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Low Loader Wagon Model

A Suitcase full of Deep Snow
Steel Reichsbahn Carriages

Introduction

Holger Späing
Editor-in-chief

Dear Readers,

After last month's mammoth edition, you now have a much smaller edition to read. After the time-consuming tasks of January and February, we would like to return to our usual publication schedule.

However, the quality must by no means suffer because of the reduced quantity. And I am pretty sure that you will confirm this. Previously, I would never have believed the diversity of topics we have covered this time.

And that applies to both the full-size prototype and the 1:220 scale model page. Hopefully, we will amaze you a few times today. Our work within the editorial team will have been worthwhile if you recognise that you have discovered and found something new in here.

Because it soon became clear that even though we wanted to set our sights low, we had tackled a subject area that required a lot of research. We asked for photos and took some ourselves. We would therefore like to thank everyone who contributed information, images, and models to fill this edition.

The main focus of this edition is on heavy haulage on rails, including special wagons. These come from the small series manufacturers, in one case from Märklin, and also from our own construction.

We want to inspire and encourage you all to get to work and create the models you have been so long hoping for. I, too, was amazed which basic models can be used which I would never have thought of.

We also emphasise this with the two book reviews that we found to match the model theme. They date back to last year, but are still up to date, and also required for a thorough reading and understanding.

Another highlight of 2024 is the "Winter Suitcase" by Peter Sturm, which we honoured as Exhibit of the Year. Today, its creator introduces us to what we see on it, how he came up with the decisive idea and then realised it.

The role model article takes us into the past of the large railway and at the same time into the future of the Mini-Club. In an interview (on **Trainini *TV***), Märklin Managing Director Wolfrad Bächle promised us further family members of the 1928 to 1930 unified design if the newly announced models are a commercial success.

We would like to contribute to this by shedding light on the history of the DRG passenger coaches, presenting prototypes and highlighting their significance for the German Federal Railway. We hope you enjoy reading this exciting edition!

Sin-Z-erely,

Holger Späing

Trainini® *International Edition*
German Magazine for Z Gauge

Editorial

Model

Prototype

Design

Technology
Currently no items

Literature (not translated - only in German)

News

We thank Bernd Jablonski and Peter Sturm for their contributions as well as Franz-Josef Huwig, Matthias Vogel and Eisenbahnstiftung for photos.

Date of publication of the German language version of this issue: 31 March 2025

Cover photo:
Only two wagons are on the hook of 216 199-0, but they have a lot to offer! The pressurised container to be transported exceeds the loading gauge and is also exceptionally heavy. For this reason, it may not be used in regular goods trains and is supplemented by an Lü escort wagon.

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Heavy haulage in the model

Loading Gauge exceeded

Not everything that is transported by rail fits into the normal dimensions. In this case, this refers to loads that are too heavy for regular freight wagons or have dimensions that do not fit into the normal track profile. On a scale of 1:220, such transports have, so far, been stepchildren, as we have realised. So sometimes there is no way around building your own.

When Stefan Carsten's latest freight railcar book (reviewed in this edition) was published, it revealed many exciting ideas for special transports on our track. But a glance at the manufacturers' catalogues reveals large gaps.

While a six-axle depressed centre flat wagon with a loaded transformer (item no. 4617) or overseas shipping crate (4618) was once a real childhood dream in H0 scale, the Zetties were also given something similar as early as 1973, but in our opinion, it was not so wide.

The eight-axle Uaais depressed centre flat wagon from Italy with the UIC number 31 83 994 5 001-0 I-MIR hooked up with heavy freight at the end of a cargo train on 21 February 2025, which has travelled down the Geislinger Steige and has now reached Göppingen. Photo: Matthias Vogel

At that time, Märklin used a Trafo-Union SSt 662 Schnabel railcar (specialized car to carry heavy and oversized loads), labelled with the road number 521 152 [P], as a model for a transformer transport. The prototype once did not have intermediate bridges, which certainly favoured the Göppingen implementation.

Its prototype was built in 1964 by Siemens AG in Nuremberg, had a load capacity of 200 tonnes, and remained in service until 1987. The Märklin programme did not even end for the model with item number 8620 until 1994.

Although it was a very unusual wagon, it was only moderately convincing. With its blue operator cabins, it immediately caught the eye on the layout, but it lacked the characteristic transfer windows and doors. Instead, customers stared into open holes.

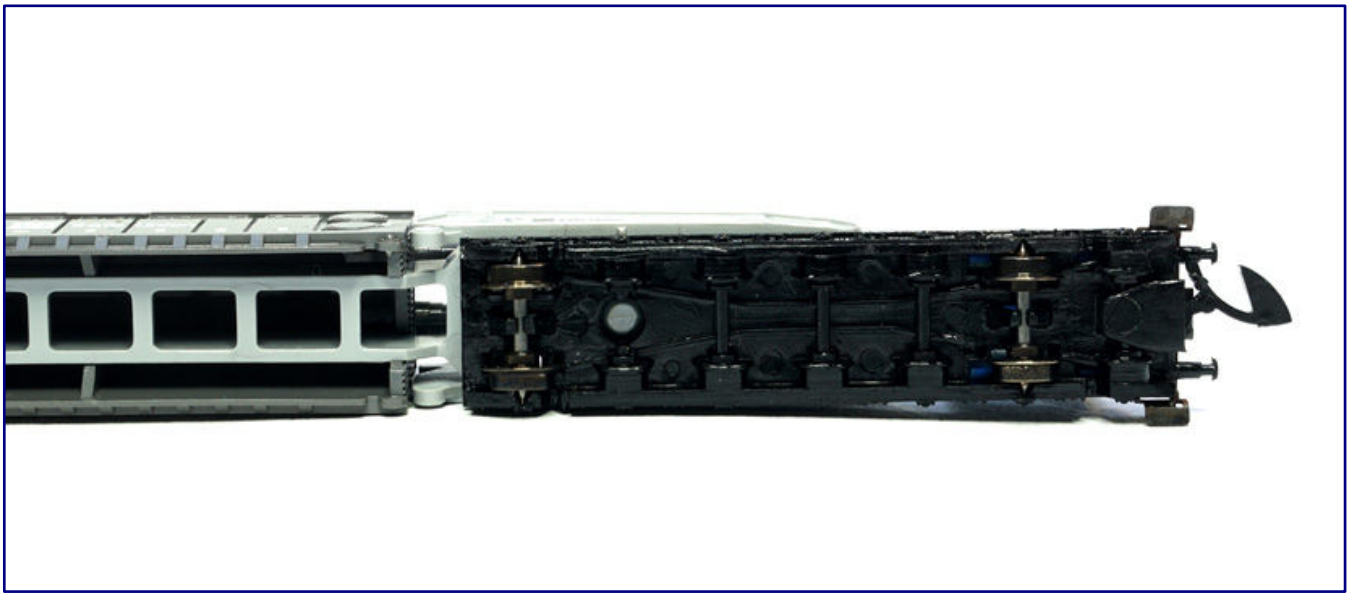

Photo above:
The Märklin model with the item number 8620 has remained the only Schnabel railcar in the 1:220 scale to date. Its windowless cabs and only four visible wheels in each of the actually seven-axle bogies compromised its visual impact enormously. Photo: Jörg Landau

Photo below:
A look at the bottom shows fixed moulded axles with ineffective dummy wheels. The transformer is mounted on a long bridge (removable), which prevents the close coupled driving of an unloaded unit in the model.

The bogie of the miniature also looked strange. Whereas the 14 axles on the prototype were distributed in pairs on two bogies in the car halves, Märklin's model ran on only four axles at positions 2 and 7 of the bogie replicas. There were only tiny dummies of wheels at each of the other five positions, which were nowhere near touching the rails, nor even giving the impression of doing so.

continued on page 8

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Photo below:
The Märklin model just mentioned can be considerably upgraded by replacing the axles with black nickel-plated ones and inserting windows from 2nd class passenger coaches (see photo on page 6 above).

Even though this construction method reduced the rolling resistance significantly and made the railcar suitable for the layout, it did not look at all coherent to the viewer. With today's production standards, including window inserts, black nickel-plated wheels, and laterally adjustable indicated axles, this legacy model could certainly be turned into an attractive one.

In keeping with the prototype, the transformer transport pulled by V 200 007 also carries an Lü support car. The support crew and necessary tools are travelling in it in case obstacles in the track profile need to be temporarily dismantled and removed during transport.

Finally, Z gauge railway fans must also bear in mind that there were and are no alternatives to Schnabel railcar on the market, at least based on German models. This restriction is crucial because we also must look overseas.

A few years ago, Rokuhan launched the 16-axle Shiki 800 Schnabel railcar on the Japanese market under item number T037-1. It has eight two-axle bogies resting in four frames and carrying an intermediate bridge.

A suspended bridge girder in which the transformer is mounted was also modelled. The included instructions explaining how the model can also be dismantled into parts, so that prototypical empty runs with or without a loading bridge are possible.

Inspired by a movie, a single Shiki 880 wagon (T037-2) and a train set with the DD51 diesel locomotive (T037-3) were subsequently released. In both cases, the load appeared very imaginative and was probably based more on the movie than on reality.

Depressed centre flat car models

Let's take another look back at the Märklin H0 scale model. The vehicle seems to have left a lasting impression, because the in-house transformer transport inspired the Mini-Club version; the wagon with its cranked longitudinal beams was obviously inspired by small series manufacturers.

An eight-axle depressed centre flat wagon, once built by MAN from the DRG stock (Z62021), appeared at Krüger Modellbau. Its special feature was the raised brakeman's cabs, a typical feature of this generation of railcars. This elevation created the necessary space for the braking system, which could not be fully accommodated in the bogie.

A model produced by Schmidt with six axles and a curved offset was somewhat reminiscent of the Märklin realisation in 1:87 scale. The brakeman's cab installed on it was significantly different.

The striking loading bridge, which triggered nostalgic memories, came from Sackarnd and was available with one (114) or two cable reels (115 loaded), but also with the overseas crate (116) familiar from Göppingen. Unloaded versions without (1030) or with brakeman's cab (1031) were also offered.

Schmidt's model (photo above) was based on a loading bridge from Sackarnd and was available both loaded and unloaded. Shown here is the unloaded version without brakeman's cab (1030). The Jann model (photo below) also uses Märklin bogies and is loaded with an overseas crate. We identify the bridge as belonging to the SSt 53, which ran on eight axles in the prototype. Photos: Collection Franz-Josef Huwig

An interesting vehicle comes from Jann-Modell, whereby we identify it, due to a lack of manufacturer information, as the six-axle interpretation of a new construction eight-axle DB model from 1954. This is the SSt 53 depressed centre flat railcar with the service number 980 895, which had a special, and at that time, new feature that it carried a swap bridge.

It could be lifted off the bogies and transferred to road lorries to cover the final stretch to its destination. The railcar was intended for transporting transformers, but soon became obsolete in this function when the DB had its own Schnabel railcar.

The three-axle bogies of the Krupp-Ardelt crane with a sprocket, which was also used on an earlier long timber carriage in the Märklin programme, appear almost perfect, except for the incorrect number of axles.

An interesting product from the Netherlands seems a little inconspicuous in direct comparison: Accessories specialist Artitec surprisingly launched the “AEG transformer” (322.021) load, which would be undersized for the Jann model. The load also includes a matching wooden loading frame, in which the dismantled insulators are also carried securely.

The AEG transformer from Artitec (322.021) does not require a special wagon for prototypical transport and takes its place with its loading frame on an ordinary heavy goods wagon. Nevertheless, it fits perfectly into today's theme.

However, this is a comparatively small transformer, not a large transformer weighing more than 100 tonnes for a transformer station that exceeds the regular clearance gauge of the tracks.

It, therefore, does not necessarily have to be transported on a depressed centre flat railcar. It is also credibly used on the four- and six-axle heavy goods wagons SSy 45 and SSym 46 from Märklin.

The two-axle side-loading railcars that were built for the DB after the Second World War were a special feature of the prototype: Their number of axles reveals that they were not used to move particularly heavy loads. They were used to transport large loads, which only maintained the loading gauge by utilising the space just above the top of the rails.

An incomplete wagon based on such a model was once to be found in the FR Freudenreich Feinwerktechnik programme. We identify the finished model (ZF301) and kit (ZB301) as DB Ui 633, which was originally ordered as St 35a.

We would also like to mention the support coaches in our market overview. The abbreviation “Lü” indicates trains with excess loading gauge. Such trains were regularly supplemented by a wagon that accommodated travelling personnel and possibly carried necessary tools.

The workshop equipment wagon 649 from FR (49.343.101) is recommended as an Lü support wagon and was also used by us for the model replications.

A profile template of the load, often made of wood, was often mounted on it. This made it possible to check at critical points whether it was actually possible to pass through a tunnel or under a bridge without touching anything.

From the 1980s at the latest, former Pwghs 054 were also used as Lü support coaches instead of old coaches. FR Freudenreich Feinwerktechnik also produced suitable models. The FR model of the 649 equipment wagon (49.343.101) from the 1zu220-Shop is a current model that can take on such functions.

Self-built alternatives

In view of the market range just described, one might assume that the Z gauge would be well supplied with side loading and depressed centre flat railcars, as well as Schnabel railcar. But that would be a misconception, because the abundance of types is immense, and they regularly only reached small numbers in the prototype.

This resulted in a very heterogeneous picture that is not even remotely represented in the 1:220 scale. This is why there is often no way around building your own. Our reader Bernd Jablonski thought the same thing and built two models himself. He describes his project himself below:

“I once did the work and recreated two depressed centre flat railcar from the freight wagon volume 10 “depressed centre flat and Schnabel railcar” by Stefan Carstens: a six-axle Uai 760 (SSt 40), as illustrated on page 70, and a four-axle SSt 36 (Uai 728), illustrated on page 71.

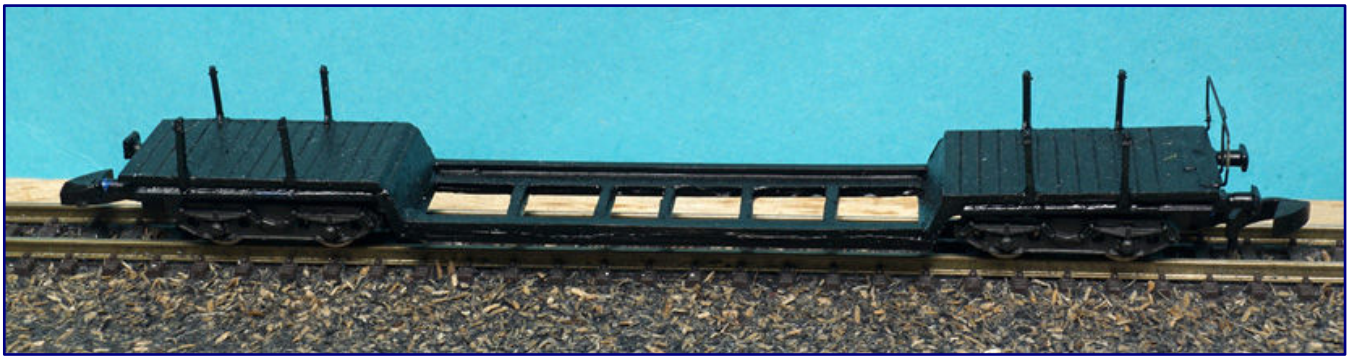
Both cars are quite similar in their basic design. The drawings in the book are even on a scale of 1:220 for both, which was very helpful. For the conversion, I used basic Märklin vehicles from the second-hand market.

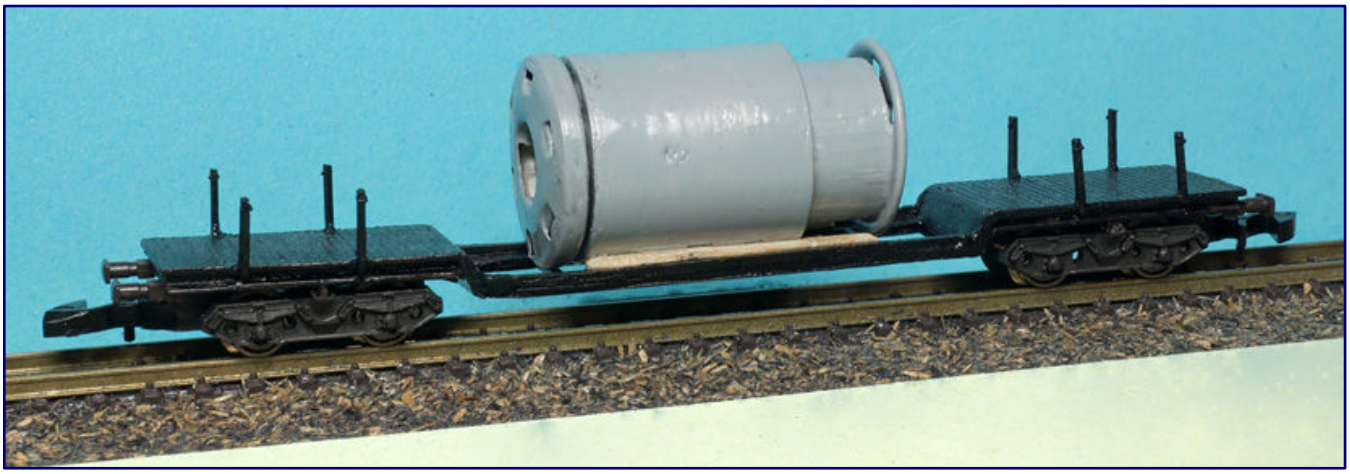
The Uai 760 depressed centre flat railcar was made from an SSym 46 from Märklin and PS profiles. It was loaded with an overseas crate from the Noch N gauge programme

I used the SSym 46 heavy goods wagon (80814) for the Uai 760: The wagon had to be split, and I then used polystyrene to build and connect a low loading area with two longitudinal and two cross beams.

continued on page 14

The wagon fits through the loading gauge perimeter profile with the machine box loaded. It can therefore be used in regular goods trains and travels without any special precautions.

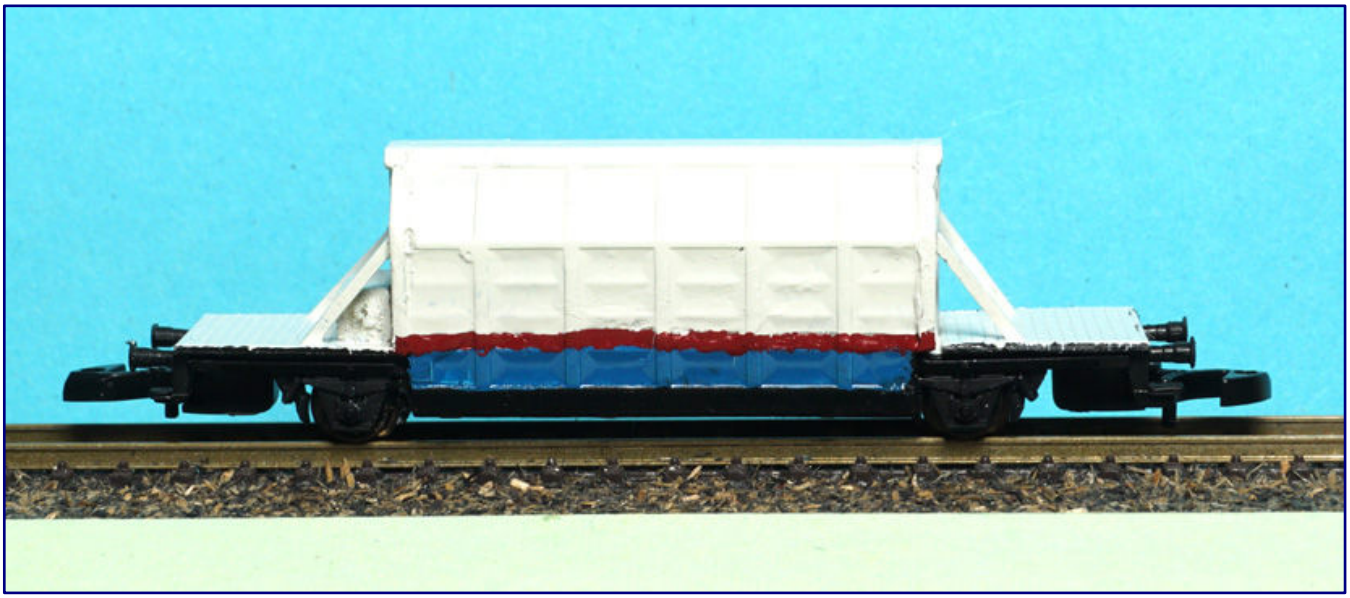


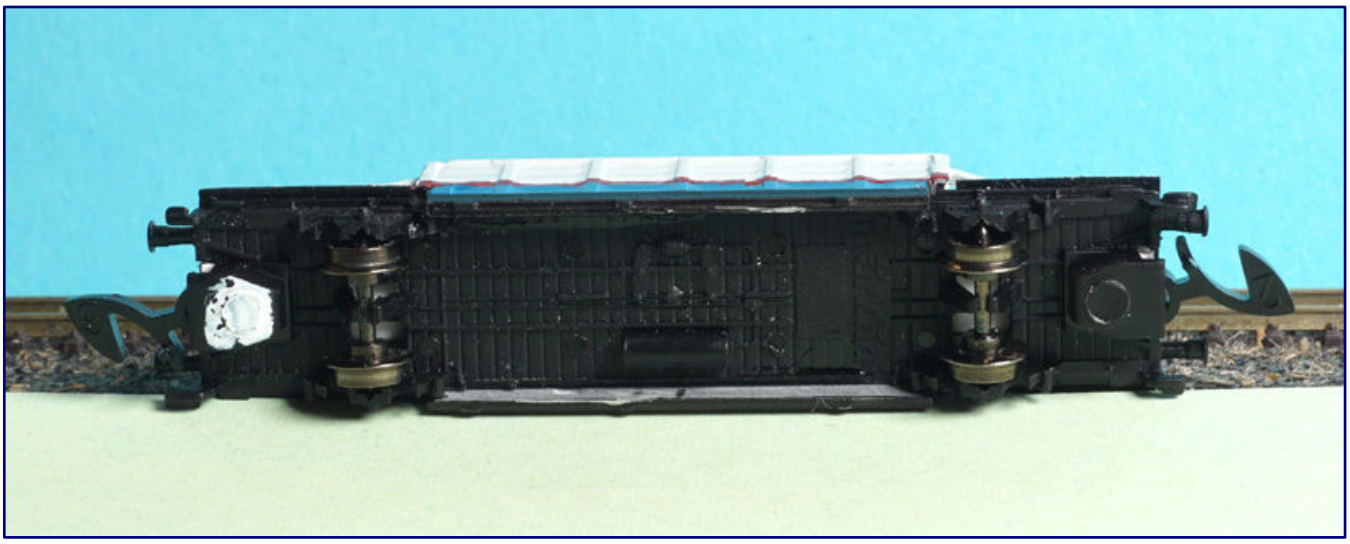


A sliding wall railcar with bogies was sacrificed for the SSt 36 and fitted with polystyrene profiles (photo above). The load was made from plastic pipe and the remains of a push button (centre photo). When passing through, the loading gauge just folds away (bottom photo), which requires transport as "Lü Anton".

The chamfers on the split loading area still had to be filed flat and the depressed loading area glued between the two halves of the wagon. The depressed centre flat railcar was then ready. For the load, I adapted the width of a small Noch machine box kit, assembled it, and loaded it onto the model.

To ensure that the railcar runs smoothly and gets over all the turnouts well, it needed some extra weight: that's exactly what the machine box was designed for. I placed additional lead weights in it before closing it.





Finally, our reader also created the two-axle Uiks 628 depressed centre flat railcar (photo above) with transport bonnets in his own design. However, as can be seen on the underside (photo below), the depressed platform in the model is a "cheat pack".

As you can see, the load just about fits through the loading gauge. This means that this transport does not fall into the Lü category A ("Lü Anton") – it can therefore run without additional operational measures, and I can also include this self-built wagon in normal goods trains in line with the prototype.

If you would like to see and learn about the definitions and categories of loading gauge violations and how they are handled in operation (restrictions) immediately, I recommend the following page: https://wiki.railsignalling.org/index.php?title=Ladema%C3%9F%C3%BCberschreitende_Z%C3%BCge Wikipedia also deals with the topic under the term “vehicle gauge line”.

But let's now continue with my own constructions: I dismantled a large capacity sliding wall wagon (82411) for the SSt 36. In this case, the wagon floor was split just behind the bogies.

Next, as before, I built a depressed loading area from polystyrene. In this case, however, the two longitudinal beams were joined by five cross beams. I then devised an autoclave (gas-tight sealable pressurised container), or reactor, as a load. To do this, I joined parts of a push button with a piece of plastic pipe. After painting the whole thing grey and loading it, the result is the desired Lü shipment.

The depressed loading area wagon Uai 760 has been placed in a regular goods train and is travelling on the north-south route towards Hamburg. There, the machine parts, as well as the world-famous Dortmunder Helle (export beer with a protected designation of origin) in the following wagon, will be transferred to a ship and continue their journey to the New World.

This load no longer fits through the loading gauge and therefore falls into category B (“Lü Berta”). Such loads are wider than the loading gauge, but do not extend into the clearance gauge of the neighbouring tracks: Two such transports can therefore also meet on double-track lines, which keeps the operational restrictions (also in the model) manageable.

Anyone who has now taken a liking to such wagons and special transports will find many more and beautiful suggestions for two-, four-, and six-axle wagons, and even larger examples in the freight wagon volume 10, which make a replica appear attractive. I myself have just taken a liking to a two-axle Uiks 628 depressed centre flat railcar with transport bonnets, as it was in service for Deutsche Aerospace AG (DASA) from 2000.”

Vendor web pages:
https://artitec.nl
https://www.maerklin.de
https://www.noch.de
https://www.rokuhan.com
https://www.1zu220-shop.de

Express train coaches of the type 1928
Milestones of the Reichsbahn

The road from wooden passenger coaches to modern steel passenger coaches was a long one. The DRG continued to consistently develop its express train coaches until the final form seemed to have been found with the standardised design from 1928 to 1930. Their riveted all-steel construction finally transitioned almost seamlessly into welded construction.

Today we are taking a look at the passenger carriages of the “standard design 1928 to 1930”, which were listed as “utilisation group 29” on the Bundesbahn after the Second World War. On the occasion of the Märklin announcement that this family of cars will be realised in a scale of 1:220 (item no. 87620), it makes sense to work out their history and characteristics at this point and to take a look at their operating history.

Firstly, let's take a look back in history: when the railway was first introduced in England in 1829 and arrived on the European mainland a few years later, wood was still the most important material.

Reichsbahn express train coaches were still frequently seen in trains when the DB new-build programme had long since picked up speed. Behind E 41 077, there is apparently also such a carriage in second position in the train when it is photographed with its express train in Wuppertal-Oberbarmen on 14 March 1966. Photo: Wolfgang Bügel | Eisenbahnstiftung

The frames and superstructures of the carriages were made of it, because in the beginning they were basically nothing more than carriages with iron wheels instead of wooden spoked wheels. However, this material quickly reached its limits with increasing vehicle and train weights, higher speeds, and also collisions.

38 2527 and 78 460 hauled the E 516 (Wuppertal-Elberfeld - Düsseldorf) on 28 February 1953, which was formed from the E 416 coaches coming from Braunschweig. The three coaches belong to two different pre-war designs. Photo: Karl Wyrsch, Slg. D. Ammann | Eisenbahnstiftung

Gradually, metals found their way into wagon construction. This initially affected the vehicle frames and other parts of the running gear, then the box frame of the superstructure and finally (in several stages) the side walls and roofs. The passenger coaches became heavier, but also more stable and were able to withstand many an impact. Injuries caused by splintering wood decreased, and the risk of fire was also significantly reduced.

In the United States, in particular, this process quickly gained momentum after a fire in the Paris underground railway in 1902 shook up Congress. In Germany, advances in metal construction had already been underway for around ten years at that time, but the thrifty Prussian-Hessian state railways had not yet seen the need for it.

The additional costs for steel carriages hampered further development and only brought about a turnaround around 1920. This coincided with the merging of the state railways and the nationalisation of the railway under imperial sovereignty.

The Deutsche Reichsbahn-Gesellschaft was ultimately responsible for procuring modern passenger and luggage coaches. In May 1921, the central office of the Reichsbahn decreed that the introduction of the iron design, which had been planned for some time, was now to be carried out.

Similar to the stock of locomotives, it also seemed sensible to standardise future passenger coach designs and apply standards. The DRG administration therefore also dealt with this in various departments and divisions. The road to the 1928 to 1930 design was nevertheless long and characterised by a constant learning process.

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Photo on page 18:
On Saturdays, D 73 (Basel SBB - Hamburg-Altona) was additionally reinforced. On 9 March 1963, this was done by the B4ü of use group 29 running at the front; the locomotive on this day was 01 056. Photo: Karl-Ernst Maedel | Eisenbahnstiftung.


01 056

The newly delivered E 41 005 (acceptance on 16 November 1956) is ordered to depart from Garmisch-Partenkirchen station for the Munich management photographer (photo above). The train also includes coaches of the 1928 to 1930 model, as well as the special train led by E 41 143 and photographed in Koblenz Hbf on 1 October 1961. Photo: Steidl | Eisenbahnstiftung (above) / Winfried Gronwald | Eisenbahnstiftung (below)

Among other things, replacement construction also became decisive for passenger coaches. The DRG understood this term to mean the free exchange of parts between different vehicles, in this case in relation to a family of coaches, without any special customisation work.

The focus here was on sourcing dimensionally accurate parts from different manufacturers as well as avoiding reworking to achieve the highest possible cost-effectiveness. This required guidelines and rules.

Literature tips on the topic
The following books, which we have reviewed in this magazine, provide information on the DRG designs and the history of the DSG, including wagon procurement:

Joachim Deppmeyer
Reisezugwagen der Deutschen Reichsbahn – 1
1921 bis 1931 – Regelspur
EK-Verlag 2018
ISBN 978-3-8446-6414-0

Armin Gärtner
Die Geschichte der Deutschen Schlafwagen- und Speisewagengesellschaft (DSG) – Band 1
Eisenbahn- und Heimatmuseum Erkrath-Hochdahl e.V.
ISBN 978-3-00-077300-6

In a broader sense, this is also related to the fact that the standardised passenger coaches of one design were the same length and width across all coach classes and class divisions. It all started with the 1921 – 1923.

Behind these standard D train carriages, the only ones we are looking at in this article, are the well-known “pikes” with their characteristic sloping ends that are popular with model railway enthusiasts.

They already had electric lighting and allowed their design to be pulled up for luggage, mail, sleeping, and dining carriages (of Mitropa). The ends of the carriages were fitted with hinged end doors that opened outwards. These did not prove successful and were changed for the subsequent design in 1926.

From today's perspective, they are more of an intermediate design, as their number remained very manageable at eight to twenty cars. Only the C4ü-26, with 92 units, achieved somewhat greater significance. New features were the sliding end wall doors, which could be closed during the journey and thus prevented cold draughts in the corridors of the train in winter.

The C4ü-26 (type 1926) ran on swan-neck bogies with a wheelbase of only 2,150 mm. The carriage ends still corresponded to the Hech wagons (1921 - 1923 design), while a continuous barrel roof was already being used. This marked the transition to the 1928 to 1930 design. Photo: Karl Friedrich Walbrach | Eisenbahnstiftung

Easier-to-operate windows and roller blinds for sun protection were also introduced. The roof now had a small transition at the diagonally retracted ends of the carriage as weather protection, but this only proved successful to a limited extent.

The next stage of development was then demonstrated by the special D train carriages of the 1928 - 1929 models, which were developed for the “Rheingold”. Externally, they differed not only in their elegant paintwork, but also had a fundamentally changed box shape.

The train led by E 41 058 on 12 September 1960 still consists almost entirely of pre-war carriages and shows their widespread use. The train is just leaving Cologne-Deutz station in the direction of the main station against the backdrop of the trade fair centre. Photo: Will A. Reed | Eisenbahnstiftung

Märklin issued cars of this type as early as 1990 with the 8133 train set. However, these models could not be adapted for regular D trains, especially since they only included the two highest car classes at that time and were built in small numbers. Incidentally, the 4th class was cancelled in the year of its release.

However, the DRG used the Rheingold carriages to gain important insights into what D train carriages should look like from then on. The riveted steel construction was retained, as welding technology was not yet sufficiently advanced.

The 1928 - 1930 type standard D train carriages that we are now looking at are, as mentioned at the beginning, the prototype for the new 87620 carriage pack, which Märklin announced in January as a new design and which can be further expanded in the coming years, provided there is sufficient customer demand, as Managing Director Wolfrad Bächle stated in an interview with our editorial team.

The prototypes were designed jointly by the RZA and the LHB wagon factory, and the previous wagon length over buffers of 21,720 mm was retained. However, increased bogie pivot distances reduced the wagon overhangs and allowed an increased wagon width of 2,933 mm with the same perimeter profile.

The DSG dining car 1048 photographed in 1956 is a WR4ü(e)-28 and thus belongs to the 1928 design. However, the rivets of the outer panels were recessed and flush-fitted on the dining cars. The preserved car is equipped with "Görlitz II heavy" type bogies. Photo: Engels | Eisenbahnstiftung

The coaches were characterised by their elongated lines and the vestibule with recessed walls arranged parallel to those along the compartments. The sloping walls of the previous designs had not proved their worth because they led to heavy soiling of the doors and side wall windows.

Equally new were the "Görlitz II heavy" bogies manufactured by Wumag (from delivery in 1930 "Görlitz III heavy"), which the DRG had decided in favour of after thorough running tests. Some carriages were even fitted with roller axle bearings on a trial basis.

American-design bogies (gooseneck bogies of the Othegraven type) and special equipment were only fitted to those coaches that were used on ferry services to Denmark and Sweden. The basis in this case was existing international agreements.

The interior fittings were carried over unchanged from the 1926 standardised design, but the compartments received minor improvements in the other fittings. There was a noticeable improvement in the 3rd class from the 1931 delivery: instead of compartment walls coated with oil paint, light-coloured, varnished oak veneer was now used. This significantly minimised the difference to the upper coach classes.

D train carriages of the standard design were procured from 1928 to 1930 in several programmes and quite large numbers, which ensured a wide distribution and also resulted in a long service life.

Improvements and changes to the sign sets were incorporated into the procurement period. Luggage coaches with an off-centre cockpit for the train driver could be ordered on the same basis. Many coaches only lost this raised roof attachment when they were modernised by the Deutsche Bundesbahn.

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Photo above:
In 1928/29, Mitropa ordered a total of 88 type 1928 dining cars in three construction batches. The DSG car 1086 photographed in February 1954 later became the WRüe 151 and came from the third order. This was already fitted ex works with "Görlitz III heavy" type bogies, which, like their direct predecessors, were permitted to run at 120 km/h. Photo: Willi Marotz | Eisenbahnstiftung

Photo below:
A total of eight passenger carriages, including the luggage and dining car, derailed during the attack on the D 43 (Basel Bad Bf - Berlin Anh Bf) at Jüterbog on 8 August 1931 at around 10:50 pm. Some of them tumbled down the embankment. The standardised 1928 to 1930 design carriages in the train proved their increased safety. It was the third of four attacks with fatalities by the Vienna-based assassin Sylvester Matuska, before he was caught. Photo: RVM-Archiv | Eisenbahnstiftung

Mitropa and the Reichspost also ordered their own vehicles based on these carriages. The sleeping and dining cars in particular deserve a mention here because the successor company DSG in the west, a wholly-owned DB subsidiary, had to make do with the pre-war cars for a long time. The dining carriages, in particular, which were ultimately quite old, formed the basis of the company's own material for many years.

The D train carriages of the 1928 - 1930 standard design experienced their baptism of fire in the railway accident at Jüterbog on 8 August 1931, when the Hungarian assassin Sylvester Matuska blew 3 metres of track away under the locomotive of D 43 Basel - Berlin.

As a result, the express train with eight carriages derailed at a speed of 105 km/h and partially tumbled down the railway embankment. However, all the car bodies remained intact on the outside and protected the passengers. At the time, it seemed almost unbelievable that there were only 2 serious injuries and 80 minor injuries, but no fatalities.

At Wiera on 18 March 1967, the Treysa 50 221 was on the move with N 3258, which had left Kassel main station at 13:23. The remarkable coach set proves how widespread standardised designs were still on the Reichsbahn: Two B4ye 50/38 coaches (last Bye 673), which had benefited from experience gained as express coaches, run behind the locomotive. The wagon in third place is probably of the 1928 to 1930 standardised design. Photo: Helmut Dahlhaus, Eisenbahnstiftung.

The 1928 to 1930 design was the high point and also the end of riveted steel construction. From 1932 onwards, welding technology prevailed, which led to weight savings. Almost at the same time, the streamlined era began, which ultimately also influenced the exterior design of passenger coaches, which was ultimately expressed particularly in the appearance of the apron coaches.

But let's take another step back: all the standard D train carriages mentioned here had a closed gangway with bellows in common. In contrast, express train coaches built in the same period had open gangways secured only with scissor grilles, like the well-known Donnerbüchsen for local transport and branch line

operation. It was only after the Second World War that they were also converted and further upgraded using folding bellows.

After the Second World War, there were still sufficient numbers of the 1928 to 1930 standard design carriages despite losses, and they therefore continued to characterise everyday life in both parts of Germany for a long time after express train services got going again.

We can also express this with exact figures for one of the coach types of this design. The original two-class AB4ü-28 (according to drawing B.e.1100) was delivered to the DRG between 1928 and 1930 in 236 units. Built by the wagon factory LHB (Linke Hofmann-Busch), Credé and Wegmann, they were given the road numbers 11 333 to 11 568.

On 18 May 1961, the photographer encounters the Mitropa dining car 055-026 (WR4üe) of the Deutsche Reichsbahn in Herford. It is travelling on the inter-zone train to Leipzig and is in good company with other coaches of the 1928 to 1930 model. Photo: Joachim Claus, Eisenbahnstiftung

96 units were lost during the war years, two wagons went to the Czechoslovak State Railway (ČSD), and six more to ÖBB in Austria. The Reichsbahn in the later DDR was left with 21 wagons, while the DB was able to use 88 of them.

Standard wagons of utilisation group 29 entered the blue F train network of the Bundesbahn (German Federal Railways). As they were still considered to be of high quality, DB modernised its stock in the 1950s. The DR also followed suit in the same form.

In the period before and after the class reform at DB, the AB4ü-28 was turned into wagons with the class designations AB4üw(e)-28/52, A4üw(e)-28/52 or B4üw(e)-28/59. The optional “e” indicates electric heating.

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The Büe 50 80 20 10 001-4, a former C4ü-28, is part of a special train with 24 009 on 31 January 1982 and was photographed at Rüthen station. Photo (above): Wolfgang Bügel | Eisenbahnstiftung.

220 084-8 shows itself to the photographer at Oldenburg main station on 1 September 1980 with an interesting local train: A Dye (express train luggage wagon of the Reichsbahn standard design), an ABüe (standard design 1928 to 1930) and a Byge (conversion wagon). Photo (below): Peter Schiffer | Eisenbahnstiftung

Due to problems with voltage fluctuations in the Belgian direct current network, the class 184 was only used on local services around Köln (Cologne) after 26 September 1971. On 19 April 1976, a class 1928 coach could be seen hanging in third place behind 184 111-3 in the express train to Aachen. Photo (above): Peter Schiffer, Eisenbahnstiftung.

Preserved type 28 express train carriage in Bludenz 2007. Photo (below): Wingolf (CC-BY-SA-3.0-migrated)

However, once the new-build wagon programme had started and produced modern compartment wagons to UIC standard in the new two-class system, their importance gradually declined. They now became rarer in the highest-quality services.

Initially, however, all passenger coaches with wooden carriages and bodies covered with sheet metal on the outside had to be withdrawn, and only the non-passenger coaches were subject to longer deadlines. This meant that some gaps in the stock had to be filled and the coaches in utilisation group 29 were relegated to express train services, where they were able to hold their own for a long time, however.

Even though they were increasingly taken out of service from the seventies onwards, they can still be found alongside the similar-looking welded designs on photographs from the end of the steam locomotive era or as individual carriages even after that time.

The special train DPE 74233 to Seebrugg with E 41 001 at the head taken on 11 August 2024 in Altglashütten-Falkau proves the effect that the Reichsbahn's standard construction types have on the viewer. This also offers variety for the model railway with operations in Era VI. Photo: Marcus Fey | Eisenbahnstiftung

Another interesting episode is certainly the conversion to railway service cars. Between 1955 and 1970, this fate befell a total of 14 vehicles at the DB and DR. With them, there is also an appealing utilisation for the models announced. This may also include use as Lü escort coaches, as we touched on in the model article in this issue.

Consequently, the operational significance and diversity of plant utilisation should not be underestimated. This is probably why Märklin has chosen this family of cars as the model for a whole series of new items.

They can be used in much more than just type-approved trains. After all, their long life is reflected in their late retirement: while the passenger coaches disappeared from both railway administrations at the beginning of the 1980s, the pack wagons lasted a little longer.

A year later (1983), these had become obsolete at the DB, but the DR in eastern Germany could not do without them for much longer and did not even send the last representatives to the railway sidings until 1992. They had been in service for around fifty (DB) or even sixty years (DR)!

As many as six prototype wagons have survived to this day, although most of them are not operational. Four of them belong to the A4ü-30 class, which is therefore represented to an above-average extent. Two of them can be found on the Franconian Museum Railway.

Related Wikipedia entry:
https://de.wikipedia.org/wiki/Einheits-Schnellzugwagen_Bauart_28

Model announcement and wagon family in H0 gauge:
https://www.maerklin.de

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Elephant Rally on a suitcase layout

I'm packing my Suitcase and…

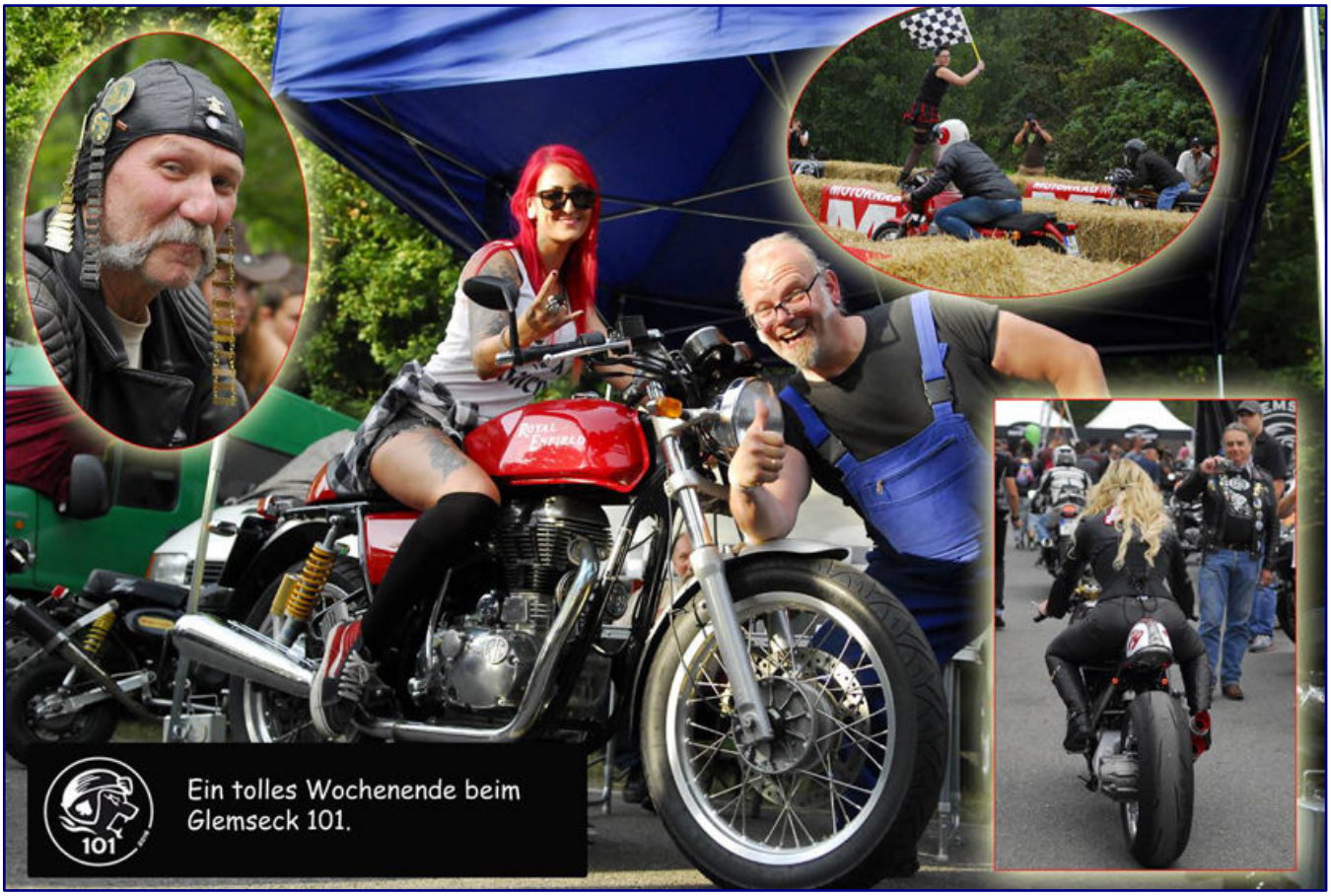
Peter Sturm's winter themed suitcase layout has not only inspired and fascinated us, but also many visitors to the Altenbeken and Duisburg model railway shows. He is the deserved recipient of our 2024 Layout of the Year award. Today, he presents his work to all our readers and highlights some details which so far might have escaped even some Z scale aficionados.

From Peter Sturm. The basis of the snow-covered winter layout that I would like to present here is Noch's suitcase layout with its "Tyrol" preformed terrain. It sets the scene for the main topic of the layout, the so-called Elephant Rally, an annual biker meeting with a long tradition and held every winter in Germany.

An overview of the winter suitcase layout with a matching background in the suitcase lid, which creates a special lighting mood.

I made the right-hand side of the track figure disappear into a mountain, which created enough space for the Elephant Rally. However, it was built in such a way that I can easily remove the whole mountain at any time to carry out maintenance work on the track, or to recover derailed trains.

Making the motorbike meeting the main topic was inspired by the fact that I trade, maintain, and repair motorbikes for a living. Harry, our mechanic, and Burkhard, my business partner, have attended many Elephant Rallies over the years.



At the top left we see Harry with his leather hat. Each of the medal attached to that hat commemorates a participation in the Elephant Rally. On the right, in the main photo, we see Burkhard, Peter Sturm's business partner.

And so it was the two of them who inspired me to recreate this event on a winter suitacase layout. I was able to transpose many of their stories into little scenes, be it a bathtub over the campfire or the boob flasher at the bonfire or a tug-of-war competitions, you name it.

The farmers who rent out the land usually also offer wood for the campfire and bales of straw. And sure enough, the farmer in my suitcase also does good business. The military surplus shop is also always well frequented: They sell warm socks, sleeping bags, cooking utensils and many other extremely useful for a camping adventure during winter.

Also indispensable is a Red Cross stand, as many minor burns must be treated, including those caused by the heated handles of the motorbikes. Alcohol related accidents require more extensive interventions – there are stories of intoxicated participants who have fallen into the campfire.

Anyway, Harry and Burkhard were very impressed with my result. "As if you had been there yourself", were their words of praise. But as a self-confessed wimp and sissy, I could never bring myself to attend an Elephant Rally.

When I hear that Harry travelled over 1,000 km to Salzburg for the meeting to spend a week there in a tent at -20˚C, I'm happy to just build my little version of the real thing from the warmth of my room.

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Photo above:
We're ready to roll! The toilet trailer is set up, the Red Cross has taken up position, and everything else is also in place. The participants of the Elephant Rally arrive in the snow-covered landscape on their bikes.

Photo below:
Who recognises some of the scenes described in the article in this photo? The meeting has many facets and evokes memories that have been captured and reproduced here on a scale of 1:220.

A biker with a Viking helmet is also sitting at the campfire (photo above), while others have placed a bathtub over a fire (photo below) and are skinny dipping in the warm water.

The friendly petrol station attendant helps fixing the Opel Olympia's engine (photo above). Lighting up the flashlight which he shines into the open engine compartment was one of the bigger technical challenges. The local village shop (photo below), together with the drinks market and military surplus shop, makes its main turnover during the annual meeting.

Some of you may wonder how I came up with such an unusual topic, given my personal history. Well, I was just looking for a theme that had never been taken up before by model railway enthusiasts. To the best of my knowledge, no one in the world had ever staged an Elephant Rally on a model railway layout.

The Elephant Rally was founded by a guy named “Klacks” (pseudonym of Ernst Leverkus) in 1956. The name of the event is derived from the Zündapp KS 601 motorcycle, which went by the nickname “Green Elephant” because of its colour and power. The first meeting was attended by 20 of these bikes.

As indicated by the station sign, we are in Adenau, a small town in Germany’s Eifel region. The Elephant Rally had moved to this place after having grown considerably over time.

It took place at the Glemseck beer garden next to the Solitude racetrack near Stuttgart. The second year had already attracted 44 Zündapp bikes. And in the early sixties, the meeting became so big that it was organised at the Nürburgring racetrack. Today's organiser is the BVDM (Bundesverband der Motorradfahrer e.V.), the national motorcycle association.

Looking at the vintages of the vehicles found on the layout, it is clear that the meeting shown on this winter suitcase layout took place during the 1970s. And this takes us to, as depicted on the station sign, the town of Adenau in Germany’s Eifel region, which was the Elephant Rally’s location during that period.

Getting some help from outside

Building this layout would not have been possible, however, without the great help of Norbert and Barbara Heller (NoBa-Modelle). The workshop equipment, beer crates, straw bales, campfires, wood piles, roasted piglets, tents, and motorbikes, as well as, the drivers and luggage for the motorbikes, were all designed and printed by them.

They managed to realise everything exactly according to my wishes, in what can only be described as a great collaboration with the two of them. They provided me with the 3D printed models which I then painted and illuminated myself. A total of 24 campfires were installed in the layout, and all are controlled by an electronic campfire module.

Even Peter Fonda and Dennis Hopper heard the call of the Elephant Rally and travelled to the Eifel mountains. They gathered in front of the Royal Enfield workshop, which impresses with its spacious interior. The only thing they may have misunderstood was the kind of snow…

Trafofuchs, the manufacturer of Z scale figures, was also instrumental in the success of this layout. For example, the visit from Hollywood, Peter Fonda and Dennis Hopper, is all down to them. This rebel duo heard about all the snow at the Elephant Rally and decided to take a closer look. They have now visited the bike shop to warm up. So maybe they misunderstood something about the snow...

Not only these figures are once again a small masterpiece by Birgit Foken-Brock from Trafofuchs, but also other participants of the biker meeting, some of them with Viking helmets or Indian jewellery and winter outfits, have been lovingly and extremely skilfully reproduced.

I have placed particular emphasis on the Royal Enfield motorbike workshop. It is fully equipped with workbenches, work platforms, tool trolleys, and, of course, motorbikes. This world of motorbikes is simply a part of me and therefore naturally had to be included in the suitcase.

The railway station has also been furnished and guests can be seen with beer glasses at the table in the pub. Not to forget, the village shop and the drinks store which were filled with customers and furniture.

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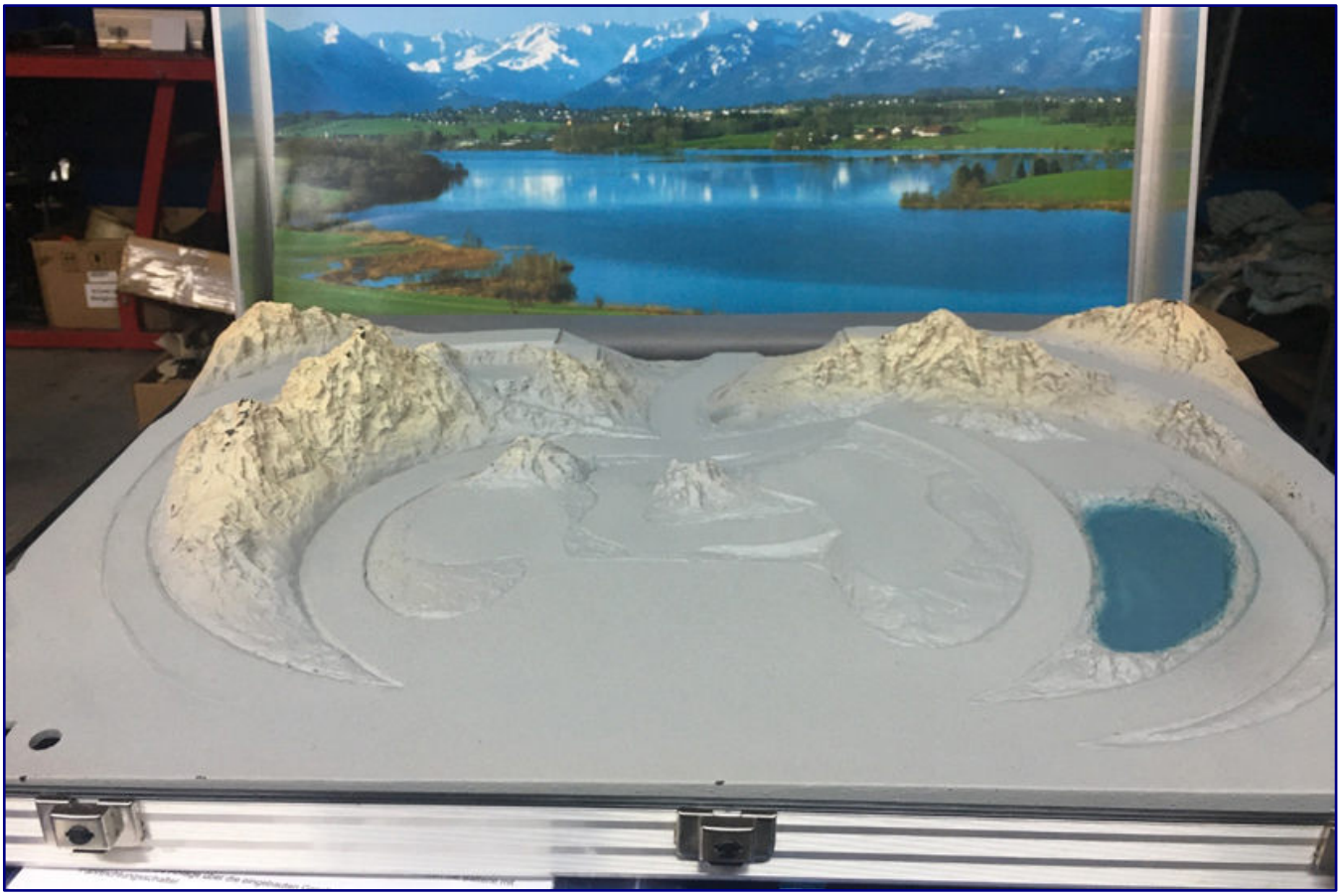
Be it individual figures and beer glasses on the table of the station pub (photo above) or the sale of straw bales by local farmers and the many bikes (photo below): Such scenes were made possible only by the customised productions of Trafofuchs and NoBa-Modelle.



Compared to the original state of the Noch suitcase (photo above), a great deal of remodelling and rebuilding the landscape went into the final layout. The original track layout and landscape are barely recognisable anymore (photo below).

An atmospheric shot of the layout with the warmly lit scenic backdrop: While the cars, lorries, and buses struggle with the snowy conditions, the German Federal Railway operates without a problem and true to the phrase from its 1970s image campaign: "Everybody talks about the weather…We don't."

There are now so many scenes and details built into the landscape that I am surprised myself when I discover something again that I had long forgotten. All in all, breaks between the individual work phases included, I took a whole three years to complete this suitcase layout.

All photos: Peter Sturm

Important accessory suppliers:
https://www.noba-modelle.de
http://www.trafofuchs.de

Further recommendations:
https://de.wikipedia.org/wiki/Elefantentreffen

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.

Band 10 einer Erfolgsreihe

Mehr als außergewöhnlich

Mit Band 10 ist die Güterwagen-Reihe von Stefan Carstens noch längst nicht vollständig. Immer mehr wird aber klar, dass diese Bücher inzwischen längst bei Spezialwagen angekommen sind, die nicht oder kaum im Besitz der Staatsbahnen waren. Das stellt die Autoren zunehmend vor Herausforderungen bei ihren Recherchen, die sie gut bewältigt haben.

Stefan Carstens | Matthias Hempel | Paul Scheller
Güterwagen Band 10
Tieflade- und Tragschnabelwagen

Stefan Carstens Eisenbahn-Dokumentation
Hamburg 2024

Gebundenes Buch
Format 21,8 x 29,7 cm
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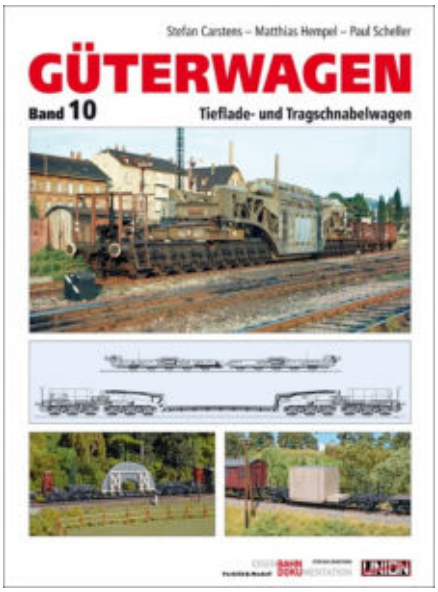


Geben wir es offen zu: Der heute vorliegende Band 10 der beliebten und zugleich einzigartigen Güterwagen-Reihe von Stefan Carstens ist in einigen Punkten gewöhnungsbedürftig. Dieses vorgezogene Fazit mag für sich vielleicht irritierend wirken, doch wir werden es gleich noch einordnen und erklären.

Qualitativ bedeutet dieser Titel nämlich keinen Ausrutscher, was wir sogleich anmerken möchten. Dennoch ist vieles anders und das beschränkt sich nicht auf die Inhalte allein. Vorgestellt werden dieses Mal Tieflade- und Tragschnabelwagen – also Spezialwagen für alles, das besonders groß oder besonders schwer war, nicht selten auch beides zusammen.

Zu den schon bekannten (und bewährten) Autoren Stefan Carstens und Paul Scheller gesellt sich nun Matthias Hempel, dessen fachliche Qualifikation schon im Kurzportrait am Anfang des Buches deutlich wird. Ihn hinzuziehen, war auf jeden Fall eine gute Wahl.

Gemeinsam zeichnet das Autorentrio die Entwicklung der Tiefladewagen von 1869 bis heute nach. Je weiter wir in der Geschichte zurückgehen, desto geringer wird die Dokumentationsdichte. Das hängt gewiss auch mit der verstrichenen Zeit und zwei großen Kriegen zusammen, aber auch der besonderen Funktion der behandelten Wagentypen.

Oft waren sie so speziell, dass – ähnlich wie bei den Kesselwagen – nicht die Staatsbahnen Besteller und Betreiber waren, sondern die nutzenden Firmen selbst. Trotzdem läuft die Geschichte nicht völlig an Länderbahnen, der Deutschen Reichsbahn und ihrer Rechtsnachfolger vorbei. Dies nachzuzeichnen und die technische Entwicklung verständlich darzulegen, erwies sich derweil als Herkules-Aufgabe.

Gewissenhaft wie nie zuvor bedurfte es aufmerksamen Lesens, Zurückblätterns und kritischen Bewertens, wie die einzelnen Informationen aufbereitet worden sind und hier wiedergegeben werden. Statt Bauart für Bauart abzuarbeiten, erfolgte nun erstmals in einem Güterwagen-Band eine ausschließlich chronologische Vorgehensweise, sortiert und aufgeteilt aber nach den verschiedenen Wagentypen.

So werden erst die technischen Entwicklungsschritte deutlich, die für das Verständnis des Lesers unabdingbar sind. Die „Handlungsstränge“ beginnen bei verschiedenen Waggonfabriken, finden über die Betriebserfahrungen nach und nach zusammen, erhalten zusätzlichen Einfluss durch staatlichen Bedarf im Rahmen militärischer Transporte und führen schließlich zu wenigen Spezialisten beim Fertigen der Wagen.

Verbunden mit vielen historischen Fotos aus dem Einsatz, der Bedeutung von Krupp im Bau nicht nur von Tiefladewagen im Ersten Weltkrieg und dem Einfluss der Energieversorger wird daraus ein Stück erlebbare und spannende Technikgeschichte, die auch für die Modellbahn besondere Reize entfaltet – wir verweisen in diesem Zusammenhang auf den Modell-Artikel dieser Ausgabe.

Doch damit ist der Inhalt noch längst nicht vollständig erfasst: Spiegelglaswagen stehen am Anfang der Geschichte. Für den Transport einstiger Luxusprodukte war eine Tiefblademöglichkeit entscheidend, bevor solche Wagen fast völlig verschwanden – Spezialwagen für den Glastransport sollten später aber wieder auftauchen.

Neben den Durchlade- und großen Tiefladewagen für außergewöhnliche Transportgüter stellen aber auch die Tragschnabelwagen eine besondere Spezies dar. Mit dem Ausbau des elektrischen Netzes zum Versorgen von Industrie und Haushalten, aber besonders auch dem Ausbau des elektrischen Bahnnetzes, wurden mehr und mehr Transformatortransporte mit immer höheren Gewichten erforderlich.

Das erforderte nicht nur ständig mehr geeignete Wagen, sondern auch immer größere mit einer zunehmenden Zahl an Achsen. Aus dem Tiefladewagen ging schließlich der Tragschnabelwagen hervor, dessen Entwicklung sich bis in die heutige Zeit fortsetzt.

So blicken die Autoren auch darauf, wie Trafotransporte auf Schiene und Straße durchgeführt wurden und werden, wie sich die mitreisenden Lü-Begleitwagen entwickelten und die Staatsbahn zunächst selbst verstärkt am Geschäft teilhaben wollte, um sich dann nach dem Privatisieren wieder zurückzuziehen. Ohne Tabellen zum Umzeichnen von Wagen und ihrem Verbleibt ging es folglich auch nicht. Hier zeichnet sich besonders der neue Autor Matthias Hempel aus.

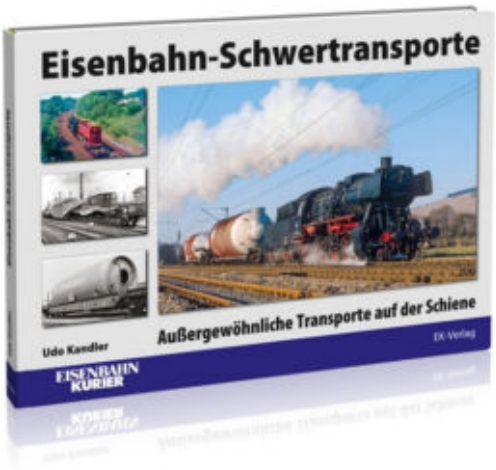
Allen drei bescheinigen wir, mit neuer wie auch passender Struktur eine große geschichtliche Dynamik eingefangen, sortiert und angemessen wiedergegeben zu haben. Dabei haben sie alle Widrigkeiten aus fehlenden oder unzureichenden Dokumentationen akribisch und geradezu vorbildlich gelöst.

Deshalb ist dieses Buch nicht nur für die langjährigen Leser dieser Reihe eine klare Kaufempfehlung, sondern auch für alle anderen Vorbildfreunde und Modelleisenbahner, die sich mit diesem aufmerksamkeitsstarken Transportthema beschäftigen möchten.

Publishing pages:
https://www.stefancarstens.de
https://www.modellbahnunion.com

Kuriose Schienentransporte
Abseits des Alltäglichen

Schwer- und Sondertransporte auf der Eisenbahn erreichen oft unglaubliche Dimensionen nach Größe oder auch Gewicht. Dennoch gibt es auch schwere Transportgüter, die für die Bahn eigentlich gar nicht so herausfordernd sind, aber dennoch beeindruckend wirken. Die unglaubliche Fülle solcher Transporte und Ladegüter ist im vorliegenden EK-Buch ansprechend und anregend zusammengefasst worden.



Udo Kandler
Eisenbahn-Schwertransporte
Außergewöhnliche Transporte auf der Schiene

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Der sehr umtriebige und mit vielen Buchtiteln auf sich aufmerksam machende Udo Kandler hat sich dieses Mal mit Schwertransporten auf der Schiene beschäftigt. Dieser auch im Titel auftauchende Begriff ist allerdings etwas zu relativieren.

Die Eisenbahn war und ist eh, neben der Hochsee- und Binnenschifffahrt, prädestiniert für schwere Transportgüter, weshalb für sie längst nicht alles außergewöhnlich erscheinen mag, das auf der Straße nicht ohne besondere Vorkehrungen und Genehmigungen transportiert werden dürfte.

Vielleicht deshalb schränkt der Untertitel der vorliegenden Lektüre den Buchinhalt in Teilen ein oder erweitert ihn fallweise auch – je nach persönlicher Sichtweise. Für beide Perspektiven gültig ist aber die Aussage, dass es kaum inhaltliche Überschneidungen zum anderen Buch gibt, das wir im Artikel zuvor vorgestellt haben.

Geht es dort um die Technikgeschichte und Bauartbesonderheiten, stehen hier die Transportgüter im Fokus. Die sie befördernden Wagen sind eher eine Randerscheinung und gehören längst nicht alle zu den Durch-, Tieflade- oder Tragschnabelwagen. Erheblich bedeutender ist hier zudem die Sprache der Bilder.

Wie wir es von diesem Autor kennen, sind die Texte der einzelnen Kapitel eher knapp und einleitend gefasst, um dann in eine üppige Bildfolge überzugehen. Alle erforderlichen Informationen steuern dann vergleichsweise großzügige Bildunterschriften bei.

So ergibt sich in Summe weniger ein tiefgründiges Fachbuch mit viel Hintergrundwissen, wie es bei „Güterwagen Band 10“ der Fall ist, sondern ein aufschluss- wie abwechslungsreicher Bildband, der manches Mal staunen lässt, immer aber zu Modellwiedergaben anregt.

Beim Durchblättern und Lesen dieses Werks kam uns ein ums andere Mal auch die Frage in den Sinn, ob unser Leser Bernd Jablonski auch hier die entscheidenden Anregungen für die Ladegüter auf seinen vorgestellten Eigenbauten gefunden hat?

Viele Leser dürften zu beiden Büchern greifen, um ein sehr vielfältiges wie buntes Themenfeld der Schienentransporte und ihrer Spezialwagen angemessen zu beleuchten und sich schlichtweg auch zu erfreuen. Die vom Eisenbahn-Kurier bekannt gute Bildreproduktion unterstreicht dies zusätzlich.

Blicken wir deshalb noch mal auf die Themenfülle der Lektüre: Alles, was nach Größe oder Gewicht aus dem Rahmen fällt, wird bei der Bahn als Schwer- oder Sondertransport behandelt. Häufig sind es die räumlichen Dimensionen des Transportguts, die nutzbare Strecken(abschnitte) einschränken sowie besondere Maßnahmen erfordern.

Lademaßüberschreitungen (Abkürzung Lü) werden nach unterschiedlichen Kategorien klassifiziert und danach fallbezogen behandelt. Als Beispiel ist im Buch auch ein gewöhnlicher Rungenwagen zu sehen, auf dem Heu unter vollem Ausnutzen des Lichtraumprofils aufgeschichtet wird. Ein Überschreiten des erlaubten Lademaßes wäre gewiss kein Schwertransport, aber eben eine Lü-Sendung.

Wie flexibel die Bundesbahn einst war und Schienenspeditionen heute sein müssen, wird an verschiedensten Stellen deutlich. So reisten Schmalspurlokomotiven auf speziellen Wagen ins Ausbesserungswerk, gleich taten es ihnen die Kleinlokomotiven, die für längere Streckenfahrten viel zu langsam waren.

Besonderen Reiz entfaltet auch das Umschlagen von Kisten und Waren an den Seehäfen, selbst wenn es sich um so banale Güter wie Ringfässer handelt. Bei Überseekisten rätselt der Betrachter über den Inhalt, der sich allenfalls aus aufgemalten Firmenlogos schließen und vermuten lässt. Bei Bussen, Flugzeugteilen, schweren Lokomotiven oder Kirchenglocken ist die Antwort leichter zu finden.

Nicht alltägliche Sendungen erfolgen trotzdem meist außerhalb der breiten Wahrnehmung und sind auf einer Modellbahn dennoch das Salz in der Suppe. Freilich finden sie dort früher ihre Grenzen, denn engere Radien lassen überbreite Frachten schneller an Signale oder Masten stoßen.

Jede Lademaßüberschreitung wurde beim Vorbild über besonders geeignete Strecken abgewickelt. Auf Reise gingen dann auch große Maschinen- oder Brückenteile, riesige Stahlträger oder Rohre, Kessel- und Krananlagen, bisweilen auch größere Boote. Die Vielfalt scheint beinahe unerschöpflich.

Gleichermaßen berücksichtigt wird hier der Transport von Militärfahrzeugen, Landmaschinen und Schwerlastfahrzeugen der Bundesbahn. Besonders Panzer und Mähdrescher erweisen sich auch viele Modellbahner als Ladegut, das Abwechslung schafft und Blicke auf sich zieht.

Deshalb schließen wir uns dem verlagseigenen Urteil aus seiner Inhaltswiedergabe uneingeschränkt an: Die bildlich belegten Szenen dürften sich auf so manchen Modelleisenbahner geradezu inspirierend auswirken!

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Fahrbetrieb auf allen Anlagen

Kaffee und Kuchen

Bratwurst vom Grill

Am 4. Mai 2025
Von 11:00 bis 17:00 Uhr

TT

H0

Vereinsheim Neuengeseke

Neuengeseker Heide 1

Eintrittspreis: Erwachsene 4,- €

Jugendliche bis 16 Jahre 2,- €

Kinder unter 6 Jahre frei

N

Z

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.

First track Z experiences also lead to Trainini®:
Since last year, I have finally also been a Z gauge “engine driver”, a childhood dream come true. I set off with a small starter pack from Märklin.

I started with analogue locomotives and real electrically functioning pantographs. That still exists in Z gauge. With H0 there is a big discussion in Märklin's product management that the overhead line is no longer needed. Which is very strange, because the locomotives are being modelled more and more faithfully, but the most important function (...) is to be dispensed with (according to Märklin's product management).

Thanks to Dinamo/iTrain, the Re 420 “Lion” runs a goods train on the coffee table. Photo: Sandro M.O.L. Schneider

Anyway, I love Märklin and high-quality small series manufacturers with (or without) catenary, and now also in Z gauge.

I have now also set up the Dinamo/iTrain control system and am delighted with what these small locomotives can do with this control concept. Even locomotives from 1996 suddenly run smoothly and like the real thing with Dinamo/iTrain.

(…)

As a newcomer to Z gauge, I was introduced to Trainini by Charly Zimmermann (builder of the Murgtäli layout in Z gauge, see LOKI 10/2024 magazine, p. 86 - 97). (...) I also read your magazine with great interest, thank you very much for making it available every month.

Sandro M.O.L. Schneider, Thalwil (Schweiz)

Promoting the exchange of experience:
I came to my Z system during the Corona period, suddenly there was enough time and leisure. I had previously built an N layout with my grandchildren.

The self-built mobile Köf is one of the ideas and projects that our reader would like to present. Photo: Markus Scholle

Over the course of time, it has become an interesting system and has infected me more and more with the Z-bacillus. At some point I also came across their wonderful Trainini magazine. My question: Would you be interested in passing on some interesting practical and building experiences to other Z-railroaders via your journal?

Markus Scholle, Heilbad Heiligenstadt

Editor's reply: We are happy to share experiences and interesting building reports with all readers. A sufficient number of meaningful photos and images to accompany the texts is particularly important. As part of our annual and contribution planning, we will coordinate internally and with you as to when and in what context publication makes the most sense. This form of active reader participation is always welcome!

Smooth driving digital like analogue:
I think that modernising old Z locomotives by replacing the engine and digitising them is a sensible, albeit sometimes quite costly, thing to do. No Z-railroader can be satisfied if his 3-poler locomotive only shoots off like a rocket at 150 after turning up the throttle. That's really no fun!

I have also digitised a few old locomotives from the seventies myself, with replacement boards from Velmo or had them digitised (steam locomotives, by M. Bahls), without replacing the 3-pole motor. If this is still in good condition, I don't think it is necessary to replace the motor for digitisation. Incidentally, Mr. Bahls (Bahls Modell-eisenbahnen; editor's note) has also confirmed this to me. I, at least, am very happy with the digital operating characteristics of my 3-Poler.

If you don't want to drive digitally, but would like to improve the analogue driving characteristics of your locomotives, the new SFR-4000 hot wolf speed controller from Tams Elektronik is the right choice (it was featured in the last issue of Trainini among the new products).

I am sure that the Trainini editorial team will take a close look at this modern device, which can teach analogue locomotives (tuneable to each individual one) to run slowly with the help of pulse voltage, in one of the next issues of Trainini with their usual technical expertise.

Heißwolf SFR-400 von Tams Elektronik. Photo: Tams Elektronik

If you don't want to wait that long, you can already watch a few videos on my YouTube channel “Klausi’s little railway” (https://www.youtube.com/@borkl1) – quite immodestly recommended by myself, in which I present this speed controller, which I bought myself, with my rather banal electronic knowledge and try it out on my locomotives.

Klaus Lehmich, Vreden

Editor's reply: Your experience confirms our opinion. Digital operation can still tease out something that would not be possible in analogue mode without electronic aids. Under no circumstances, however, can it remedy the weaknesses of a motor that is no longer intact or an inadequate mechanism – unfortunately, this is often misinterpreted by beginners. With regard to the new SFR-4000 Heißwolf speed controller from Tams Elektronik, we are pleased to confirm that this product is currently being tested by us. We will present it in detail, subsequently.

Praise and enthusiasm:
I have now looked at a few issues and am very impressed by the content and scope. There is a lot of additional information here. And I've become aware of things/companies that I hadn't previously had on my radar. And all on a voluntary basis or for “private pleasure”, hats off.

I would be delighted if they continue like this and will continue to follow Trainini.

Dr. Sven Munke, Horneburg

Editor's response: We are all delighted with the praise and enthusiasm you have expressed. We will certainly continue with **Trainini®**, especially as our magazine will be celebrating its 20th anniversary in August. Perhaps we will see and talk to you at this year's Intermodellbau, at the “Schnapszahl-Jubiläum” of the Stammtisch Untereschbach e.V., or at the **Trainini Anniversary Exhibition 2025** in autumn?

Surprise new product from Märklin:
The blue elephant from the WDR's “Sendung mit der Maus” programme turns 50 this year. Inspired by its own train drivers, TRI has wrapped locomotive 110 469-4 to mark the occasion so that it can celebrate its milestone birthday in style together with the mouse and duck. Since January 2025, the “crease” with the special design has been on the move in train service and not only delights children.

On 3 March 2025, TRI 110 469-4 runs through Düsseldorf-Oberbilk with the reinforcement train DPN 91068. Märklin is issuing this locomotive as a Z gauge model as item number 88417. Photo: Joachim Bügel, Eisenbahnstiftung.

Märklin is taking this as an opportunity to produce a one-time special edition model (item no. 88417) with state-of-the-art technology that includes LED headlights and bell-type armature motor. The side walls are also prototypical with rectangular louvre fan grilles and engine room windows.

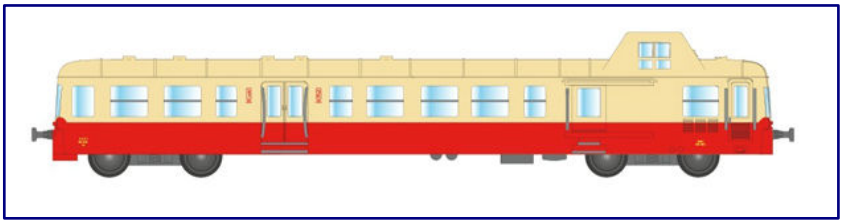
New products from Z-Otti supplemented:
Shortly after the last issue went to press, Hans-Jörg Ottinger informed us of another new product for his Z-Otti brand. A new addition to the programme is a motor mount for converting the Märklin 03 and 41 series (as well as other bogies of the same type). In this case, a variant was developed for advanced hobbyists (see https://z-otti.de/produkt/br41-halterungen-fuer-glockenankermotor-varianten).

This is what the new motor mount with the 0812S bell-type armature motor looks like when installed without any further camouflage measures. Photo: Z-Otti | Hans-Jörg Ottinger

To use this part, 0.5 mm must be filed off the inside of the locomotive housing. The conversion is then carried out with the aid of an 0812S motor, the shaft of which must be shortened to 4 mm. The pinion must then be fitted without damaging the motor.

This brief description explains the technical requirements for the model railway enthusiast. As a result, the customer saves money compared to Märklin replacement parts, which can be dispensed with completely, and even achieves a better running result. The 2 mm longer length of the new motor can be easily camouflaged by applying black paint.

Further innovations from Azar Models:
Unfortunately, we received information about all the new products planned for this year too late to be able to include it in the February issue. That is why we are now publishing it here.



The French railcar X3800 “Picasso” is the next project for a new design model. Illustration: Azar Models

The striking X3800 “Picasso” railcar is planned as a new design after customers repeatedly asked for French railcars. The prototype was also found in Switzerland and the Saarland, which means it can also be used across borders in the model.

Construction is currently underway, and it is expected to be launched on the market in late 2025 or early 2026. It will be available in both analogue and digital versions.

The injection-moulded BB67400 “En Voyage” diesel locomotive (item no. L01-EV1) and the Corail wagons in the colourful Intercités livery (V01-ICP1 / V01-ICP2) are to be delivered as early as April. Retrofit kits for the LED interior lighting of these carriages are to be offered at around the same time. Each installation kit is sufficient for two Corail carriages and also contains contact brushes and buffer capacitors.

A new series of covered G4 standard wagons is to be delivered as early as May. There will then again be a completely brown-painted version (W02-ST), as was widely used by the SNCF, as well as another with aluminium-coloured UIC ventilation sliders to choose from (W02-STA).

The boxcars appear in a new edition with improved colours. In addition to the completely brown painted example (item no. W02-ST; left), a new one with offset UIC fan sliders (W02-STA; right) is also appearing. Photo: Azar Models

What they both have in common is that they are now fully lacquered before pad printing and will therefore lose the criticised plastic sheen. They therefore represent the standard of the latest models from Azar Models. This edition will be supplemented by a special series with functioning tail lights (W02-ST2X & W02-STA2X).

The four announced versions of the French CC6500 locomotive are scheduled for delivery in the second half of the year. Among other things, it will be equipped with fine, newly designed single-arm pantographs from our own production, which will also be used on the TGV due to be launched at the end of 2025.

Some of the new products can be seen in a short promotional film at the following webpages: https://youtu.be/FFMY045lTM8 (German), https://youtu.be/vzg4j4EizIc (French), or https://youtu.be/l4Mai0BTEqA (English).

Regarding Intermodellbau 2025:
Following the surprising withdrawal of the MOBA from the organisation of Intermodellbau last month and its publication on its own website, we asked Messe Dortmund for a statement. We were particularly interested in whether and what consequences this will have for visitors to the exhibition. Below you can read the wording of the response from the organiser's Marketing & Sales department:

“We are surprised by the MOBA's decision. The association did not inform us about the decision or the publication in advance. For us at Messe Dortmund, the content of discussions and contracts must always be treated confidentially. For this reason, we cannot comment on the contents of the contract.

It is already becoming apparent that Intermodellbau will continue to grow compared to last year. This applies in particular to the model railway sector. Not only have we been able to attract more exhibitors, but we have also strengthened our cooperation with many committed associations and clubs, such as the Federal Association of German Railway Enthusiasts (BDEF).

Support also comes from commercial co-operation partners from the industry, with whom we have been working together constructively and in a spirit of trust for years, including top manufacturers such as Märklin & Cie. KG. The railway modelling sector is and remains a central component of Intermodellbau.

We already know that many companies are bringing numerous innovations and outstanding premieres to Dortmund. So, our visitors can be excited. Märklin, for example, will be presenting the AC/DC Rock'n Roll Train and another exciting new product on the first day of the fair at 3 pm at the company's stand.

The trade fair presents the entire variety of railway modelling across all gauges and from classic to modern. Once again, this year, all visitors can look forward to exceptional display layouts, a wide range of exhibitors, varied demonstrations and an informative supporting programme.

Messe Dortmund is currently concluding contracts with new exhibitors and is also utilising the network of other associations. Birgit Foken-Brock, supported by Peter Burgard, will be presenting a modular layout for Z gauge at Intermodellbau.

Messe Dortmund is delighted to have received numerous confirmations for exciting display layouts from model railway enthusiasts from Germany and other European countries. These will include German premieres, among others.

As every year, we receive numerous enquiries from committed clubs, associations and model railway enthusiasts who want to show their extraordinary layouts to a broad and interested public at the fair. We are already looking forward to these varied presentations, which will represent many different gauges and themes.

We can already announce some highlights: For example, the top manufacturers Märklin and Faller will be participating with various high-quality layouts and dioramas. The N-Club International e.V. and the Bundesverband Deutscher Eisenbahn-Freunde (BDEF) will also be there with layouts, for example.

We are also in ongoing discussions with many other clubs, associations and model railway enthusiasts. Updates on our display layouts will therefore be published continuously on our social media channels and via press releases."

Z gauge at the Intermodellbau 2025:
At Intermodellbau in Dortmund, Birgit Foken-Brock will be showing a selection of her skills with model railway figures and their colouring, as well as demonstrating them to visitors. However, most of her small works of art will be on display on the over 4 metre long modular layout, which she is exhibiting together with Peter Burgard and which is celebrating its trade fair premiere in Dortmund.

We don't want to appear at Intermodellbau without a reason in the truest sense of the word. In addition to some models, our magazine will also be presenting dioramas from our reports and construction articles in order to enter into a dialogue with readers.

Our magazine will also be co-exhibiting with them and can therefore also be found in the list of exhibitors. Our main contribution will be dioramas, which will document and illustrate the landscaping work we do. One of these will also celebrate its trade fair première at Intermodellbau.

You will find us in Hall 4 with stand number 4.E23i. This is opposite the entrance area near the stairs and escalator to Hall 3. We look forward to astonished looks and, above all, nice conversations with our readers at our “meeting point” between the between the individual photo shoots.

Collectors beware - top secret:
With its 2030 Initiative, NATO aims to strengthen the transatlantic defence alliance politically and militarily by 2030, increase its resilience to threats and expand partnerships worldwide.

This strategy has now also found its way into the 1:220 scale, as we were exclusively informed. After all, the military goods required to protect the member states also have to be transported on a small scale.

For this purpose, the Western defence alliance licensed a special freight car (item no. 8617.153) in a one-off edition of 101 individually numbered units, which was produced and printed by Märklin. It also focuses on the 75th anniversary of NATO last year and is therefore printed differently and elaborately on both sides.

The NATO advertising car (item no. 8617.153) is printed differently on both sides and also has lettering on the container roof.

The “Marklin Bicycle,” so important for collectors as the trademark of the originator, is in this case only only printed on one side of the left side of the car, which occurred only once before in the history of original advertising cars.

The roof of the container wagon was also printed: #WEARENATO (“We are NATO”). In accordance with the required level of secrecy, further information and orders can be placed by contacting the dedicated address nato.wagen8617 [at]gmail.com.

News from Yellow Dwarf:
The 3D printing specialist (https://www.yellowdwarf.eu) from the Czech Republic is currently presenting two new products. The first is a trailer for horse transport (item no. 60119), similar to the one already offered by Ratimo-Z.

Horse trailers (item no. 60119; photo left) and various wooden cable reels (60234; photo right) complete the range. Photos: Yellow Dwarf

The wooden cable drums (60234) can be used for a wide range of applications as loads or on construction sites and can also be used in different areas thanks to their different sizes.

The current AZL deliveries:
The economic policy of the new American president is already having an effect. For example, Ztrack points out that Rokuhan model railway products are now subject to a 10 % duty when imported into the United States. For the time being, they will not be passed on to dealers, but this will become obsolete if the rate is increased. Products from the manufacturer AZL, which also has its production facilities in China, were not explicitly included in the announcement.

The SD70ACe of the BNSF with the “Swoosh” logo (item nos. 63102-5 to -10), EMD F3A & F3B of the Erie (62920-1 / -2) and EMD SD50 of the D&RGW (65006-1 / -2) are currently being delivered. The modernised 1937 AAR coaches of covered design with a prototype length of 40 feet also run for the Erie. Single cars (905403-1) and a double pack (915403-1) are available in this case. The new Erie & Lackawanna goods train escort car with side lookout (92023-1 / -2) also goes with them.

ALCO RS-3 of the Louisville & Nashville for Phase I (item no. 63319-1; photo left) and goods train escort car (92023-1; photo right) of the Erie & Lackawanna. Photos: AZL | Ztrack

The EMD SD40-2 of the CN (64212-1 / -2) once belonged to the Illinois Central. The Trinity FBOX also includes covered freight cars from this railway company. They are offered individually (905606-1) or as a

set of two (915606-1). The modernised Trinity 31K gallon tank cars from the Stauffer Chemical Company also have the same configuration (905506-1 / 915506-1).

The 4180 pressurised air unloading wagons for the Milwaukee Road are also in use as a double (916037-1) or as a set of four (906007-1). The ALCO RS-3 of the Louisville & Nashville for Phase I (63319-1 / -2) is another locomotive model coming onto the market.

A 53' Schneider container (95101B) and a shorter 40' Seaco (95225) are offered individually. You can find the manufacturer's pages at https://www.americanzline.com.

Final report of the Faszination Modellbau:
From 7 to 9 March 2025, Faszination Modellbahn in Mannheim attracted a total of around 14,000 visitors, according to the organisers. It presented the latest developments of 2025 with a variety of new models, technologies, electronics, software and equipment.

The 21 model railway displays from Germany, the Netherlands, and Poland were particularly impressive. Each layout was a masterpiece with loving details that invited visitors to marvel and discover. Over 120 exhibitors, together with many other associations such as the BDEF, IG Mikromodellbau and stationary steam modelling, were cited as success factors in the report.

The organiser sees the model of the TRI locomotive 110 469-4 (item no. 88417) as a highlight of the trade fair to mark the 50th birthday of the blue elephant from the programme with the mouse. The Z-Freunde International e.V. was also represented with a large stand for the Z gauge.

The Model Railway Forum was a new addition as a valuable platform for the exchange of knowledge. Experts gave practical presentations here. Film contributions from "Railway Romance" rounded off the programme. Eight showpieces competed against each other in this year's Miba private layout competition.

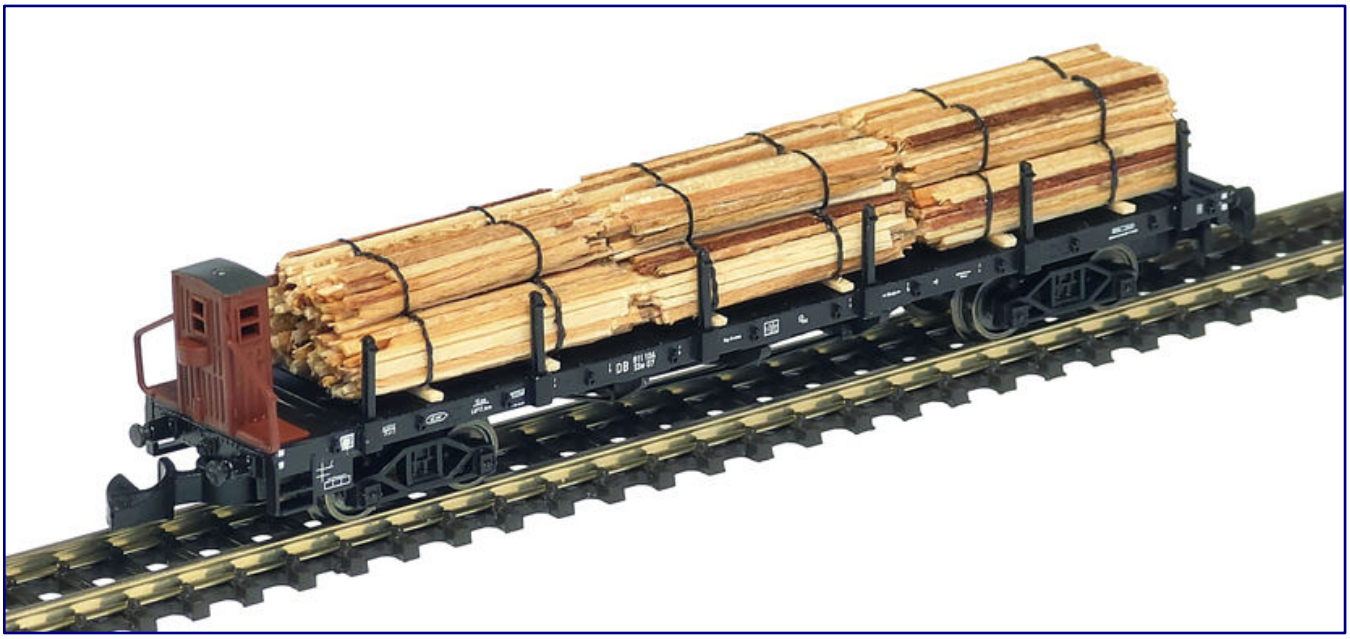
Christian Danziger was awarded first place for his plant "VEB Rügenkreide Werk 1". Ronalf Kramer came second with "Wales", followed by Wolfgang Stößer with "A beautiful day by the sea".

Crossing borders with Märklin:
The "EC 64 Mozart" train set with a class 103 electric locomotive (item no. 81282) was delivered during the reporting period. In addition to the locomotive painted in oriental red with lettering for Era V, this set consists of an Amz compartment car, a WRmz dining car, and three Bmz compartment cars of the ÖBB (Austrian Federal Railways).

We received high praise from customers for the selection of the wagons and their fine design, including imprints, on the models delivered. The only minor point of criticism was the lack of colour edging at the ends of the carriages.

The enclosed locomotive is also in keeping with the times. This is also due to its bell-type armature motor, the inward-mounted changeover screw and the LED headlights that depend on the direction of travel. It has window inserts in the roof area, which are noticeable in the dark thanks to the engine room lighting.

New cargo from Zmodell:
Zmodell has now developed and manufactured rind bundles as a new load for various wagon types from the Märklin programme. They are available exclusively from the 1zu220 shop (https://www.1zu220-shop.de). Depending on the target model, such a load consists of a different number of bundles, which are stacked vertically in several layers and sometimes placed several times in a row.



This selection of images shows some versions of the new "Schwartenbündel" load from Zmodell. Photos: Oleksiy Mark

Bundles are available for the four-axle heavy goods wagon SSw 07 (item no. MRK-SSW07-020), the four-axle types Snps and Res (MRK-UNI-020A), two-axle low-sided and stake wagons such as R 10, Rmms 33 and Klms 440 (MRK-UNI-020B) and the short X 05 (MRK-UNI-020C).

New military vehicles:
Panzer-Shop.NL (https://www.panzer-shopnl.de) presents two new 3D printed vehicles in different versions for the 1:220 scale. They all originate from the Bundeswehr.

The lightly armoured Dingo 2 is a modern vehicle for many purposes, while the six-axle RMMV HX 5T 6x6, which is available with a flatbed or tarpaulin and as the RMMV HX Multi with container, takes on heavier transport tasks.

Storage work with EtchIT-Modellbau:
Good ideas also come from EtchIT-Modellbau (http://etchit.de). The small arched bridge for pedestrians (item no. NF010_Z) is certainly a welcome change from the large series programme, which can provide individual features on the layout.

Good ideas also come from EtchIT-Modellbau (http://etchit.de). The small arched bridge for pedestrians (item no. NF010_Z) is certainly a welcome change from the large series programme, which can provide individual accents on the layout.

The four warehouse workers with pallet trucks (XD175b_Z) then move the pallets. However, only the forklift truck with raised pallet (XD175c_Z) can move high racks in and out. It is accompanied by eight more pallets with loads.

The new products described here can be seen with product images on the following manufacturer's website: https://etchit.bplaced.net/data/etchithome/index.html.

Growing old with dignity – Omm 33:
The open goods wagons Omm(r) 33, ex-Villach type district, dating from the Second World War had proved their worth, but in the sixties they were nearing the end of their useful life. From 1957 to 1961, around half of the total stock was used for a conversion to Omm(r) 43.

The remaining carriages went into rapid decline from 1966, but the last carriages were not withdrawn until 1974. As a result, more than 5,000 wagons were given UIC numbers and new UIC class designations, some of which were still in service for almost ten years.

The new wagons from the Villach series for the DB in Era IV (item no. 49.338.22) are successful, if we disregard the printed but incorrect type number E 029 (correct: E 028).

Their new designation has since been E 028, and they have been assigned the number range 500 3 000 to 500 8 519. The two examples of a new FR wagon set (item no. 49.338.22), which is now available exclusively from the 1zu220 shop (https://www.1zu220-shop.de) in an edition of 50 units, also come from this range.

As usual, these models are manufactured in mixed construction: A wagon body made of painted and finely printed polystyrene sits enthroned on the metal running gear with the three-dimensional bogie, replica of the brake changeover lever and the roller axle bearings.

The addresses correspond to the transition period from the former national generic abbreviations to the standardised UIC designations. In addition to E 029 (printing error; E 028 would be correct), we also read Omm 33 and a reference to the maximum authorised speed of 75 km/h.

These wagons were not high-speed wagons and had long since been withdrawn from the EUROP wagon pool, as can be seen from the printed abbreviation for the replacement procedure. However, their services could not be dispensed with within the German borders by any means.

This special edition also perfectly complements the cross-manufacturer new product focus on “Black Gold” for use in mining transport. In this respect, the limited edition should also quickly find its fans.

Three new deliveries at Faller:
At Faller (https://www.faller.de), deliveries of new items seem to follow one after the other. Since the publication of the last issue, three products have been delivered to the trade for the first time.

These included the Old Town Hall (item no. 282779) and the row of townhouses (282783), two models that were only presented in February. Both are kits made of coloured hard cardboard, which does not require any colour touch-up work.

The five-stall Freilassing roundhouse (282725) with its pastel yellow façade and white contrasting elements is a classic polystyrene kit that does not include a gate closing mechanism at the factory.

The old town hall (item no. 282779) was already delivered by Faller in March.

Herpa new item announcements III/2025:
We have again selected from the current Herpa announcements according to our familiar pattern. The following models are to appear here:

Ukraine Air Alliance Antonov AN-12 (Art.-Nr. 571401),
Air Baltic Airbus A220-300 “50th A220” (573535),
Martin’s Air Charter Douglas DC-3 (573566), and
Luftwaffe Panavia Tornado IDS “Tornado 50 Years” (573573).

Great memories from JMC Scale Models:
New products from JMC Sale Models, which only became known after our “trade fair magazine”, are reminiscent of times long past. The small Hanomag L28 truck with a payload of 1.5 tonnes is a real post-war classic. It has been produced as a panel van and a flatbed truck.

Hanomag L28 as a platform lorry (photo left) and the Reichspost parcel van Bergmann BEL2500 (photo right). Photos: JMC Scale Models

One of its predecessors was the electrically powered Reichspost parcel van from the 1920s. This Bergmann BEL2500 is another new product. An almost forgotten project was the Volvo FB88 lorry, which has only now been painted and completed.

New episode 37 on Trainini *TV*:
Shortly before this issue was published, we released episode 37 on Trainini TV (https://www.youtube.com/TraininiTV). It takes us into the model railway room of our reader Jochen Brüggemann, who has already presented his self-built buildings several times and explained how he knew how to camouflage his point machines effectively.

Naturally, we were also tempted to take a look at the results on site, talk to him and take away new and exciting impressions of his plant. We are not the only ones who will be convinced that it is a complete success, even though it is far from finished.

Join us on a journey back in time, when important north-south routes in Germany were electrified, but King Steam still seemed to hold the sceptre firmly in his hand. This was not a case of slavishly following a model, but rather of creating a harmonious whole.

To this end, his owner absorbed contemporary history, analysed it and summarised it in his own script, which was then implemented on a scale of 1:220. The authenticity of what is on display is not only derived from realistic modelling, but also from a concept that seems to have been taken straight from life.

Chessie System at Full Throttle:
A new product from the 5600 product series from WDW Full Throttle (http://www.wdwfullthrottle.com) complements two previous wagon packs with different car numbers. The 70-tonne bulk goods wagons for the Chessie system (item no. FT-5605) are 40 feet long.

WDW Full Throttle now offers two trolleys for the Chessie system with the arched attachments on the box ends (item no. FT-5605). Photo: WDW Full Throttle

They get their distinctive appearance from the external box supports and the curved end attachments on the boxes. They are unloaded via the three chutes on the vehicle floor. The two black examples of the new set are labelled with the road numbers WM 71132 and WM 71153 of the Western Maryland Railway.

Spring operating day at the MES 03 Soest e.V.:
As every year, the MES 03 Soest e.V. organises an operating day in its club rooms at the beginning of May. In addition to the H0, TT and N gauges, Z gauge will also be shown and demonstrated in digital operation. The event also becomes a popular meeting place for model railway enthusiasts thanks to the model railway exchange and the chance to talk shop over coffee and cake or a grilled sausage.

We last reported on the club and its presentation in episode 30 of **Trainini *TV***. It gives you a good impression of what awaits you at Neuengeseker Heide 1 in the Neuengeseke district of Bad Sassendorf.

You can find the exhibiting organisation's own presentation at https://mes03soest.de.

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