

International Edition

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

www.trainini.eu

Published monthly
no guarantee

ISSN 2512-8035

Trainini

German Magazine for Z Gauge



The 155 Series as a Model

Setting the Stage for a River Ferry
Controlling with Dinamo

Introduction

Dear Readers,

Has it really been another month? And where has the time gone? You will probably feel the same way about these questions. A lot has happened again since the last edition was published, and yet we often only see what had to be left undone.

Yes, I have found little time to work on the model railroad or to work on models in the basement. But it wasn't boring. Ralf Junius and I were kept busy for four days at Intermodellbau.



Holger Späing
Editor-in-chief

Within a very short time, the model railway part of the exhibition had to be completely re-planned and re-organized. **Trainini®** helped as a media partner wherever we could, and also communicated so that it reached the visitors in good time.

The fact that the halls were full all day long and the mood was good, proves the exhibition management and us right. We literally take our hats off to this brilliant achievement. And we even came on board as a co-exhibitor to show some remarkable exhibits.

One of these was the 155 series of our translator Oleksiy Mark, about which we had many questions to answer. That's why we're presenting his little work of art in detail for all readers today and also have the appropriate specialist reading available as a recommendation. The detailed trade fair report will follow in May.

Before that, it's finally time for the report from this year's On traXs. Even without representatives of the Z gauge, this exhibition was once again special and extraordinary. We also emphasised this in a new episode of **Trainini TV**.

But the museum hosting the exhibition is also worth a visit in itself, which we also discuss in the report. The hard work on the steam locomotive is brought to life and made understandable in a 'ghost train.' For those interested, we have also found a suitable specialised book on this topic that can provide an introduction or deepen your knowledge.

But that is by no means the end of our topics. Our reader Sandro M.O.L. Schneider has not been with Z gauge for long, but is all the more excited about the small models that he would like to operate digitally and analogue. With Dinamo, he found the right solution for him, which he would like to present today with fascination and share important beginner's experiences.

Meanwhile, Dirk Kuhlmann has tackled a subject close to his heart that has stayed with us for a long time: We have demonstrated landscaping techniques at several exhibitions on the river diorama and also incorporated this into several episodes of **Trainini TV**.

We always had the Artitec ferry model in mind. He used this, as it was designed in H0 scale, as a drive-less river ferry and inserted it into a new layout plan. Hopefully, in addition to the fun of reading, we can once again provide ideas for new projects. Have fun!

Sin-Z-erely,

Holger Späing

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We thank Sandro M.O.L. Schneider for his contribution.

Date of publication of the German language version of this issue: 30 April 2025

Cover photo:

With the allocation of the class 155 to the DB Cargo fleet, operations in front of passenger trains are finally over. Especially as the depots are also separate. 155 260-3 gets ready for its next assignment and leaves its home depot via the transfer table.

Series 155 in painstaking precision work

Upgraded Power Container

The former class 250, referred to as the class 155 throughout Germany from 1992, is still one of the DR's "undiscovered" prototypes. Although it became widespread throughout Germany after reunification, and its career really began, a Z gauge model is still missing today. For some tinkerers, it therefore offered the incentive to remedy the situation themselves.

The heavy freight locomotive of the former DR class 250, nicknamed "Stromcontainer", is a model that we would also like to certify as having large-scale production potential in 1:220 scale.

Taste is debatable, but these machines were undoubtedly very distinctive and easily recognisable. What's more, they remained in service for around three decades after the fall of communism.



Its heyday was the years of the privatised railway: on 31 March 2007, the traffic-red 155 126-6 from the Railion fleet passes through Osterfeld Süd with a tank car block train in the direction of Oberhausen Hbf.

In total, they characterised everyday life on Germany's rails for around fifty years, including in the West after the fall of the Berlin Wall. The six-axle locomotives became very well known in the country. This is likely to justify and encourage the desire for attractive models, similar to the 243 and 132 ("Ludmilla") series, which Märklin has long had in its portfolio.

However, this is still not the case with the 155 series (according to the all-German scheme). This is probably why it has been designed several times by model railway enthusiasts themselves using CAD and its structure issued as a 3D printed model.

Oleksiy Mark ("Alex"), who was still living in Ukraine at the time and is now one of our volunteer translators, had a similar experience a few years ago. His desire was also great, but the demands on his model were even higher.



155 260-3 hauls a sheared steel roller train of GATX tarpaulin hood wagons "over the hump." There are also plenty of possible uses for the heavy freight locomotive in the model with different loads.

He once found the right housing at the 3D printing service provider Shapeways when he was not yet designing for this technology himself. Its creator is not known for certain, but Andrej Katzenberger, who once also designed the "Taiga drum" that was presented here a few years ago, may also have been involved here.

Alex definitely wanted to push the limits of what was technically possible and decided to make some refinements to the locomotive body. He also took this step because he was considering offering a high-quality small series model under his Zmodell brand. This is the reason why his locomotive was also given professional packaging and item number 99155.

But then the war broke out in Ukraine and all ideas and plans came to nothing. Contact with the designer of the original housing was out of the question, Shapeways ceased operations, and the model was somewhat forgotten.

With the current "Lok-Vogel" on the great role model, discussed in this issue, we remembered what we had once seen and also photographed. Fortunately, the model was not lost and has since found its way to Germany. So, we can now present it to our readers in detail here.

Let's start with the housing: As already mentioned, this was not designed by Alex himself in its raw form. However, he felt it was a good basis for his project, as it was already equipped with many details. This is a reproduction of one of the 270 series machines in which the driver's cab windows had been reduced in size, the third headlight had been placed below them and extended beading could be seen in the side wall.



The body came from Shapeways and, with its beading and the size of the cab windows, is without doubt a production locomotive (photo above). The holding bar below the front windows is part of the mould (bottom photo), which is why no separation from the lantern can be seen. Our gaze falls on the designed rear wall of the driver's cab.

The retaining bar running under the front windows was interrupted in the area of the offset lantern. Due to the printing process, this bar was not reproduced free-standing, but as a relief on the housing. The same applies to the downward-facing microphone.

Three removable roof bonnets on the prototype also convey this (apparent) characteristic very well on the model, emphasised by the sharp paintwork of its owner. One challenge for the designer was certainly the lateral fan belt, which was mounted as a continuous part.



The three roof bonnets of the prototype are also clearly recognisable on the model. There are also fine grilles and outlets for the ventilation shafts in the roof area.



From many angles, however, it was possible to see that six individual ventilation openings were hidden behind it. The model also succeeds in making this difference recognisable, although the number and width are not correct, which is certainly acceptable.

On the other hand, the reproduction of the grids on the roof and the ventilation openings in the roof structure for the transformer and braking resistor is outstanding.

The other roof elements such as the main switch, pantograph drive, other power packs, and insulators have also been designed with great attention to detail.

Photo left:
The window frames of the driver's cab also incorporate windscreen wipers. The driver's control panel is visible behind the windows.

Alex used this for a fine roof line, which he laid over the insulators and Märklin scissor pantographs, into which he also soldered diagonal struts to bring them optically closer to the prototype VM 28-31 D of the Reichsbahn.

The front and sides benefited from new parts. His model was given etched window frames with backed glass panes. At the front, they also reproduce the windscreen wipers, which certainly influence our perception of a locomotive.

The steps on the driver's cab doors are complemented by free-standing handle bars and attached tread plates are also part of the picture at the front. They make it appear credible that a technician can climb up here to change defective bulbs in the lamps.



The complete roof equipment, fine roof cables and the soldered-in diagonal braces of the scissor pantographs also deserve recognition.

The driver's cabs are a special treat. As they offer a clear view, Alex didn't want to leave them untouched. With print reproductions based on photographs, we can also recognise the driver's desk from the right perspective, and the switch cabinets at the rear towards the engine room. The colour of the wood, which is rather off-putting today, is also correct, as it was still popular in the seventies.

Four brake hoses have been indicated on each of the buffer beams, but not completely modelled so as not to stand in the way of a system coupling on both sides. Separately attached buffers come from the Märklin mould kit.

The locomotive could also be motorised with a Märklin bogie. Due to the almost identical length of the DB class 103 (short version) and 151, both of which also have six axles, their bogies can be used without modifications. Even the bogie covers can be reused without immediately appearing to be incorrect.

Only the asymmetrical wheelbase in the bogies of the prototype has to be overlooked, but Märklin itself did that when it once put the two models mentioned on the same running gear.



The inscriptions are complete and correct, but halftones and perceptible borders must be accepted due to the UV printing process and the fact that it was produced some time ago.

The driving characteristics of the locomotive are accordingly also “externally determined” and depend on the quality of the transmission parts and the type of motor used. Anyone who has the basic body at home and is perhaps considering rebuilding this model, will be aware of the influence of the year of construction on the three- or five-pole or bell-shaped armature motor.

This was not enough for our translator. He wanted a basic chassis with black disc wheels, which are less obtrusive and therefore have less of an impact. Older bogies with (prototypical) spoke wheels in red colour usually catch the eye immediately, especially as the bogie frames do not extend over the full wheel area.

Not everything under the housing remained the same: A separate circuit board was needed that could accommodate a digital decoder (ESU) and was also able to control the white headlights generated by LEDs, as well as the red tail lights.



Finally, we show both longitudinal sides of the vehicle for comparison. Apart from the small errors in the fan belt and the interruptions in the DB Cargo logo on the beading, the model looks convincing all round

Last but not least, the decision had to be made as to which variant should be chosen from the variety of this series. Alex opted for one of the last machines, 155 260-3. Three prototypes from 1974 were followed by the 270 series-produced units from 1977 to 1984. His model bears Epoch VI lettering with NVR number and DB Cargo lettering on the sides.

The paint finish matches this in the colours RAL 3020 traffic red (body), RAL 7012 basalt grey (frame / fan belt / roof area / pantograph), RAL 7035 light grey (contrasting beams / inscriptions) and RAL 9005 jet black (running gear).

The prototype had already received this livery on 27 May 1999 during the inspection at the Cottbus plant. The machine without the rain gutter was one of the 75 units that were given an identical design between 1997 and 1999.

In this case, this included a light grey contrasting surface in its original form, which was only interrupted by the width of the DB logo, white lamp rings at the bottom, and a red-painted signal horn. Due to multiple name changes in the freight division, later repainted locomotives looked completely different in details.



The class 155 became a regular on the tracks in the west for several decades, and as a model it can still become just that if it is discovered for large-scale production

This has all been correctly and authentically reproduced on the model. The paintwork, in particular, is impeccable and the transitions are very sharp. The decision was made to use UV printing for the lettering, although this did reach its limits in some places.

This can be seen in particular in the Dürr biscuits and the “DB Cargo” lettering, although the other operating inscriptions and revision dates are impressive in their line thickness and come close to being “flawless”. In retrospect, this also shows how quickly technical progress has raised our standards here.

After the model presented here was also shown at Intermodellbau, we received many questions about it and it has undoubtedly aroused interest, we are curious to see how it could continue: Is there still an option in the near future to offer a small series on a newly designed body, or will there be a reaction from the large series and the “energy container” will be added to the product portfolio?

Manufacturer of the undercarriage:
<https://www.maerklin.de>

Information from Zmodell:
www.facebook.com/Zmodelltrains/

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Setting the stage for an Artitec model

Reaction Ferry at the Terminus

With its ferry model, Artitec has successfully managed to cover a previously undiscovered segment of the Z scale accessory market. Its H0 scale counterpart is the model of a reaction ferry, a special design that does not require a motor. Why not use this concept for our scale as well and give it an appropriate stage?

Artitec's ferry model, already released some time ago, was still sitting unpacked in one of my boxes. Whilst sifting through it in search for completely different accessories, I suddenly held the ferry in my hands again. This fired up my imagination as to where to best use this beautiful model.

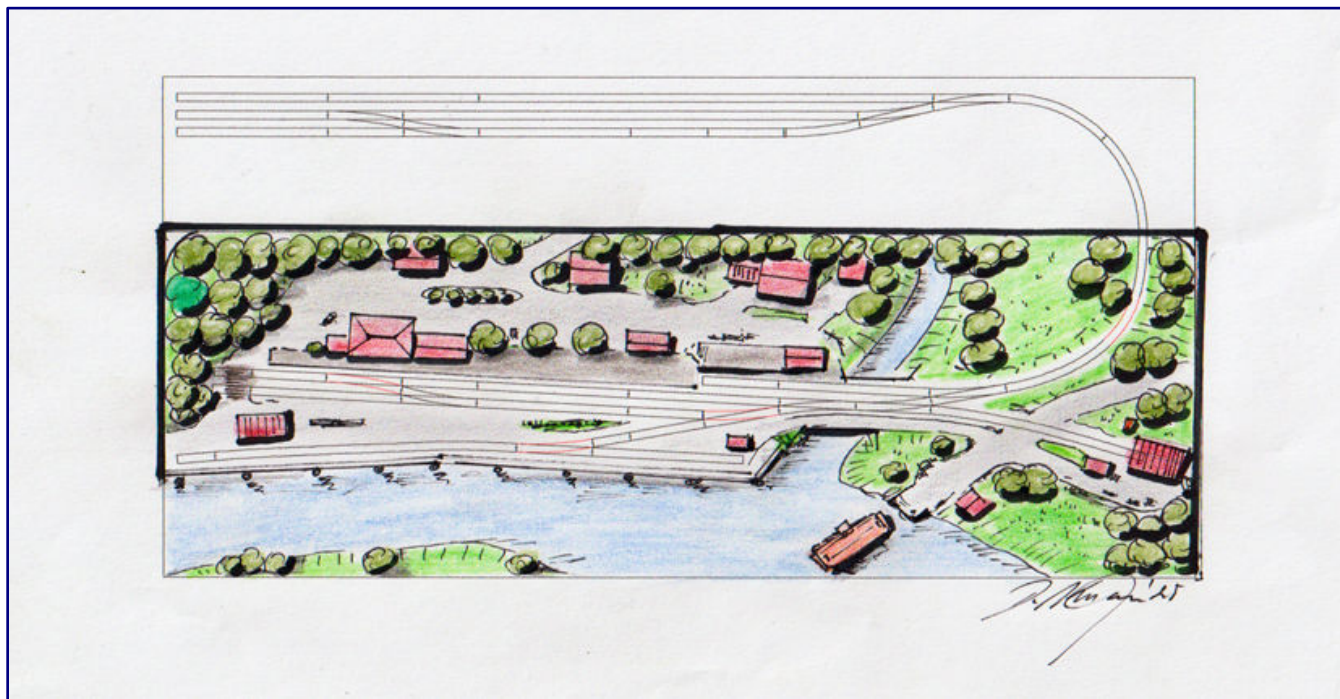
I just had to come up with an adequate model railway setting for this piece, even if that location presently exists only as a drawing. Accordingly, I searched through my sketchbook and quickly found what I was looking for: a track plan and landscape sketch which I had designed some time ago for a small terminus station at a river with a harbour pier.



Water in general creates calming motifs, and with the car ferry from Artitec it can produce particularly attractive scenes. This inspired Dirk Kuhlmann to come up with a new layout idea.

The required fiddle yard could be created in two variations. The classic staging track group behind the scenery could be used, for example, for new train compositions that are not visible to the public. A reversing loop, on the other hand, would allow for continuous operation. Whether digital or analogue, nowadays there are several electrotechnical solutions for reverse loop operation. The digital railwayman naturally has an advantage here with a special reverse loop module.

The 1:220 scale version of the ferry model itself is a rather half-hearted depiction of a motor ferry, but at least it can pass as a current-dependent ferry type, similar to the larger 1:87 scale version. The whole concept somehow fit the idea, so the model was equipped with figures and cars and served as a visualisation object in advance.



An internet search also confirmed that these types of ferries were or still are in use in mostly quiet and tranquil non-urban areas. And this is a topic that goes well with later generation model railway layouts and their emphasis on downright decelerated themes and more manageable size, which also tends to be very attractive to viewers.

A layout overloaded with scenes, even if it is just an overly amount of small details crammed onto every corner, would not contribute to the desired atmosphere. A really successful scenery design proves its worth when the rolling stock is not in motion, and when the viewers attention turns to the landscape and/or the hustle and bustle of the miniature figures.

If you have achieved a good mix in the design, it is possible that even your visitors will immerse themselves into that miniature world in silence and with pleasure.

Use of the ferry

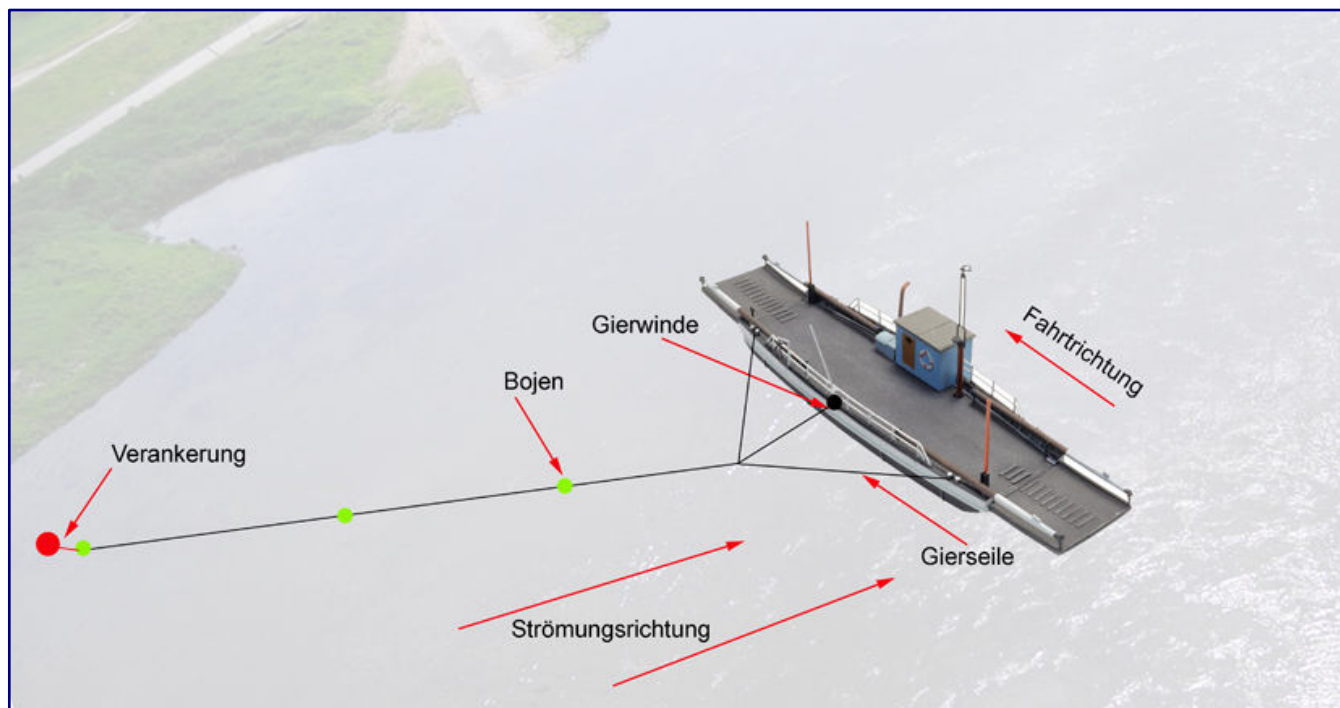
When deciding to put a reaction ferry on a layout, make sure to create an impression of water current on your model river. For without a current the real life version of such a ferry would not work. A sketch illustrates the typical principle according to which this category of ferries works.

The pressure of the incoming water pushes the ferry towards the shore. The wire tether is anchored in the river and marked with shipping buoys. To keep the navigation channel clear, the anchor for the tether is not in the centre of the river.

As is so often the case with my projects, I have explored amongst the product range of various manufacturers house kits which would fit the bill for such a project. After all, we now have quite a large selection in the 1:220 scale and even of region-specific build ings at our disposal. I have put together a

picture of suitable kits. Of course, this is only a personal recommendation, from which anyone wishing to tackle this layout can also deviate.

Concerning Era III rolling stock I can imagine putting the purple class ETA 150 (Märklin 88250) onto the layout, but if it were to be a seventies setting the still available version as class 515/815 in ocean blue ivory (Märklin 88251) would be more suitable.



This illustration is intended to illustrate how a reaction ferry works: The ferry is guided by the yaw ropes, while the yaw winch can change the angle of attack against the current. As a result, the current pushes the ferry in the desired direction in an arc that is determined by the anchorage as the centre of a circle.

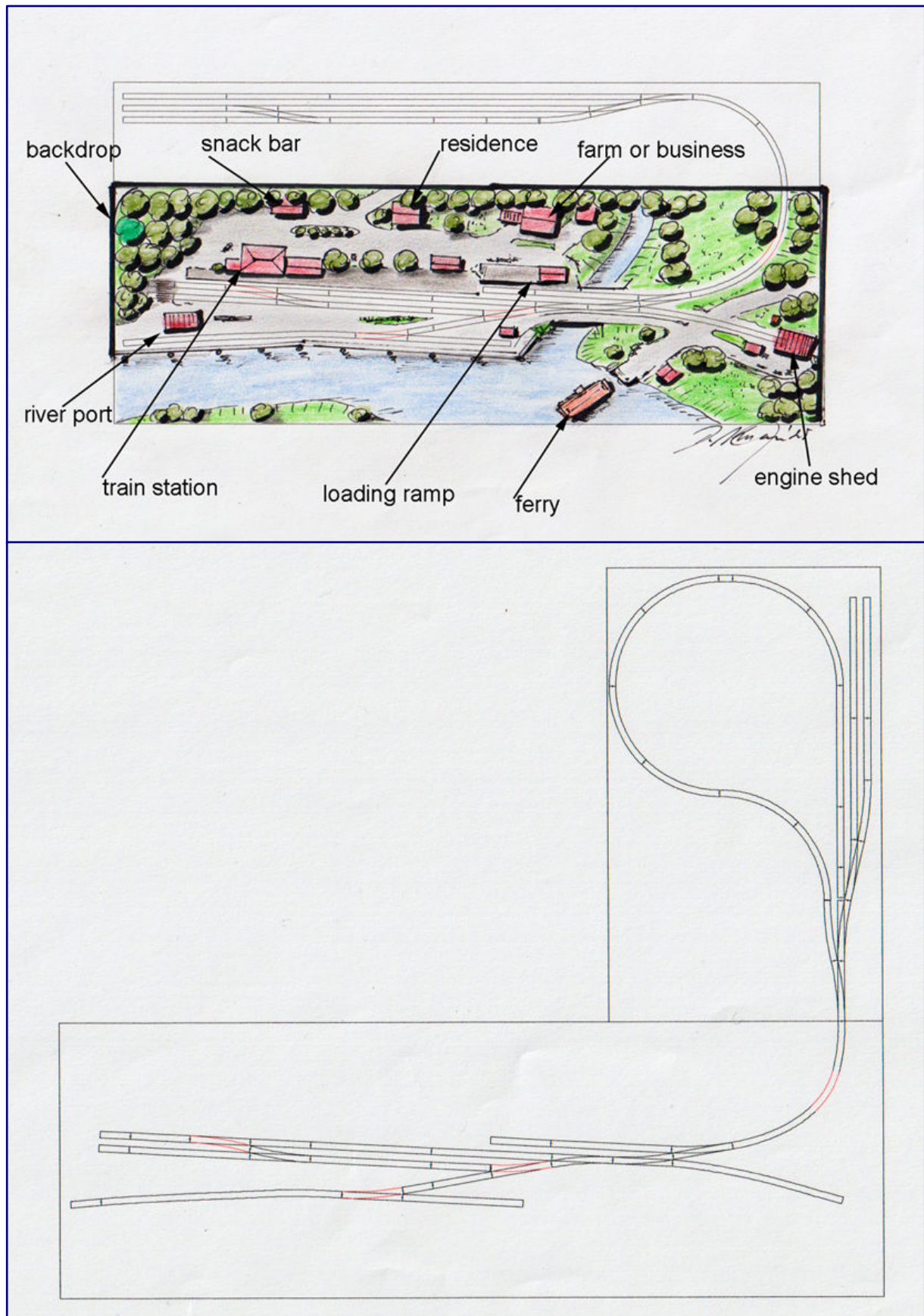
Also conceivable is a class V100 with a conversion car that has to be transferred to the other part of the train at the terminus. Here, the magnetic uncouplers from Jörgen would be a good choice for full playing fun. A local freight train could also have many shunting tasks here.

It is evident that this would not be a layout with an ordinary and simple continuous run circle. It is rather something for more advanced operations. Layouts with a high degree of playing potential which have been common for a long time in the larger scale segment of the hobby, have, in principle, also been feasible in Z scale for years, but are still rarely ever built.

From Era IV onwards, more and more push-pull trains are likely to take over. Even current day railway operations would be possible, although the small engine shed for the former “yard dog” shunter has been now been repurposed and the tracks are perhaps overgrown with vegetation. Incidentally, a “yard dog” often referred to a small locomotive (e.g., a tiny Köf), which performed its daily duties right here. This is typical railway jargon.

These small locomotives were once routinely stationed at smaller railway stations, where they were used to unload and transfer individual freight wagons, and sometimes also to deliver them to factory sidings. This continued as long as the Federal Railways still maintained single-wagon operations and still had a wide presence throughout the country.

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Track plan with explanations of the planned buildings (photo above) and corresponding list of suggested suitable kits (photo on page 17). Alternatively, the shadow area could also be built as a loop (photo below).



Noba 4135



Archistories 101101



Archistories 104231



Archistories 403171



Artitec 7220022



Laffont Z1401



Markenburg



Nordmodell LC_160_238



Weinert 6866



Laffont Z 5101



Some daydreaming is perfectly legitimate...: Motifs that touch the heart and senses are particularly well suited to capture the attention of viewers and to keep their eyes glued to the layout. Sophisticated scenes like this one with Artitec's river ferry certainly do fit the bill in this respect

As we have been focussing very strongly on the German Federal Railways, I would like to conclude my remarks with an important note: Of course, this track plan is also suitable for other railway companies all over the world with slight modifications.

Provider of the basic model:

<https://artitec.nl>

Rolling stock and uncouplers:

<https://www.maerklin.de>

<https://www.system-joerger.de>

Buildings and equipment:

<https://www.archistories-shop.com>

<https://www.markenburg.nl>

<https://modellbau-laffont.com>

<https://www.noba-modelle.de>

<https://www.modellbausatz-nord.de>

<https://weinert-modellbau.de>

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iTrain & Dinamo Train Control

Analogue and digital mixed

Our reader Sandro M.O.L. Schneider has long wanted to run analogue and digital Z gauge locomotives with overhead lines. This could be realised with control via Dinamo and iTrain. Today, he shares his first successes with a layout on the coffee table with other readers, including the problems he encountered along the way.

By Sandro M.O.L. Schneider. My first Z gauge layout is super simple – I built it on a coffee table. My simple track plan illustrates this.

The Dinamo definition of the A and B rails has been strictly adhered to. There are two blocks M and N. Each block has two sensors, i.e., two “sub-blocks” or block sections. The M and N blocks are electrically insulated in the A and B rails and the “sub-blocks” are only electrically insulated in the B rail.



Sandro M.O.L. Schneider has the Mini-Club on the kitchen table. And thanks to Dinamo, the Re 420 can now also get ready to transport the coffee beans.

Block M is defined as a line and block N as a station. The drawing above was made with Railmodeller Pro to ensure that the layout will also have room on the coffee table.



The model of the Re 420 "LION" particularly inspires our readers. This is how he came across the Mini-Club model, which now fascinates him just as much.

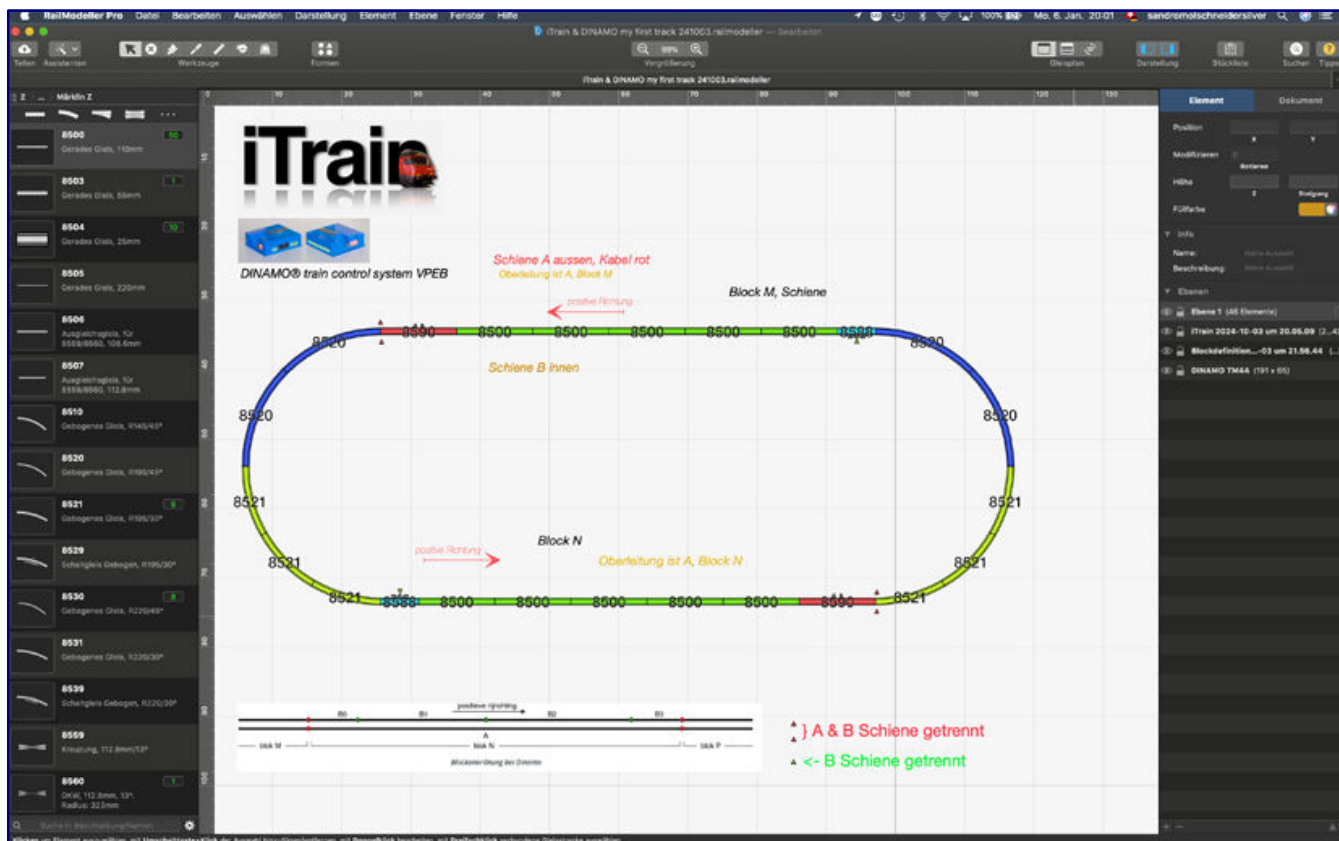
The electric locomotives run on the contact wire (overhead line) with energised pantographs. The diesel locomotives run with power from the A/B rail.

First short field report

Three analogue Märklin Z scale locomotives were put into operation with the three-month test licence. The characteristic curves (speed-current/voltage) are shown in the appendix. All three run beautifully, smoothly with Dinamo, and much better than with the Märklin controller (art. no. 67020). The HFI lighting (High Frequency Illumination) works very well and makes these models look classy and valuable.

The Z scale locomotives can be operated with overhead lines (and, upon request, with under-line). This makes the electric traction appear particularly valuable and true to the original, especially when they accelerate and brake as smoothly as the original. This is ensured by the precise Dinamo control system in conjunction with the "iTrain" software.

How a model railway layout is set up and operated should be left up to the individual and is also a matter of taste. I particularly enjoy being able to operate many functions in trains, cars, and locomotives.



The track plan with blocks in the programme (top picture) and the corresponding test setup with overhead line on the coffee table (bottom photo).

For me, this also means that electric locomotives can run with an electrically functional overhead line. This could be demonstrated and realised here with the particularly sophisticated Z gauge models and the combination of Dinamo and iTrain.

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Two impressions of the test setup from the coffee table: The Re 420 “LION” with EW-IV wagons passes by the set aside Märklin box (photo above), while the anniversary locomotive passes on the decorative coffee table (photo below).

On the left we see a model of the Re 460 “Relax” with the pantograph contacting the overhead line, the photo on the right shows how this is pressed down with an (insulated) red tool and the headlights are switched off accordingly. The locomotive really runs with power from the contact wire.



The Relax locomotive operates from the catenary wire with its pantograph and is electrically powered via this (top picture), as can be seen from the headlights. If the pantograph is pushed down (right photo), the headlights turn off.

That's good news, because now I can also use all the advantages of Dinamo and the iTrain control system in Z gauge. This includes:

- Automatic speed calibration of all locomotives,
- Collision avoidance with many more trains than I could control manually,
- Semi-automatic and fully automatic train control from block to block,
- Electric locomotives can be operated with overhead lines and pantographs
- Mixture of analogue and digitally controlled locomotives on the same layout,
- Very nice illumination of the analogue locomotives, even at low speed,
- Very nice ramp control for the speed (also for analogue locomotives), and
- Correct voltage control for the locomotives and higher voltage control for the switching elements (≤ 12 V for Z-gauge locomotives, ~ 16 V for the switching elements such as signals, track switches, points, etc.).

What is Dinamo?

Dinamo stands for digital interface network for analogue model railways. Its manufacturer is VPEB.

This train control system makes it possible to operate analogue and digital models simultaneously on the same layout. For this purpose, it is divided into electrically separate blocks that can be controlled individually by the programme.

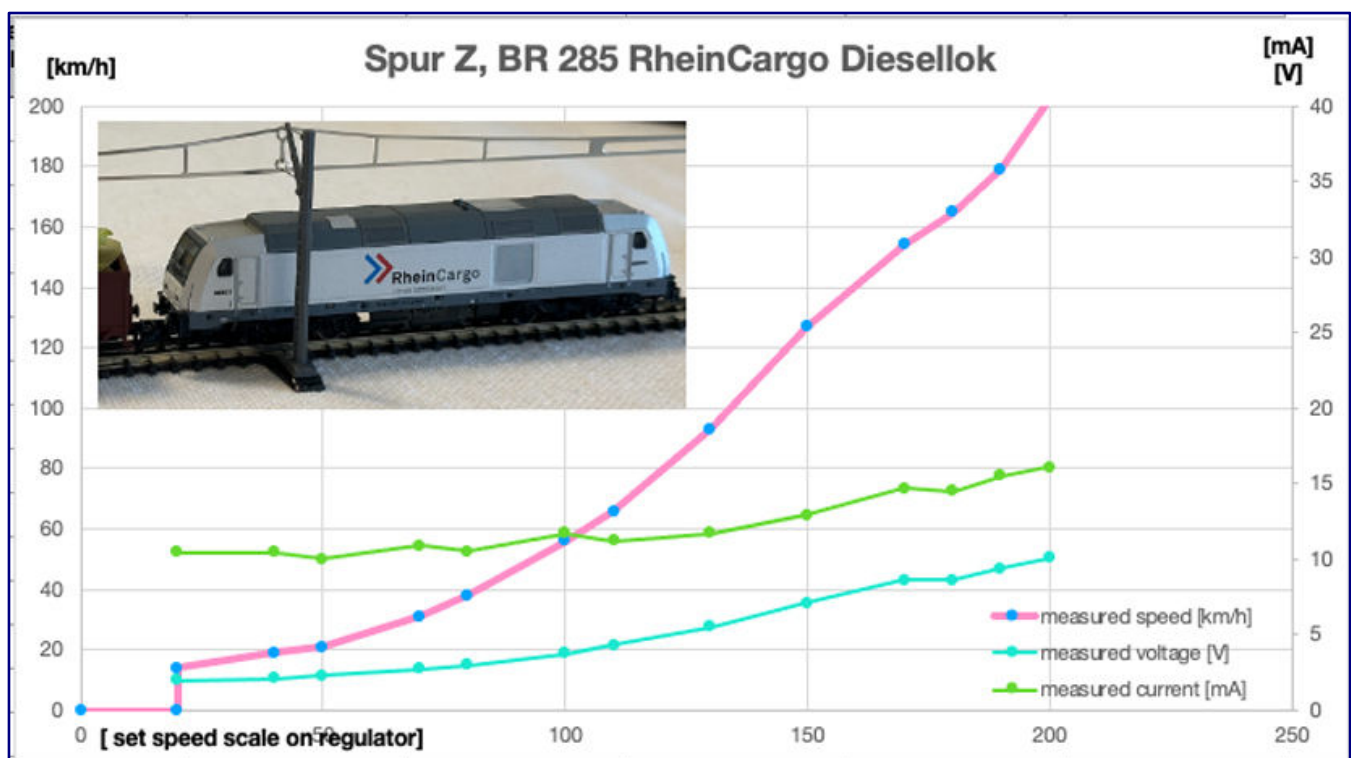
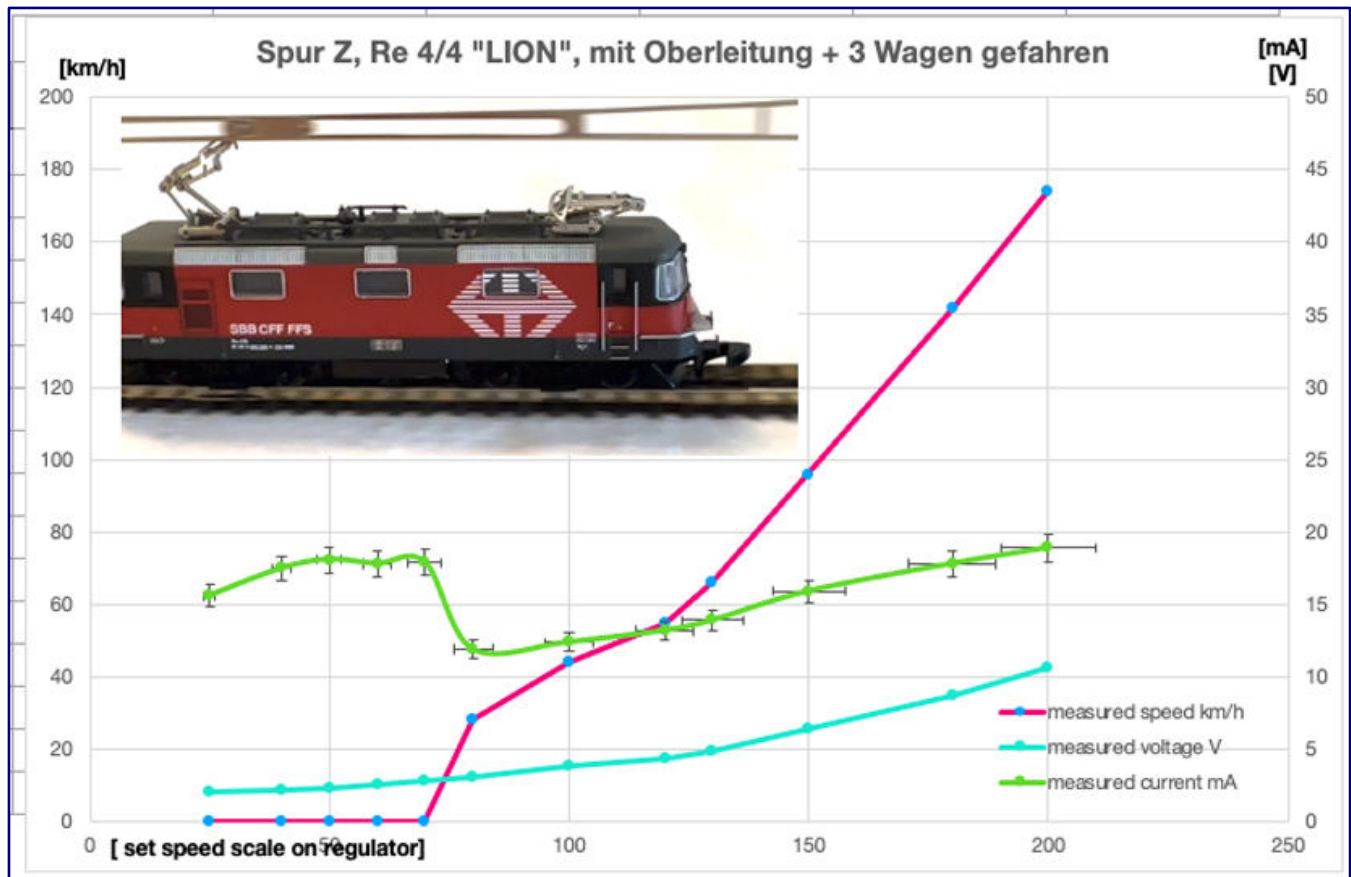
If there is an analogue locomotive in a block, it receives analogue DC voltage with pulse width modulation from Dinamo. Digital vehicles, on the other hand, are addressed via a DCC signal. The system is designed for two-wire direct current technology, as is also used in Z gauge.

My first conclusion

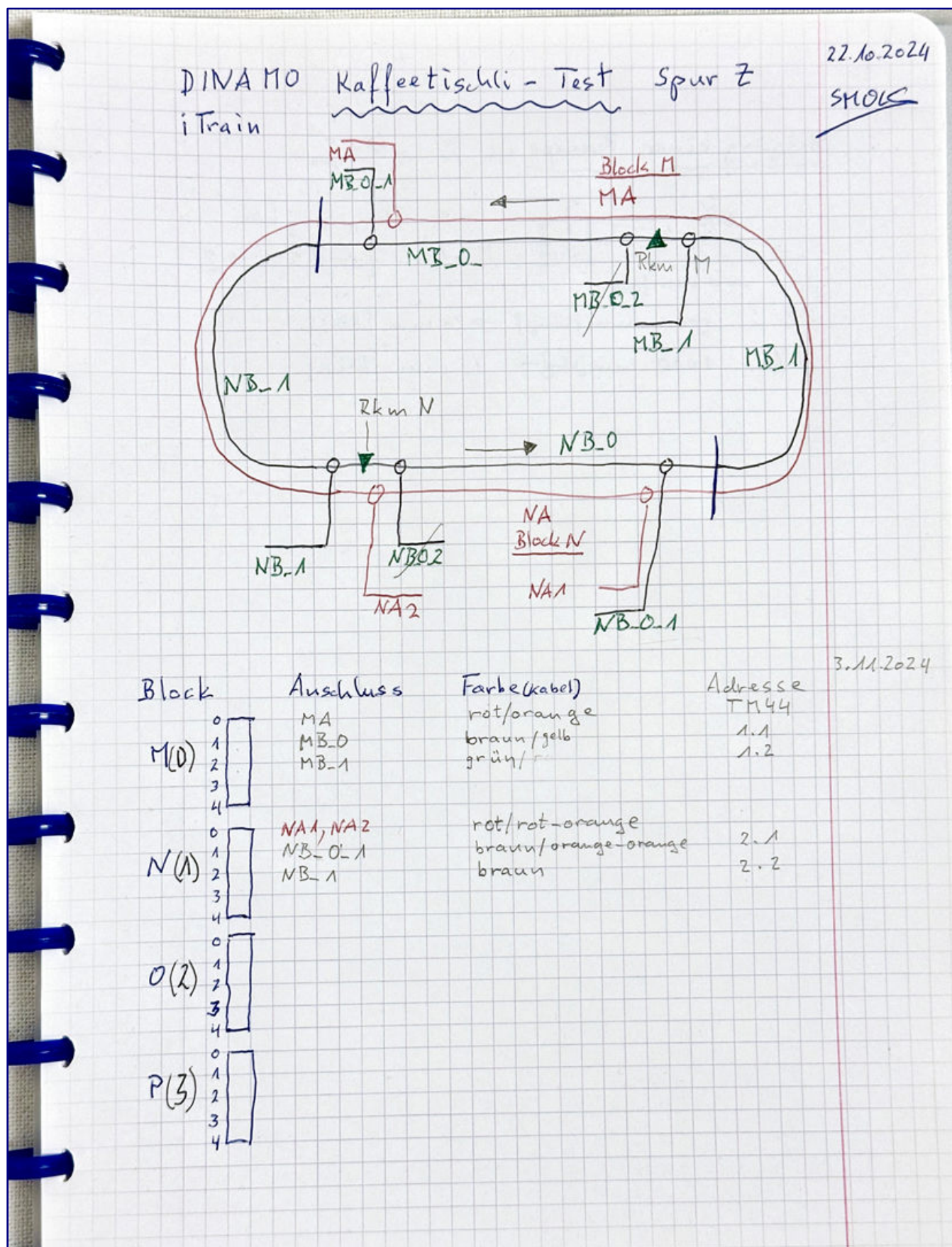
My initial conclusion and judgement of this combination are very positive. The concept works really well and is very convincing. All the locomotives run better, quieter, and with beautifully illuminated lamps (thanks to PWM and HFI from Dinamo). They also run better than with a Märklin controller.

In the meantime, I have ordered a full licence for iTrain and will soon need more Dinamo modules and Z gauge locomotives. I would like to take this opportunity to thank Christian Barmettler from Bähnli-Shop

(Olten) and Leon van Perlo from the Dinamo user site. I would now like to show you the 'fingerprints' of the analogue locomotive:



And this is how the connection diagram from Dinamo looks for my coffee table test oval in Z gauge:



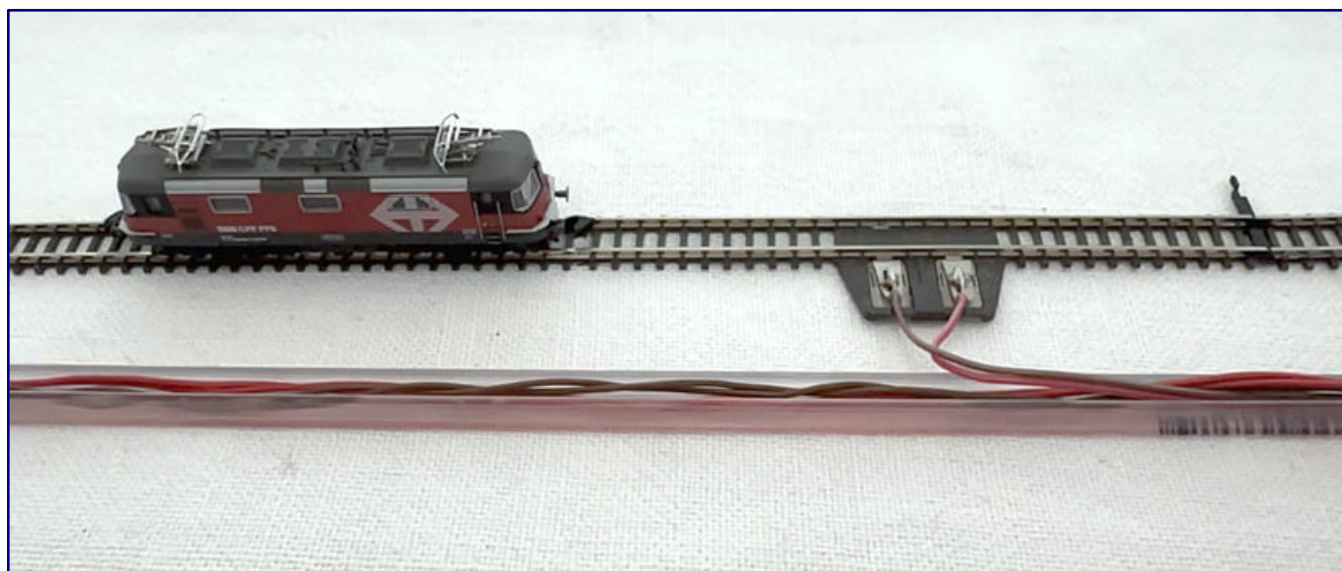
Avoidable errors

Like so many things in life, my set-up was not without its faults. I would therefore like to list them here and explain how to avoid them:

- The locomotive does not start.

When I put the Re 420 "LION" locomotive on the track, the corresponding feedback unit immediately reports this. The locomotive (88595) is brand new. It works very well with the Märklin controller, both when current is drawn from both rails or via the catenary.

I own three models of this type. They do not move off when I set the slider in the iTrain programme to a speed value in manual, semi-automatic, or automatic mode.



The Re 420 'LION' was placed on the track and immediately recognised by the feedback unit. But, why can't it be set in motion via the Dinamo configuration

The two other models (BR 285 "Rheincargo" and the Re 460 "Relax" drive perfectly and can also be controlled very precisely according to the speed value set on the controller (forwards and backwards).).

The models were initially only put into operation in analogue mode. The HFI signal (High Frequency Illumination) was switched off and then switched on again (level 0 or 12). I did not notice any difference. On the TM44 (a programme setting; editor's note), only outputs 1.1, 1.2, and 2.1, 2.2 were used for the first time.

The Dinamo Train Control System is a very sophisticated model railway control system and has many functions that also make the layout safer. One of the most important systems or concepts is the OCD system, which checks whether a short-circuit current is present (OCD = Over Current Detection). The system is very fast and protects each block individually, even on large H0 layouts.

With the small Z scale locomotives that are equipped with an energy buffer capacitor, the capacitor is first charged when the locomotive starts up. As this can be a very high current for a short time, the OCD switches off the voltage immediately.

Sehr wichtig sind einige Settings bei den beiden TM44, wenn man Z fährt.

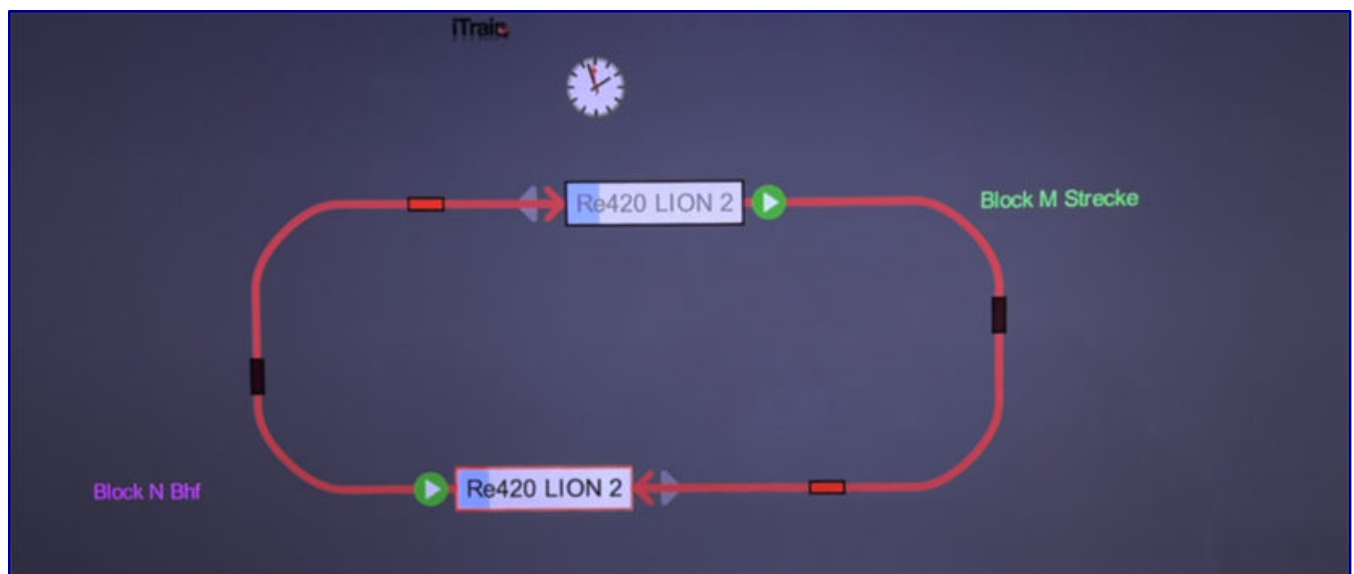
Setzt die PWM-Frequenz für analoge Loks auf ca. 160 Hz

Kurzschlussempfindlichkeit „slow“, sonst werden Loks mit Pufferkondensatoren als Kurzschluss gemeldet

The troubleshooting initially focussed on the settings for the PWM frequency, but the solution turned out to be changing the OCD mode to “Slow.”

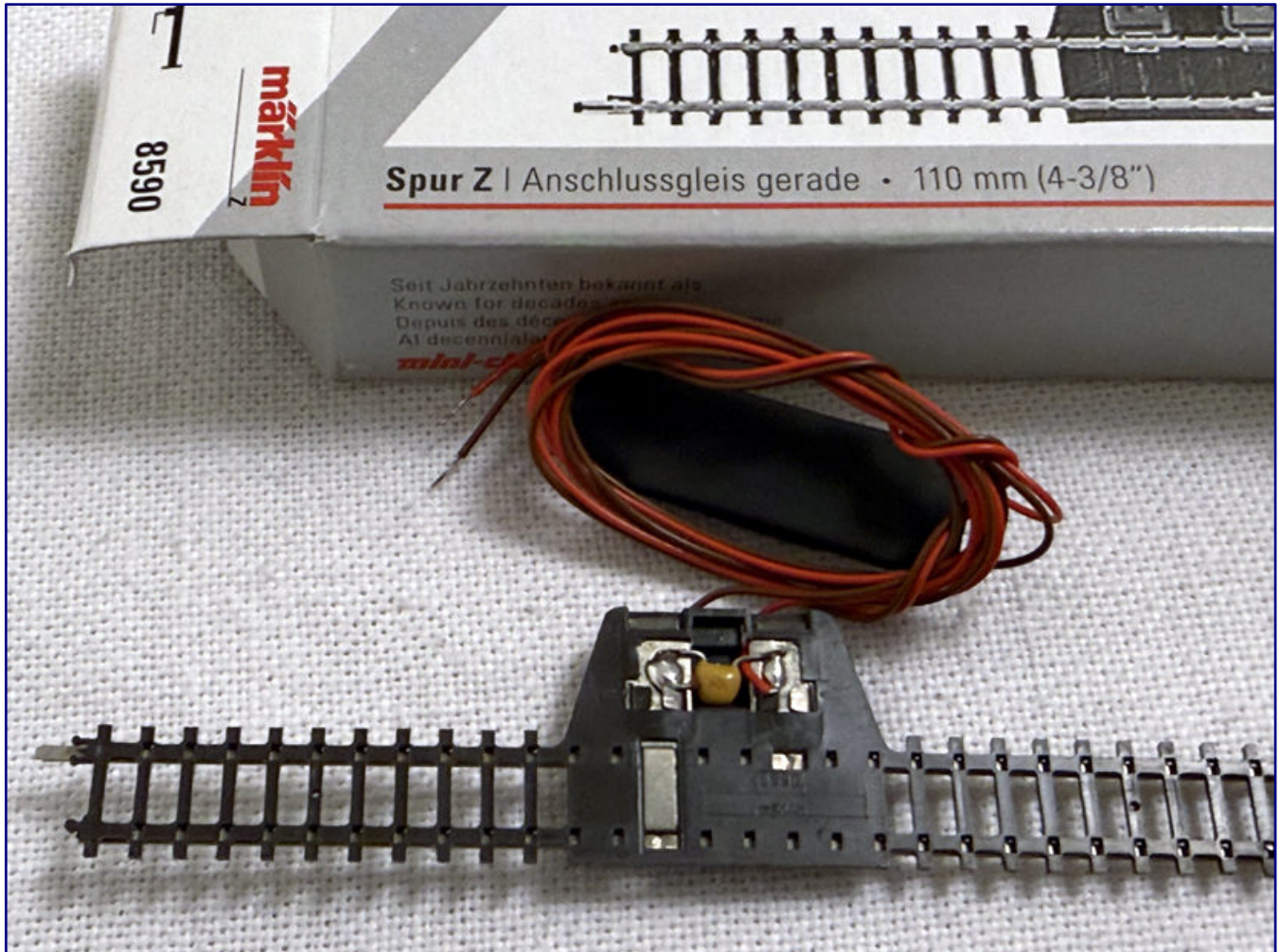
The problem can be easily solved by setting the response time of the OCD system to “slow”. The basic setting of the TM44/RM-C was set as follows for analogue operation with Z track: This can be done with the programme DinamoNewConfig.exe. In general, my system is operated from iTrain / Dinamo via MacOS.

- Ghost train, the indicator shows incorrectly.
The MB_0 feedback unit displays an occupied signal when the locomotive is travelling in block NB_0. However, this only happens when the locomotive is travelling (with voltage). When the locomotive is at a standstill or when I push the locomotive through by hand, all feedback indicators display correctly on the screen and the feedback monitor.



The same locomotive appears twice on the screen and supposedly occupies two blocks. The cause of the error is initially unclear.

The MB_0 feedback unit displays an occupied signal when the locomotive is travelling in block NB_0. However, this only happens when the locomotive is travelling (with voltage). When the locomotive is at a standstill or when I push the locomotive through by hand, all feedback indicators display correctly on the screen and the feedback monitor there.



The cause turned out to be the interference suppression capacitor of the Märklin contact track 8590, which is installed on the underside of the track.

Automatic mode cannot be set up and no speed measurement can be carried out with this false feedback signal. I am therefore also looking for a solution for this.

All manuals suggest removing the interference suppression capacitors in digital mode. I had also removed these (in the black shrink tubing) from the Märklin contact track (8590).

However, I had overlooked the fact that a second capacitor was welded between the tracks under the sleepers. Once I had removed this from all the contact tracks, the “ghost trains” disappeared and all the sensors worked correctly.

The technical explanation: The Dinamo system controls the analogue locomotives with a PWM frequency of approx. 160 Hz. The capacitor was a load for this frequency and was incorrectly recognised as a (ghost) locomotive.



After removing the capacitor, the incorrect message in the control unit disappears, and automatic mode can be set up.

All photos and illustrations: Sandro M.O.L. Schneider

Related pages:

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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.

Baureihe 250/155 erstmals im Portrait **Die Energiecontainer der DR**

Die spätere Baureihe 155, wegen ihres kantigen und schnörkellosen Aussehens gern als Strom- oder Energiecontainer bezeichnet, wurde nie zu einer Paradelok, die im Fokus von werblichen Präsentationen oder unter besonderem Augenmerk der Eisenbahnfreunde stand. Erst als sie sich mehr und mehr von der Schiene verabschiedeten, rückten sie gesamtdeutsch ins Blickfeld. Nur erhalten sie auch ein literarisches Denkmal.

Hans Sölch | Michael Fuhrý
Der Lok-Vogel Sonderausgabe Nr. 19
Die Baureihe 250/155 – 50 Jahre im Einsatz

Xyania Internet-Verlag Hans Sölch
Rosenheim 2024

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

ISBN 978-3-961-65155-9
ISSN 1862-9415
Preis 14,90 EUR (Deutschland)

Erhältlich direkt ab Verlag
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Im letzten Jahr feierte eine wichtige DR-Konstruktion ihr 50. Einsatzjubiläum. Die Baureihe 250, ab 1992 bundeseinheitlich als 155 geführt, wurde mehr als eine modernere Nachfolgerin der „Eisenschweine“ (Baureihe E 94 / 254 in Diensten der DR).



Als die Staatsführung der DDR angesichts steigender Rohölpreise auch zwischen sozialistischen Staaten von ihrem Plan der Verdieselung Abstand nahm und stattdessen die Elektrifizierung verstärkt vorantrieb, ergab sich perspektivisch ein erhöhter Bedarf an leistungsstarken und modernen Elektrolokomotiven.

Die Drehstromtechnik, die sich im Westen kurz vor dem Durchbruch befand, war für die DDR aber noch längst keine Option. So lief es auf eine konventionelle Lok hinaus, die möglichst wenig Überraschungen bieten und auch dank bewährter Komponenten und beherrschter Technik zuverlässig ihren Dienst absolvieren sollte.

So beerbte die schließlich als Baureihe 250 bezeichnete Neukonstruktion die deutschen Krokodile, schlug nach E 11 und E 42 ein neues Kapitel auf und wurde auch die technische Basis für die zehn Jahre später folgenden Baureihen 212 / 243.

Technisch erfüllten die Maschinen die in sie gesetzten Erwartungen. Sie ersparten der DR Doppeltraktionen und setzten anderswo gebrauchte Maschinen frei, konnten sich sogar im Reisezugdienst der Reichsbahn bewähren, weil die Streckenhöchstgeschwindigkeiten im maroden Netz ihnen zuarbeiteten.

Den drei Vorauslokomotiven folgten bis 1984 noch mal 270 Serienexemplare und dennoch gab es kaum Feierlichkeiten oder Veröffentlichungen, die sich mit dieser Baureihe auseinandersetzten. Hans Sölch und Michael Fuhry wollten das ändern und widmeten den Lokomotiven ihre zweite Zusammenarbeit (siehe auch Rezension in **Trainini®** 2/2024).

Gemeinsam arbeiten sie die Entwicklungs- und Einsatzgeschichte der schweren Güterzuglokreihe auf. Nach einer einleitenden Fotostrecke erfahren wir zunächst einiges über die besonderen Rahmenbedingungen in der früheren DDR.

Sie beginnen dieses Teil mit einem historischen Rückblick und der Situation nach Ende des Zweiten Weltkriegs. Demontagen als Reparationsleistungen schwächten die Infrastruktur des „Bruderstaats“ und ließen ihn nur schwer wieder auf die Beine kommen.

Erklärt wird, warum und wie sich das Neubauprogramm ans Aufarbeiten altgedienter Baureihen anschloss und schließlich über das Ziel einer schweren Mehrzwecklok zu dieser schweren Güterzuglok führte.

Die Technik der Ellok wird anschließend ausführlich und verständlich beschrieben. Anschaulich erfahren wir, wie bewährte Technik weiterentwickelt und hier verwendet wurde, welche Änderungen an den Serienmaschinen vorgenommen wurden und wie die finale Lösung dann aussah.

Immerhin wollte sich der ostdeutsche Lokomotivbau auch international mit dieser Maschine präsentieren und hoffte auf Exportaufträge. Immerhin wurde die Baureihe 1979 auch auf der Internationalen Verkehrsausstellung in Hamburg gezeigt. Eingebunden ist dies in die Betriebsgeschichte bei der DR bis kurz vor der Wende.

Daran schließt sich ein Kapitel über die dort vorhandenen Lackierungen an, was nachfolgend mit den späteren Lackierungen wiederholt wird. Gemein ist all diesen Kapiteln, dass die Varianten im bordeaux- und oleanderroten, orientroten und auch verkehrsroten Anstrich ausführlich beschrieben werden. Auch Besonderheiten werden hier herausgearbeitet.

Ausführliche Statistiken zur Beheimatung und Bestandsverteilung bilden einen Kern der Betriebsgeschichte, die einen zeitlichen Schwerpunkt bei der Deutschen Bahn AG hat, aber die in private Hände gelangten Vertreterinnen nicht ausschließt. Auch der Schweiz-Einsatz einer in Deutschland aufgabenlos abgestellter Maschine findet Erwähnung.

So spannt dieses Sonderheft einen Bogen von den ersten Planungen bis in die Gegenwart – mehr als die fünfzig Jahre reiner Betriebsgeschichte. Über 180 vielfach bislang unveröffentlichter Aufnahmen schmücken die Texte bildlich aus. Sie umfassen alle Einsatzjahrzehnte und werden von uns zu einem großen Teil der Akribie von Michael Fuhry zugeschrieben, der hierfür sprichwörtlich brennt.

So halten wir in der Gesamtbetrachtung fest, dass hier nicht nur anlässlich eines Jubiläums ein Werk zum Erinnern an diese Baureihe geschaffen wurde. Wohl erstmals ist die gesamte Geschichte der Baureihe 250/155 zusammenfassend präsentiert worden.

Immerhin 100 Seiten voll mit Bildern, Informationen und Statistiken rund um diesen Sechssachser der Deutschen Reichsbahn sprechen eine deutliche Sprache. Gewiss werden sie dazu beitragen, dass der Wunsch nach zeitgemäßen Modellen für alle Zetties nun weiter zunimmt.

Das Ausbessern der Dampflokomotiven Einblicke in alte Zeiten

Historische Aufsätze über Lokomotiven und deren Technik finden wir zuhauf. Auch Geschichten aus dem Betriebsdienst wurden als Anekdoten gern aufgezeichnet. Was oft unterzugehen droht, ist der betriebliche Alltag vergangener Jahrzehnte. Die vorliegende Wiederauflage von Transpress stellt alles zusammen, was das Ausbessern von Dampflokomotiven im Bw und RAW vor sechzig Jahren ausmachte und prägte.

Walter Weikelt / Manfred Teufel
Die Technologie der Ausbesserung der Dampflokomotiven
Nachdruck der 1. Auflage von 1962

Transpress Verlag
Stuttgart 2024

Taschenbuch
Format 17,0 x 24,0 cm
244 Seiten mit 150 S/W-Bildern

ISBN 978-3-613-71728-2
Best.-Nr. 71728
Preis 39,90 EUR (Deutschland)

Erhältlich direkt ab Verlag
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Mit dem vorliegenden Buch setzt Transpress seine Reihe „Classics“ fort, in der seit langer Zeit vergriffene und wiederholt nachgefragte Titel unverändert wiederaufgelegt werden. Auch der vorliegende Band hat seine Wurzeln im Jahr 1962 und kommt nach über sechzig Jahren jetzt als Nachdruck zurück in den Handel.



Verfasst hatten ihn damals Walter Weikert und Manfred Teufel, der auch durch andere Publikationen in Erscheinung trat, als Bedienstete der Reichsbahn im Auftrag des Ministeriums für Verkehrswesen der DDR. Verlegt wurde es auch damals von Transpress, in der DDR ein volkseigener Betrieb (VEB).

Im Vorwort lesen wir, für wen das Werk bestimmt war, nämlich „in erster Linie für die Studierenden und die jüngeren Ingenieure und Techniker des Werkstätten- und Betriebsmaschinenendienstes (...), aber auch der erfahrene Fachmann findet darin manches, was ihm für seine Arbeit nützlich sein wird.“

Auch wenn die Autoren selbst betonen, dass keine Dampflokomotiven mehr gebaut würden und ihre Zeit absehbar zu Ende ginge, hielten sie ebenso Folgendes fest: „Die Dampflokomotiven stellen in ihrer Gesamtheit ein enorm hohes Volksvermögen dar, das es gilt, sorgsam zu erhalten und zu pflegen.“

War das ein offenes Eingeständnis, dass den letzten Vertreterinnen im „real existierenden Sozialismus“ noch mehr als zwanzig Betriebsjahre bevorstehen sollten? Keine Frage, diese Fibel fand noch lange Zeit ihren Platz in den Dienstzimmern der DR.

Heute sind es wohl eher Museumsbahnen und an Technikgeschichte Interessierte, die hier nachschlagen. Möchte der eine nur geschichtliche Aspekte nachvollziehen und verstehen, ist es für andere eine Anleitung, um einen musealen Schatz möglichst lange betriebsfähig zu halten.

Wurde es in den sechziger Jahren noch gelehrt und vom Personal gelernt, ist das Ausbessern von Dampflokomotiven heute schon fast ein Buch mit sieben Siegeln. Hier ist aber das gesammelte Wissen

über die Reparatur und Instandhaltung von Dampflokomotiven zusammengefasst – im Ausbesserungswie auch im Betriebswerk.

Mag das Beschriebene auch eng an der DR ausgerichtet sein, die sicher weniger streng betriebswirtschaftlich agierte als die Bundesbahn im Westen, so handelt es sich trotzdem um einen Klassiker der Eisenbahnfachliteratur.

Das gesammelte Wissen über Reparatur und Instandhaltung der Maschinen ist hier niedergeschrieben. Es betrachtet die geschichtliche Entwicklung, gibt eine allgemeine Übersicht über die Erhaltungswirtschaft sowie die Organisation und Gestaltung der Werkstätten.

Danach betrachten die Autoren Arbeitsprozesse und konkrete Tätigkeiten im Rahmen von Ausbesserungen. Der Wert für Museumsbahner erschließt sich vor allem aus dem Überblick der Fristarbeiten im Bw.

Nicht alles ist politisch ungefärbt, wie wir es aus der DDR-Propaganda nicht anders kennen. Aber das Verherrlichen und Verklären der sozialistischen Mangelwirtschaft findet hier relativ wenig Raum, denn die Technologie steht klar im Vordergrund: Es ist ein Arbeitsbuch und Nachschlagewerk zugleich, kein Erziehungsratgeber für politische Ideologie.

Seine Eigenschaft als Ausbildungslektüre über Ausbesserungstechniken an der Dampflokomotive erklärt aber die leichten Einfärbungen, auf die wir der Vollständigkeit wegen auch hingewiesen haben. In Summe sind wir froh, dass Transpress auch diese Lektüre wieder verfügbar gemacht hat.

Sie archiviert historisches Wissen, das nachfolgenden Generationen vieles verdeutlichen wird, das sie nicht ansatzweise kennen lernen konnten. Und es bewahrt auch ein Stück deutscher Geschichte, die irgendwann wieder so weit verschmolzen sein wird, dass unvorstellbar ist, wie zwei Staaten parallel und voneinander abgeschottet existieren konnten.

Publishing pages:

<https://motorbuch-versand.de>

This was the On traXs 2025

Truly extraordinary

Long-time fans of the On traXS model railway exhibition in the Dutch “Het Spoorwegmuseum” will never miss a visit. This is due to the quality of the exhibits on display, and also the extraordinary setting in which they are presented. Even though no Z gauge layout was selected to compete in 2025, we took a tour and captured some impressions.

Every year in March, On traXS attracts model railway enthusiasts from across western and central Europe, if not beyond, to Utrecht in the Netherlands. It was no different this time from 14 to 16 March 2025, with crowds of people queued up every morning in front of the entrance to the former Maliebaanstation railway station.

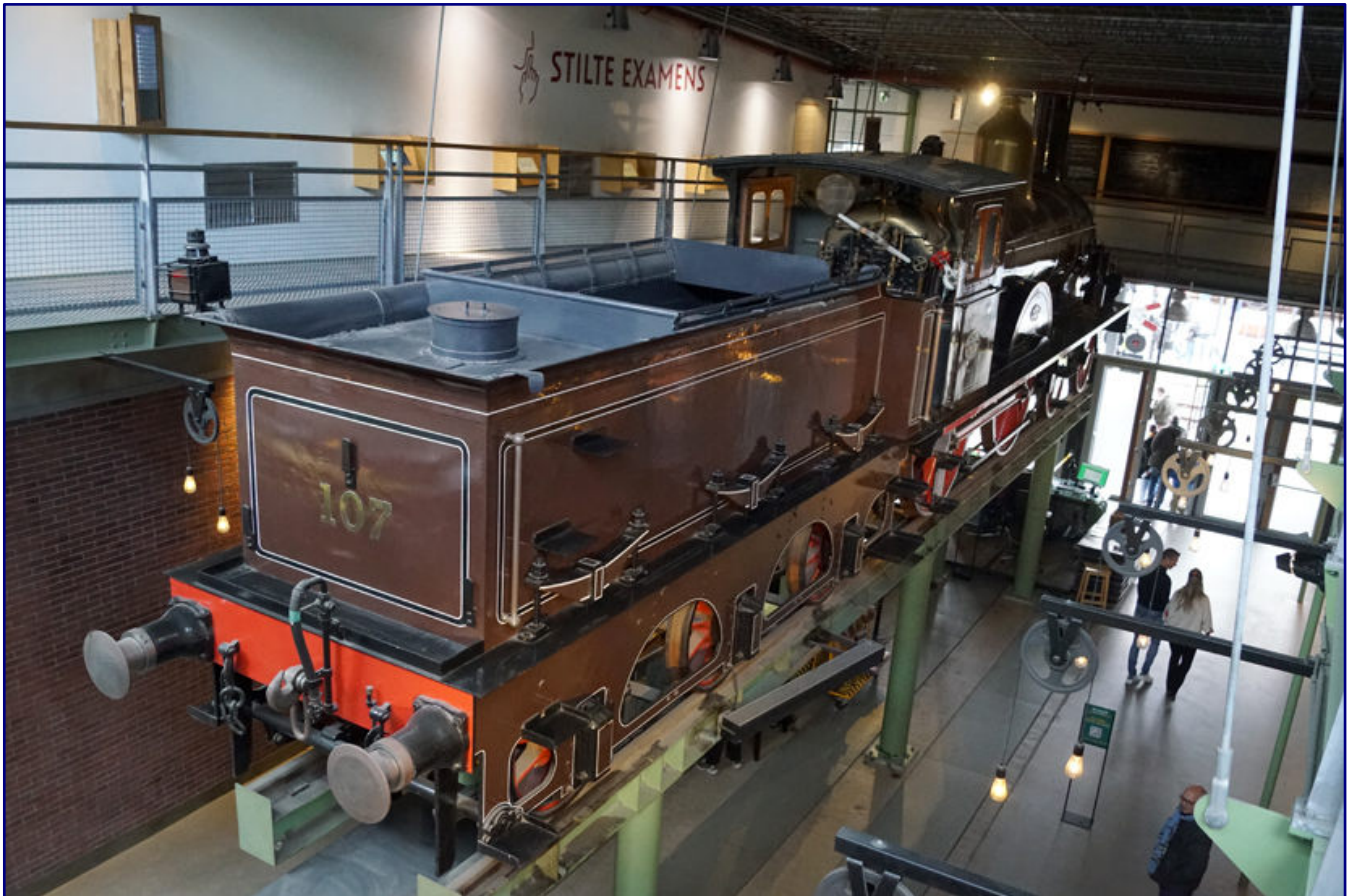


Demonstrations with explanations, such as here of the mechanical signal box, are a centrepiece of the railway museum in Utrecht, along with smaller “experience tours”.

There was even a coach full of visitors from East Westphalia-Lippe, which probably says something about the level of enthusiasm this event can garner. There may be critics for whom the exhibition's concept seems too elitist, as one cannot simply apply to showcase a piece. Attendance is rather by invitation only, based on the organisers' selection, but this part of the game and serves to ensure a certain quality standard of the event.

For us at least, the selection criteria for the layouts on exhibition seem clear. In addition to an, admittedly high, minimum standard for the landscape design, they appear to include above all the existence of a backscene, integrated layout lighting and shielding from ambient light. This leads to a preference for cameo type layouts. One reason for this may be the space and lighting conditions in the museum and the intention to offer visitors an undisturbed experience.

This is precisely the philosophy of this museum, which fulfils its cultural and educational mission in a truly extraordinary way. Experiencing railway history in a rather casual and lively manner rather than dusty exhibits from the archives is the main aim here.



Viewing some of the exhibits from unusual perspectives also makes a visit to Utrecht a special experience.

The museum's grounds include themed worlds and a theatre. A virtual rollercoaster ride is also used for a journey through the history of the railway and linked to its possible future. The organisers have used the idea of classic haunted house rides to take visitors through a repair workshop and illustrate the hard physical work of times gone by.

Other exhibits can also be experienced from sometimes unusual perspectives. At one moment we look onto the roof of a locomotive, other times we view a steam locomotive from below. Mechanical signal boxes are explained in detail through demonstrations. But scale models also have their place among the exhibits.

continued on page 38



Photo above:
The layouts on display are located between or close to prototype exhibits and are thus integrated into the unique atmosphere.

Photo below:
Team Mitropa also follows the lively museum concept. Various modelling demonstrations are held throughout the exhibition, with visitors being able to ask questions.

This links to the model railway exhibition that takes place here every year in March. The Mitropa model-making collective is on board as the organising partner. Its representatives spend twelve months looking for suitable layouts that have not yet been seen in the region. If they find one, they are invited to the next On traXS, an invitation which nobody is likely to turn down without good reason.

In 2017, a Z gauge layout was included for the first time, followed by two more such layouts. This year, our scale was not represented among the exhibits, but that didn't stop us from visiting.



Various small and large manufacturers are also present at On traXS with their stands and their products. Here, for example, we see Märklin (back) and RTS (front).

Some manufacturers are also present here directly or through their foreign distributors. These include Märklin and Noch as major suppliers, but also companies such as Artitec, Life Color, MBR, RTS or Yamorc, some of which are also important for our gauge. Joswood attended for the first time to showcase its laser-cut kits.

It was a pleasure to see so many layouts of different scales and motifs. We also photographed or filmed a personal selection, unfortunately all three winners of the public vote were not among them.

However, the layout that won the children's award was a direct hit: The Rhaetian Railway Madiro by Diger Rossel (NL) also met our taste, above all because of the beautiful Alpine landscape, in which the red trains of the RhB really come into their own.

continued on page 41



The Rhaetian Railway Madiro by Diger Rossel (photo above) was the favourite of the children's choice, but was equally appealing to adults. Meanwhile, "Mediterranean Story" by Peter de Nijs (photo below) invited visitors to Italy.



“Am Ende der Strecke” (At the End of the line) by Frank Groenheiden (photo above) and “Rue de Étoiles” by Michael Kohler (photo below).

“Mediterranean Story” by Peter de Nijs (NL) told the story of Italy in N gauge and combined motifs from Lucca in Tuscany with a dreamlike coastal atmosphere. “At the End of the line” in H0 scale by Frank Groenheiden (NL) featured a small railway station serving as a rail bus terminus. However, the main eye-catcher at the other end of the layout was a factory area where heavily weathered freight wagons were being moved by a shunter.

“Rue des Étoiles” by Michael Kohler (CH) is a layout whose title translates into “Street of Stars”. His tiny exhibit transported us to a small French town in the fifties or sixties. To the tune of a French chanson, a Citroën and cyclists ride through the streets. The railway bridge in the background is crossed by an SNCF diesel railcar. The mood on the showpiece changes regularly with the time of day.



Train enthusiast Jens Petermann presented his H0 scale Saxonian narrow gauge “Dorfchemnitz Station near Sayda.”

Jens Petermann (D) and his “Bimmelbahn” team were also represented. He himself showed the “Dorfchemnitz b. Sayda railway station” layout. Like its predecessors at the same location, it also conveyed Saxon narrow-gauge operation on a scale of 1:87.

“Wiesenberg” by Jörg Krause (D) had made the great era of the DR in the former GDR the subject in the same size on standard gauge. In a rural village setting, branch line operations and bus routes are interlinked, steam locomotives are still serviced or parked overnight, and agricultural products and livestock are handled just a few metres away.

Alexander Lösch and Frank Mäule (D) used the Bundesbahn's wagon feeder service as a model. Using gauge 1, they presented the “Restbetrieb in die Filiale 1,” consisting of two segments – each of them had contributed one to it.

The two found the historical prototype setting for this near Remscheid in the Bergisches Land region, as Alexander Lösch revealed to us in an. You can watch it in full length in episode 38 of **Trainini TV**. In it,



At Jörg Krause's "Wiesenberg" station, we observe dangerous window-cleaning scenes while DR operations continue as normal.

the long-time On-traXs participant also talks about what makes this event so special from an exhibitor's point of view and how it brings people together.



In between, you need to catch your breath. In the outdoor area we also find a so-called Koploper of the 4000 series.



“Keine Panik bei Lindenberg”1(‘No panic at Lindenberg’) is the name of the left-hand section of “Restbetrieb in die Filiale 1” (remaining operations on the branch). Alexander Lösch built it.

been scheduled for 20 to 22 March 2026. When the time comes, a coach from East Westphalia-Lippe will certainly not be the only one travelling to the event. We, too, will certainly be there again with a delegation.

In fact, it is just as unique how personal contacts are created and cultivated in the Benelux countries in order to create international friendships.

Visitors are also quickly “sucked in” here when they have questions and get into deeper conversations.

Perhaps, more than at any other exhibition, it is not just the exhibits that count here, but also the people who need and seek professional dialogue. There seems to be no fear of contact or reservations, as we often hear and experience ourselves.

We are looking forward to the next edition of the event which has already



The “BÜ Schüttendelle” (“Schüttendelle level crossing”) by Frank Mäule marks the right-hand section of the layout.

If there is also a Z gauge layout to be seen, this journey of around 200 kilometres is all the more worthwhile. We remain curious.

Exhibitor selection with Z-gauge relevance and Trainini TV with episode 38:

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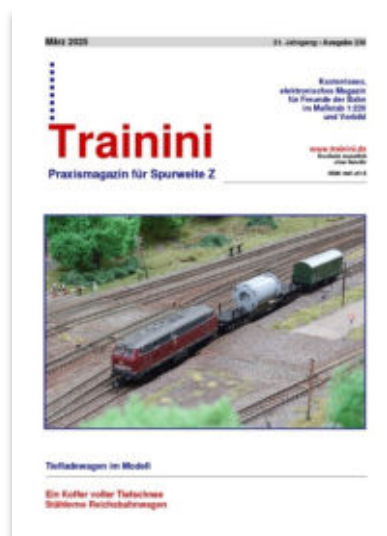
Readers' letters and messages

Zetties and Trainini in Dialogue

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

Instead of a letter to the editor:

Unfortunately, we did not receive any new letters to the editor during the reporting period of this issue. However, this does not mean that the dialogue with you has fallen asleep: there was indeed an exchange, which took place in the form of personal messages that were not intended for the public or by telephone.



And finally, Intermodellbau also offered an additional option to make personal contact, which was widely utilised. In this way, we learnt about topic requests, had personal impressions, and were able to answer questions about building proposals, some of which had been submitted a long time ago.

The desire to personally thank the editorial team for producing and offering this magazine was also often a reason to approach them. We would like to take this opportunity to express our sincere thanks for every personal contact, as this is the lifeblood of our magazine.

We were particularly impressed by how important the archive function is for **Trainini®** and how large the number of model railway enthusiasts is that we also reach outside of Z gauge and find valuable suggestions and ideas in our magazine. We are also very pleased about this.

Readers' questions about episode 37 on **Trainini TV**:

The editorial team received a number of questions about episode 37 on our **Trainini TV** channel, in which we present Jochen Brüggemann's unfinished layout. In addition to the answers below the film, we would also like to summarise the most important data he provided us with in order to answer them here.

The model railway layout is built in an L-shape and therefore has two tongues. Its total space requirement is 330 x 150 cm. The long tongue measures 330 x 75 cm, the shorter one 75 x 75 cm and tapers down to 55 cm.

The length of the house platform is 60 cm, that of the island platform as much as 96 cm. The total usable length of tracks 1 to 6 is even approx. 190 cm each. To illustrate: In the H0 scale, this layout would measure approx. 8.34 x 3.79 m!

Jochen Brüggemann also gave us an explanation of the insulation connectors on the overhead line: The white and grey insulation connectors were, as we suspected, made from original Märklin insulation connectors. He had already tested this method on his old layout around 1987 when he rebuilt the overhead line.

The two flat wings of such a plastic clip were cut off with a sharp knife, so that only a narrow strip with the two (slightly conical) contact wire holders remained. In this state, the piece of insulation was clamped into the transverse support structure with a pair of tweezers and aligned (several pieces of insulation in this state can also be seen in the video).

Once the two or three pieces of contact wire to be connected had been prepared (bent, cut to length, shortened/extended if necessary), he threaded them into the crossbar, pushed them sideways onto the contact wire holders and attached them with a drop of superglue.



Readers also asked questions about the white insulation connectors in the transverse support structure, which Jochen Brüggemann answered.

To check this, a locomotive was then pushed along under the overhead line, the position of the contact wire on the rocker of the pantograph was checked and then, if necessary, after a lateral correction, the contact wire holder was fixed to the crossbeam with a drop of superglue.

The tinkerer continues: "As I wanted the overhead contact line to remain functional on my layout at the time, I used Busch silver conductive paint to create a conductive connection between the connected contact wire elements. After the silver conductive paint had dried and a functional test had been carried out, I camouflaged this connection point with silk-matt Revell paint.

In the report in **Trainini®** 10/2013 (from page 10), several photos show such overhead line connections. However, on my current layout, which is currently under construction, I operate the locomotives exclusively with track current and dispense with the functionality of the overhead line.

This simplifies my work, saves time because I don't need to build a functional overhead line in the staging yard, and also makes cleaning and maintenance work there easier."

A look at the detail:

It was only in the last issue that we presented the Hanomag L28 1.5 t small lorry from JMC Scale Models as a new product. We now have models of both the panel van and the platform/plough version available.



Photo above and left:
From all perspectives, the two versions of the Hanomag L28 1.5 t look very successful.

Because of the fine and detailed workmanship, but above all the clean paintwork with accurately set off details, we would like to show them here using our own photographs to illustrate this outstanding quality.

Hopefully this will also arouse interest in two other new products that JMC Scale Models announced this month: the designer's personal favourite car, the Peugeot 404 Break, and the Bedford Blitz CF as a panel van, which was once very popular in the UK.



The Peugeot 404 Break (photo left) and Bedford Blitz CF (photo right) quickly followed as further innovations. Photos: JMC Scale Models

You can contact the provider via the following webpage: <https://jmc-scalemodels.blogspot.com>.

Three new products from Yellow Dwarf:

Yellow Dwarf (<https://www.yellowdwarf.eu>) added both wooden (item no. 60234) and steel cable reels (60235) to its range in April. These can be used to decorate and decorate many construction sites, whether it is earthworks on the electricity and telephone network in various eras, as well as electrification work on Era III and early Era IV layouts.



Wooden (item no. 60234; photo left) and steel cable drums (60235; photo centre) as well as the outhouse (60506; photo right) are current innovations. Photos: Yellow Dwarf

The outhouse (60506), which served as a makeshift solution decades ago before all residential buildings were connected to the sewer network, exudes a sense of nostalgia. The classic thunderbolt, which has often invited humorous and, in reality, embarrassing scenes, is only missing the heart in the door that was once so typical in Germany.

New lighting at Mobatron:

The Swiss manufacturer Mobatron (<https://www.mobatron.ch>) has developed new carriage lighting systems and is now presenting them to us. In response to a customer request, Rolf Erne has now also created an installation solution for Märklin's double-decker coaches in digital operation.

The versions WBL-Z-D-03-6/4NW (item no. 32 02 38) are available for the driving trailer and WBL-Z-D-04-6/4NW (32 02 39) for centre wagons. Common features after installation are a neutral white illumination of the passenger compartments above and below, whereby interior fittings can also be installed.

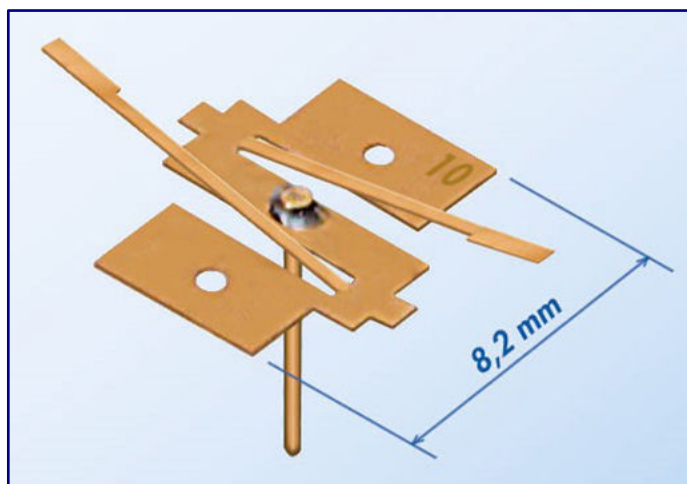


The interior lighting WBL-Z-D-04-6/4NW (item no. 32 02 39) for centre coaches illustrates the joint installation with interior fittings. Photo: Mobatron

Removing the Märklin circuit board and replacing it with the Mobatron solution also creates space in the driver's cab of the control car. This also allows the use of an engine driver who is dimly lit to make him visible.



The version WBL-Z-D-03-6/4NW (32 02 38) for the control car also includes switchable headlights and marker lights, but the function decoder required for this is not included ex-works. Photos: Mobatron



Matching axle sliders STA-Z-AW-10 (40 01 16 / 40 01 15) are also new to the range. Photo: Mobatron

The light change from peak to end signal can be switched to match the direction of travel, but this requires a function decoder that is not included in the delivery. However, the customer is not restricted to a specific make.

Mobatron has also developed suitable axle sliders to ensure good running characteristics of the centre trolleys with current consumption. They are available separately, if required. The models for the double-decker coaches and some other types of coaches are called STA-Z-AW-10 (40 01 16 / 40 01 15); another model STA-Z-AW-8 (40 01 13 / 40 01 14) fits other Märklin passenger coaches.

A list of which type fits which model can be found on the manufacturer's website. The installation instructions are also stored there so that you can familiarise yourself with the work to be done before you buy.

Two Märklin novelties on sale:

The DB Wismar rail bus VT 88.9 (item no. 88820), which we will test and present in detail, has now been delivered in new form. It is the club model 2024, which is already a small marvel in its diminutive size and equipment, but unfortunately has wheels that are clearly too large.

While it remains unclear whether the prototype actually still has this colour scheme, the purple red certainly suits the miniature very well. All in all, it makes an excellent impression with its three-light tip signal and bell anchor motor, which is largely due to the etched parts used for the ladders and roof rack.



The DB rail bus VT 889 from Wismar (item no. 88820) makes an excellent impression, but should be handled with care because of the delicate roof rack and the access ladders. Compared to the gauge 1 model delivered at almost the same time, however, it cannot deny its high-leggedness.

However, care must be taken with these, as these fine parts should not be handled roughly when removing them!

It is best to tilt the model sideways into the open palm of your hand and then carefully grip it at the points where there are no attached parts.

When placing it back in the deep-drawing insert, the owner should make sure that the roof ladder is on the correct side, where there is a recess for it.

The model of the Tehs 50 refrigerator car was used to realise the Smiley World car 2025 (86005). This model, produced in a one-off series, may



The Smiley World car (86005) has additional white printing on one end and one side of the frame.

appeal primarily to collectors, but it looks very attractive. In addition to the printing on the sides, it also has white lettering on one side of the chassis frame and both ends (see also photo in our report on our portal pages from 6 April 2025).

Azar Models informs continuously:

We received information from Azar Models (<https://azar-models.com>) that the first painted samples of the TGV have arrived as expected. The engravings are fine, the colours are bright and all the details are very carefully worked out. The result meets the expectations of the supplier and customer.



Approval samples are now available for both TGV variants, which the manufacturer has also shared with its customers and financial backers. The production process for this interesting train is, therefore, on schedule. Photo: Azar Models

Incidentally, the power cars will carry single-arm pantographs that have been newly developed for Azar Models. As digital models are also regularly offered, they remain electrically non-functional due to their prototypical appearance and have therefore been injection moulded from plastic.



The interior lighting now available (item no. S008) includes the equipment for two Corail carriages each. Photo: Azar Models

This means that production can now be released and start on schedule. The first deliveries of the TGV Sud-Est Orange (item no. T01-OR1) and Sud-Est Atlantique (T01-AB1) are expected from about late summer. We, at least, are very much looking forward to seeing these fine trains in person for the first time!

As already announced, three new items have become available on schedule: the SNCF diesel locomotive BB67400 'En voyage' (L01-EV1), the Corail carriages in Intercités livery (V01-ICP1 / -ICP2), and the matching interior lighting (S008 for two carriages).

Important Artitec products:

Although the 150 tonne Rhine barge "Helena" is an old acquaintance in the Artitec range, it has now been supplied as a finished model (item no. 322.042) for the first time at Intermodellbau. It features familiar details and the usual high quality of this accessory manufacturer.

This includes an elaborate and extremely realistic colour scheme that makes the ship almost indistinguishable from its prototype in a suitable setting. If you like, you can fill the hold with bulk goods such as coal and then perhaps even have two such barges meet on a shipping route.



The finished model of the 150-tonne Rhine barge (item no. 322.042) is extremely attractive. A ship name is not written on it, so that the customer can still personalise it.

Incidentally, the name of the ship is not on the bow, but on a sign, so that you can vary it yourself if you have several of them.

Also new is the furniture lift (322.041), which, as an inclined lift, will also help the roofer on a flat building. It has also been reproduced very delicately and lovingly, but does not reach higher floors.

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The new furniture lift (322.041; photo left) is much flatter than advertised, see also the prototype (photo right).



The camping happiness (522.0007; top photo) is about washing dishes, the drinking hall (522.0008; centre photo) and chip shop figures (522.0009; bottom photo) are intended for kits that have not yet been delivered.

The list is completed by three new sets of figures, which have once again been very vividly realised and credibly depict everyday scenes: "Camping happiness 'washing dishes'" (522.0007), drinking hall figures (522.0008), and chip shop figures (522.0009). Our macro shots emphasise what has been written and whet the appetite for the remaining kits of chip shop and kiosk.

Weinert Modellbau delivers:

Weinert Modellbau has also brought an important new product to Intermodellbau Dortmund: The FeH 53 telephone box with closed door (item no. 6861), which was already announced in 2022, is now available and proves to be the finest solution on the market. It is available as a kit of etched and cast brass parts.



The telephone booth (item no. 6861) is based on the FeH 53 model of the German Federal Post Office, the product photo (right) shows the identically constructed and identically detailed H0 gauge realisation. For Z gauge, the kit comes with a pre-folded and protected booth, etched parts to be added, and a moulded rear wall (photo right). Photo (left): Weinert Modellbau

The manufacturer recommends fine soldering on the pre-folded body, also for the door handle to be used separately. From our point of view, glue is also an option here, although we do not recommend using superglue. Film glazing should then also be possible without any problems.

Everything has been thought of in terms of details: the roof also shows the slight inclination in all four directions in the model, and on the cell floor we see the four concrete slabs with which the prototype was always covered. The characteristic coin-operated telephone of bygone times, including the telephone books suspended in a rack, is also cast in brass. You should have some experience with etching kits and painting metal parts, as well as, a flair for modelling.

Current AZL products:

The General Electric ES44AC of Union Pacific appears with six new road numbers (art. nos. 62400-4 to -9). EMD F7A and F7B appear with the typical Pennsylvania train radio antennas (63019-1 / -2), whereas the EMD SD60 of Conrail (65028-1 / -2) looks considerably simpler.

The EMD SD40-2 pulls up for the SOO (64207-1), while the ALCO RS-3 sees its next run as a Missouri Pacific locomotive (63323-1 / -2) in Phase III livery.



General Electric ES44AC of the UP (item no. 62400-4; photo above left), EMD F7A of the PRR (63019-2; photo above right), ALCO RS-3 of the Missouri Pacific (63323-1; photo below left) and goods train escort car of the New York Central (92018-3; photo below right). Photos: AZL | Ztrack

Modernised, covered 1937 AAR wagons with a length of 40 feet are available as single (905402-1) and double (915402-1) for the CNW "Route of the 400". The goods train escort car with side lookout was reissued for the New York Central (92018-3 / -4).

Single cars and double packs are offered of the following two freight cars: "Trinity (NSC) 50' FBOX" boxcars in the "SRY - Catalyst" version (905603-1 / 915603-1) and modernised Trinity 31,000-gallon tank cars for Deep Rock Refining (905504-1 / 925504-1).

Packs of two (916047-1) and four (906017-1) are available from the 4180 SOO pressurised air unloading wagons. The "Pacer Stacktrain" variant (95109B) is available this month as a single 53-foot container. This is joined by the "Estes" version (95120).

Trade war reaches Europe:

Case Hobbies (<https://case-hobbies.de>) initially indicated what was to be feared as a possible consequence on its own website: It is to be expected at any time that import duties will also be levied by the EU on model railway goods from the United States. Of course, this does not apply to stock items.

As most products are manufactured in China and then shipped to the USA, 52% tariffs are already in force there (at the time of going to press). Case Hobbies indicates that these are also passed on to customers (by agreement) if they are charged or passed on to the retailer.

"Black gold" – delivery at the 1zu220-Shop:

The 'Schneider' coal shop, exclusively produced by Archistories, which fits in with the cross-manufacturer new product focus 2025 "Black Gold", has now been delivered to the 1zu220 shop (<https://www.1zu220-shop.de>), and is therefore available.

This business is divided into two kits. The first (item no. 706241) comprises 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 impressive entrance gate. A coal barn made from railway sleepers is part of the building for storing transhipped coal.



This is how the complete coal store from both kits, which are available exclusively from the 1zu220 shop, presents itself. Photo: Archistories

Kit 2 (707241) consists of a small, rotating crane of filigree steel construction, 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 installation, replicates a weather-protected coal store. A lorry scale with a small weighing house is also included in the delivery.

Imprint

ISSN 2512-8035

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

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