content!

An important criterion for our awarding of prizes is, above all, to check how extensively the respective book contents are relevant for Z gauge or transferable to our scale. And there were only two titles that particularly competed for our favour.

'Die Bundesbahn' (ISBN 978-3-98702-001-8), compiled by Udo Kandler, from VGB | Geramond, entered the race as an illustrated book. Further image treasures by Reinhold Palm, who exploited the possibilities of colour photography early on, were used in this work.



This book is made even more valuable by the advertising photographs with which the Bundesbahn cultivated its self-image and snapshots of scenes along the railway that provide insights into social and working life. They are a great help to the reader in creating an authentic and, if desired, historically correct layout.

Because these photos are probably already known, at least in part, as the stock of images has ended up at the railway foundation and is publicly accessible, the book was nevertheless given the short end of the stick by the editors compared to its competitor.

The unanimous winner of our award is the book 'Die Geschichte der Deutschen Schlafwagen- und Speisewagengesellschaft (DSG) - Band 1' (978-3-00-077300-6) by Armin Gärtner, published by EHEH.

The voters agreed that an important and previously largely ignored topic of railway history is finally being addressed – and in an extremely demanding and thorough manner.

Even model railway enthusiasts know far too little about the history of DSG and its sleeping and dining cars. When reading the book, it becomes painfully clear how many models are missing in the 1:220 scale and what a large gap there is in the range at this point. The book can therefore open the eyes of both manufacturers and customers looking for models.

We should not forget to point out that two follow-up volumes are already in the works, the creation of which we have been following for a long time and will also be presenting in the magazine. There is certainly a high incentive to buy, and not only within our team.

Exhibits Category

If we choose what we consider to be the most beautiful or most impressive layout of a year, a diorama, segment or module is also possible here, then this is not a competition in this case. We don't want to relegate anyone to second place, because no one should or may feel like a loser among the active participants.

It is correspondingly challenging to keep our eyes open at trade fairs and exhibitions, to observe visitors as they look around, to secretly evaluate ideas and realisations and to contribute them to the internal editorial discussion. It usually soon becomes clear whether our impressions overlap.

And so, an object crystallises that is to receive the prize and is then, as in this case, unanimously voted onto the podium. Our winner for 2024 is the 'Winter Suitcase' by Peter Sturm.



The final decision to honour the winter suitcase was made at the Hobby Show in Duisburg: Peter Sturm's bench in front of the case was besieged for hours by enthusiastic visitors. We will therefore be presenting this layout in the magazine shortly.

He presented it to a wide audience in Altenbeken, and on Model Railway Day in Duisburg, the bench in front of the layout was always full and it was almost impossible to get into conversation with him. Too many astonished faces and questioning people surrounded this work of art.

Our editor Harald Fried notes that snow is not easy to model if you want it to look good and credible. Peter, however, has achieved this brilliantly. Editor Joachim Ritter emphasises the love, delicacy and a lot of patience that has led to the photos giving the impression of a much larger layout. Yet everything takes place in a small space.

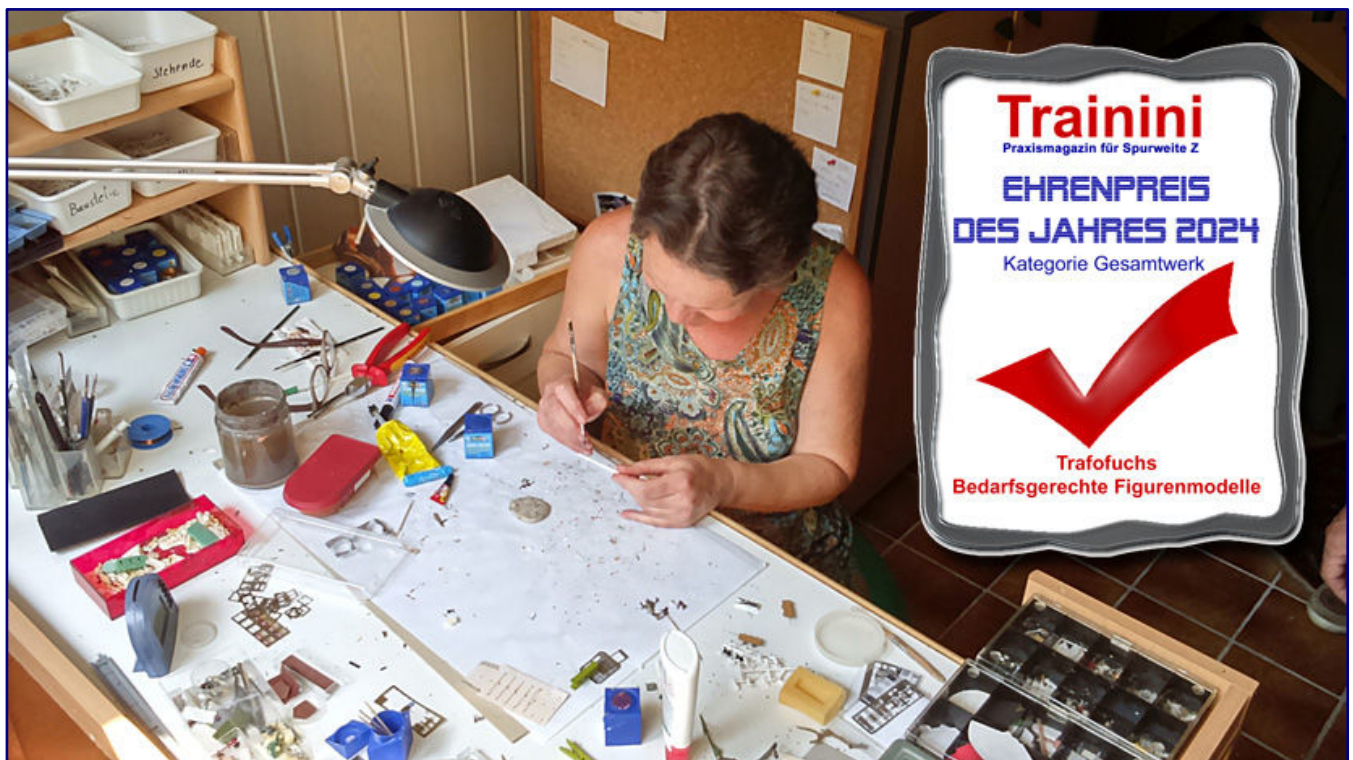
All five editors agreed that each time they discovered new corners and scenes that had previously been overlooked. This explains the fascination and fascinated viewers, Peter Sturm has definitely earned this award!

Complete Works Category

Without lengthy discussions, unanimously, and with the unanimous conclusion 'long overdue', we decided to award the prize for the overall work 2024. The winner is Birgit Foken-Brock from Trafofuchs - finally and deservedly!

But how could it be that it took almost twenty years for this prize to finally go to Ertstadt? That does indeed require a detailed explanation. Trafofuchs is certainly not a provider that 'flies under the radar' – the figures in particular have always been far too important for that.

A photo that was taken in the Trafofuchs workshop a few years ago for a reason: Birgit Foken-Brock paints figures for a customer order. This is probably how it still looks today in Ertstadt, where the popular figures are created. In fact, so many great and important new products have appeared here over the years that they have tended to cannibalise each other in our favour. And then the question arose for everyone as to whether they were detached enough to make an unbiased judgement here. After all, we are all customers and sometimes the source of ideas for figures.



A photo that was taken in the Trafofuchs workshop a few years ago for a reason: Birgit Foken-Brock paints figures for a customer order. This is probably how it still looks today in Ertstadt, where the popular figures are created.

This area of tension was finally being addressed and the editors were holding up a mirror to themselves. The decision was already made. We remember the first painted figures that were created from remodelled Preiser blanks. Over the years, the work became more and more refined and creative and the customisations also took on new dimensions.

Most recently, the switch was made to CAD designs and 3D printing, which means that customised figures can also be reproduced in response to demand. Our appreciation, which we would like to express, is therefore directed towards the pioneering and individual performance for customised figure models.



Children's figures are probably the best example of what would be underrepresented in the area of human miniatures in Z gauge if it weren't for Trafofuchs. This company has been working for over 20 years to change this and close the gaps

Our laudatory speech could go on for pages. The following quote from editor Harald Fried summarises her versatile skills and ability to find an individual solution: "There's hardly a subject she can't do. Although, the last time she told me: 'The tartan pattern on the kilts, I'm still missing the idea of how to depict it'."

None of us have any doubt that she will master this challenge, too. Where would we Zetties be without Trafofuchs? Incidentally, this also includes husband Volker Brock, who has also played his part in the success behind the scenes. So, congratulations to you both, Birgit and Volker!

In Closing

We would like to take this opportunity to congratulate all the winners who have long since received their award seals and are allowed to advertise with them. However, we would like to motivate not only them, but also all other nominees, energetic manufacturers and active plant constructors not to let up.

Only if we manage to give everyone the attention they deserve over the course of twelve issues a year, and shine the spotlight on them will their achievements be widely recognised by the public.

That is why it is important for us to emphasise that everyone is a winner, because the decisive step has long since been taken when customers, visitors and we see the results of a lot of planning, designing and building.

Our editorial awards are intended to spur us on to keep improving, because model railways and our skills continue to develop throughout our lives. Everyone should know that sooner or later there will be a place on the winners' podium!

The award winners (in category order):

<https://www.maerklin.de>
<https://azar-models.com>
<https://www.modellbausatz-nord.de>
[Franke.wf\[at\]web.de](mailto:Franke.wf[at]web.de)
<http://www.trafofuchs.de>

Our website:

<https://www.trainini.de/magazin/auszeichnungen>

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7. – 9. MÄRZ 2025



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Gas tank cars

Under Pressure!

In his quest for adding variety and some colour to his Z scale collection of era III freight cars our reader Theo Bornhöft was looking to find pressurised gas tank cars from the early days of the German Federal Railway. Soon, he had to realise that neither Märklin nor any other producer had anything like that in their programme. This left him with one choice only: taking matters into his own hands.

By Theo Bornhöft. Pressurised gas tank cars for Deutsche Bahn (DB) era III operations have been on my wish list for a very long time. I was specifically after the shorter four-axle type tank cars from post-WWII production.

They have been around for a long time in other scales, even from Märklin. However, with nothing on the horizon from any of the commercial Z scale producers, I set about building such cars myself and decided to go for prototypes from around 1960 to match my other rolling stock.



If it doesn't exist, you must do it yourself! This is how Theo Bornhöft came to build historic pressurised gas tank cars, including this Eva model.

The originals were built by Waggonfabrik Uerdingen and were exclusively owned by private enterprises, mainly by wagon hire companies such as EVA or VTG. Tank cars of all types, with the exception of railway service wagons, were always privately owned in Germany.

Around 1960, the type code Zag is probably correct, meaning that the wagon is a tank car (Z) with four or more wheel sets (a) for compressed, liquefied or pressurised gases (g).

The private hirers regularly did not put the UIC type codes on their cars because the private wagons were not freely usable and their operational characteristics were only relevant for the owner who was familiar with them anyway.



One of the many questions to be clarified was the correct paint: both the colour of the tank and the hazard stripe changed several times after 1945, or were corrected!

As always with a new project, I first tried to gather as much prototype information as possible. In particular, I was looking for measurements, drawings, and original pictures from the relevant period. In this case, this proved to be more difficult than initially thought.

The internet is the first source of information, simply because it is easy to access. There are obviously not many (freely available) original pictures from around 1960. I have only found a handful of photos. Dimensions or even drawings? Not a thing. Other projects in the past have been much more successful in this respect.

So, I took a second step: researching specialised literature. 'Güterwagen Band 9.2' (Freight Cars Vol. 9.2) by Stefan Carstens on chemical tank cars at DB, DR, and DB AG promised a step forward. So I bought the book, but without much luck: It did not contain a word or drawing, and only one photo of the four-axle gas tank cars. By the way, it's still worth buying the book.

But I didn't give up that easily. I knew that the car was available in other scales. So, without further ado, I bought a corresponding Märklin H0 car, took the required measurements and converted them immediately to Z scale. This, at least, gave me a starting point for further planning.

From idea to reality

I used Märklin material as a starting point for the chassis. There was a choice of the metal ones used on the carbide cylinder wagons, the heavy oil service cars, and the old tank cars. However, the bogies on these are too close together and move too far into the centre of the vehicle. This misalignment is due to Märklin's standard Z scale couplers.

Unfortunately, this disturbs the characteristic impression of these wagons enormously. I therefore had to come up with a modification. In the original, the bogie spacing, as derived from the H0 scale model, was 7.20 metres, i.e., about 32.7 mm when converted to 1:220 scale.

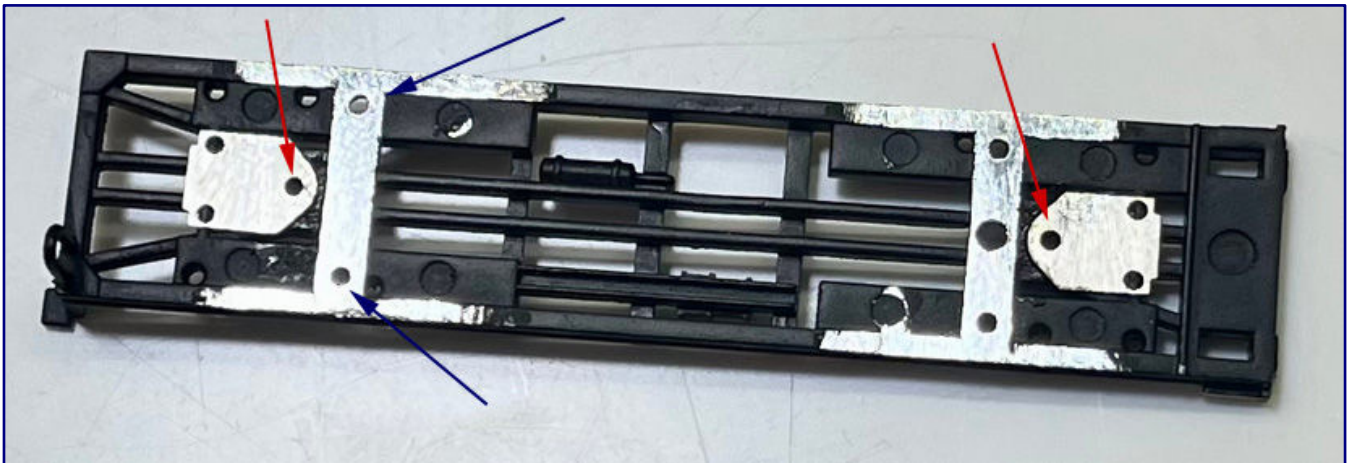


Photo above:

The chassis of the standardised tank car had to be extensively modified to be able to move the bogies further outwards and create a support for the tank. The blue arrows mark the mounting points of a frame insert (previous bogie guide), the red arrows mark the new pivot points.

Photo left:

The modified bogies were later reinstalled with shortened nails as pivot points



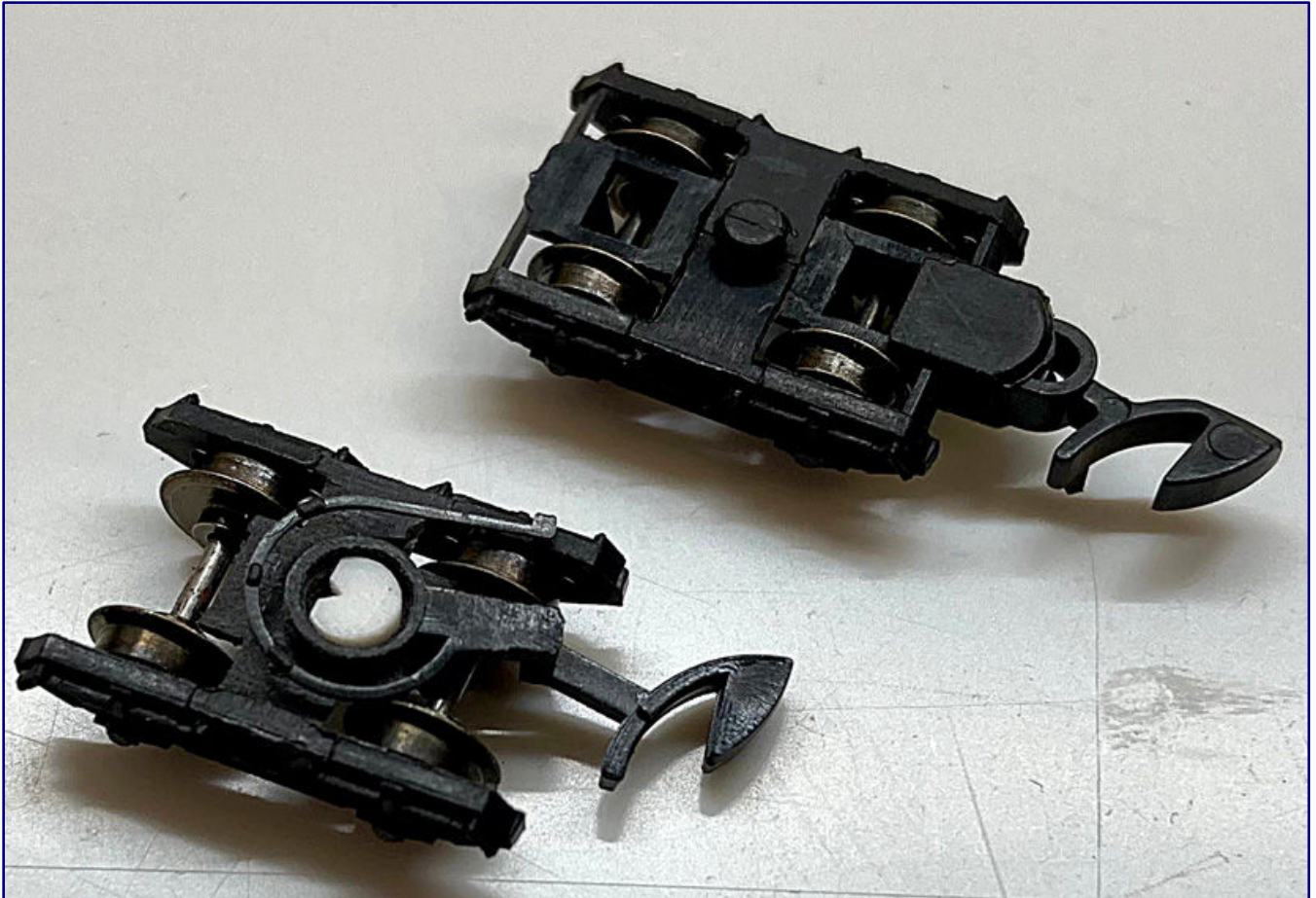
The first engineering task was thus identified: The bogies were to be set further outwards. However, without further measures, the couplers would protrude way too much on both ends. The couplers, therefore, also had to be modified.

I found the solution at Atelier Barkvieren (formerly Freudenreich Feinwerktechnik). They offered couplers that allow a normal coupling distance, even with wheelsets or bogies that are placed far outwards.

Firstly, I removed the bogies from the cars. They are clipped into plastic bridges, which are inserted into holes in the chassis with retaining lugs. I no longer needed these bridges after my conversion work.

I cut the locking lugs on the top of the bogies flush and drilled through them in the centre of the pivot point from top to bottom. In addition, the outer cross-connections in the bogies had to be removed to make room for the new coupler. This also makes the bogies appear a little less voluminous when viewed from the front and rear and therefore closer to the prototype. The axles also hold with one-sided mounting.

In order to be able to reattach the bogies to the chassis in their new position, I attached thin metal sheets with a hole to the top of the chassis. A nail was later inserted from there, which was to be fixed in the hole in the bogie.



This comparison between a standard Z scale bogie (back) and the modified version illustrates the extensive changes that have been done to arrive at a more prototypical appearance.

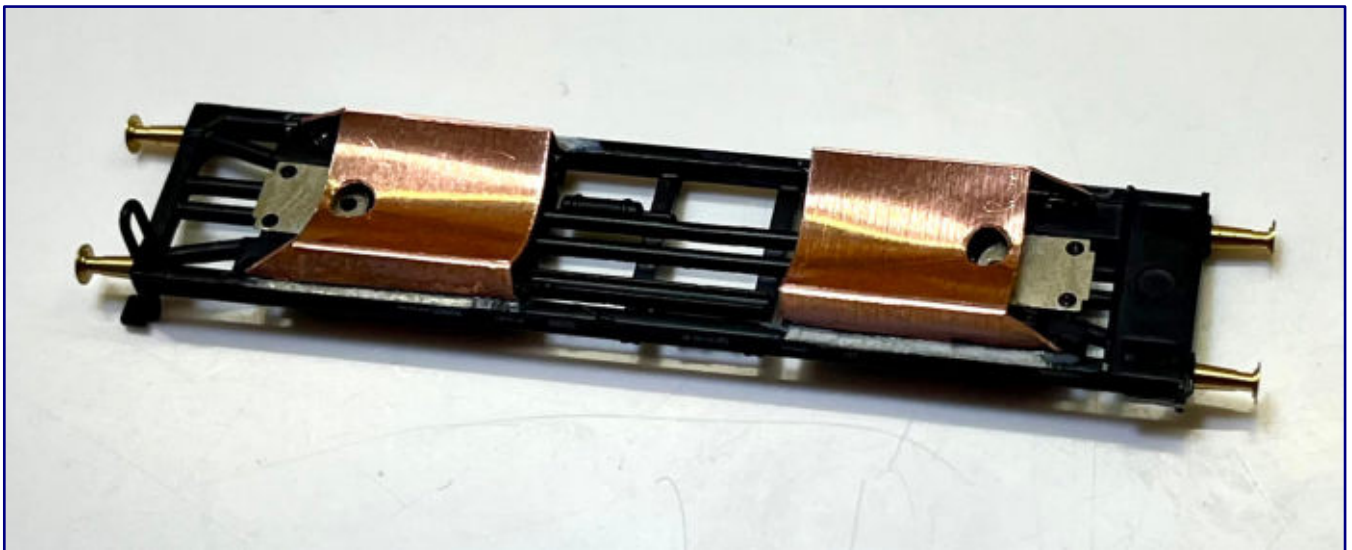
I had to adjust the height of the new coupler a little, otherwise the cars would look too tall later on. I therefore filed the eye and the outgoing arm of the coupler down to a thickness of 1 mm.

The eye of the coupler had to be mounted slightly off-centre from the pivot point of the bogie towards the buffer side, as otherwise the distance between the coupler and the next wagon would be too small. For this purpose, I punched out small plastic plates with the inside diameter of the coupler eye from 1 mm thick polystyrene. I cut a slit in the plate for the later passage of the fastening nail for the bogies.

Now the plate was fixed to the bogie so that the drilled hole in the bogie was just within the diameter circle of the punched-out plate (otherwise the nail could no longer be inserted from above later). I was then able to fix the plate to the bogie and place the coupler loosely with the eye around the plate.

The tank support brackets on the chassis were still missing. As with the prototype, these were realised in the form of saddle shaped plates. Metal seemed to me to be the best material for this, as the brackets also support the tanks on the model. I used 0.2 mm thick copper sheets – stiff enough, but flexible. I cut the sheets to size, bent them over a brush handle and then angled their feet.

In order to be able to insert the nails for the bogies into the bogies afterwards, I drilled corresponding holes into the support brackets. Assembling the bogies beforehand is not ideal as they are moving parts and are still being painted, which may impair mobility due to paint adhesion. The holes disappear later under the tank and are then no longer visible.



The modified frame is fitted with new, correctly sized buffers and the tank's support brackets have also been fitted. These were previously bevelled, rounded in the middle and drilled with a hole.

I then attached the tank support brackets to the underframe using two-component adhesive. A piece of aluminium tube from the tank shop helps here to align the brackets centrally and parallel to the underframe.

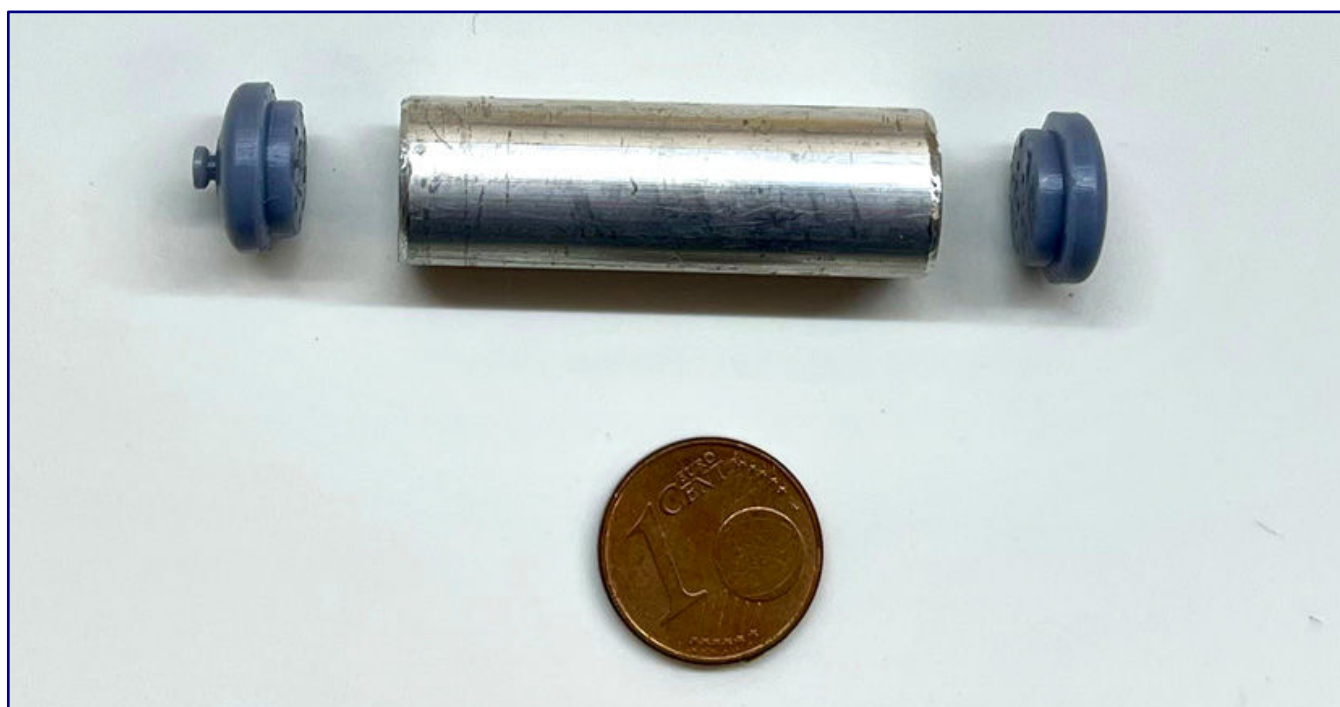
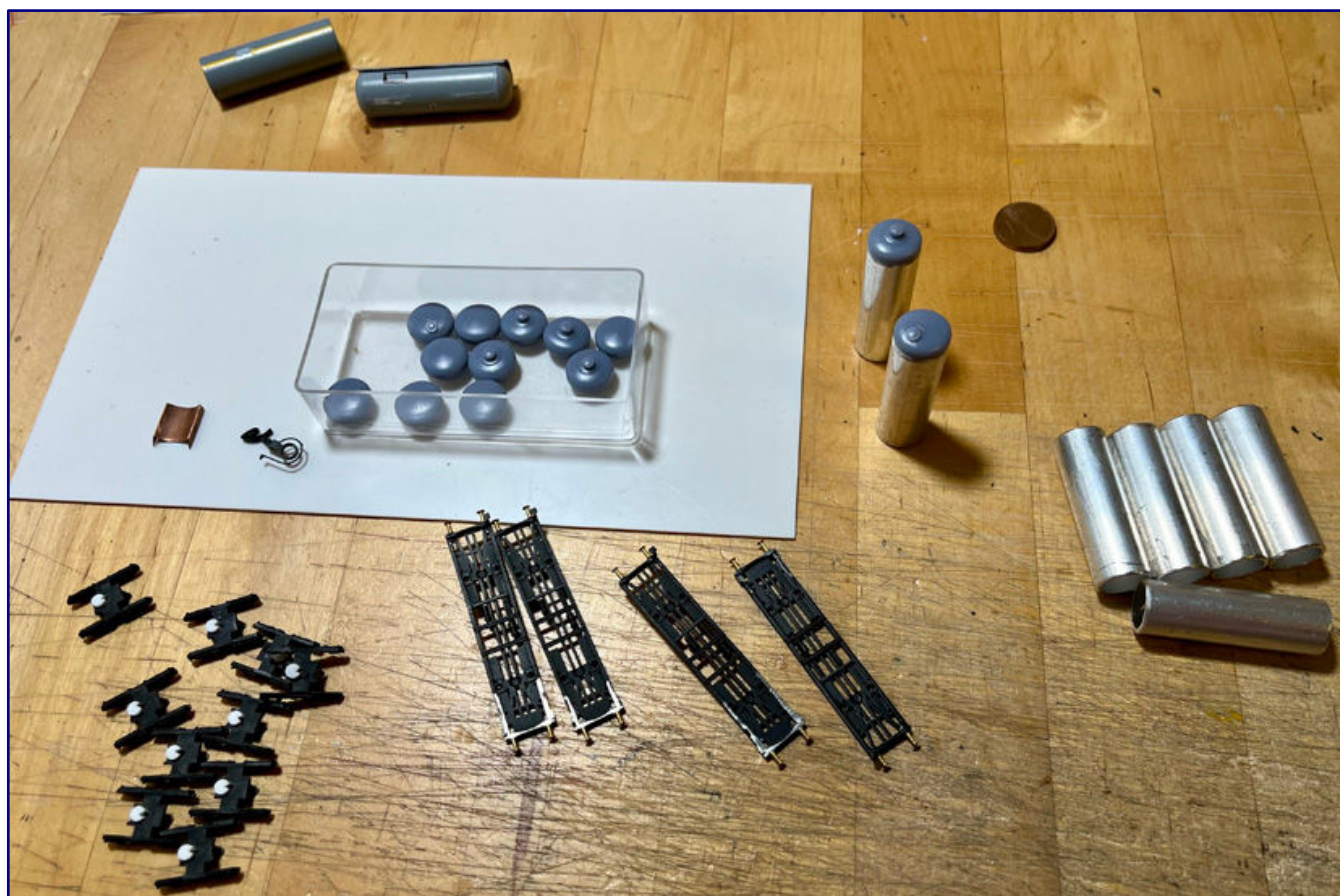
Finally, the bogies were equipped with turned brass buffers from Atelier Barkvieren to further embellish them. I painted the chassis and bogies black, applied decals and finished with a coat of matt clear varnish.

Now, the suitably shortened nail could be inserted from above through the chassis into the bogie and fixed to the underside of the bogie with a tiny drop of glue. To ensure that the coupler remained straight and reliably sprung, I aligned it again and fixed the end of the spring to the underframe with a drop of superglue. After clipping in the axles, the chassis was finished.

Tank construction

The tank is, quite simply, just a cylinder with ends. For the tanks' main body I cut suitable pieces from an aluminium tube with a diameter of 12.15 mm.

continued on page 22

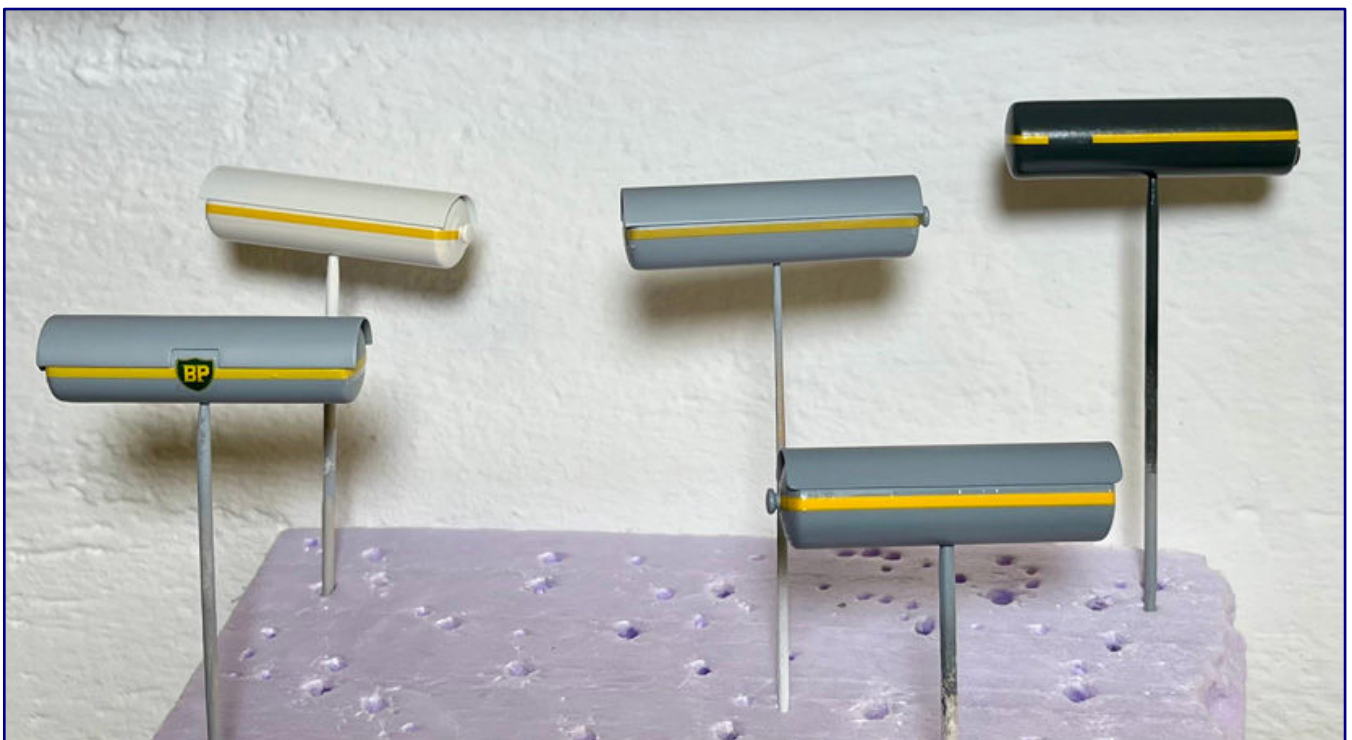


All the prepared individual parts of the pressurised gas tank cars are ready and waiting to be painted and assembled (photo above). The body of the tank consists of a cut-to-length aluminium tube (photo below), to which 3D printed end caps are attached on both ends.

Michael Hering designed the end caps for me, and printed them on his 3D printer. There are basically two different versions of the car: one with an off-centre manhole on the front end for the version without a sun shield, and one with a centered manhole on the front end for those with a sun shield. Together with the opposite ends on the brakeman's platform side, three different ends were therefore, required.

Unfortunately, simply fitting the end caps to the cylinders and painting them still didn't work. Despite accurate cuts and very good 3D prints, small gaps still had to be filled. Then the whole thing had to be carefully sanded and primed.

The next step was to paint the tanks. With regard to the tanks' colour scheme, I was able to find out that it was (mostly) light grey. To be more precise, in the early sixties, RAL 9002 grey white became increasingly popular compared to the darker RAL 7011 iron grey that had been used previously.



This photo of the painted tanks with hazard stripes illustrates the differences in colour, an intended feature as described in the article.

Once the tank colour had been determined, a follow-up question arose: What was the correct colour of the hazard stripes? The relevant technical literature ('Anstrich und Bezeichnung von Güter- und Dienstwagen' – 'Paint schemes and markings of freight and service cars' by Wolfgang Diener) provides clues to this question, but they remain quite vague until 1965.

It says: "Around 1953, a special marking was introduced for the pressurised gas tank wagons in the form of a colour band running around the centre of the tank. Initially this band was dark yellow, without RAL specification, from 1961 it is said to have been in RAL 1007 chrome yellow. It was not until around 1965 that RAL 1004 golden yellow was prescribed, and, finally, RAL 2003 pastel orange from 1 January 1971."

My conclusion for the implementation in era III: dark yellow or chrome yellow, possibly later golden yellow, but definitely not orange. I didn't want to paint the stripe and decided to use decals instead.

The stripe should have been approx. 30 cm wide in the original, which translates into approx. 1.4 mm at Z scale. So, I searched the internet for suitable stripes. In the end, I decided in favour of the products from TL-Decals, Microscale Decals, and DS-Design. They fit quite well in terms of colour and quality. I also wanted to add a bit of variety to my series of cars, and hence, used different shades of yellow from different manufacturers.

Some of the lettering on the underframes and the tank was done by Nothaft, but most of it was done by Hartmann. After they were all applied, I also painted the tank with matt clear varnish.



Shunting operations with an EVA pressurised tank car led by V 80 008.

Finally, the only thing left to do was to join the chassis with the tank. To do this, I applied a very small amount of superglue gel to the centre of the inner curve of the support plates and then carefully placed the tank on top. The superglue gel has the advantage that it has a slightly longer working time than normal superglue, and, thus, allows to correct the position of the tank slightly, if needed.

All photos: Theo Bornhöft

Sources of materials used:

<https://hartmann-original.hier-im-netz.de>
<http://www.maerklin.de>
<https://www.modellbahndecals.de>
<https://www.uhu.com>

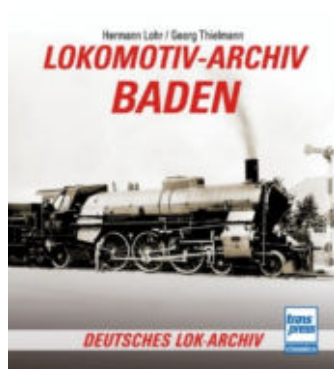
Supplier for matching tank bands:

<https://www.ds-design.de>
<https://www.microscale.com>
<https://tl-modellbau.de>

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

Typenreihen von Länderbahnen **Nicht nur Sachsens Gloria**

Transpress setzt die Nachdrucke von Büchern der Reihe „Deutsches Lok-Archiv“ fort und präsentiert uns vier weitere Bände, die sich den Länderbahnen Badens, Württembergs und Sachsens widmen. Im letztgenannten Fall mussten die Inhalte auf gleich zwei Bände verteilt werden. Das bietet ausreichend Stoff, sie durchzuschauen und hier zu bewerten.



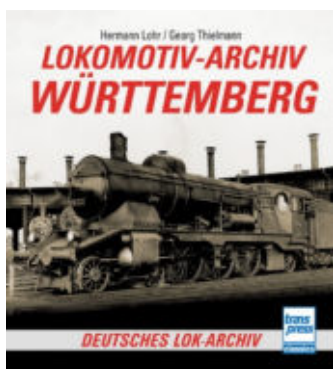
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Heute stellen wir Ihnen wieder vier Bücher vor, die zu selben Reihe gehören und nicht einzeln vorgestellt werden müssen. In allen Fällen handelt es sich um Bände aus der Reihe „Deutsches Lok-Archiv“, die nun in den Auflagen von 1984 oder 1988 nachgedruckt worden sind. Der Verlag reiht sie entsprechend in sein Classic-Sortiment ein, in dem er lange vergriffene Titel wieder verfügbar macht.

Nur bei dem an letzter Stelle genannten Titel trifft die Aussage, dass es sich um einen unveränderten Nachdruck handelt, nicht vollständig zu: Ergänzt wurde für diese Auflage noch ein kurzes Kapitel, das die Tender der sächsischen Staatsbahn erläutert.

Ansonsten gilt durchweg folgende Aussage: Offensichtlich alle Lokomotiven, die bei der badischen, württembergischen oder sächsischen Staatsbahn fuhren, fanden Eingang und werden vorgestellt – Lücken sind uns nicht aufgefallen.

Stets werden die Entwicklungsgeschichte, Betriebsbewährungen und konstruktiven Merkmale im Text wiedergegeben sowie mit Fotos und Maßskizzen unterlegt. Übrigens beschränken sich die Ausführungen nicht nur auf Dampflokomotiven! Sofern vorhanden, wird auch die elektrische Traktion berücksichtigt. Wie bei den Büchern dieser Reihe üblich, schließt sich am Ende ein tabellarischer Anhang an, der die wichtigsten technischen Kenndaten der behandelten Lokomotiven zusammenfasst.

Der Leser trifft hier folglich auf vertraute und bekannte Strukturen, mit denen er sich gut zurechtfinden wird. Deshalb gilt auch hier, dass der Verlag eine vielleicht einmalige Chance eröffnet hat, eine bereits bestehende Buchreihe zu vervollständigen oder sie in einheitlicher Gestaltung nun vollständig neu aufzubauen.

Vorbei sind vorerst die Zeiten, in denen im Zweifel auf teuer zu bezahlendes Antiquariat zurückzugreifen war. 40 vergangene Jahre, in denen nur Lizendrucke des Alba-Verlags zeitweilig Lücken füllten, lassen das frühere Material knapp werden und rechtfertigten diese Neuauflagen.

Kritisch hinterfragen möchten wir, welchen Nutzen Modellbahner der Spurweite Z vom Kauf dieser Bände haben? Immerhin finden wir nur in Württemberg Fahrzeuge, die es zu einer Umsetzung in unseren Maßstab geschafft haben. Gelungenstes Beispiel ist die „Schöne Württembergerin“ der Klasse C, die auch den Titel schmückt.

Doch nicht vergessen dürfen wir auch die Kleinserie oder Kompromisse, die angeboten wurden. Selbst individuelle Eigenbauten sorgen schließlich immer wieder für das lange vermisste Wunschmodell. Und genau da helfen Bücher wie diese, um die entscheidenden Schritte zum Starten eines solchen Projekts zu begründen.

Wer hat sich nicht vielleicht den „Sachsenstolz“ auf seine Anlage mit viel Heimatkolorit gewünscht? Keine Dampflokomotive dürfte wohl berühmter geworden sein, wie diese äußerst gelungene Konstruktion, die ihren Anspruch bereits mit dem Spitznamen unterstrich.

Die Aufnahmen in allen Bänden sind durchweg Schwarz-Weiß, was angesichts des Alters der Bilddokumente auch niemanden verwundern wird. Anmerken möchten wir, dass einige wenige Aufnahmen einen ausreichenden Kontrast vermissen lassen, was sowohl der Vorlage als auch deren Reproduktion zugeschrieben werden kann.

In unserem Fall waren auch nicht alle vier Bücher frei von leichten Ungenauigkeiten beim Druck, der glücklicherweise nur einzelne Seiten betraf. Wir wollen hier nicht zu kritisch sein und vor allem nicht behaupten, dass dies auch andere Exemplare beträfe. Den inhaltlichen Wert mit Blick auf Vielfalt, Skizzen und Informationen mindert es eh nicht.

Baureihe 01¹⁰ im Filmportrait **Diva mit drei Zylindern**

Die Baureihe 01 hat sich bei Eisenbahnfreunden einen regelrechten Kultstatus erobert. Teil dieses Mythos ist auch die dreizylindrige Schwesterlok der Baureihe 01¹⁰. Ihre lange Dienstzeit und der Status als letzte Schnellzugdampflok Westdeutschlands weisen ihr die Rolle einer Diva zu, die sich auch heute noch gern auf der Bühne zeigt. Die EK Medien GmbH präsentiert die Rolle ihres Lebens in einem neuen Film.

CFT Video Berlin
Die Baureihe 01¹⁰
Die Super-Pacific-Dampflok gestern & heute

EK Medien GmbH – EK-Verlag
Freiburg (Breisgau) 2024

DVD-Video
Bildformat 16:9
Tonformat Dolby-Digital 2.0
Sprache deutsch
Laufzeit ca. 58 Min.

Best.-Nr. 8666
Preis 22,80 EUR (Deutschland)

Erhältlich direkt ab Verlag
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Sie war eine der stärksten deutschen Dampflokomotiven, wenn auch nicht die stärkste: die neubekesselte Baureihe 01¹⁰ in den Diensten der Bundesbahn. Und da sie zugleich auch die letzte Schnellzugdampflok im Westen war, stand sie schließlich ganz besonders im Fokus der Eisenbahnfreunde.

Bis heute hat sie ihre Faszination bewahrt. Zu den vielen Film- und Tonaufnahmen aus den Siebzigern gesellten sich Bildbände und Baureihenportraits. Das historische Zelluloid verstaubte selten in privaten Archiven und fand stattdessen Eingang in so manchen Film, der über die Jahrzehnte hinweg analog oder digital aufbereitet seine Käufer fand.

Mit all diesen Eindrücken ist kaum zu erwarten, dass noch ein wirklich neuer Filmbeitrag über die beliebte Pacific-Dampflok erscheint. Stets schwingt die Sorge mit, dass längst bekanntes Material neu geschnitten und in anderer Form aufbereitet wird. Doch weit gefehlt, das hier vorgestellte Video fällt da völlig aus dem Rahmen!

58 Minuten lang hat uns dieses filmische Baureihenportrait gefesselt und in seinen Bann gezogen. Angenehm ist vor allem, dass der überwiegende Teil der Aufnahmen farbig ist, was natürlich eher für Dokumente aus dem musealen Betrieb spricht. Aber auch historisches Material dieser Qualität hat hier Eingang gefunden und ist geschickt integriert worden.

Schweifen wir ein wenig durch die Inhalte der DVD, um das dann noch genauer hervorheben zu können: Die Baureihe 01¹⁰ erblickte erst zu Kriegsbeginn das Licht der Welt. Als Paradelok für den schnellen Reisezugverkehr gedacht, trug sie eine Stromschale, die bei ihrem Erscheinen 1940 schon nicht mehr gefragt war.



Die Reichsbahn stornierte offene Aufträge und beschaffte stattdessen Güterzuglokomotiven. Nur 55 Exemplare der Dreizylinderlok, die technisch nicht mehr als eine weiterentwickelte 01 aus den Zwanzigern war, gelangten in die Staatsbahnbestände.

Gedacht für den hochwertigen D- und FD-Zugdienst, lag ein Schatten auf ihr. Nach dem Krieg waren die jungen Maschinen in einem jämmerlichen Zustand. Die Stromschalen waren beschädigt, zurückgebaut und nur wenige Exemplare überhaupt fahrbereit.

Komplett in den westlichen Besatzungszonen verblieben, gab die Baureihe 01¹⁰ ihre Stromschale ab und wurde von der jungen DB schon früh in ein Programm zum Neubekesseln aufgenommen, weil ihre Dampferzeuger aus nicht alterungsbeständigem Stahl tickende Zeitbomben waren. 54 der ursprünglich 55 Maschinen gelangten wieder in den Dienst.

Wenig später erhielten 34 von ihnen eine Ölhauptfeuerung, die ihre Rolle als Leistungsträger der Bundesbahn festigte. Selbst die neuen Diesellokomotiven der Baureihe V 200⁰ konnten sie trotz vergleichbarer Leistungsdaten nicht ersetzen.

Erst im Mai 1975 endete die Dienstzeit, doch die Baureihe überlebte in relativ großer Zahl bei privaten Besitzern und sogar auf Schrottplätzen. 1985 zum 150-jährigen Bestehen der deutschen Eisenbahn sollte ihr Stern wieder aufsteigen.

Wie im Zeitraffer fasst die vorliegende DVD diese Geschichte geschickt und gekonnt zusammen. Den roten Faden bilden die Museumsmaschinen, die allesamt mit der Kamera besucht wurden und für das farbige Bildmaterial hauptverantwortlich sind.

So vertritt die nur für einen Unterhaltungsabschnitt ab 1996 betriebsfähige 01 1102 die kurze Ära der Stromlinie. Den Produzenten ist es ergänzend sogar gelungen, historische Fotos und Filmsequenzen aus den ersten Kriegsjahren aufzutreiben. Die Brücke zur DB schlagen teil- und vollständig entstromte Maschinen auf Schwarz-Weiß-Fotos.

Alternierend mit historischen Aufnahmen verkörpern dann Plandampfaktionen und Sonderfahrten mit 01 1075, 01 1066, 01 1100 und der erst seit 2023 reaktivierten, letztgebauten 01 1104 die vielfältigen Einsätze und letzten Jahre der leistungsstarken Schnellzugdampflok bei der DB.

Im Material für diese Kapitel finden wir auch solche Sequenzen, die dank korrekten, historischen Wagen wie eine Zeitreise wirken – in der Aufnahme- und Reproduktionsqualität aber deutlich besser als 50 Jahre alte Zelluloidstreifen sind.

Abgerundet wird das filmische Baureihenportrait von Besuchen bei den weiteren Museumsdampflokomotiven in Berlin (01 1082), Bebra (01 1102 vor der Aufarbeitung), Braunschweig (01 1063), Darmstadt (01 1056), Heilbronn (01 1081) und Neuenmarkt-Wirsberg (01 1061). Wer nun mitgezählt hat, kommt auf zehn erhaltene Maschinen – alle tauchen sie in diesem Film auf.

Verlagsseiten:

<http://www.eisenbahn-kurier.de>

<http://www.ekshop.de>

Workshop of the FdE Burscheid

In the Thick of it rather than just there

Exhibitions, driving days or even an open house are classic forms of presentation for model railway clubs. The FdE Burscheid, on the other hand, opted for a completely different format in December: after carefully searching for the most appropriate term, they called it a workshop. We report on and explain the aims of this highly active group.

One problem that all clubs must solve every day, even those far away from model railroading, is the constant rejuvenation of the community. Continued existence over many years is only possible if new members can compensate for departures due to relocation, resignation or passing away.

And, of course, it is always a matter of appealing to younger target groups particularly and thus ensuring a healthy average age. Where else can several generations enter into a dialog and exchange based on a gathering of fresh ideas and sound experience?



Being in the thick of things instead of just being there was not only the unwritten motto of the exhibition: We were also able to immerse ourselves in the hustle and bustle of the H0-gauge layout 'Stehle-Ost / Hafen / Aurora-Mühle'.

The Friends of the Railway Burscheid (FdE Burscheid e.V.) don't think any differently but have taken a critical look at what they have seen elsewhere, leaving them with question marks. An exhibition often



“Stehle-Ost / Hafen / Aurora-Mühle” (photo above) also offers beautiful landscape motifs that reflect the green side of the Ruhr region. The light railway on “Tillmanns Loch” (photo below) is at least on the nominal Z gauge.

attracts many people who pay admission, are amazed, and then just leave. It's no different with train operation and presentation days or an open house day.

What may be good for the association's funds unfortunately rarely brings sustainable results. Guests take on the role of consumers who want to be entertained, who strain their eyes and are happy to take advantage of a culinary offering. There is always a certain distance between the active people and the visitors, which does not lead to the intended goal.

To solve this basic problem, a change of perspective is required: only from the point of view of the people who are to be addressed can the real sticking points and possible solutions be revealed. And this is exactly how FdE Burscheid e.V. planned their workshop, which we visited in Leverkusen on 14 December 2024.



A lot of work has been done in recent months to refresh and further develop the 'Durlsbach' layout (H0 gauge). Visitors were able to experience it in operation at the exhibition.

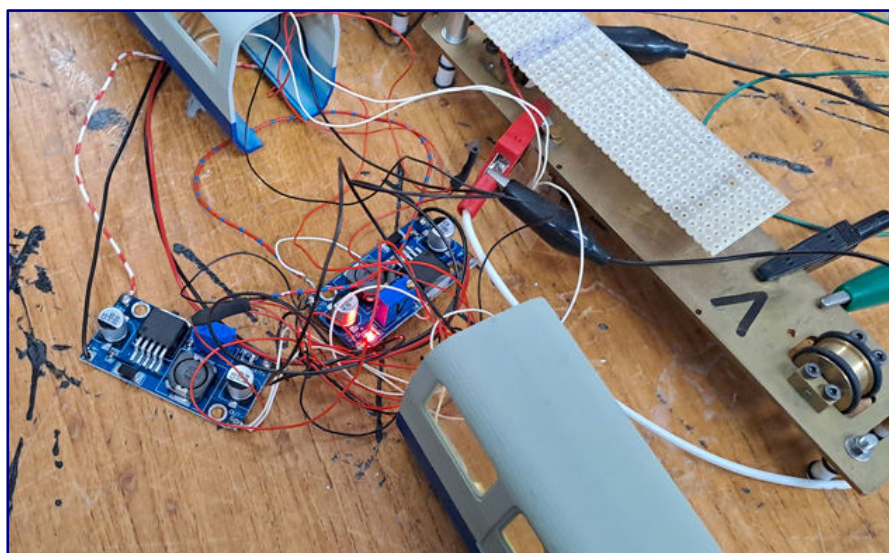
The focus was not on tidy and spruced-up showrooms with the greatest possible variety of layouts and running trains, but rather on the everyday life of the club. Whilst there were still trains running, it was more important that the guests were able to experience how work is carried out on the layouts and how the members interact with each other.

They were involved in this process, were allowed to ask questions, take part in the discussions and professional dialogue and thus feel part of the community for the duration of their visit. Those who enjoyed this, and there were obviously quite a few people who did, found the doors open to join the group or to deepen their impressions beforehand.

The FdE Burscheid made no distinction as to which gauge the interested parties were attracted, or what previous experience they had. The 'Durlsbach' and 'Stehle-Ost / Hafen / Aurora-Mühle' layouts, both built on a scale of 1:87, were in operation.

The 'Tillmanns Loch' peep box, which has a field railway as its theme (H0f gauge), built a bridge to our nominal size, at least via the 6.5 mm track gauge. Of particular interest was the Alweg railway, which has a regional connection not only because of its former route via Leverkusen.

This monorail railway, which once also found customers in Italy and the United States, was modelled by the club members themselves. Their skills are evident in the elevated track, the power supply, the powertrain and the construction of the vehicles.



As a means of mass transport in Germany, the Alweg railway did not get beyond a test run, which lasted from 1956 to 1967. In its magazine, *Der Spiegel* showed the test track and the planned route for the extension between Cologne via Leverkusen to Opladen (photo above). At the FdE, a working model of this legendary monorail is being built entirely in-house (photo right). Photo left: *Der Spiegel* 10/1956, FdE collection | Photo right: FdE Burscheid e.V.

The close cooperation between the individual modellers could be experienced here like nowhere else. However, all the other exhibits were also a source of knowledgeable and interested dialogue partners for the inquisitive guests.

Among them was board member and our editorial colleague Dirk Kuhlmann. He mainly represented the Z nominal size. As a result, it was not possible to run trains on all three layouts and scenery.

Nevertheless, nobody missed him, as there was much more time to talk shop and ask questions about landscaping. And suitable rolling stock was also set up and provided excellent photo scenes.

Many cameras captured the North Sea impressions of Kniephaven, where a DB rail bus and various SVG (Sylt Transport Company) vehicles could be seen. On the large US showpiece 'Old Port Shop', it was 'Chessie cats'day' for the entire duration of the exhibition: the area of the depot up to the railway station was packed to the brim with locomotives from the Chessie system.

Only the 'Brightside Yard' presented a rather empty scene, as most of the time there was no train to be seen. This allowed the guests to deliberately focus on the landscape, in which the generously curved main line created the desired visual depth. The absence of rolling stock made it possible to enjoy this and to understand the design tricks that had been deliberately used in the design.

continued on page 33



There was also the first On-traXS installation 'Kniephaven' to admire (pictures above and below), but only with stationary railway vehicles, because talking to visitors and answering their questions had priority during the exhibition

So, after an exciting day, we also went home with a good feeling. The response was good and the acceptance of this format among visitors was also evident.



It's worth studying the many details on the 'Old Port Shop' (photo above): The freshly unloaded fish on the quay is still lying open on ice while the seagulls are waiting for a bite. Meanwhile, it's "Chessie cats' day" in the depot on the opposite side of the line (photo below).

And even if an open house day may attract more visitors, in the end it is the result that counts. And in the time between 14 December and the writing of this article, some new members did indeed join the club. They were apparently given a genuine and lively impression of what a model railway club looks like from the inside.



The seemingly endless expanses of America were conveyed by the Brightside Yard, however, we first had to set up the appropriate rolling stock for this shot for the event.

That seems to have been exactly what they liked. And so, we, too, would like to emphasise: imitation is encouraged! This was certainly not the last exhibition in Leverkusen. And when the time comes again, we'll be there again.

Organiser's webpages:
<http://www.fde-burscheid.de>

Trainini TV – episode 35:
<https://www.youtube.com/TraininiTV>



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www.stammtisch-untereschbach.de

Spring 2025 new products for track gauge Z

Lots of News and new Products

We only encountered four manufacturers with new products for our gauge at the Nuremberg Toy Fair at the end of January. This makes it all the more laborious to check all the others, write to them and collate their products. Below you will find our collected work on new products and information.

While things may be going well for other sectors, the toy fair cannot hide the fact that it is becoming less and less important for model railways. We found just five manufacturers for model railways, including four with products for our scale.

Newly relocated to Hall 7, however, the big three were at least pleased to see new interest and promising discussions that would not have materialised in the former Halls 4A or 7A. The final conclusion therefore remains to be seen, as it will depend on whether there will be a continuation in 2026.



Is that it for model railways at the toy fair? Only five model railway manufacturers, including three large ones for our gauge, made it to Nürnberg (Nuremberg) this year and could now be found in Hall 7.

However, we also missed other suppliers of tools and colours. Vallejo could not be found and the range of spray guns also seemed to be reduced. We have collected what aroused our interest and is relevant for 1:220 scale, both there and elsewhere in the world.

A lot happened outside of the toy fair last year. For example, we initiated a joint focus on new products with some manufacturers, in which several suppliers have participated or want to participate.



The Case Puma 210 is now also learning to 'walk' with Álvaro Cortes thanks to its swivelling wheels.

This theme, which Märklin and FR Freudenreich Feinwerktechnik have well stocked with rolling stock over many years, is called "Black Gold" and is reminiscent of the mining history of the Ruhr area. We will refer to it frequently in the following presentations.

+++ Álvaro Cortes +++

Every year we are amazed at how creative and enterprising Álvaro Cortes is. Most recently, he has added rotating wheels to his models, which can also be used to make the Case Puma 210 tractor from last year mobile, for example, when the Magnorail system is used on the layout.

With the exception of the BMW Isetta from the following new products, which is too small for this wheel option, three options are now always offered per new product: unpainted, painted and painted with rotating wheels.

Nevertheless, the list of new products is again so long that we can hardly go into detail about the individual vehicles from different decades:

Mercedes 170 - Kastenwagen
Fiat 127
Austin Healey
BMW Isetta
Jaguar E-Type
VW Käfer mit Brezelfenster
Mercedes-Benz 300 SL - Gullwing
Aston Martin DB5
VW Golf I
Meyers Manx Beach Buggy
Willys Jeep



Foto: Álvaro Cortes

Fiat Ducato (minibus with interior fittings)
Fiat Ducato (panel van with interior fittings)
Wohnmobil auf Mercedes-Benz Sprinter



Foto: Álvaro Cortes

Mercedes 560 SEC
VW Golf IV
BMW 3 (E36) from the years 1991 – 2001 (Coupé and four-door)
BMW 3 (F30) from the years 2017 – 2023 (Coupé)
Mercedes-Benz W123 T-Model (station wagon) from the years 1977 - 1981
Volvo 240 Estate car (station wagon) from the years 1974 - 1993



Photo: Álvaro Cortes

Aston Martin New Vanquish (2025)
Aston Martin DB12
Aston Martin DBS Superleggera
Porsche 911 964 Turbo (1974 – 1993)
Porsche 911 992 Carrera
Porsche 911 992 GT3 Touring
Lamborghini Huracan Evo
Ferrari 12 Cilindri (2024)
Ferrari SP3 Daytona
Ferrari 296 GTB
Ferrari F8 Tributo
Maserati MC20
Lotus Emira
McLaren Artura

Renault R4
Renault F4 (Kastenwagenausführung des R4)



Photo: Álvaro Cortes

Peugeot Bipper
IFA Multicar with two different containers
Bobcat Excavator E55 (small excavator)



Photo: Álvaro Cortes

Presented as unfinished models:

Audi A6 Avant
Audi RS6 Avant
Audi RS5 coupé
VW T5
Opel Ascona (1982)
Ford Granada Coupé (1972)
VW Bus T2
McLaren 720S



Foto: Álvaro Cortes

Other models are already being planned.

alvaro_mcortes@hotmail.com

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

+++ Archistories +++

Many years ago, the architecture specialist from Hanover presented its own double-sided scaffolding in Altenbeken and, together with its sales partner 1zu220-Shop, is taking part in the 'Black Gold' focus on new products.



The storage area wall (item no. 809241) is an extension to the 1zu220 shop product and also matches other buildings. Photo: Archistories

The 'Zeche Zollern' locomotive shed (101101) has also been in the range for many years, and this year it can finally be given an environment that completely matches its model.

This manufacturer is contributing the storage yard wall (item no. 809241) as a new in-house product. The style of this factory wall with plastered window surfaces, angled window sill and pillars was once widespread. The rear of the row, which measures 306 mm over three segments, is structured by pilaster strips and plastered. The height is 15 mm.

This product is primarily intended for the coal store, which was produced exclusively for the 1zu220 shop (see there). However, it can also be used in other configurations and can also enclose the colliery of the Modellbahn Union to scale.

www.archistories.com

www.archistories-shop.de



+++ Artitec +++

This accessory manufacturer from Amsterdam, which is so important to us, is setting off a firework display of new products. However, customers should be patient, as many deliveries of earlier new products are still pending and experience has shown that waiting times of two years from the first announcement are to be expected. However, this does not call into question how reliably words are followed by deeds!

And so, we are looking forward to new finished models of vehicles, buildings, and machines: The first is an empty hay wagon with figure (item no. 322.048). This ladder wagon belongs to the time before agriculture was consistently mechanised. In addition to Era II, it can also be used well into Era III according to the German prototype.

The furniture lift (322.041) provides completely new impressions in the model, but can also be used for roofing work, creating challenges for a detailed roof structure.

Furniture lift (item no. 322.041; photo above), two-way excavator (322.045; photo below left), and metalworking machines with figure (322.047; photo below right). Photos: Artitec



The yellow two-way excavator Atlas 1302 DKZW (322.045) is unmistakably of more recent date and is a favourite model for many Zetties to bring construction sites in the switch road of a railway station to life. Those who build according to older models, on the other hand, will look forward to the classic newspaper kiosk (322.050), which was often part of the street scene from the imperial era until the end of the seventies.



The set of figures (522.0008) for the still outstanding drinking hall, as well as another for the chip shop, will liven up the scenes created with it. Photo: Artitec

The machines mentioned at the beginning should be supplied with matching figures. They are suitable for equipping a workshop and are used for woodworking (322.046) and metalworking (322.047). The green silo bales (322.049) are round and can be used on the harvested field or in a barn.

Two pure figure sets will complete kits already announced last year and recreate staff and customers: chip shop (5220009) and drinking hall (5220008; including dog). Country life is enhanced by a farmer's wife with chickens (5220010), dairy farmers with a cow (5220013), and a farmer with a stubborn cow (5220014).

The other figure sets also make up realistic layout scenes and look very lively: Camping figures (5220007), railroad workers with a fire barrel (5220016), depot personnel for the depot (5220021), DB steam locomotive personnel (5220019), "DB-Personal Putz"



The railway workers with a fire barrel (5220016) give the impression of icy temperatures. Photo: Artitec

(5220020) apparently engaged in restoration work, coal merchants (5220023), and forklift drivers 1950-80 (5220015). Two to four figures are included in each of these packs.



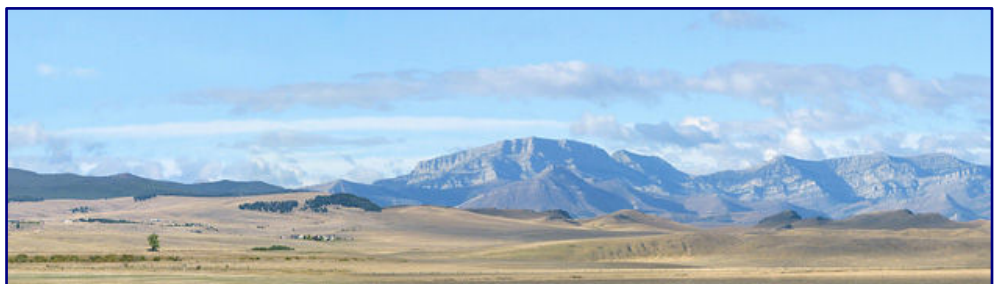
The figurine set “Dog excrement” (5220022) transports everyday annoyance into the minds of the layout viewer. Whether it can also promote the environmental awareness of such dog owners?

The compilation “Dog Excrement” (5220022), which includes three human and one animal figure, refers to annoying everyday events. Whether it is a gentleman with a dirty shoe, a dog doing its business, its idle leash handler or a complaining passer-by: scenes created with them are sure to attract attention.

www.artitec.nl

+++ Atelier Dietrich +++

Andreas Dietrich informed us of an interesting new product for Zetties who build according to US models: The new USA backdrop “Montana” consists of a total of 15 individually orderable modules in two different heights. The higher version has a larger proportion of sky.



Modules 7 and 8 of the “Montana” scenery shown here are aimed at fans of US railroad motifs and, together with the other 13 motifs, can be extended to a total length of almost 9 meters. Photo: Atelier Dietrich

From the motifs by photographer Peter Metzker-Giessauf, we show modules 7 and 8 here as an example. When issued with a height of 34 cm for Z gauge, this results in a maximum total length of 8.97 meters!

www.atelier-dietrich.at

+++ Auhagen +++

Auhagen is releasing winter design material that can also be used in Z gauge. At first glance, however, this does not apply to the bushes/shrubs in the snow (item no. 70 903) and in winter (70 904), because although these are described as being pluckable with tweezers, their height of 4 to 30 mm is too large.

The grass fibres Wintergras (75 591) with a fibre length of 0.5 mm, on the other hand, appear to be perfect. Noch already offered such a product a few years ago and provides the necessary empirical values. After being shot into the glue bed, the result is a velour-like surface with a slight sheen, reminiscent of freshly fallen powder snow at sub-zero temperatures.

A closed snow cover with a firmer base can be created with the white modelling clay Winter (78153). Here, too, we draw on our impressions from Noch and assume that combining the two products does not always make sense because the surface structures differ greatly and the shades of white are also likely to differ too much from each other.

auhagen.de

+++ Avantgarde Modellbau +++

At Avantgarde Modellbau, this year's work is limited to the spruces, which are being reworked in various details. In future, their crown tips will be somewhat slimmer and more delicate, which should bring them even closer to the prototype.

On offer are young trees, solitary trees, standard spruces, for the first time also a striking, multi-stem spruce and also dry, dead spruces with peeling bark, as can be seen more and more frequently in recent years of extreme weather events due to the advancing climate change.



The DB telescopic hood wagon Shis 708 (item no. 420) and the DB self-unloading wagon Fals 168-II (425) are two of the new products under the AVA Modellbahnen brand mentioned in the text. Photo: Avantgarde Modellbau

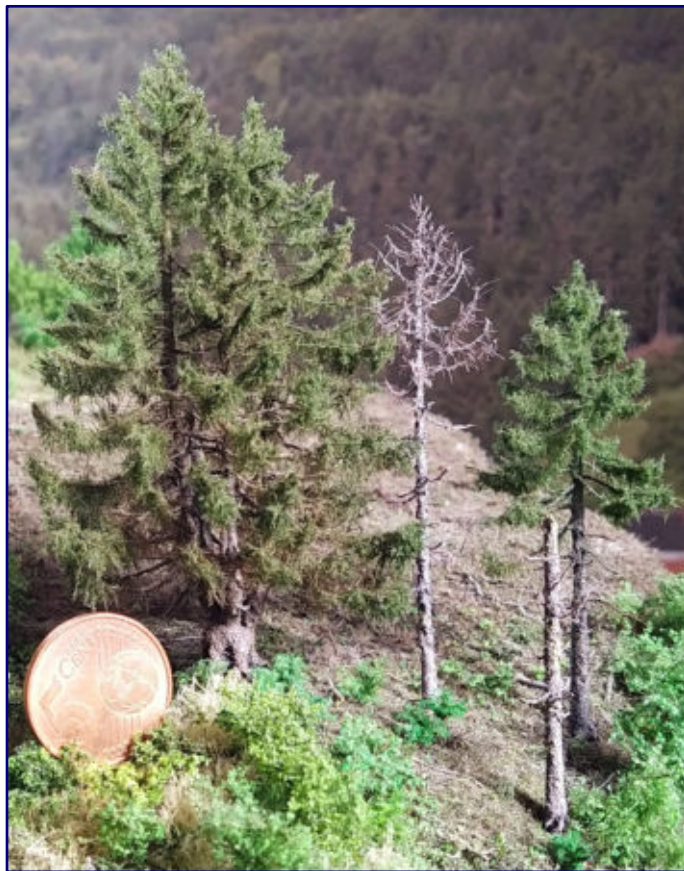
Work is also progressing on the grasses, herbs and flowers already announced for 2023 so that they can finally be mass-produced this year and existing orders can be processed.

Under the AVA Modellbahnen brand, further superimposed freight cars based on Märklin are appearing. What they have in common is that they have additional add-on parts and bogies are set to the outside in accordance with the prototype, which improves the overall impression considerably. Buffers are shown in the correct size, short couplers are fitted and the wheelsets are dark throughout.

The DB Shis 708 telescopic hood wagon for Era IV (item no. 420) as well as the SBB Shis in turquoise for Era V (421) and DB AG Shimms 708 for Era V (422) are to appear, each with heavy operating tracks and extended bogie frames.

The DB self-unloading wagon Fals 168-II for Era IV (425) is loaded with limestone, which should also be available as a three-pack (426) (in this case only one edition of eleven packs). These wagons are modified wagons of the class Fals 167, whose sides had been shortened.

The next set (427) consists of two examples of DB's OÖtz 44 "Erz Id" for Era III, which is delivered loaded with iron ore. Two BTms 55 container wagons (429) with four Pa containers also form a double set. Four cement and four bulk goods containers are used. The chassis frame is perforated, the holding devices for the containers are free-standing.



Work is also being carried out on the spruce trees in the range, which are being joined by new varieties with slimmer crowns. Photo: Avantgarde Modellbau

The minimum passable radius for all models is Märklin R1. The edition with certificate is 22 copies each.

Suppliers of a basic model also have the offer of a reworking of the SSym 46 heavy goods wagon of the Deutsche Reichsbahn / Deutsche Bundesbahn (X82342). In addition to colour aging, a realistic wooden plank covering with steel fittings awaits the customer here.

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

+++ Azar Models +++

Azar Models has already presented new projects for 2025/26 in Altenbeken 2024. In the July 2024 issue, we discussed this in detail and showed the first samples of four-axle, covered SNCF wagons. These were four of the planned six versions.

Two new products are currently being delivered. These are the Corail wagons in a further livery and the six-axle CC72000 diesel locomotive, which is offered in various color schemes.

The manufacturer now has the first release sample of the TGV for testing. This information was initially intended for the pre-financing participants and is now also being shared publicly here. Film impressions can be found under the following link: <https://youtu.be/jv6osGodBDo>.

azar-models.com

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

As AZL does not orientate itself to the cycle of the toy fair, we are presenting the latest new products that are currently being delivered here. These include various locomotive models: SD70ACe from Union Pacific in the former MoPac livery (item no. 63109-6B), EMD SD60 from Canadian Pacific (65022-1 / -2), EMD SD40T-2 from Cotton Belt (64102-1 / -2), ALCO RS-3 from Penn Central (63333-1 / -2), and EMD F7A from ATSF with yellow Warbonnet livery (63001-13Y / -14Y).

The manufacturer answered customer questions about which B-unit could be used for this on the basis of historical photographs. These had the usual paintwork with a red and yellow stripe close to the frame and no road number. These are now to be reissued soon.



EMD F7A of the ATSF with yellow Warbonnet livery (item no. 63001-13Y; photo left) and Trinity NSC wagon of the TTX in special design (905607-1; photo right). Photos: AZL | Ztrack

The ATSF goods train escort wagons with side lookout (92020-1 / -2) and a TTX covered Trinity NSC wagon in a special design (905607-1) are offered as individual freight wagons.

The other new freight wagons are available in various combinations: modernised 1937 AAR wagons from Western Pacific as single (905415-1) and double packs (915415-1), as well as Ortnier bulk freight wagons from Wells Fargo Leasing as a combination of two wagons (905364-1 / -2).

Single (905505-1) or double (915505-1) modernised Trinity 31K gallon tank wagons with PFCX inscriptions are on offer, as well as double (916048-1) and four-packs (906048-1) of 4180 compressed air unloading wagons with Grand Trunk Western inscriptions. Individual containers are available with a 53-foot prototype length for Ferromex (95123) and as 40-foot examples from Beacon (95230).

www.americanzline.com



This graphic shows all six planned versions of the SNCF's covered bogie car. Illustration: Azar Models

+++ Bahls Modelleisenbahnen +++

Michael Bahls has referred us to his static moulded signals, which are based on earlier Schmidt products but have been considerably refined. The single and double-leaf main signals with narrow mast, which form the 2025 new product as kits, were originally intended to be equipped with a drive. This has been cancelled for reasons of stability and due to the lack of a mechanical end stop.

With etched signal wings, they are definitely draw attention and are among the finest on the market. We are still looking into the possibility of providing customers with a painting template.

www.lokomotiven-bahls.de

+++ Beli-Beco +++

Beli-Beco presented a really beautiful and filigree wooden pole light at the toy fair. The N-gauge model (item no. 160711) with a height of 7 cm can also be modified to fit our scale.

Customers should order this lamp and add a note to the effect that it should be for Z gauge. The required height to be specified is then 51 mm. The beech wood mast with a diameter of 1.5 mm, then also offers a fine image.

The built-in SMD LED operates with a DC voltage of 3.2 volts. It is mounted in a fine lampshade, which is attached to a short double tube bracket. Lanterns of this type were once frequently seen at rural railway stations on branch lines.

www.beli-beco.de



+++ BuBi-Model +++

The kits from the Czech Republic are distributed in Germany exclusively by MBS Modell + Spiel GmbH Sebnitz, which is why we only give their address at the end of this entry. We had a nice exchange with managing director Franz Bendl because the building instructions were missing from the kit a few times.

Foto: Beli-Beco



The Stuttgart-Feuerbach signal box (item no. Z60219; photo left) and the engine shed with water tower (Z60218; photo right) are two attractive new items that are sold exclusively by MBS Sebnitz. Photos: BuBi-Model

Such cases can easily be resolved through direct contact. In future, he would also like to take up our suggestion of attaching these to the product page in file form for customers to print out themselves. This should provide us with a solution that will help existing customers who have reported this to us.

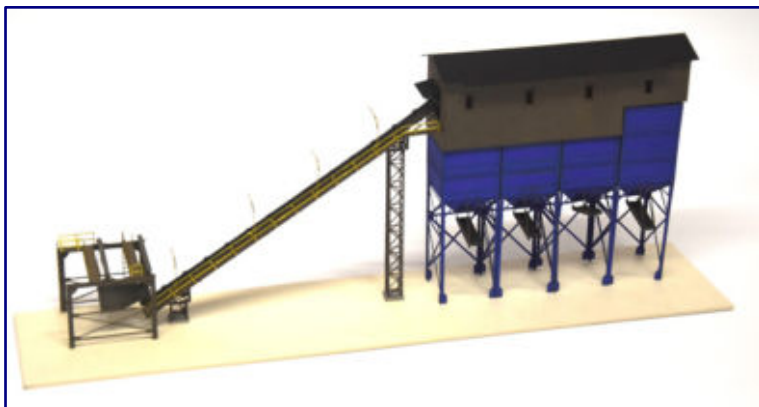
We can therefore now look forward to the following new products, which are already available and will once again be released in kit form from light-cut hard cardboard. We start with two signal boxes, of which the "Stuttgart-Feuerbach" model (item no. Z60219) represents a classic and widely used design.



The villa (Z60222; photo left) is probably a unique feature on the market, while the semi-relief building at Schillerstraße 21 from the Sebnitz series Z60221; photo right) continues an existing series. Photos: BuBi-Model

The more modern-looking "Bad Schandau Ost" (Z60224) was located on DR territory. This was the border crossing of the long-distance line leading to Prague. The Anglie signal box (Z60220), whose prototype we do not know, has an unconventional appearance.

We locate it in the territory of the Czech Republic, where the smaller stations "Litice nad Orlicí" (Z60216) and "Vrbno" (Z60217) also found their originals. The engine shed with water tower (Z60218) reflects a type of construction that was found on branch lines. The water tank was permanently attached there, as was often the sleeping quarters for staff.



The quarry (Z60225) provides a building with prototypical dimensions and thus creates its own layout theme. Photo: BuBi-Model

Schillerstrasse in the Sebnitz row is now being extended further with house number 21 (Z60221). This is again a semi-relief building. The pretty villa (Z60222) is shown from all four sides, providing more variety on the site.

Another new feature is the Umgebindehaus (half-timbered house) (Z60223), which provides a more individual building style that is not widely used on model railroads. The quarry (Z60225) with inclined elevator, high-level crusher, and loading chutes for rail transport is striking and together gives a realistic visualization of such facilities.

www.mein-mbs.de

+++ Busch +++

Much to our surprise, this supplier has not yet published any new landscaping products that can also be used in Z gauge. However, as the current brochure is labelled "New Products 2025/2" and therefore refers to February, it stands to reason that new products will be announced again in the course of the year.

www.busch-model.com

+++ Decoderwerk +++

We have found a turnout decoder for controlling a motorized drive and Kato turnouts (item no. 40101) from this previously unknown supplier for Z gauge. It understands the DCC and MM protocols.



The new points decoder (item no. 40101) is also suitable for switching Rokuhan points. Photo: Decoderwerk

As it can control turnouts with polarized DC drives, it can also cope with Rokuhan turnouts, and, thanks to the possible supply voltages, is also compatible with Z gauge in this respect. In order to connect it to the decoder, inexpensive plug-in power supplies with 2A output current or the track voltage.

www.decoderwerk.com

+++ Deluxe Materials +++

With "Clear Tint Masking Magic" and "Opaque Masking Magic," this British supplier is introducing two new masking liquids. Also new in the range are special adhesives for photo-etched parts and hard cardboard from laser-cutting technology, with fine dosing needles, as well as a lubricant (oil) for rolling stock.

www.deluxematerials.com

+++ Donau Elektronik +++

Donau Elektronik, a supplier that sells directly to end customers at trade fairs such as Intermodellbau in Dortmund, presents us with some new tools. However, we had to filter the new products brochure a little to avoid repeating updated products.

New are a craft knife with pointed snap-off blades "Profiline 30°" (item no. MP30) and matching replacement blades in a pack of ten (MP30-E). The self-healing cutting mat A0 (MS-A0) has it all: it has various angles for cuts printed on it and is easy to store and transport thanks to its foldable design, but can also be used on smaller work surfaces.

The centering square 100 x 70 mm (MLZW90) helps when marking out a centre point on round discs, shafts and rods. Craftsmen with such requirements will also be pleased with the round die holder (16x5; MSEH3) and (20x5; MSEH4), which are supplied without dies, however.

The diamond cutting blades with a diameter of 22 mm and a cutting width of 0.23 mm (1646) or 0.19 mm (1648) are also German quality products. The diamond saw blade, which is also new, has the same diameter and a cutting width of 0.23 mm (1647).

The metal spring arm tweezers with a length of 125 mm (P276) are always useful. The four long spring arms pick up screws or nuts in inaccessible places or hold them in position there.

Blind hole taps (right-hand cutting) for blind holes are now available in sizes M2.0 (MMSB20), M2.5 (MMSB25), M3.0 (MMSB30), and M4.0 (MMSB40). Matching replacement refills (GPMAX7-E) are also available for the glass eraser with 7 mm diameter brush (GPMAX7).

The Premium headband magnifier with LED light (KBLP60) is supplied without batteries and ensures free hands for precision work. Three built-in LED spotlights reliably illuminate the work area in two brightness levels.

New benchtop tools include the Profiline hot wire cutter (M803) with matching power supply unit (5 m spare wire 0.25 mm thick under M803-E) and the maxi professional PCB holder (PPH1) for a firm stand during soldering work in the laboratory and production. The maximum board size that can be accommodated is 21 x 14 cm.

shopware.donau-elektronik.de



The "Rusty pipes" load (item no. 14548) in Z gauge celebrates the 25th anniversary of Duha as a manufacturer. Photo: Baumann Modellspielwaren

+++ Duha +++

For the 25th anniversary of the manufacturer this year, there is also a new item for our scale. The new load "Rusty pipes" (item no. 14548) measures approx. 45 x 12 x 7 mm and is well suited for two-axle, low side wagons. There are red caps on the ends of the pipes.

www.baumann-modellspielwaren.de



Both the Ikarus 255.72 (item no. XD050_Z; photo left) and the Ikarus 211 (XD191_Z; photo centre) were frequently seen in the DDR. The Citroën 2CV was just as commonplace in the West, here as a “duck” with rolled-up roof and rear luggage rack (ET024b_Z, picture right). Illustrations: EtchIT-Modellbau

+++ ESU electronic solutions ulm +++

“Lokprogrammer 5.2.12” as the latest version for programming the in-house decoders from the Loksound 5 and Lokpilot 5 series is now available for download. This upgrades the aforementioned decoders to version 5.12.177.

www.esu.eu

+++ EtchIT-Modellbau +++

Edgar Seubert has announced a series of new Z gauge models. The prototypes for the finely detailed and high-resolution 3D-printed kits come from France and Hungary.

The two buses Ikarus 255.72 (item no. XD050_Z) and Ikarus 211 (XD191_Z) were very common in East Germany. Both are supplied with window films, the type 255.72., additionally with hubcaps.

The small cars based on the French model, which are modeled on the 2CV known as the “duck”, look downright cuddly. A variant with a closed roof (ET024a_Z) and another with a rolled-up and mounted rear luggage rack (ET024b_Z) are available. Another kit (ET011_Z) is based on the Renault Caravelle.

www.etchit.de

+++ Faller +++

Around the corner is the new row of townhouses (item no. 282783) with two townhouses that impress with their appealingly designed façades. The old town hall (282779) with its yellow-brown half-timbered façade exudes a small-town atmosphere.



The town hall (item no. 282779) enhances old town scenes, which certainly look good on a model railway.

Together, they continue the popular hard cardboard kit series, which impresses with its through-coloured and light-cut parts.



The row of townhouses (282783) consisting of the two buildings on the right has been realized with very harmonious and therefore appealing façade colours.

The following new items can be used across all gauges and are therefore also interesting for the Z nominal size. First of all, there are six “mini sound effect” modules for acoustic background music for suitable scenes: Level crossing with bell (180259), Rococo (180260), historical (180261) or modern siren (180262), funfair ride announcement (180263), and chickens (180264).

New design material is available in the form of 100 assorted fir trees (181543) with different heights from 60 to 120 mm, flower clusters in yellow (171392), red (171393) or purple (171394) as well as 130 grams of grass-green scattering fibres (171621) for electrostatic work. An 80-page guide in German or English is available in the “A guide to Model Making” (190852 / 190852GB).

Water-based and matt-drying model paints in 250 ml bottles with a dosing tip are also suitable for the car system, which is also relevant for Z-gauge customers with comparable third-party products. Fallér offers a light grey road paint (170031) as well as the shades ochre (170032), red sandstone (170033), white (170034), black (170035), brown (170036), green (170037) and blue (170038).

Made from 8 mm thick wood, the system substructure kits measuring 1.0 x 0.5 m (170100), and 0.5 x 0.5 m (170101) can form the basis for operating dioramas, modules or segment systems. New tools include a headband magnifier (170519) and a cutting mat in DIN A3 format (170518).



The layout substructure kits, here the one with the dimensions 0.5 x 0.5 m (170101; picture left) certainly help model railway enthusiasts with little experience in woodwork. The headband magnifier (170519; picture right) enhances the Faller tool programme. Photos: Faller

The 10 cannula cleaning needles (170554) are helpful in restoring the flow of the in-house adhesives, because sooner or later, every dispensing needle gets clogged.

www.faller.de

+++ Fohrmann-Werkzeuge +++

Anyone who is familiar with the model railroad scene, especially those who build and super with high-quality material, has known Fohrmann tools for many years. The origins were in 1974 in a model railroad store, from which Norbert Fohrmann followed the need and demand and founded the company.

During these years, the product range and the level of awareness grew, and the first tool catalogue was published as early as 1979. After the model railroad store closed in 1983, the company moved to new premises in Waltrop. Requests for special tools were heard here and special tools were developed and sold.

The operator was also always at the cutting edge with his electronic distribution, which was launched in 1999. In 2000, Norbert Fohrmann was looking for possible successors due to his age. Roland and Patrizia Kühn responded to an advertisement in the magazine "Der Modelleisenbahner." The company moved with them to Görlitz.

At many trade fairs and in their electronic mail order business, both supplied the model railroad scene with the "special" tools that were otherwise not available to buy. These were produced by contract manufacturers, including the Fehrenbach company in Schönwald in the Black Forest. At the time, nobody would have thought that the next stage of Fohrmann-Werkzeuge GmbH would lead there.

In 2024, the Kühn couple were also thinking about a successor, as they too were approaching retirement. Some special circumstances, the good and friendly contact in the Black Forest, finally led to the move back to the birthplace of the cuckoo clock. Markus Fehrenbach and his wife Nadja now turn the hands of the Fohrmann clock.

A family business with almost 100 years of experience now provides the framework for the continuation of Fohrmann tools. The tradition in toolmaking, in particular many years of experience with special parts that the market needs in toolmaking, are now the source of production.

Many hobbyists, model builders, architecture and engineering firms can look forward to another shared future. The product portfolio is being further expanded and items that were temporarily missing, such as



Handing over the keys at the end of January: the hands of the Fohrmann-Werkzeuge clock now continue to turn in the Black Forest. Markus and Nadja Fehrenbach are the successors to Patrizia and Roland Kühn (from left to right).

the popular Krause track construction clamps for Z gauge, are going back into production and will, therefore, soon be available for order again.

A trade fair stand at Faszination Modellbau in Friedrichshafen is planned for the end of 2025. Mr. and Mrs. Kühn will certainly be there for the new owners for some time with advice and tips, but the new company and production address in Schönwald in the Black Forest is the guarantee for a continued good future.

www.fohrmann.com

+++ Gaahleri +++

Behind this name is a young Chinese manufacturer of particularly inexpensive spray guns and compressors. The spraying tools in particular have gained a reputation for high quality and precision. The range was presented and explained at the toy fair.

The premium Mobius series is quite new, in which the GPHM-Mobius 0.2 mm model with “double-action” lever function plays a special role: It is the first spray gun of this brand to offer this fine nozzle for ultra-fine work, which should be more common on our scale.

www.gaahleri.com

+++ Heki +++

At Easter, the popular forsythia, which can be found as a shrub or hedge in gardens, blooms outside again. Heki is therefore including suitable model conversions in its range, of which only one product can be used in our company in view of the prototype growth height of a maximum of 3 to 4 meters: two flexible forsythia hedges measuring 0.7 x 0.7 x 50 cm (Art.-Nr. 11805).

The situation is similar with climbing roses, which are reproduced with red flowers. Here too, we consider only the rose hedge (11806) with the dimensions mentioned above to be suitable for use in Z gauge.



The rose hedge (11806) can also be used to a limited extent for the Z nominal size; the same applies to the forsythia hedge of the same height. Photo: Heki

The situation is different with the ruffled weather spruces, which are offered in six specimens with a height of 14 to 18 cm (21801) and three specimens with heights between 18 and 22 cm (21800). We are not yet convinced by the forest base (33521; 50 g).

The predominantly yellowish fibers with a length of 2 - 3 mm do not seem typical for deciduous forests, where green can also be found on the light-rich soil. The product image rather gives the impression of an ungreened coniferous forest soil, but with too little visible soil.

Pure yellow tones determine the stubble field (33520), which is also packaged at 50 grams and also has a fibre length of 2 to 3 mm. This should allow harvested fields to be grassed quite convincingly.



Yellow tones define the stubble field (33520), which can be used to depict harvested fields before ploughing. Photo: Heki

The powder snow flakes (33522) follow a trend set a few years ago by Noch and now also taken up by Auhagen. They are also packaged in 50 g

and the product name does not immediately indicate that they are electrostatically chargeable fibres. At 0.7 mm, they are slightly longer than the aforementioned competitor.

www.heki-kittler.de

+++ Herpa +++

The military tanker aircraft Airbus A330 MRTT / KC-30A "Voyager" of the Royal Australian Air Force (item no. 614412), which appears in the Snapfit series, is a mould new product at Herpa. It has a movable tank boom.



The movable tank boom on the Airbus A330 MRTT / KC-30A "Voyager" of the Royal Australian Air Force (item no. 614412) is a nice feature, but is not relevant for model railroaders. Photo: Herpa

The Beechcraft 1900D was already announced last year as a new design and is now to appear first as a white example of the Humanitarian Air Service of the United Nations (573450). The robust aircraft with 19 seats is also used as a feeder aircraft in remote regions.

The Douglas DC-3 appears in the colours of Sabena (573399), while the DC-9-30F is reminiscent of the former Swissair (573344). Once again, we have omitted aircraft with dimensions that are no longer suitable for use in Europe.



Announced last year, the Beechcraft 1900D now appears initially for the United Nations Humanitarian Air Service (573450). Photo: Herpa

That's why we're only missing the following Snapfit new product, which should appeal to soccer fans: Boeing 737-800 "Eintracht Frankfurt - SGE-Express" from Sun Express (614481).

www.herpa.de

+++ Hoimat +++

We have not yet had any personal contact with this supplier, which is why it is difficult for us to separate the entire range into existing and new products. However, new products have been and continue to be devised and added to the website. Our readers may therefore gain an overall impression of the product pages.



The Boeing 737-800 "SGE-Express" (614481) is aimed at soccer fans of SG Eintracht Frankfurt. Photo: Herpa



Westerheversand lighthouse on a scale of 1:220. Photo: Hoimat

The Westerheversand lighthouse with a height of 192 mm, which is assembled from four 3D printed parts and is to be painted by the customer, is definitely worth mentioning. This model, which is the only one of its kind on the market, is effectively staged by installing a beacon that simulates the powerful beam of light that was once so important for shipping.

www.hoimat3d.de

+++ Imprintium +++

At the Intermodellbau in Dortmund (Hall 4, Stand 4.F36), the new products will be shown for the first time, which we describe below but cannot yet illustrate. An off-road vehicle with double cab, long wheelbase, and loading area is planned, finished in red. With a short wheelbase, it will be available in light blue. It will come in light grey with a closed body. They will be offered individually or at a special price in a pack of three.

The fairground theme is extended with the "Jura World" funfair ride with matching dinosaur figures as a kit. The free-fall tower with stick-on decoration is also added as a kit.

imprintium.de

+++ JMC Scale Models +++

The Jeep FC-150 with open loading area and mounted snow plow is rather unknown in this country. Its role model was mainly used on the American continent. This is also where a second new product in the form of a Twin Coach 52-S2P intercity bus from 1950.



The Jeep FC-150 (photo left) with an open loading area and mounted snow plough remained largely unknown in Europe. Intercity buses such as the Twin Coach 52-S2P (photo right) are at least familiar to us from television. Photos: JMC Scale Models

The Henschel H261 represents the generation of short hood trucks as a tipper. Its shape combines the classic angular hood with grille and bumper, as was probably characteristic of Henschel (including the star). This model is offered in a grey-red and the white-blue Henschel factory paint finish.

jmc-scalemodels.blogspot.com

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



The Henschel H261 as a tipper stands for the short-hood trucks. Their era finally came to an end with the front hoods that are still common today. Photo: JMC Scale Models

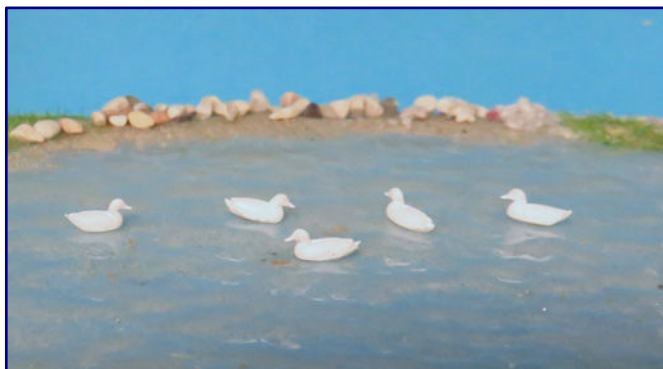
+++ JoWi Modellbahn-Hintergrund +++

The available program can be viewed on the background specialist's website and can also be ordered by electronic mail. However, a direct purchase option is only available for files for full and semi-relief buildings. These are designed for a scale of 1:87 and must be scaled beforehand for printing in Z gauge.

www.modellbahn-hintergrund.de

+++ Klingenhöfer Miniaturen +++

This supplier is presenting several new animal figures at the start of spring, when outdoor walks and visits to the zoo are in the cards again. There are now also three penguins (item no. Z-TP12-1), at least on a scale of 1:220, which are supplied in plain white and can be painted by customers themselves.



Four new animal figurines are available in spring: crested cockatoo (item no. Z-TV02; top left), three penguins (Z-TP12-1; top right), five swimming ducks (Z-TE10-w; bottom left) and three alpacas with their heads held high (Z-TA02; bottom right). Photos: Klingenhöfer Miniaturen

The five swimming ducks (Z-TE10-w), which are also white, i.e., unpainted, can be found on each body of water. The same applies to three figures of the cockatoo (Z-TV02C). The larger and therefore slimmer-looking crested cockatoo is reproduced here.

The three alpacas with their heads up (Z-TA02) invite you to go on a hike, as the farm animals from South America have not only long been found on many farms, but have also become very fashionable as companions on such projects.

www.klingenhoefer.com

+++ Kreativ3.de +++

Due to low demand, no further Z gauge new products are currently planned, as the manufacturer informed us. If you are interested, we advise you to contact him about possible scaling of the N-gauge new products and ask for a suitable offer.

www.modellkreationen.de

+++ Krüger Modellbau +++

This manufacturer has announced wind deflectors with recesses (item no. Z98018.52) and tender ladders for the 184 series (Z98018.20) for 2025. In addition, the sheet metal girder bridge "Wallau/Lahn" (Z99872.04) is to appear here.

www.krueger-modellbau.de

+++ Lütke Modellbahn +++

We did not receive any feedback from Lütke Modellbahn, but we noticed two products on the website that we were not aware of. These are the car parts shelf (item no. 71 245) and the car recycling system (71246).

Regardless of whether these are actually new products or previously undiscovered treasures, they are very interesting kits for designing a scrapyard with these shelving systems in a prototypical way.

www.luetke-modellbahn.de

+++ Märklin +++

The dealer gift (item no. 80135), previously known as the trade fair wagon, which is issued as a thank you for good cooperation and new orders, already highlights two focal points in the Märklin cross-gauge new items program: the 175th anniversary of the Geislinger Steige and 100 years of the standard steam locomotive.

We will also talk about this when we present the Z gauge announcements. Before that, however, we would like to briefly mention a well-known new product that was already announced in November 2024 and is attributed to this year: the class 6284/9284 diesel multiple unit from DB Regio (88700).



This year's Mini-Club dealer gift (item no. 80135) is printed on both sides in different colours and shows the anniversaries that will be honoured in 2025. We show the opposite side using the larger Minitrix model (back).

We start with the previously unknown with another MHI special model, the high-speed multiple unit of the 410 series (88716) in the condition around 1986, later designated as ICE-V to distinguish it from the series trains and other experimental vehicles.

His model appeared almost at the same time as the prototype in 1985 and, after so many years, certainly deserves a new edition with the latest drive and printing technology. This includes warm white and red LEDs for headlights/tail lights, an inwardly relocated changeover screw for overhead line operation, and bell-type armature motors.



Contrary to the product illustration in the brochure, the ICE-V of the 410 series (88716) will have the three correct centre cars. You can already see from the hand sample that the window bands will be more tinted than on the previous model and that the inner window bars will be set off in black.

One error, which Märklin even documents in the brochure itself with a prototype photo, will probably remain due to the short-term planned production: In addition to the pantographs, the model has grey wind deflectors on the right and left, which cannot be traced on any prototype photo; here, the former construction plans were probably changed at a later date.

The brochure also shows another error, for which we received important feedback. The multiple unit will appear in five sections, i.e., in the maximum configuration of the prototype. However, the middle car 810 003-4 is not shown in the correct form in the printed version.

As the moulds from the earlier single car 8771 are available, the deviating middle section will also be visible on the new model. The darker tinted window inserts and black-painted window bars will also be characteristic, as this brings the model much closer to its prototype.

The collector's series of fine cast bronze models continues with a two-axle platform wagon of Württemberg design (87003). Another wagon model aimed at collectors is a refrigerated wagon with a Smiley World motif (86005).

Iron is the best-known nickname given to a new design this year. We are talking about the class E 60 (88070) electric locomotive, which has a sophisticated design and is powered by a bell-type armature motor. It will appear as the DB's purple E 60 11 with shunting platforms.

As usual, the running gear is made of metal, while the body is injection-moulded plastic. Many attachments and a replica of the driver's cab, which is also illuminated, make for a top model. Warm white LEDs provide the top lighting depending on the direction of travel.



The class E 60 shunting locomotive (88070) is a new design for this year. The “Iron” was technically largely half an E 91. Illustration: Märklin

Technically, the prototype was closely related to the E 91, the shunting locomotive was virtually “half an E 91”. Märklin could also have taken this into account in the design of the model, because it seems unusual that only the two axles are driven directly by the motor, while the third and the dummy shaft are driven by the coupler rod.

The class 03¹⁰ (88858) express steam locomotive equipped with a new boiler from the Hagen-Eckesey depot is now to be made available to all customers. As 03 1012 of the DB in operating condition around 1961, it has spoked wheels in the leading bogie. The tender is once again permanently coupled and equipped with lighted lanterns.

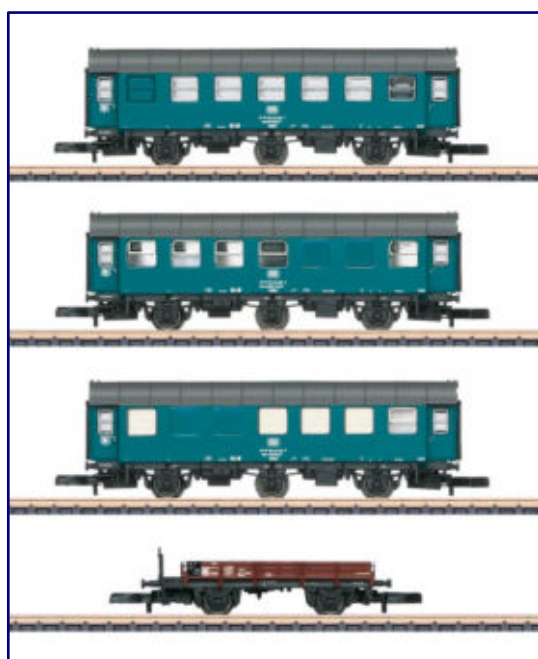
The reference to a new design in the brochure is incorrect. However, it is true that this model will undergo revisions to ensure an improved housing fit. With the predecessor model, we once made do with an exchange part from Z-Doktor Modellbau.

The class 288 (88151) double diesel locomotive was also previously a club model, which is now becoming widely available for the first time. With unchanged technical features, it is now being issued with a red frame as sister locomotive 288 002-9 a/b for Era IV.

The refrigerated car with brakeman's cab (86620) lettered for Era III can only be attached to them if its status as a private car of Kühltransit A.G. is indicated. These sometimes ran for many years longer without UIC lettering than DB's own wagons. Perhaps this is why it still has a brakeman's cab?



The class 288 002-9 a/b double diesel locomotive (88151; top photo) and the class 290 shunting diesel locomotive (88511; bottom photo) add another type of traction. Photos: Märklin



The new design announced last year has not yet been delivered, but we are already discovering the class 290 (88511) in another very appealing color scheme in the new items. Its ocean blue/ivory color is intended to reflect an operating condition from 1987 onwards.

Märklin intended it as a locomotive for the “DB Construction Train” (87762) car set, in which we discover old acquaintances. In addition to the short low side car Kklmmo 490 (former X05), the set contains three conversion cars as a lounge car 456, a construction crew leader car 407, and a sleeping car 427. The latter two are new editions from the 8776 set that was released in 1991.

Now we come to the anniversary of the Geislinger Steige. A short “Class 194 local train” (81221) in Z gauge will commemorate this. It consists of a German Crocodile and a 2nd class Silverling Bnb 720 with an ocean blue frame at the end of Era IV.

“DB construction train” wagon set (87762). Photo: Märklin

An enclosed booklet provides information about the history of the Geislinger Steige as an important steep ramp (incline) in the German rail network.

Märklin points out the changed, in this case off-centre placement of the locomotive number on one front side as well as the chrome edging of the upper front lamella by printing. These are small features that were characteristic of the prototypes and were previously missing. However, there is no change in shape on this model.

As a second anniversary, Märklin is commemorating “100 years of the standardised steam locomotive 01 series,” as 1925 is the first year of construction of the 01 and 02 series. The express steam locomotive with old boiler and tender 2'2' T 34 from the stock of the German Reichsbahn in the DDR is placed under this motto (88013).

Its labelling as 01 2118-6 belongs to Era IV before it was sold to the HEF in the West in 1981. This model is the first appearance of the class 01 in Z gauge with Wagner wind deflectors.

In spite of the Nürnberger Spielwarenmesse's (Nuremberg Toy Fair's) greatly reduced importance for the model railway sector, Märklin has also planned a 2025 exhibition locomotive. This is the V 320 diesel locomotive in a purple-red-ivory colour scheme (88322), in other words, a fictitious paint scheme.

The product text alone indicates a comprehensive revision. In episode 36 of Trainini TV, Managing Director Wolfram Bächle explains to our readers in detail what is to be improved in this context.



The class 194 from the 81221 set has the locomotive number printed offset on the side of cab 1 on the front end. Photo: Märklin



The V 320 is undergoing an extensive overhaul as the exhibition locomotive 2025 (88322) in order to eliminate some of the points of criticism from our test and from customers. Photo: Märklin

Märklin has investigated a problem on switching tracks described by readers in order to rectify it. In addition, the gear mesh has been improved, the high leggedness of the locomotive has been corrected and the visible wheel sliders have been darkened. The upper headlight will shine brighter in future and the engine room lighting, which we criticised, will be revised so that it also includes the two side windows.

At first glance, the train set "Beet transport with V 36" (81773) may seem unspectacular. The former 236 237-4 is included as V 36 005 of the Grafschaft Hoya (VGH) transport company and is a real splash of colour thanks to its design. Three class Eo 17 open freight wagons (former Omm 52) provide the matching train with loads.



The train set "Beet transport with V 36" (81773) also contains an architectural kit for a mobile beet loading facility, which we have set up here on the front tracks – it is correctly positioned on the loading road.

Two further wagons are also available as a supplementary pack (82396) with a load. However, the basic set also includes a mobile loading unit with which the agricultural trailers are lifted and tipped over the goods wagon. It is included as an architectural cardboard kit.

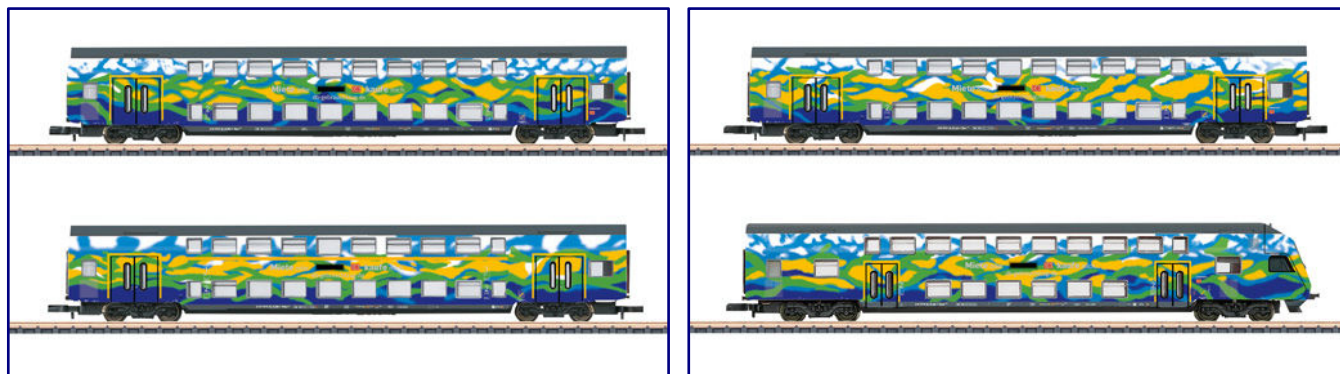
The 103 113-7 from the DB Museum (88546) continues the series of museum locomotives. It is therefore packed in a wooden box and for the first time has a body made of metal-filled plastic. The prototype locomotive can be classified as Era VI, which can also be seen from the different lettering compared to the seventies.

The Göppingen-based manufacturer has also discovered an interesting combination of DB used trains. There, some rental locomotives were wrapped in historical or new colour schemes that they never wore during regular service times.

This was also the case with the class 111 (88423), as the locomotive with the name "Hilde" was given the tourist train design and has enjoyed great attention ever since. This can also be recreated in the model, as two matching sets of coaches with double-decker coaches in the same colour are also being released.



Class 111 in tourist train livery from DB used train (88423). Photo: Märklin



The “Touristik 1” (87306; left photo) and “Touristik 2” (87307; right photo) car sets complement the locomotive shown on the previous page. Photos: Märklin

“Touristik 1” (87306) includes one DBpza 753.5 (2nd class) and one DABpza 758.5 (1st / 2nd class) double-decker coach, “Touristik 2” (87307) adds another DBpza 753.5 and the DBpbz-fa 765.6 driving trailer.

Switzerland fans are not happy with the Zurich S-Bahn SBB with Re 420” train set (81195). In the model, the train consists of a Re 420 electric locomotive from the LION modernisation project, a 2nd class HVZ double-decker coach, a 1st/2nd class HVZ double-decker coach and a DBZplus Bt 2nd class double-decker cab car.

However, as the prototype photo in the brochure shows, the prototypes regularly travelled with six coaches (without driving trailer) and two Re 420s. The superfluous driving trailer was therefore particularly criticised.

After it was expressed that the purchase of two train sets would bring us closer to the prototype, Märklin is now considering our suggestion to offer a supplementary set with two double-decker centre coaches to complete the set.

The contribution for Austrian railway enthusiasts remained quieter: The fir-green ÖBB class 1018 locomotive (88089) shows the condition before modernisation in the Alpine republic and can be supplemented with three apron coaches (87107), one of which accommodates 1st class.

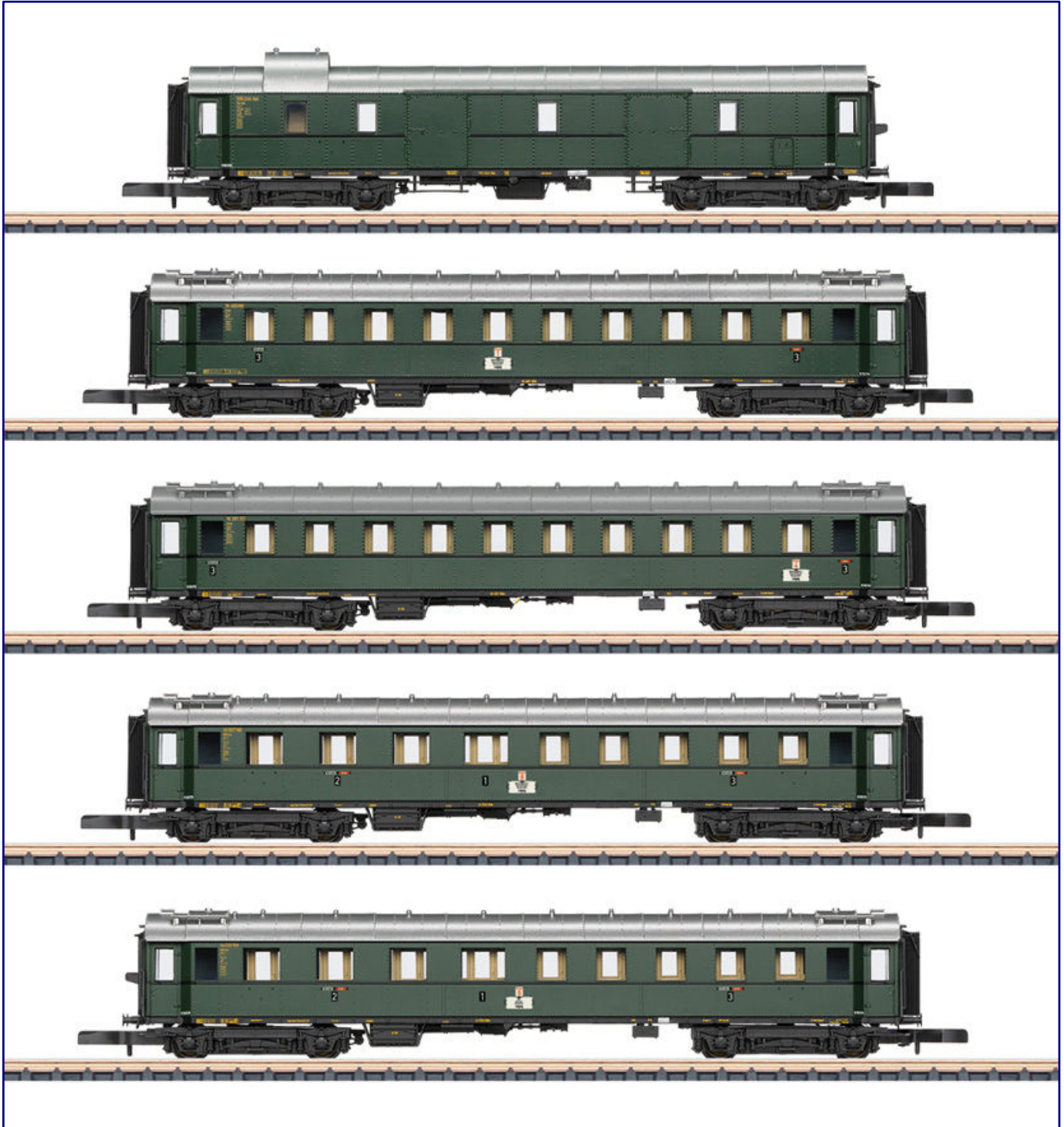


The V 100.57 (88212) runs for SETG. Photo: Märklin

The diesel locomotive V 100.57 (88212) has found a home at Salzburger Eisenbahn Transport Logistik GmbH (SETG), so it also belongs in Germany's neighbouring country. The yellow-green-light grey basic colour scheme is appealing and striking. This depicts the operating condition as of 2020.

We saved some very important mould innovations almost until last: The “1928 to 1930 standard design express train car pack” (87620) brings a complete new family of cars into the programme in one fell swoop, which, assuming sales are successful, can be expanded even further.

Wolfrad Bächle explained this in detail in an interview ([Trainini TV](#), episode 36), and it can also be seen in the H0 gauge programme today. It seems important to us to point out that the product designation does not characterise the period of use of the model templates.



The “1928 to 1930 standard design express train carriage set” (87620) in early Bundesbahn design is an immensely important new item, the significance of which has probably not yet been sufficiently recognised by many customers with less knowledge of the prototype. Photo: Märklin

“Type 1928”, which was then listed as usage group 29 at the DB, refers to a group of passenger coaches



Insider annual car 2025 (80335) based on the model of the Minden Museum Railway.
Photo: Märklin

with the same technical features. In this case, these are the D train coaches in all-steel construction and rivet technology. The models were in use until the seventies and were frequently seen.

If the wagon family is expanded further, which is highly desirable, there is still plenty of potential for future variants. We want to demonstrate this with a model article in the next issue. Before that, let's take a closer look at the announced models.

Three basic forms are newly constructed: the Pw4ü-29 baggage car, the C4ü-28 express train car (3rd class before the class reform), which is included twice, and the ABC4ü-29 express train car with 1st/2nd/3rd class, which is also included twice. The cars also have an interior.

Seat and baggage cars in a bottle green paint scheme are used on the early German Federal Railroad. The operating condition is around 1951, the time when the F-train network was being built in West Germany. Accordingly, the train with steam locomotive covering fits in well with this time of new beginnings.

It is also noteworthy that one end of the baggage car and one end of an ABC4ü-29 are shown with retracted bellows. This also promises a new step that makes the end of the train look more realistic.

On the other hand, we find the 2025 Insider annual coach (80335) rather unimaginative: The model is based on a red-painted buffet car can of the Minden Museum Railway in its current operating condition. Due to the lack of a matching locomotive and other cars, their train cannot be credibly represented in the model anyway. We had already presented the Museum Car 2025 in the December issue (80036).

www.maerklin.de

+++ Maison d'Antand +++

Following the successful market entry of Azar Models a few years ago, we are delighted to welcome the new small series manufacturer Didier Laurent from France. He usually builds Alsatian buildings, also in scale 1:220.

They are produced using 3D printing and then coloured. A reader asked him to build a Bernese farmhouse, which is why we are showing a sample of it here, still in H0 scale. The building is also to be included in the program in the H0, TT, N, and Z gauges offered.



The announced Bernese farmhouse is shown here using a H0-gauge model. Photo: Eric Schweitzer

There are always different versions to choose from, ranging from parts kits to finished models. Communication with the new supplier is only in French, which is why we have not yet had any direct contact with them.

However, you can correspond in German with his sales partner Denis Kocher, who can be contacted via the following website: <https://www.rail-modelisme-alsace.fr>.

maisondantan.online

+++ MBR Model +++

This supplier of design materials is celebrating its tenth anniversary on its website and is offering its customers a 10% discount to mark the occasion, on direct sales.

mbrmodel.eu

+++ MBZ Modellbahnzubehör +++

Many Zetties will be interested to know that this accessory supplier is planning to take part in Intermodellbau in Dortmund (April 10 to 13, 2025). There, it will then be possible to purchase directly instead of manufacturing after receipt of order, sometimes with very long waiting times.

Since our last report a year ago, several new cardboard kits have been added to the pages. They are all made of Finn cardboard, which still requires individual coloring and should also be hardened in order to be permanently warp-proof.



Syke station (item no. 16656; picture top left), Miltenberg signal box (16234; photo top right) and Obergünzburg house (16633; photo bottom left) from the current range of new items. Photos: MBZ Modellbahnzubehör

The Syke station without goods shed (item no. 16656), a Prussian goods shed (16659) that at least visually matches it well, the Miltenberg signal box (16234), the Obergünzburg house (16633), and a small engine shed for a Köf (16662), as was probably typical for small branch line stations, should be listed here.

The Bayreuth coking plant (16661) from around 1930 fits in with the cross-manufacturer focus on new items, even if it does not fit in with the Ruhr area, which is the main focus. This line-up is supplemented by the double-track portal of the Esslingen tunnel (16326).

www.mbz-modellbahnzubehoer.de

+++ Michael Boost +++

The digital lighting board from Michael Boost is actually no longer a new product. However, it has been reworked since it was first presented and is, therefore, included here. The light strip is still 280 mm long and can be shortened to any length up to 35 mm.



The Bayreuth coking plant (16661) also fits roughly into the “Black Gold” theme, even if it does not belong in the Ruhr area. Photo: MBZ Modellbahnzubehör

Thanks to different coloured LEDs, the colour temperature can be set according to customer requirements. It has four outputs, understands the DCC and MM protocols and is SUSI-compatible. In addition to the LEDs, there are now solder fields which are used when the board is separated and installed in two parts. This is common in double-decker cars, but also makes sense for permanently coupled cars if they are supplied from a single decoder.



Digital lighting board. Photo: Michael Boost

Special functions are preset on two of the four freely parameterisable outputs mentioned. They are used for the light change on driving trailers (white / red) or for the simulated light from paraffin lamps in old railway cars.

+++ Microrama Model Decor +++

Four new 50 ml interchangeable containers and sieve inserts are to be released for the in-house “bFlock” flocking device, which can process fibres of one, two, four, and seven millimetres in length.

www.microrama.eu

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

It seems that this manufacturer has withdrawn from the Z nominal size for the time being or completely. This was also reported by one of the German sales partners. We have not received any official news from the manufacturer about this, but no new items have been presented there for months.

www.micro-trains.com

+++ Microwelten +++

Owner Thomas Heuser told us that there would be no more new products because the business would be closed at the end of the year and he would be retiring. It is not yet clear what will happen to the existing Z gauge range.

microwelten.de

+++ MKB-Modelle +++

Even last year, we were unable to discover any new products for the Z nominal size from this supplier. It is now rumoured that owner Kai Brenneis wants to reduce his business operations for a long time due to his age, and new products are, therefore, not to be expected.

www.mkb-modelle.de

+++ Modeba +++

We have been in good dialogue with Thomas Michalsky for about a year now. The samples we have been able to see have convinced us of his skills and inspired us so much that we will



One of the new HI signals (item no. 04102) is shown here together with Märklin's class 103.
Photo: Modeba | Thomas Michalsky

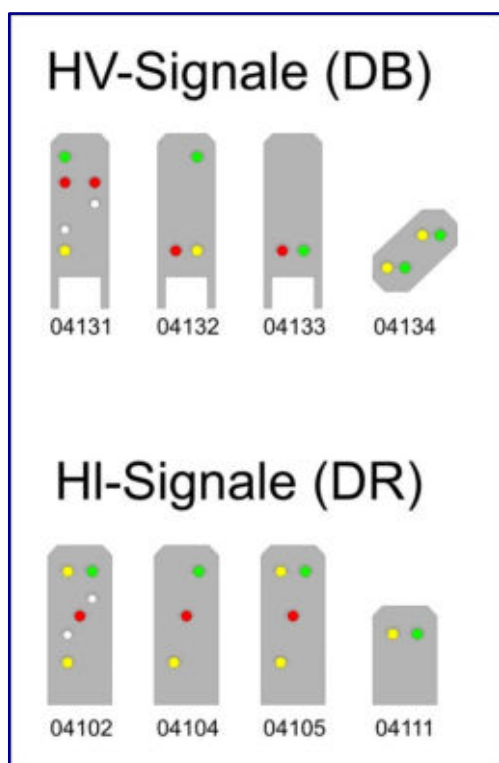


Illustration: Modeba | Thomas Michalsky

soon be using one of his products in an ongoing project to show this to you.

Inspired by equally enthusiastic model railway enthusiasts, he turned his attention to Z gauge and initiated the development of H/V (Bundesbahn) and HI (pronounced H-L; Reichsbahn) signals. The first construction samples were originally to be shown at the Dresden Model Railway Fair from 14 to 16 February 2025.

Assembling the filigree parts proved to be more time-consuming than expected, but, nevertheless, very worthwhile. A comparative photo of a Märklin signal purchased from Viessmann shows how much more delicate its full-scale product looks.

Four different versions of the HI signals (art. nos. 04102, 04104, 04105 & 04111) once common in the GDR are planned, as well as exit (04131), entry (04132), block (04133), and distant signal (04134) of the DB design from 1959.

modeba.de

+++ Modellbahn-Decals Andreas Nothaft +++

Andreas Nothaft has announced some new products. As he is not primarily concerned with the Z gauge, but scales his products to fit on order, we have made a preselection. We will not be listing those sets of sliding panels that are definitely too small for reproduction in 1:220 scale.

As an example of DB Regio line markings that can be applied to modern local transport vehicles, we mention the set for the Mittelfrankenbahn (item no. 5631). Thanks to suitable Märklin templates, the lettering sets for the Kassel railway service cars (6296 / 9297) can also be used, which refer to the transport of diesel or petrol.

With the compromise of using the 406 series instead of 403, the complete labelling for the rainbow ICE (21440) with new symbols, pictograms and the decorative line can also be used. For the SBB Ae 6/6, there are inscriptions for 39 new heraldic locomotives, including 11460 "Lugano" (11460).

www.modellbahndecals.de

+++ Modellbahn Engl +++

We have not received a response to our enquiry, so it is not possible for us to assess the reliability of this provider. We found various load inserts in their programme that do not appear to be new, but have not been mentioned in our magazine before.

Various loads for heavy goods vehicles and typical bulk goods are offered, some of which also cover different wagon designs. We were unable to gain a personal impression of the products due to a lack of information or our own inspection.

modellbahn-engl.de

+++ Modellbahn Union +++

Modellbahn Union was one of the first suppliers to join the joint "Black Gold" theme for the 2025 new products. In this case, there was not even a need for new construction, as suitable kits have long been part of DM-Toys' own programme as N gauge specialists (<https://www.dm-toys.de>).

A large part of the Zollern II/IV colliery from Dortmund-Bövinghausen, an industrial monument, is spread over several sets of buildings. This beautiful Art Nouveau-style mine was built at the turn of the 19th and 20th centuries as a model colliery. It did not grow historically, but was built according to the ideas and processes of the time.



A colliery area consisting of some of the listed kits, including pit bank with headframe, engine house, administration building with pithead, pit fan, and porter's lodge with archways.



Combination of suspended bench with headframe (item no. MU_N_-i00066; left) and machine house (MU_N_-i00070; right and image in the photo). Photo: Modellbahn Union

As industrial buildings rely on portals and large gates, the kits also appear to be suitable for the 1:220 scale without any problems, especially as the design as hard cardboard constructions ensures sufficient filigree and stability at the same time.

The centrepiece of the ensemble and eye-catcher for onlookers is the pit bank with headframe (item no. MU_N_-i00066). This is where the miners enter and leave the mine, and this is also where the coal is conveyed to the surface and passes through the coal washing plant by gravity, where “dead rock” is sorted out and the coal is sieved according to grain size. The coal can also be loaded directly into railway wagons from the pit bank.

Every colliery needs at least two shafts because of the necessary “ventilation” (active ventilation), which is indicated at Zollern by the Roman numerals II and IV (shafts 2 and 4). In the historical model, this ventilation shaft was also designed as an emergency hoisting system in the event of malfunctions and was therefore equipped with a fully-fledged headframe (MU_N_-i00067).

The pit fans (MU_N_-i00075) are set up next to the scaffolding, accordingly. In this case, the kit also includes a small machine house. The engine house (MU_N_-i00070) with the striking entrance portal, which even adorned a stamp of the Deutschen Bundespost (German Federal Post) in the past, stands between the two winding frames.

With the “Base plate and geared motor for colliery / winding tower” extension pack (MU_N-i00071), the pulleys can also be effectively set in motion. The manufacturer offers various 3D print add-ons so that all of this appears plausible when looking into the machine house.

This replicates the hoisting machine (MU_N-A50609), piston compressors (for underground compressed air tools; N-A50423), Ilgner converter (MU_N-A50437), and mercury vapour rectifier (for electric mine lighting; MU_N-A50434), as well as the large control panel (MU_N-A50405).



The gatekeeper's lodge with archways (MU_N-L00067) at Zollern II/IV colliery actually consists of two buildings facing each other and framing the colliery gate. At the entrance to the site, the brand parlour was located in the one on the right.

The colliery area is completed by the administration building with a quay (MU_N-i00080). This does not follow the model of the former Zollern II/IV colliery, but represents a combination of buildings in the Gründerzeit style, which was not unusual and at the same time saves space.

The gatekeeper's lodge with archways (MU_N-L00067) forms the entrance to the colliery. This is not only the entrance to the site for motor vehicles, but also an escape route, and the access route for staff, which always led through the building. It contained the brand room, which every miner had to pass through.

The metal tags were personalised. The badges that were hung up and issued made it possible to determine exactly who was on the site and underground. This was particularly important in the event of mining accidents. The factory site is completely enclosed by the wall with gate (MU_N-L00067) and the “wall without gate” extension (MU_N-L00072).

There are only a few buildings missing from the range described here that are essential to a coal mine and can be created or modified from kits from other suppliers: Infirmary / hospital, mine defence buildings, horse stables, and workshops.

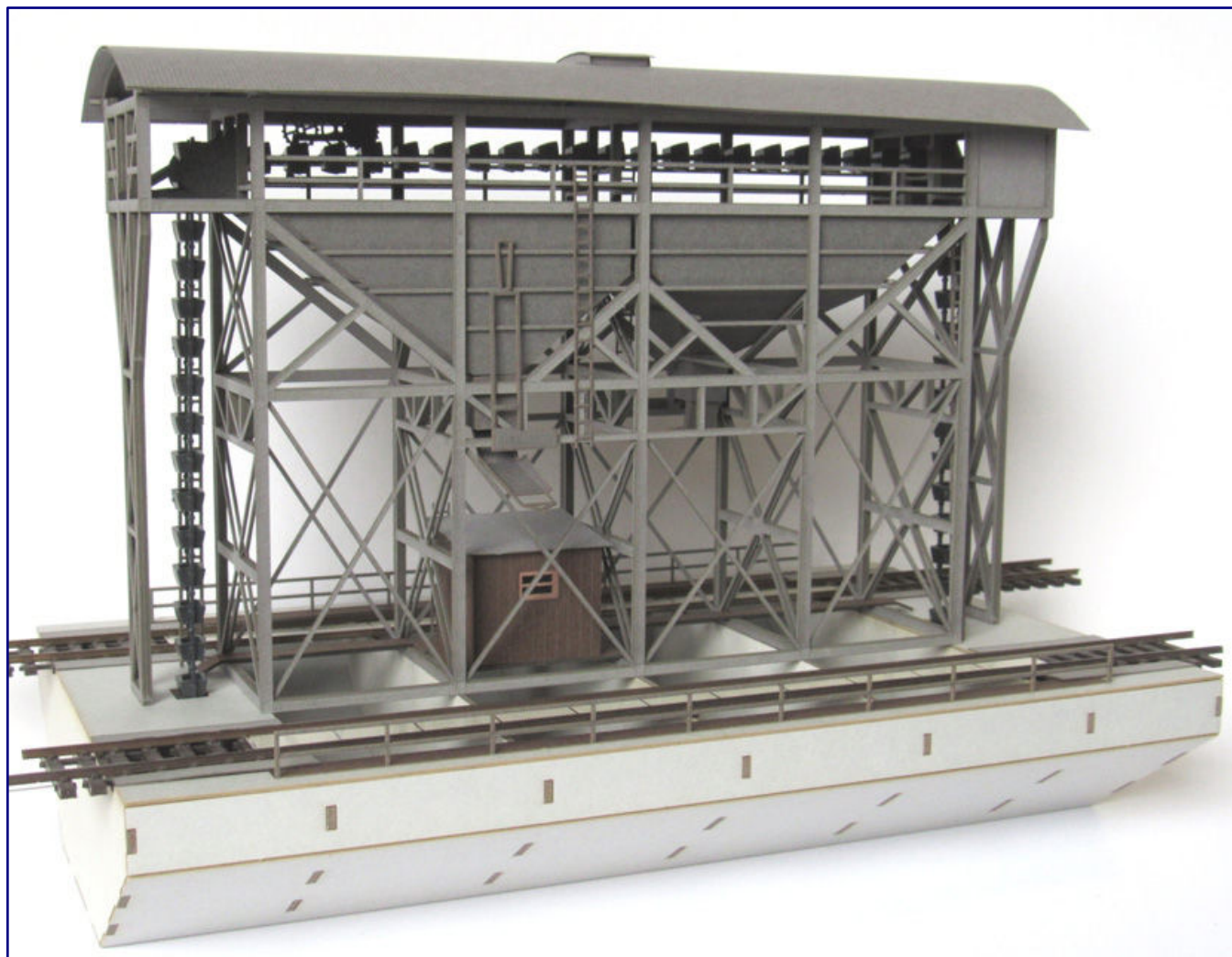
www.modellbahnunion.com

+++ Modellbau Laffont +++

The station concourse (item no. Z11401) is already available and can also be set up several times: Lined up side by side and one behind the other, it can be extended as required and can also be equipped with a central platform. There is space for two tracks, or three if the spacing is narrower. This is particularly important if it is used as an alternative transshipment point for mail or general cargo.

An eye-catcher is Hunt's large coaling station type Antwerp (Z10301), which is only identical to the earlier Märklin model at first glance. In this case, the model was located in Antwerp, but similar layouts also existed in Saarbrücken, München (Munich), Wien (Vienna), and in the USA.

In this system, the earth bunkers were filled with side unloading wagons, and a shovel chain system transported the coal upwards so that the tenders of steam locomotives could be loaded by gravity.



Hunt's large-scale coaling plant type Antwerp (Z10301) differs from the previous coaling plants of this system. Photo: Modellbau Laffont

The top model of this year's new products is characterised by the following features: earth bunkers on both sides next to the layout and under the tracks, the finest engravings of the T-profiles and realistic show tracks. It can be used in eras II and III.

We can also reveal that Modellbau Laffont will also be taking part in the joint "Black Gold" theme with a new product. The historic station building of Dortmund-Kurl railway station is planned here.

The building, which was neglected by Deutsche Bahn AG and is now completely run-down, is one of only two remaining railway station buildings in Dortmund that were built before the First World War. Its architectural style reflects the typical elements of early railway and colliery architecture.

And this is no coincidence, because this railway station was located in the area of the colliery station of the Courl mine, which closed around 1920. It is therefore a building that can be erected in the immediate vicinity at the transfer point to the state railway without appearing like a foreign body there.

www.modellbau-laffont.de

+++ Modellland +++

The two modern packing station projects announced last year have now been presented for the first time. A version for Amazon (item no. 2117-5) and DHL will soon be added to the range (2119-5).



Illustrations: Modellland

We also like to use these small but indispensable design elements in our projects time and again. This will soon be the case again with the current layout construction project.

www.modellland.de

+++ MrZtraX +++

Raffaele Picollo announces a spare part that is probably important for many Zetties and has not been available from the manufacturer for some time. Since the VT 105 "Senator" articulated multiple unit (Märklin 88100) is permanently coupled over its entire length, it often causes problems when rerailing. It can then happen that the guide pins at the ends of the single-axle bogies break.

The model is then no longer ready for use. MrZtraX would therefore like to offer suitable replacement parts that are fitted with the intact components and then installed. Then the multiple unit does not have to spend its life in a box waiting for factory assistance, as was so often the case with the prototype.

www.mrztrax.com

+++ MTB-Model +++

We would like to point out the motorised point machines from this manufacturer in analogue form and for the DCC protocol for digital switching. A distinction is made between basic (item no. MP1), extended (MP4 / MP MP10) and pulse-controlled versions (MP8) in analogue form, while three versions (DP4 / DP10 / DP16) are available in digital form.

The smooth and slow-running point machines are suitable for points, mechanical signals, or barriers. The travel can be adjusted in several stages by changing the pin position in the driver.

The drives are supplied with direct or alternating current of 9 to 16 volts; they then draw around 150 mA of current during operation. Limit switches secure the end positions.

mtb-model.com

+++ NoBa-Modelle +++

Although Z gauge has existed for more than fifty years, there have been and still are many goods wagons that were inextricably linked to coal and steel transport, one very typical and important type of construction seemed important to us for the removal traffic of the mines.

NoBa-Modelle therefore agreed to participate in the joint "Black Gold" theme and contribute these vehicles. As a result, this 3D printing provider is producing chassis and detachable superstructures for the Okmm 58 model of the Deutsche Bundesbahn.



The matching DB Okmm 58 freight wagons in two versions (item no. 5331R / 5332R) are supplied by NoBa-Modelle, shown here as unmarked and incompletely painted samples: The removable buckets were painted red-brown on the prototype.

The versions without (5331R) and with handbrake platform (5332R) are available. The buckets placed on top were used for the transport of coal and coke and once represented a contemporary new development based on existing experience with such containers.

Placed on the carrier wagons, they were filled by dropping or dumping and lifted off at their destination using a crane. A special feature was that they functioned on the crane like an excavator shovel and could be opened by the crane operator. They were therefore favoured for transport from the mines to the inland ports.

www.noba-modelle.de

+++ Noch +++

“Every year again” is Noch's headline in connection with its figure Advent calendars. However, this is not quite true with regard to Z gauge, as 2025 is a première for this scale (item no. 44998). A selection of 24 3D master figures has been chosen, the selection of which we do not yet know.

However, the other new figures in this series that were announced in Nürnberg (Nuremberg) could provide a foretaste. In episode 36 of Trainini TV, we have already discussed some of them in more detail and tried to show how much they reflect everyday scenes that are now finally to become possible.

We particularly noticed the police officers (44010) in their old green uniforms, but the refuse collectors (44080) are also finally making sure that rubbish bins don't stand uselessly by the road or that refuse lorries drive around unloaded.



The policemen (item no. 44010; right row) are wearing the old uniforms, but show very familiar postures.

Mothers with children (44445), for which there were only some similar small series offerings, will also partially close gaps. Animals on the farm (44705) complement the animal figures from previous years.



The refuse collection vehicle (44080; photo above, right row) supplements existing vehicles from the small series with the appropriate personnel. The mothers with children (44445; photo below, right row) also fill a previous gap in the range.

The scooter (44935) and motorbike (44837) riders want to keep the roads busy. Noch recognised a real gap in the range here, but overlooked the small-series range from Trafofuchs, which has now at least been sensibly supplemented.

The product designers have also put a lot of thought into this year's car models: Two identical vehicles are always delivered unchanged, but they differ not only in their colour.

The VW Beetle (44605) in blue and yellow only has luggage on the roof in one case, while the Porsche 911 (44606; orange and white) also imitates a special model in one case. The elbow of one of the two leans casually out of the driver's window.



VW Beetle (44605; photo, top left), Porsche 911 (44606; photo, top right), Mercedes-Benz 190 (44607; photo, bottom left) and McCormick D tractors (44609; photo, bottom right) with the features described in the text make up the new cars for 2025 at Noch.

The Mercedes-Benz 190 (44607; beige and black) is more striking, as one can also run as a taxi, while the black counterpart is the EVO variant that still appeals to car collectors today.

“Out into the countryside” is the annual motto in Wangen, so a tractor was not to be missed: The McCormick D (44609) comes in red and green, in the case of the green model not only with a driver figure, but also a passenger on the mudguard.

This year's top innovation at Noch is the Grasmaster 4.0. This model is surprisingly fast, not only catching up with the newly grown competition, but also overtaking it. This is mainly due to the built-in lithium-ion battery, which will make batteries superfluous in the future and will certainly also contribute to a healthy environment.

This device was presented to our readers in detail in the aforementioned episode of our film channel, which is why we will be brief here. We offer a basic device (60120) with 15 kV permanent voltage, which can be expanded with different interchangeable containers (60127 & 60129) and the detail flocker (60128) for fine work.

The professional version (60125) already includes all this and a storage bag that protects against loss, especially when loaned out within a club. It also has a more powerful battery and a voltage that can be adjusted from 11 to 20 kV using the rotary control.



The professional version of the Grasmaster 4.0 (60125) comes with all the parts that are otherwise available separately as well as a storage bag. Photo: Noch

The grass stamps (60137) including adhesive tray, which were initially only available with a special edition of the Grasmaster 3.0, are now offered individually. This predecessor device in the basic version will be continued in the range for the time being.

A new prefabricated terrain for use with Märklin or Rokuhan track material and for the company's own hard cardboard building models was also presented.

As with other landscapes, the new lake scene can be enjoyed as a summer landscape under the name "Bozen" (87043) and as a winter landscape under "Wolkenstein" (87044).

Both are also available as model railway cases (88320 / 88325). The matching empty case (88096) is also available separately, as is a smaller one for the "Serfaus" and "St. Anton" prefabricated areas

(88095). The scope of delivery includes two matching background images for summer and winter.



Model railway cases "Bozen" (88320; photo left) and "Wolkenstein" (88325; photo right) are two new layout options for Zetties. The unequipped ready-made layouts and the case can also be purchased separately. Photos: Noch

The new products brochure also lists the full Ammo Railcenter range distributed by Noch, where there are two new, theme-specific product combinations: "German Brick Buildings" (4601034 / AMMO.R-1034) and "Station Platforms" (4601035 / AMMO.R-1035). Also still on sale are tools from Proxxon.

www.noch.de

+++ Pánits László +++

Attractive models reached us from Hungary. Once László Pánits was satisfied with his own creations, he increasingly began to make the white metal cast models, which he offers fully painted, available to interested Zetties.



Photos on page 82

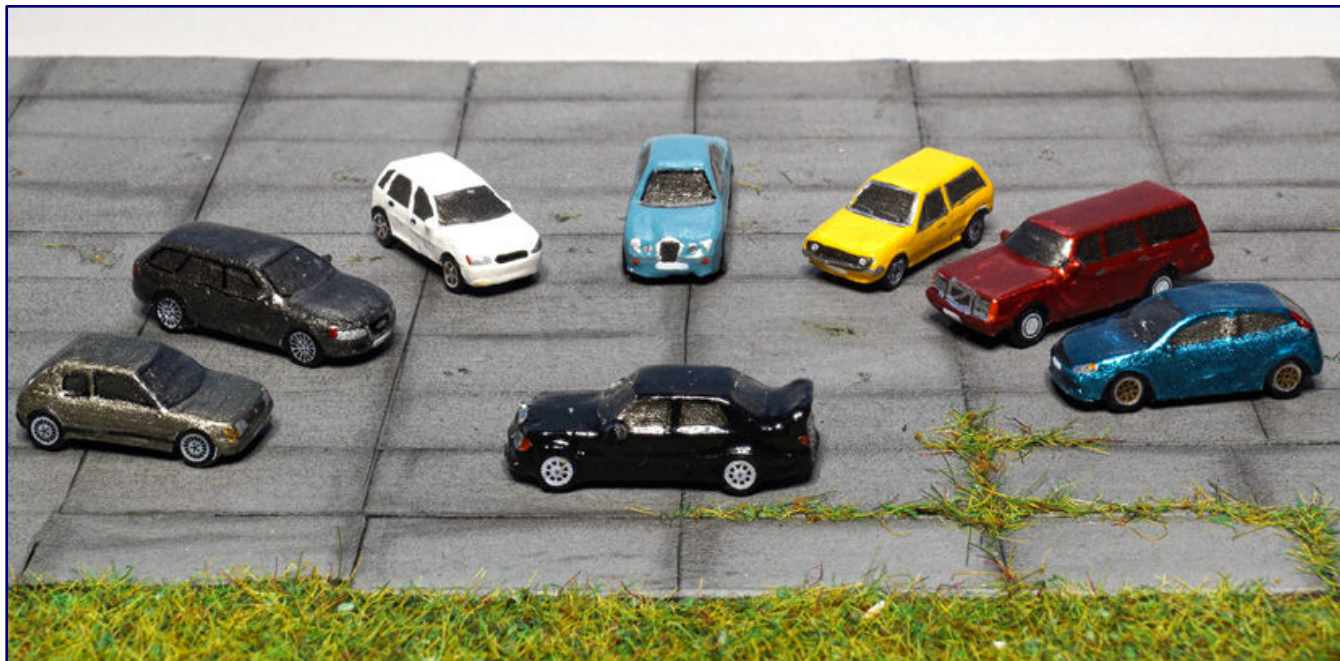
Top: Messerschmitt KR200, Heinkel 250, BMW Isetta 250, BMW Isetta 600, Volkswagen Beetle Convertible, 1302 and 1200

Centre: VW 181, Lotus Super Seven, BMW 507, Audi Quattro and Opel Olympia panel van

Below: Opel Kapitän (1960), Opel Rekord P1 and Porsche 356

In a relatively short period of time, this has resulted in an extensive range, which we would like to present here in an incomplete overview with informative photos and brief names of the vehicles shown. He uses both historical and modern models from Europe and the United States, which is why a wide range of topics is depicted.

The range of vehicles from 1950 to 1990 includes cars from the GDR and the rest of the Eastern Bloc as well as from Germany, France, England, and Italy. In addition to genuine classics, earlier everyday vehicles have also been realised.



Porsche 911, Ford Taunus, Opel GT, Opel Rekord D, Opel Manta, VW 1600 Type 3 (photo above, from left to right), Peugeot 205, Audi A4 Avant, Opel Corsa B, Jaguar S, VW Polo, Volvo 245 and Ford Focus (photo below, from left to right), as well as Mercedes-Benz 190 EVO (photo below, centre), are also part of László Pánits' programme.

The list of “old cars” hardly seems any shorter and includes a wide variety of models, all of which were built before 1945 and are intended for fans of Era II or pure model collectors.

Those who realise the modern eras at home do not always find the matching road models. They can be found in the list of “modern cars” and, in addition to a smaller focus on German manufacturers, have a particular focus on expensive sports and road racing cars – of course, this statement only refers to the original models.

Our overseas readers, and also those who build according to US templates, will be delighted with the following offer. They can choose from well over 100 models with templates from the 1930s to the present day to equip their layouts in proper style.

If we wanted to list all the types offered here individually and by name, we could fill many pages. We therefore recommend that you contact the manufacturer directly, who will be happy to provide you with a list of items and also make you an offer, including shipping. Correspondence is possible in Hungarian, German, and English.

[Panitslaszlo\(at\)gmail.com](mailto:Panitslaszlo@gmail.com)

+++ Panzer-Shop.nl +++

We have a whole series of new 1:220 scale vehicles to report here. The range extends from the DDR to the Bundeswehr and the fire brigade.



IFA W50 as mobile crane ADK (top left), as tractor unit with beer trailer (top right) as well as the smaller Robur LO-2002 (bottom left) and the Mercedes-Benz NG as turntable ladder DLK 23-12 (bottom right). Photos: Panzer-Shop.nl

The IFA W50 is a typical lorry from the socialist era. It is available in the versions ADK 70-0 (mobile crane), with tarpaulin or flatbed and as a tractor unit. The latter version can also be purchased together with a beer trailer. There is also the smaller Robur LO-2002 with tarpaulin and the LO-2202 with flatbed.

The floating BMP-1 armoured infantry fighting vehicle and the T-55 main battle tank from Soviet stocks came from the NVA. The Leopard 2 has a modern role model as the Leguan bridge-laying tank (with separate armoured fast bridge).

Fire-fighting platoons can now be completed with a "New Generation" (NG) vehicle from Mercedes-Benz. The DLK 23-12 turntable ladder, which is also one of the latest innovations, is based on this chassis.

www.panzer-shop.nl

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

Some readers have probably already wondered why Rainer Tielke's electronic sales organisation is no longer available. We would therefore like to take this opportunity to inform you that items produced by RATIMO are now only available via the 1zu220 shop. Available articles are listed there.

Milling work is no longer offered. 3D printing is still part of the portfolio, new products will be announced directly and will then run via the above-mentioned sales channel.

www.ratimo-z.de

www.rainer-tielke-modellbau.de



The new "Hikari 2" starter set (item no. G010-1 / Noch 7298029) is also formed with the four-part Shinkansen Series 0. Photo: Rokuhan

+++ Rokuhan +++

A few weeks ago, a control lever (item no. A062 / Noch 7297453) was announced which is compatible with the RC-02 and RC-03 speed controllers as an exchange part. Their rotary knob is then exchanged for a lever that is modelled on the speed level switch of many locomotives in Japan.t.

The Shinkansen Series 0 "Hikari", which we awarded the best New Product Year 2023 award, is now also included in the Noch programme. However, it has been reconfigured with typical layout sizes in mind: It is offered as a four-part basic unit (T020-2 / Noch 7298027), which can be extended by eight intermediate cars (T020-3 / Noch 7298028).

The Shinkansen Series 0 "Hikari", which we have awarded for the new product year 2023, is now also included in the Noch programme. However, it has been redesigned with typical floor plan sizes in mind: It is offered as a four-part basic unit (T020-2 / Noch 7298027), which can be extended by eight intermediate cars (T020-3 / Noch 7298028)).



Here the new control lever (A062 / Noch 7297453) is mounted on an RC-03 speed controller. Photo: Rokuhan

The USRA steam locomotive 0-6-0 "Light Switcher" with all three road numbers (T040-1 to -3 / Noch 7298022 to 024) will also be marketed by Noch in future.

www.rokuhan.com
www.rokuhan.de

+++ RP Toolz +++

This supplier of good tools, which is not only aimed at professionals, as can be read on the website, has not currently presented any new products. However, it is worth noting that direct sales have been discontinued and a list of resellers is available.

www.rptoolz.com

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

The Aue publishing house is once again introducing some new items in its Schreiber-Bogen programme that are close to our scale or, thanks to large building templates, still look believable even with greater deviation.

We are thinking of Magdeburg Cathedral on a scale of 1:300 (item no. 819), because large churches in particular with their high portals blur this deviation and can only be integrated into metropolitan layouts at all with this compromise – the Miniatur Wunderland once had to use this trick with Hamburg's St Michel, too.



Ocean-going tug "Hermes" (item no. 3312). Photo: Aue-Verlag

The Seehotel Ambach (S129) comes closer to our Z gauge with its 1:200 scale, while the new edition of the ocean-going yacht "Christina" (S131) approaches from the other side, as it is reproduced at a scale of 1:250.

This scale, which is typical for ships, is also used for the ocean-going tug "Hermes" (3312), which comes from HMV Hamburger Modellbaubogen Verlag. It is common practice there to also offer laser cardboard scaffolding sets for finer detailing of the models. In this case (4312) it contains a complete set of railings, companionways and ladders, anchors, davits (launching devices for boats), and shrouds.

www.schreiber-bogen.de

+++ Silhouette Modellbau +++

Four new greening mats have been announced under the Mininatur brand; however, this range is to be expanded further in the near future. What they have in common is the wafer-thin substrate material, which is easy to work with and can be cut without tools. It should almost dissolve when adhesive is applied.

Three sizes are available: whole mat (60 x 50 cm) and half mat (30 x 50 cm), as well as an "S-Pack" (26 x 17 cm). Each of the four vegetation forms also appears differently for the three seasons of spring, summer, and autumn: natural meadow (item no. 611), meadow (621), wild growth (631), and meadow (641).



The DB sleeping car WLABmh 174 from the TEN-Pool, built in a quantity of 1977 units, which SMZ would like to realise on a scale of 1:220, can still be seen here in its original red livery in March 1975. Photo: Peter Schiffer, Eisenbahnstiftung

Due to a lack of size information, we are unfortunately unable to test the bushes in a pack of three for four seasons (350-51 to -54) for possible use in Z gauge. If you are interested, we recommend that you check this information yourself as soon as information is posted on the manufacturer's website or the products are available in stores.

www.mininatur.de

+++ SMZ Sondermodelle Z +++

With the reservation that everything will work out for the time being, this small series manufacturer of particularly fine models has announced three new projects: The first is the DB sleeping car WLABmh 174 from the TEN-Pool.

The prototype was a new building from DSG, which was taken over by the parent company Bundesbahn itself in the 1970s (together with the dining cars). DSG then only took over the management and provision of staff.



628 018-4 is travelling as Lt 34982 to Reutte in Tyrol on 11 November 2004 when it is photographed in front of the Zugspitze massif near Lermoos. SMZ is planning this train as a model, but has not yet decided on the colour scheme for the first edition. Photo: Stefan von Lossow, Eisenbahnstiftung

On the wish lists of many Zetties is probably also the once Bavarian class E 16 express locomotive, which is being planned for the Deutsche Reichsbahn. The wait for the class 6280 diesel multiple unit will certainly be an exciting one, as SMZ has already demonstrated the first 1:220 scale close coupler on one of the following substructures. We have not yet been told the era and livery initially planned for this.

www.sondermodellez.eu

+++ Tams Elektronik +++

Analogue railway enthusiasts with high demands on the driving characteristics of their models have been familiar with Heiwolf controls for many years. Bernd Heiwolf retired at the beginning of 2022 and handed over his programme to Tams Elektronik.

The Hanover-based company has now worked with him not only to completely overhaul this control system on the outside, but also to work on the inner values with emphasis.

The new SFR-4000 drive controller is the result and successor to its predecessor, which is no longer available.

The control panel immediately refers to a modern operating concept: To switch between driving mode, setting the locomotive profiles and configuring the system settings, simply press a symbol button.



The speed controller Heiwolf SFR-4000 is new at Tams Elektronik. Photo: Tams Elektronik

Numerical values can be entered quickly using the number keys. The display shows all important information in plain text.

The power section is now permanently housed in a solid aluminium casing. A top-mounted heat sink ensures heat dissipation even at high output currents. The module that synchronises the pulses of participating speed controllers when crossing circuit limits is now already integrated.

Space for 250 individual vehicle profiles provide a real alternative to digital operation, as no modifications are required to the locomotive models, which also saves costs. The vehicles are supplied with a pure DC voltage, a pulse voltage (PWM), or a superposition of DC voltage and PWM according to the parameters set for the specific model.

Jerk-free starting, smooth acceleration and braking, as well as precise setting of the driving speed and realistic maximum speeds are thus also a matter of course in analogue operation.

www.tams-online.de

+++ TCS Train Control System +++

The US manufacturer introduces a new decoder board for the EMD SD40-2 from AZL (item no. AZL2D5), which is advertised with a "keep-alive" function, but we did not find any further details about it.

The specified equipment features include a BEMF motor controller, particularly bright LEDs on the circuit board for the locomotive lighting, possible analogue operation, and Railcom function.

www.tcsdcc.com

+++ Trafofuchs +++

Good luck, the Steiger is coming! What would the theme focus be without matching figures? That's why Trafofuchs is also contributing new products to the "Black Gold" theme, probably in the summer. As expected, the miners with whom the colliery site will be realistically populated will then come from Erftstadt.



The Rangers (item no. WA08; photo above) and US firefighters (EK08; photo below) enrich the range of American figures. Photos: Trafofuchs



Other everyday scenes can be created with the pizza delivery man (S15; top image) or the grandparents with prams (F07; bottom image). The latter were already in the programme, but have now been converted to a 3D print-generated product. Photos: Trafofuchs

We can then watch them on their way from the pit to the pit cage or, certainly with a lot of dirt on their white clothes, on their way back after leaving the mine. At shift changeover, we also expect to see queues at the pit cage, which, despite having several levels, certainly can't let all the workers enter at the same time.

But before that happens, Birgit Foken-Brock is presenting new products for other scenes: The two rangers (item no. WA08), who are not likely to be overlooked among the trees with their typical hats, are for use in the forest. The female colleague included in the delivery looks through binoculars.

They can be combined with the hikers (H02) on a nature excursion. Perhaps they are watching the black bears (US25) or keeping an eye out for forest fires.

Should it come to that, the US firefighters (EK08) are in demand. Six figures sometimes wear breathing protection, hold the hose, strike with an axe, hold a chain-saw or run to the scene in full gear while the chief gives orders via megaphone. Different colours can be ordered as an option.

Let's move on to the town, where the pizza delivery man (S15) supplies the locals with Italian food. The tailgate of his van is open. This allows us to see the thermo-containers in the boot, which ensure that the toppings can still be eaten hot.



The two children in the wading pool give us a glimpse of summer. Photo: Trafofuchs



The dragon (kite flying) children are not mythical creatures, but an autumnal delight. Photo: Trafofuchs

The grandparents with prams (F07) are not new to the programme, but are now produced using a 3D printer. The corpulent grandmother bends down to the baby in the pram, while the proud grandad carries his big brother on his shoulder.

Two children are spending the anticipated summer in the paddling pool: Big sister scoops up water with the bucket. The little brother grabs the ball lying in front of the pool. The paddling pool has a diameter of 9 mm and the water is coloured with Kristal Clear.

And then we jump into autumn, when two children want to fly the kite. They are delighted with the different motifs of their flying machines and, thanks to the funny face on one of them, don't want to be overlooked by those watching the layout.

www.trafofuchs.de

+++ Trainsetter +++

Ulli Liedtke and Natascha Drews promise model railway accessories for N and Z gauges on their pages. For example, we have already mentioned the range of stainless-steel overhead lines, whose elements are ideal for layouts and dioramas.

We have therefore been informed about projects for some time and are currently exchanging information about the range of topo and mini modules for the 1:220 scale (T-Trak module system). The system originates from the N nominal scale and is intended to be placed on table tops. They are simply assembled from several parts and glued together.



This mini-module illustrates the T-Trak modular system in its original form, as it has now been transferred to the Z gauge. Photo: Trainsetter

They are originally based on the Kato-Unitrack system. Other track types can be used on the modules without any problems as long as a piece of track from this system is placed at the beginning and end. It serves as a mechanical and electrical connection between the modules, eliminating the need for screw connections.



The topo modules, here two different ones with single-track routing, combine the advantages and basic idea with appealing landscape cross-sections. Photos: Trainsetter

As the Rokuhan track system for the Z gauge is based exactly on this track system, the modular idea was and is easy to transfer to our scale. Only the module dimensions have to be transferred to the track geometry adopted from Märklin.

This is exactly what we are currently working on in order to build up an attractive range of different landscape sections and module types that can inspire other model railway enthusiasts and Europe. We are also planning to present this idea in detail in our magazine using sample pieces.

trainsetter.de

+++ Uhlenbrock Elektronik +++

This digital provider shares initial information on the new Intellibox 3 with power supply unit (item no. 65300). It should have all the features that customers are familiar with from the Intellibox 2neo, which we presented in detail in our magazine.

However, operation is much easier thanks to a touch display. The following features also make the difference to its predecessor: the high-resolution, colour display, an output current that can be set for small track widths (max. 4A) for safe operation, the built-in Railcom detector and an SD card slot. It is used to save and exchange stored data and to update the control programme.

A delivery date of May 2025 is planned, which is why we are already expecting a demonstration at the Uhlenbrock stand at Intermodellbau 2025 in Dortmund. We will then provide further information in connection with our trade fair report.

www.uhlenbrock.de

+++ Velmo +++

Claudius Veit is exhibiting with Z-Freunde International e.V. in Mannheim, as he told us. He will also be presenting the first new 2025 model there, which we will report on afterwards.

www.velmo.de



The new collector's set (item no. FT-COL72) is themed around historic refrigerated wagons from Wisconsin. Photo: WDW Full Throttle

+++ WDW Full Throttle +++

A new collector's pack (item no. FT-COL72) is currently available. It contains two modernised refrigerator cars whose steel chassis have been equipped with Bettendorf bogies and new brake equipment.

This is how they travelled in the United States in the first half of the 20th century, before the change of traction to diesel locomotives also brought them to an end. This pack of "Coolers from Wisconsin" combines the legendary Milwaukee Road and the Miller beer brand "High Life."

www.wdwfullthrottle.com

+++ Weinert Modellbau +++

The first spring innovations can already be found on the Weinert pages, but none for our scale. However, the information that this list will probably be completed in the course of the spring is hopeful.

www.weinert-modellbau.de

+++ Werkzeuge Peter Post +++

Soldering is not everyone's cup of tea, as we can understand. This is why a new adhesive is soon to be added to this supplier's programme, which is intended as an alternative for bonding photo-etched parts.

It has an acrylic base and is also suitable for bonding metal to plastic parts where soldering would not be an option. The new product should be available in the course of the spring and can perhaps be demonstrated and purchased at the latest at Intermodellbau in Dortmund.

www.peter-post-werkzeuge.de



These prototype wheelie bins, each with a capacity of 1,100 litres (item no. 60010), used to be made of metal. Photo: Yellow Dwarf

+++ Yellow Dwarf +++

This supplier is taking care of waste management on a scale of 1:220 with its first new products in 2025. The metal waste containers with a prototype volume of 1,100 litres (item no. 60010) were typical for larger residential units in this country for decades until lighter containers of an identical size made of plastic were introduced.

The bulky waste (60018) can cause a bit of unrest at the roadside, perhaps even excitement in the miniature world, but can also be used to represent an ongoing parade in the street area.

Only the way in which the elements are set up and placed ultimately determines their purpose.

www.yellowdwarf.eu

+++ Zahn Pinsel +++

We were delighted to meet this manufacturer of high-quality brushes for a wide range of applications in Nürnberg (Nuremberg). We were able to get a personal impression of the latest innovations and assess their quality.

As the focus is on international markets, the supplier uses English names for its products. Among other things, he presented the “Scenery Brush” (item no. 86165; scenery brush) in size 20, a wide, round brush made of strong natural bristles that can be used to add colour to typical landscape shapes.



In future, the bulky waste (60018) will also be on the roadside in Z gauge, waiting to be collected. Matching figures are available from Noch. Photo: Yellow Dwarf

It is used to apply textures, vegetation, and natural elements, or to scatter material. Where painting brushes are out of place, this solution helps when working with acrylic or oil colours, inks, and washes. It is always important to clean the brushes well and carefully to ensure that you can enjoy this quality product for a long time. The manufacturer also provides tips on this on its website.



From front to back: “Small Dry Brush” (art. no. 86158), “Shading Brush” (86164) and “Scenery Brush” (86165) from Zahn Pinsel.

The second new product is the “Shading Brush” (86164), which is available in sizes 6, 10 and 14. The terms “shade” and “wash” refer to special, highly diluted acrylic-based glaze paints, which are frequently used in modern modelling.

They ensure barely perceptible colour shifts in the recesses and on surfaces. In this way, they create a targeted shadow effect and more three-dimensionality or even weathering effects.

In order to realise this on a model, a special brush is required that can absorb the glazes well, store them and release them precisely at the desired location. The right size is also crucial in order to reach all the fine areas accurately.

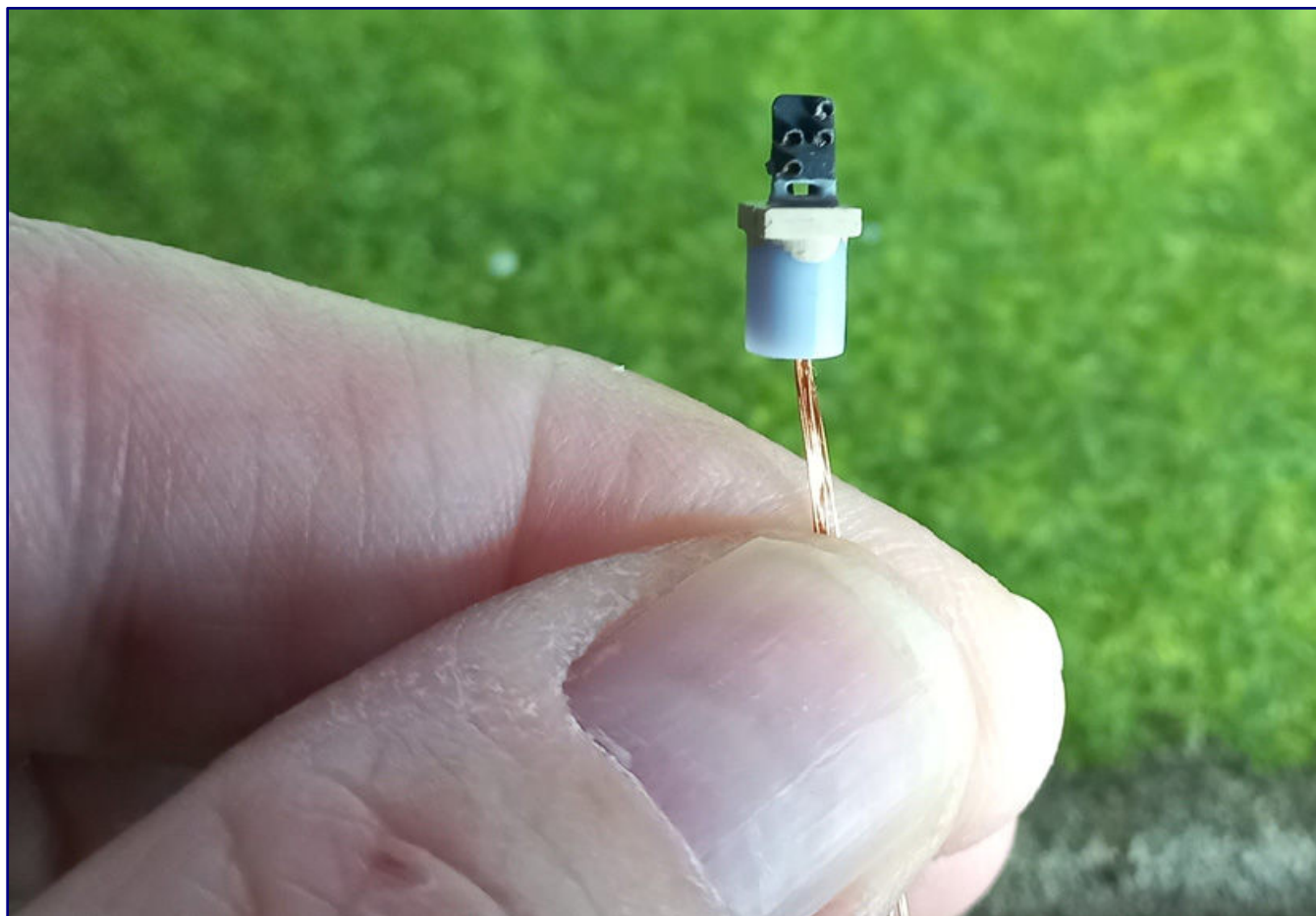
The new “Small Dry Brush” (86158; small dry brush) with nylon bristles is intended for the application of powder paints and pigments, as their properties are not comparable with liquid paints. What is really new here is not the brush itself, but the smaller sizes 1 and 2 that have now been added for fine modelling work.

www.zahn-pinsel.com

+++ ZDC Z Dream Collection +++

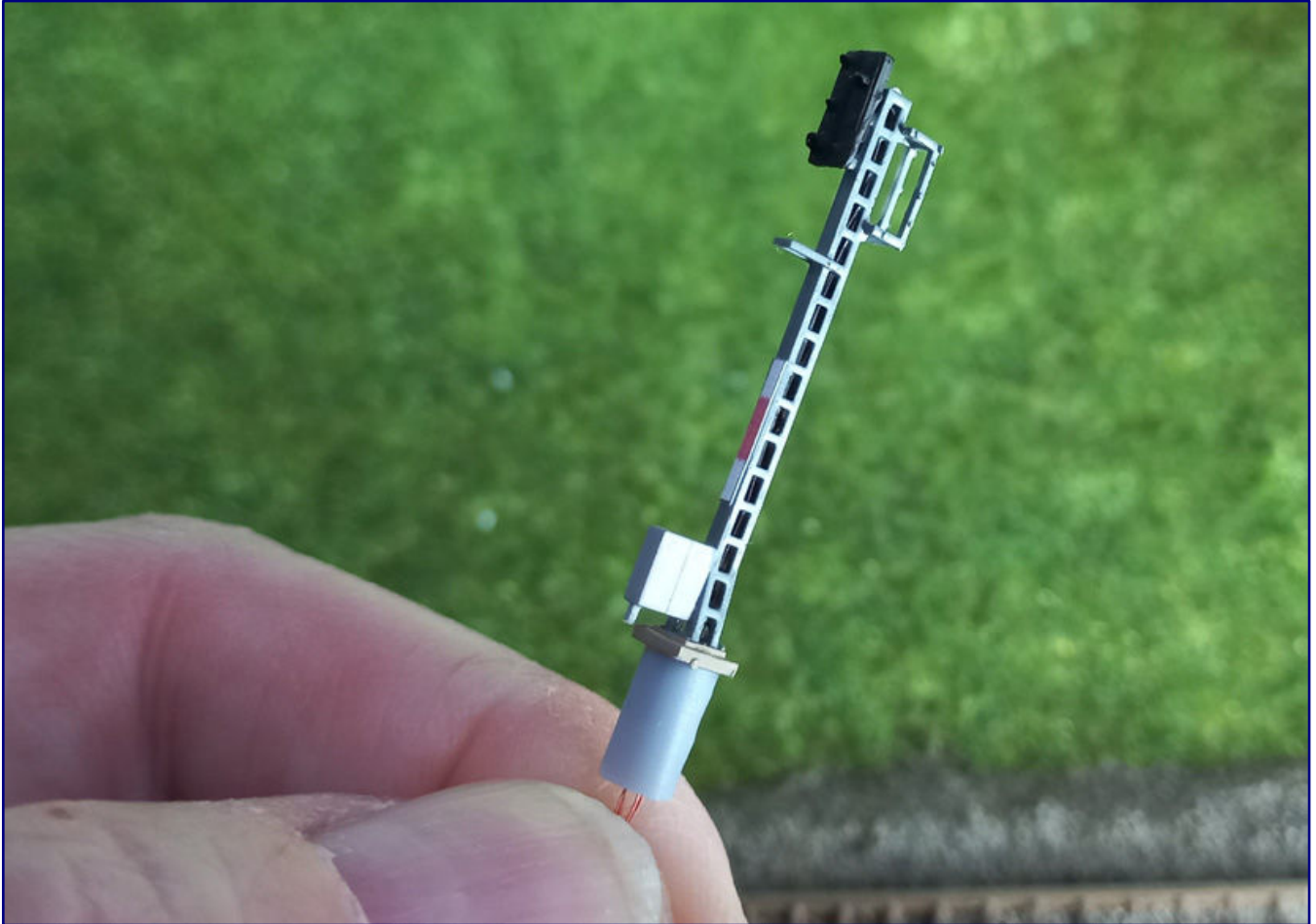
This supplier presents two new ÖBB light signals with maintenance-free LEDs. The first is a dwarf signal and functions as a shunting signal. It is voltage-resistant up to 16 volts and can be operated in both digital and analogue mode. Each individual SMD LED has its own cable routing, which makes it possible to control all the lights separately.

The other new item is a main signal used from 1956 onwards, which can be ordered with two (red / green) or three (red / green / white) handles. The technical features are identical to the dwarf signal, the mast is made of brass, the rest is 3D-printed resin.



ÖBB shunting signal, designed as a dwarf signal. Photo: ZDC Z Dream Collection

Shortly before the editorial deadline, an ÖBB main signal from 1980 was added. This is a main signal including a shunting signal and was not yet in the programme in this form. It has four aspects (1 x red, 1 x green, 2 x white).



The ÖBB main signal from 1980 is a combination of the classic main signal and the shunting signal. Photo: ZDC Z Dream Collection

It is explicitly emphasised that the company is happy to respond to customer requests. Therefore, ideas may also be brought to the supplier, which will be checked for feasibility. Owner Michael Koppensteiner emphasises that he is a model builder himself and knows certain situations that require special accessories. He is happy to offer his help here.

z-dream-collection.jimdosite.com

+++ Z-Doktor Modellbau +++

“We'll be back soon,” says the website of this supplier. Björn Plutka also works as a supplier for other providers and has temporarily suspended his own sales. It is therefore advisable to keep an eye on further developments yourself.

www.z-doktor.de

+++ ZetNa220 +++

The specialist from Sicily is somewhat behind schedule and is therefore not announcing any new projects. Instead, we were informed that two of the previously announced new products are now in production.



Refrigerated wagon type Hg (item no. DD006; photo left) and Hgf with brakeman's cab, hired by Mercati Generali di Cesena (DD009). Photos: ZetNa220

Because the distinctive pointed roof coaches from FS are so popular with German model railway enthusiasts, the older representatives of this design were chosen. The type Hg refrigerated wagons with horizontal louvers (item no. DD006) and type Hgf with brakeman's cab, leased from Mercati Generali di Cesena (DD009), both examples for Era IV - could therefore appear in the near future.

sites.google.com/view/zetna220

+++ Zmodell +++

This manufacturer from Ukraine has announced in the forum of Z-Freunde International e.V. that it will develop a suitable decoder solution after the release of the model of a Wismar rail bus VT889 (Märklin 88820). If possible, it should be equipped with buffer memories in order to be able to run over unclear sections of track, points and crossings without interruption.

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

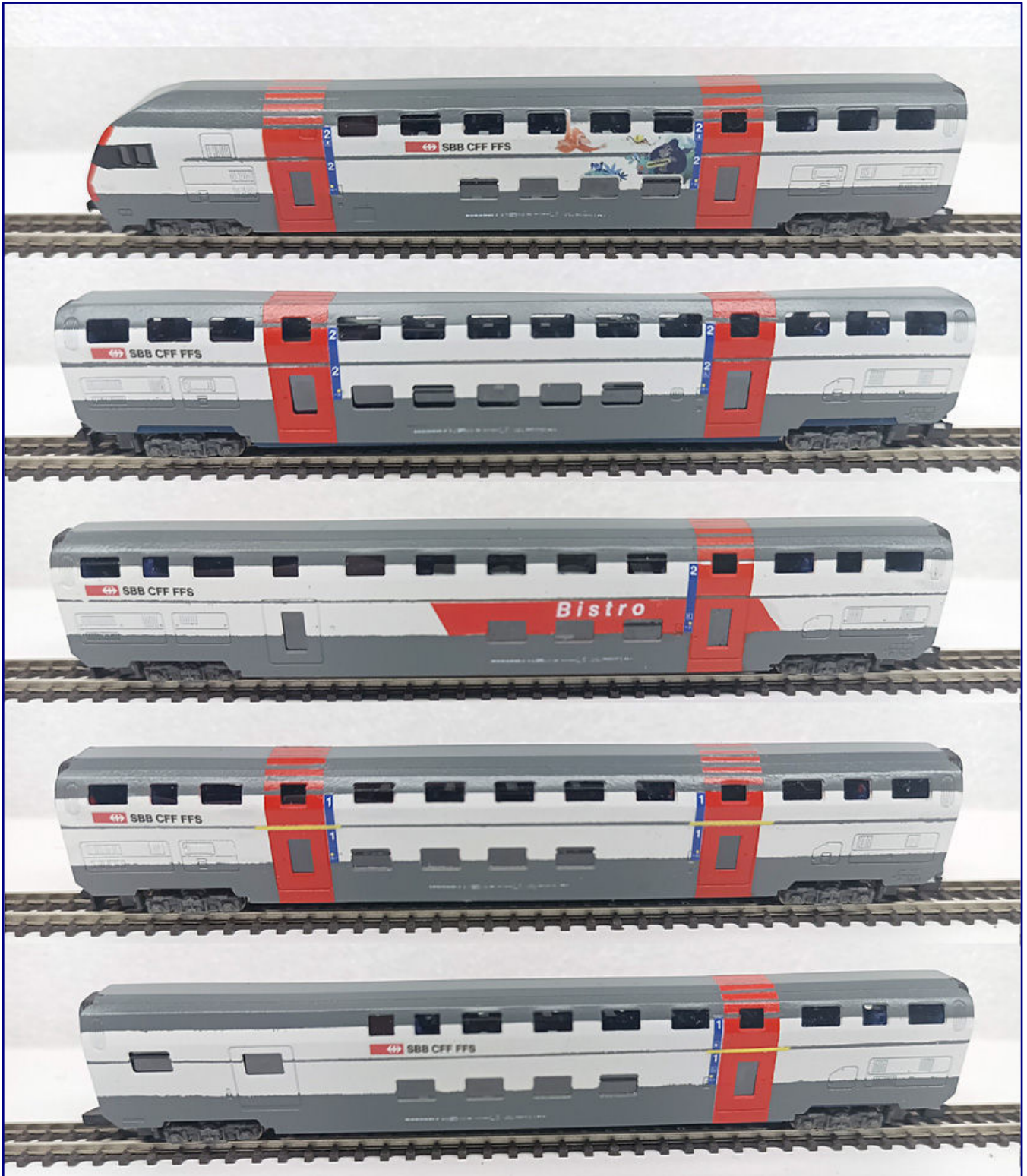
+++ Z-Otti +++

The kit for a five-part unit of the IC2000 from Switzerland is offered here in a timely manner. The nickel silver kit also contains printed bogies with interior fittings, sliding panels and tin box, including a milled, high-quality foam insert. Only the bogies from Rokuhan-Shortys must be purchased by the customer.

The decals for the control car and the restaurant are very beautiful and eye-catching, making the set a piece of jewellery. The food car can also be designed as a bistro or restaurant.



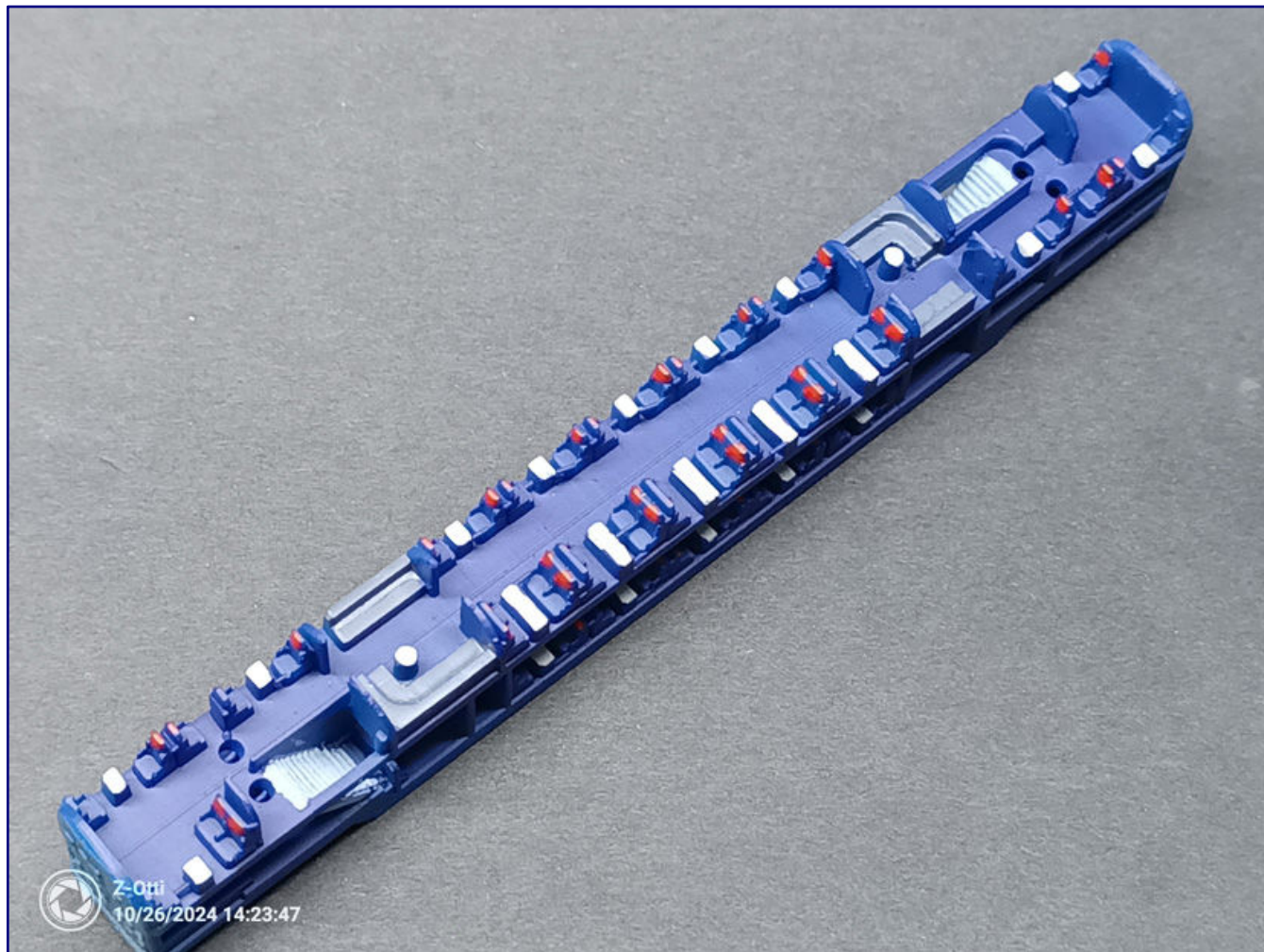
Together with the matching Märklin locomotive, this new item makes a beautiful train based on the Swiss model. The matching packaging is included. Photo: Z-Otti | Hans-Jörg Ottinger



The IC2000 is by no means drab, as the design is livened up by the control and dining car. Photo: Z-Otti | Hans-Jörg Ottinger

The coach gangways are a special feature: Compared to other double-decker coaches, they are located at the top instead of the bottom, which makes for a further visual difference that is very striking. The rubber bead crossovers are included in two versions in order to function on all radii and provide a good image.

As the Rokuhan bogies combine good running characteristics and excellent current collection, the cars are also quite easy to light. The set is easy to pull and makes no trouble for the locomotive, ideally an SBB Re 460.



The interiors of the carriages on both floors are also elaborately designed. Here we have to look closely to notice the lower deck.
Photo: Z-Otti | Hans-Jörg Ottinger

Another new item that is already available is a motor holder with ball bearings that helps when converting Märklin class 41 steam locomotives to a bell-type armature motor. This means that even one of the oldest large series designs can be updated to modern technology and achieve significantly better running characteristics. Without having to carry out major modifications yourself.

Last but not least, we would like to point out that the electronic distribution of Z-Otti has now been relocated. It can now be found at the address given at the end of this news entry.

z-otti.de

+++ 1zu220-Shop +++

In addition to the current special model of a Deutsche Bahn AG workshop car (see news in this issue), the 1zu220 shop has already come up with other new products for its customers. It is also taking part in the "Black Gold" new product focus and is sending a historical transshipment centre for house fires into the race, divided into two kits.

Exclusively produced by Archistories, this is the “Schneider” coal merchant's shop, which is a complete commercial yard from the time when coal was still burnt in houses before oil and natural gas replaced it.

The first kit (item no. 706241) consists of the residential building with brick and plaster elements, historic advertising print and single-storey administration extension with real wood panelling. Next to it is the elaborately designed boundary wall with an impressive entrance gate.



This is what the ensemble of both kits of the “Schneider” coal merchant's (art. nos. 706241 & 707241) looks like. The allocation of the individual buildings and equipment elements is explained in the text. Photo: Archistories

Archistories offers the “storage wall” (809241) separately as a proprietary product (see there). This kit also includes a coal bunk built from railway sleepers for storing the coal handled.

Part 2 (707241) complements the ensemble with a small, rotating crane on a filigree steel structure, which completes the loading zone at the railway or road siding. The large warehouse, which is open on one side and has a two-storey office extension, replicates a weather-protected coal store. This second kit is completed by a lorry weighbridge with a small weighing house.

It will definitely be used by the “coal pen,” which is planned as an addition to a future Insider Club model in collaboration with Trafofuchs. This cannot be purchased individually, but is always a thank-you gift for those customers who order the Insider Club model from this retailer.

On the club model 2025 (class 6282/9282 diesel multiple unit), this is a modern diesel locomotive petrol station, designed and produced by Archistories. As soon as there are photos, we will inform you here.

www.1zu220-shop.de

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www.intermodellbau.com

The world's largest exhibition for
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10–13 April 2025

Messe Dortmund, Germany

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.

Error notice for the December issue 2024:

In the current Trainini issue 12/2024, the article on transformers at the bottom of page 35 states: "With the complete discontinuation of its own range of transformers, the full-range supplier from Göppingen unfortunately no longer has its own product on offer."

I don't want to leave this sentence as it is, because Märklin still has transformers for analogue operation, available from the factory: <https://www.maerklin.de/de/produkte/details/article/66471>. In contrast to the earlier versions, this one even has a switch in the cable.

Matthias Vogel, Göppingen

Editor's reply: The information is correct and justified. The device did indeed slip through our fingers during our research. With Märklin's permission, we have also reproduced this transformer here in order to draw attention to the full-range supplier's range and correct the incorrect conclusion. Many thanks for the decisive hint.

Help with engine replacement:

I have been involved in Z-gauge since the 1970s, albeit with long interruptions, and have of course been a loyal reader of Trainini magazine for many years.

In 2024 I started to refurbish some old locomotives from the last century (BR 89, Krokodil, BR 194, Senator) and it's amazing how, with the latest technology, the jerky, speeding locomotives suddenly become quiet, perfectly controllable machines.

The conversion included replacing the 3-pole motors with a bell-type armature motor, a digital decoder (PD05A), and conversion to LED lighting. The motor replacement mostly required minor milling work on the chassis, or a new brass motor holder had to be made.

This work is actually a lot of fun. The only annoying thing is finding a suitable motor, because neither Märklin nor the specialised dealers have any useful information about the available bell-type armature motors. There is rarely an illustration, and exact dimensions are not even available.



Märklin also has a transformer in its assortment under item number 66471 that meets the current safety requirements and has the power switch in the supply cable. Photo: Märklin

At the moment I would like to rebuild a couple of old steam locomotives (8886, 8888), but I can't find a suitable motor. Who is familiar with this topic, or where can I find more information?

Dieter Heller, Inning am Ammersee



Our reader should find the answer to his question in the parts lists for models with structurally identical running gear, such as the 0310 series with new boiler (Art.-Nr. 88850).

Editor's reply: As already answered personally, the two models mentioned correspond in design to the current models of the 03, 0310, 01, and 015 series. The bell-type armature motors and motor mounts installed there are therefore also suitable and correct for them. In addition to this help, such topics are always on the agenda in the Z-Freunde International e.V. forum, which can be accessed via our pages (select "Spur-Z-Welt"). Over time, a collection of information has grown there which will certainly also help with other projects.

Reference to a winter system:

I was wondering about "50 Years of Z Gauge," which came out as early as 1972?

I would like to remind you that there are also beautiful layouts and many Z friends and lovers of our gauge in the part of Germany east of the Harz Mountains, Thuringian Forest, and Franconian Forest.

50
Years
of Z Gauge

If you are looking for an intact, small winter layout, then take a look under "Bastelfreak" in a video from 11.1.25 (model railway exhibition Hainichen station) in part 1 from about minute 10; there you can see one built by me on the basis of Noch-Sommer 40 x 40 cm in a suitcase next to a second one, also built by myself in a suitcase.

Part 3 of the film shows a 130 x 80 cm layout that belongs to the Lößnitzgrund/Radebeul club, but was also built by myself, when I was still a member there.

Rainer Lisec, Dresden

Editor's reply: The film references refer to YouTube and can also be easily found by our readers using the search terms. The "50 years of Z gauge" logo has now disappeared from our pages and will soon be replaced by one that refers to this year's magazine anniversary.

Contradiction to the test result of the series 191:

I cannot understand the nomination of NoBa-191 in any way. Roof, pipes, lines, handlebars – all too thick due to the pressure, body skewed on the chassis, comparatively huge dimensional deviations, all this horrifies me more than I like the prototype selection.

Not enough is offered here for a comparatively high-priced model. This is not worthy of a nomination.
Joachim Schilbach, per E-Mail



The Class 191 locomotive from NoBa-Modelle was nominated in the Locomotives category, but was ultimately unable to beat its competitors.

Editor's reply: The incorrect fit of the housing on the chassis is not the fault of the manufacturer, but was a user error in the test, which was not obvious in the camera's viewfinder, but only became so clear with the macro reproduction in the magazine. Some of the details reproduced in very thick material can be corrected by the user if a filigree rather than robust model is desired. Of course, this does not apply to the roof edge, which also played a major role in our award going to another model.

We do not consider the 191 series to be expensive, as can be seen from the individual product versions. A considerable part of the purchase price for a finished model with shortened running gear is ultimately accounted for by the procurement of a suitable Märklin base model.

Trainini Anniversary exhibition 2025:

In August 2025, we will be looking back on 20 years of our magazine's existence. As many readers have already enquired about what we are planning for the anniversary, we would like to announce the results of our preparations today.

On 4 and 5 October 2025, we invite you to the Trainini Anniversary Exhibition 2025. A completely renovated three-sided yard in half-timbered construction provides the perfect backdrop, as it is reproduced on many secondary railway systems.

Carefully selected model railway showpieces are housed in the hallway and the barn, while the outdoor area is enriched with historical tractors in true style. There are also plans to attract further co-organisers and, if possible, additional exhibition areas in order to be able to present further model railway themes together with suitable prototypes.

There will also be hands-on activities and a partly humorous lecture entitled “Do you understand railway stations?” in which railway terminology, historical anecdotes, and technical abbreviations will be explained, which should also be very helpful for model railway enthusiasts.



This completely restored and renovated former farm in Wasserkurl (town of Kamen / district of Unna) will be the setting for the Trainini anniversary exhibition 2025, and a suitable backdrop for typical model railway themes.

A well-known Dortmund rock group has also announced that it will be making a flying visit to congratulate the company. A well-known Z gauge dealer will also be taking part, and Märklin has also expressed its interest in participating.

We hope to welcome many readers to an international cultural festival in Wasserkurl, just a few hundred metres beyond Dortmund's city limits, and to experience a great community. We will provide ongoing information about the event on our website, in the Z-Freunde International e.V. forum, and also here in the magazine.

Wasserkurl is a rural district of Kamen-Methler (town of Kamen / district of Unna), the venue belongs to the Verein deutsche Sprache e.V. and has the following address:

Sprachhof
Hohes Feld 6
59174 Kamen

The motto of the event should be as follows:

Language connects.
Model railway connects.
Connecting people!

Special model for the 1zu220 shop:

Exclusively for the 1zu220 shop (<https://www.1zu220-shop.de>), the Uwe Schuster assembly service has produced the Deutsche Bahn AG 613 workshop trolley (item no. 49.343.111) based on a Freudenreich model.

The ocean blue painted model has the logo and lettering according to Era V (Deutsche Bahn AG) and was produced in a one-time edition of 40 units. The prototypes were used as escort wagons for L_ü transports, for example with the help of carrying beak wagons. They carried the necessary tools for moving or transferring the load.



This ocean blue Deutsche Bahn AG 613 workshop wagon (item no. 49.343.111) is a new exclusive model in the 1zu220 shop. Photo: 1zu220-Shop / Jörg Erkel

They were built on the basis of the Pwghs 54 goods train accompanying wagons developed in the 1950s in an original number of around 1,200 units. When they were no longer needed in the seventies, many were converted back into covered goods wagons, which once served as the basis for the vehicles.

However, some wagons survived as workshop and escort wagons to remain active into the era of Deutsche Bahn AG. Numerous conversions with modified window positions are striking and typical, as this model now shows one of the versions.

Votes on the Golden Track 2025:

After there was a big surprise last year and Märklin's "Hasenkasten" in the Z gauge almost prevailed against the N gauge competition in the wagons for small gauges, it may continue like this again in 2025.

The magazines from VGB | Geramond are calling on their readers to vote for the most popular new products of the past year in a total of 24 categories by 31 March 2025. Locomotives on a scale of 1:220 have their own category, while cars and accessories have to compete together with larger scales.

Votes can be cast on paper using the voting slips in the magazines or electronically: <https://verlagshaus.lamapoll.de/DasgoldeneGleis2025>. Attractive prizes await the participants, which will be raffled off.

Impression of the Preiser sheep:

Last month we reported the delivery of the flock of sheep in the simplest colour scheme (art. no. 88580) from Preiser. We now have a sample of the 60 animal figures painted in a light beige colour. This means that we can finally give our readers an impression of how they look when used on the layout and how large a herd formed from them is when set up close to the prototype.



With this photo we would like to give our readers an impression of the size of the herd of 60 sheep in single scale (item no. 88580) that Preiser delivered about a month ago. This pack was put together from six different basic figures.

Current survey at Märklin:

Märklin distributes a call for a short survey via its news to information subscribers and on its website. In it, the manufacturer would like to receive various details about its new products.

It deals with issues relating to the preparation and dissemination of information, personal behaviour for obtaining information, the role of retailers and the convenience of the ordering process. The survey also asks which criteria play the biggest role when deciding to buy new products.

If you would like to help Märklin to correctly assess the needs of its customers in these rapidly changing times and to focus on them, please take part. All you need is three minutes of your time.

Current Faller delivery:

Faller has delivered its sawmill (item no. 282751) to the specialised trade. The hard cardboard kit for a building with a stone base and half-timbering on the first floor consists of 441 individual parts in ten colours. Window film, curtain mask and building instructions are included.

The warm-coloured compartments and red shutters make the sawmill with water wheel look very harmonious. The scope of delivery also includes a small dog kennel and all kinds of wooden elements. Together with the house, they radiate a labour-intensive and nostalgic atmosphere.

Fascination model railway in Mannheim:

From 7 to 9 March 2025, Faszination Modellbahn will once again take place in the Maimarkthalle Mannheim. It will be open daily from 9:00 to 17:00. The traditional activities at this exhibition will once again include the Miba private layout competition, in which visitors can vote for the most beautiful of the participating layouts.

There are some promising candidates from N to 0 scale, even with narrow-gauge tracks and an English scale. The Z-Freunde International e.V. occupy an area of 12 x 6 metres with exhibits that were still unknown at the time of going to press.

All organiser information can be found at <https://www.faszination-modellbahn.com>.

Important new products still to be delivered in 2024:

The innovative accessories manufacturer Noch from Wagen (Allgäu) has delivered important new products for 2024. The 3D-printed car models from the previous year are now arriving at dealers. These are the Trabant 601 from the former GDR in green and light blue (item no. 44601), the Opel Corsa A in red and white (44602), the Citroën GSA in blue and grey (44603) and the Volkswagen T2 bus in green and orange, the first edition of which is already sold out (44604).



The four packs of 3D printed car models from the previous year were delivered for the first time: Trabant 601 (item no. 44601), Opel Corsa A (44602), Citroën GSA (44603) and VW Bus T2 (44604; not in the picture). The licence plates are even legible on the models! As soon as it is available again, we will present the Volkswagen separately and in detail.

Also available now is the stone arch bridge (44380), which we will take a closer look at. Hidden behind the 13.5 x 3.2 cm valley crossing with a height of 4.3 cm is a solid-coloured hard cardboard kit. It can be used to lay a railway line, but also for a narrow road, as is often the case today when crossing a valley on less frequented paths.

The hanging birch (20121) is shown here as a representative of the other Master trees from the autumn novelties. Like the other models in this series, it is handmade and has now arrived on the market. With a height of 12 cm (equivalent to 26.40 m), it has a scale height, even if this may initially confuse many model railway enthusiasts.



The newly delivered silver birch (20121) is representative of the extremely realistic realisation of the new master trees. Also very helpful are the measurement tables with metric and imperial measurements on the back of the box, which provide information on model size and suitability in various scales.

Commendable: Noch has printed a table on the back of the cardboard with the scale conversions and the identification of suitable scales. This makes it easier to orientate yourself at the dealer.

Latest news on Intermodellbau:

For around 30 years, the Modellbahnverband in Deutschland, e.V., Moba for short, was a partner of the Westfalenhallen / Messe Dortmund when it came to selecting layouts for Intermodellbau and organising the conceptual part of the exhibition.

While this process was still ongoing for the upcoming edition, it now came to a very sudden bang for outsiders: registered participants received unexpected cancellations that they could only wonder about. The association has now issued a statement on its website.

Apparently, Messe Dortmund wanted to change the conditions set out in a contract from 2013 with immediate effect and impose considerable cuts. The contractual partner probably lacked a legal basis for this in the ongoing process and apparently felt it had violated its right to act in good faith.

As the conditions that were to be enforced here would have had a considerable impact on the member clubs, the Executive Board unanimously decided to terminate the cooperation after its presentation.

These included reduced parking quotas, which called into question the parking of vans during the exhibition period, reduced access quotas and financial cuts by the association for expenses from hotel accommodation, and lorry tolls.

We remain curious to see whether and how the gap in the layout section of this trade fair, which has now arisen, can be closed in a timely manner. As we recently learned, there have apparently already been the first direct commitments or offers from the organiser.

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