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German Magazine for Z Gauge



Club Anniversary in Thielenbruch

Colliery Architecture at the Corner Shop
Flexible Interior Lighting

Introduction

Dear Readers,

On 17 and 18 May, a remarkable exhibition took place in the northern Cologne district of Thielenbruch. The Stammtisch Untereschbach e.V. made up for a long-planned event. The occasion was the 33rd anniversary of the organisation instead of the 30th.



Holger Späing
Editor-in-chief

This group, also known as 'the yellow ones' because of their club outfits, is one of the most active groups in our gauge and has members scattered all over Germany.

We have also felt closely connected to the club and its active members for many years. It is no exaggeration to speak of a friendship between the editorial team and the club. Accordingly, we were delighted to take part in this exhibition: With Dirk Kuhlmann, Ralf Junius and myself, three editors were represented as exhibitors in various roles.

Some of the other participants had very long journeys and travelled from Vienna or Genoa. It couldn't be more obvious how well connected and appreciated the Untereschbachers are. We would have been delighted to welcome them as participants at the **Trainini Anniversary Exhibition 2025** at the beginning of October.

Keep up to date with the latest news, as our events page has added a lot of new information and topics since the last edition. This will continue, because things are getting serious! There are still around three months to go before this review and outlook will be available.

We would like to take this opportunity to officially congratulate the Stammtisch Untereschbach e.V. and to mention the current topics by referring to the report in this issue. Almost everything there is on the subject of 'arts and crafts.'

Ralf Junius shows us a kit that fits in perfectly with the cross-manufacturer new products' focus on 'Black Gold' and reflects what was once commonplace. He teaches tricks and sleight of hand without concealing any recognised mistakes.

Dirk Kuhlmann continues the construction of one of our two beginners' layouts and ponders how far we can even speak of such a layout here, because hopefully advanced modellers will also benefit from his reports.

With 'Micha's Moba', we are spotlighting a small series manufacturer who is probably not yet known to many, but who is all the more active. His light circuit board for various passenger coaches was available to us as a prototype, which has long been outdated. Nevertheless, the findings and installation instructions also apply to the series version.

In the literature reviews, we have taken up the topic of cardboard modelling and also discovered a real insider tip that will be highly topical again this coming weekend. Let us surprise you and enjoy reading!

Sin-Z-erely,

Holger Späing

Editorial

Introduction	2
--------------------	---

Model

Colliery Architecture at the Corner Shop.....	4
---	---

Prototype

Currently no items

Design

Shaping up.....	14
-----------------	----

Technology

Switch on the Lights and clear the Stage!	21
---	----

Literature (not translated - only in German)

Laser Cutting Guide	29
Insider Tip for Historians	31

News

A belated Anniversary Celebration	33
Zetties and Trainini in Dialogue.....	49

Imprint	61
---------------	----

We thank Stammtisch Untereschbach e.V. for their photo support.

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Cover photo:

A "Budd Rail Car", the American interpretation of a rail bus, crosses an ungated barrier at "Hangman's Tree" railway crossing. The farmer on his tractor has to wait.

Focus on new products “Black Gold”

Colliery Architecture at the Corner Shop

As part of the cross-manufacturer new product focus on “Black Gold”, the editorial team also considered which products which are already on offer would fit in. We came up with the kit for the ‘Old Linden Tree’ inn from Archistories. With its architecture and corner shop, this exclusive item for the 1zu220 shop fits perfectly into a colliery neighbourhood.

I was immediately taken with the ‘Old Linden tree’ inn kit from Archistories (item no. 106231) and the matching interior parts produced by Z-Doktor Modellbau (in an unpainted version). In view of the cross-manufacturer new products’ focus, it was now time to take a look at the kit.

As is always the case with Archistories, this kit consists of laser-cut parts made from solid-coloured hard cardboard. The interior, on the other hand, comes from the 3D printer and requires painting if it is not ordered pre-coloured.



We recommend reading the instructions carefully to create a typical colliery house with an inn and corner shop in just a few evenings.

Now let's move on to the construction of the building. Firstly, I spread out all the assembly parts on the construction table and check them against the assembly instructions to see if everything is complete and on which sheet the parts can be found.

Already at this point I would like to leave you with a very important note: We should look at all the instructions we receive, especially if the parts, as in this case, come from two different manufacturers. This may sound mysterious, but the explanation will follow shortly.



Work on each kit begins with a completeness check of the parts supplied and a study of the instructions. This protects against errors and unpleasant surprises.

I was initially puzzled when I went to assign the kits' components. I thought something was missing. However, after a closer look and a glance at the product photo, I quickly realised that all the components were there after all.

Colliery architecture kits

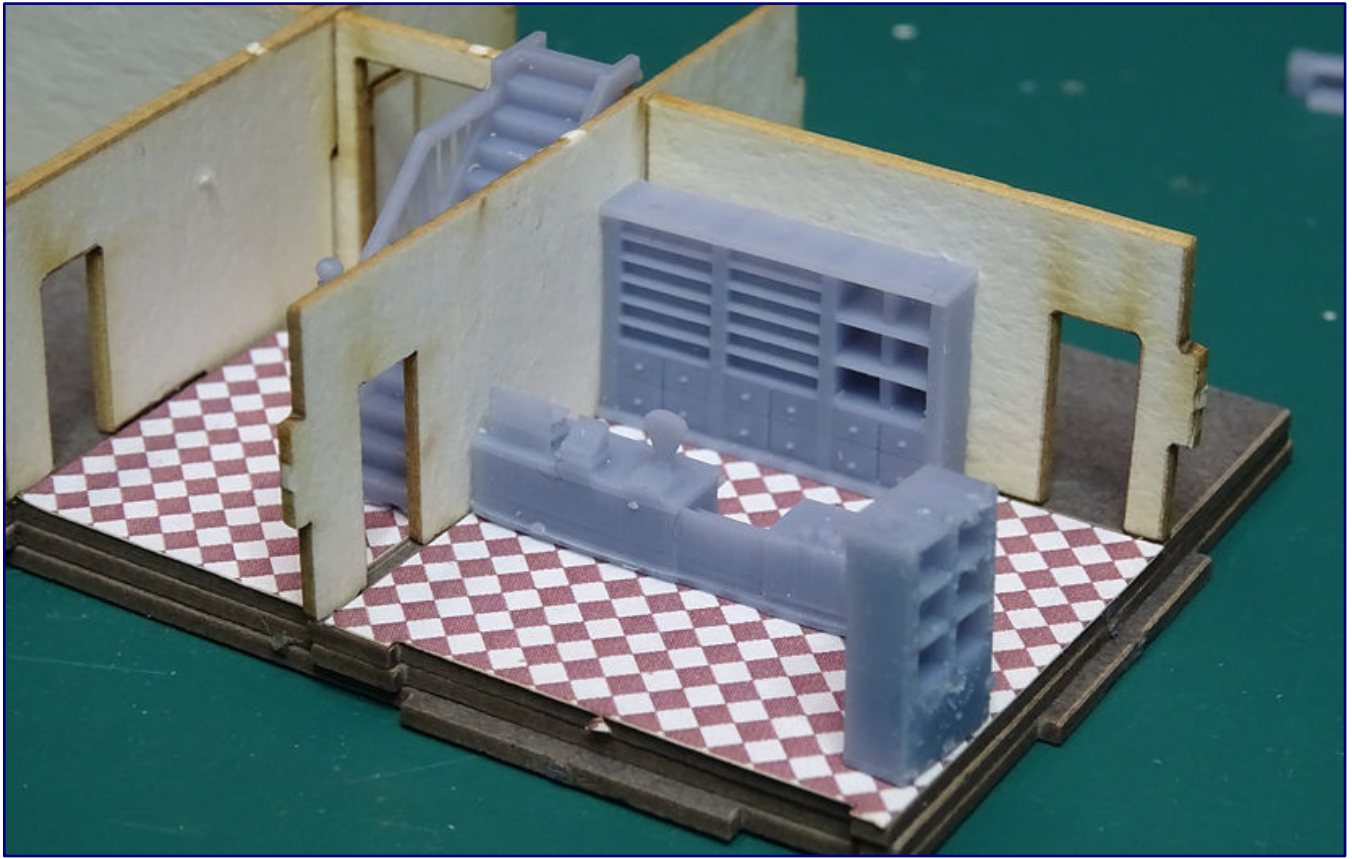
As part of the cross-manufacturer new products' focus of 'Black Gold', we have deliberately focussed on the colliery architecture that was once so typical for the Ruhr region.

The new 'Coal Depot Schneider' (art. nos. 706241 / 707241) from Archistories also fits in with this theme. With the cooling tower (701171) and engine shed 'Colliery Zollern' (101101), two other kits on this theme have been in the programme for years.

The Dortmund-Kurl railway station, which once stood near the Courl mine, follows on from the style of the coal depot and the corner shop. Modellbau Laffont has announced this as a 2025 new product.

As the kit for the inn is available with four different façade designs, some of the components in my case are not all in the same colour, but are masonry and plaster reproductions on different sheets. With this realisation, I was able to match everything up and finally set about building.

In the first construction step, the walls of the ground floor and the floor tiles, consisting of an adhesive film, are joined together. The tiles go into the stairwell and the business area. These rooms can be looked into later. Most of the parts from the furnishing product are also intended for them, so that the corner shop can also be recognised as such.



The foil with the floor tiles is bonded in place (photo above), now the set-up tests are carried out with the interior fittings from Z-Doktor Modellbau. The 3D printed parts are then coloured with Vallejo paints and brushes (photo below).

The next phase of building involves the front wall of the house and the floor of the first level. The Archistories building instructions specifically point out that the 'optionally available furnishing components and lighting' must also be installed in this step. This meant that I first had to take care of the colour scheme of the furnishings before I could continue building.

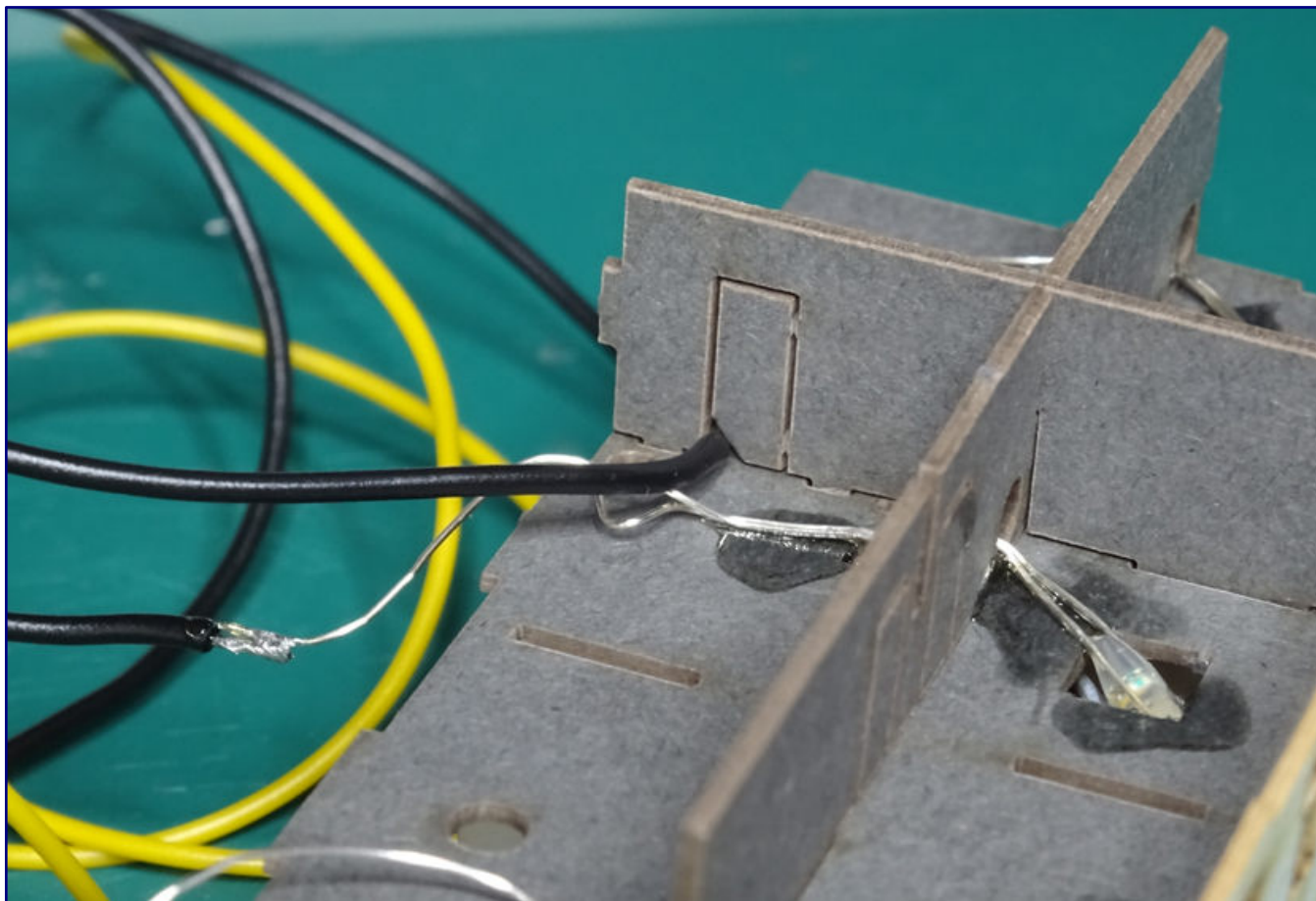
So, the question now was, how do I paint the 3D printed parts? I can certainly achieve a clean, even application of colour by spray painting. However, as not all of our readers have the right tools at home, I decided to go down the classic brush route.

Colour and light

Before we started painting, we carried out an initial trial run: what was going to stand where and how was it going to look? Incidentally, I like to use Vallejo products (distributed by Faller) as paint, but that's just a personal preference.

Given our scale, we didn't need a lot of colour, so only two or three drops were added to the small wells of a blister pack, which I used as a mixing palette. A thin brush, a micro-brush (from a dental supply store), and a toothpick were enough to apply the colour.

I dipped the brush in water, wiped it off, then picked up some paint with the tip and finally applied it. The other two brushes were used for the handrail on the stairs, the scales and the vegetable stall.



In this case, the interior lighting in the rooms comes from a mini string of lights, and strands were soldered to the segments. They shine through a ceiling opening from top to bottom after being fixed with adhesive.

Prior to the side walls of the house being installed, the lighting has to be fitted, otherwise there would be no access later. For some time now, I have been using LEDs from battery-operated fairy lights. These can be bought cheaply from many retailers in the run-up to Christmas.



In hardboard modelling, the house continues to grow in layers from the inside to the outside. The window foils were earlier applied to the inside of the thick building core, as can still be seen in the gable.

I used three such LEDs for the kit we are presenting today. After cutting them off, I added supply cables of a suitable length. Later, I only needed a suitable series resistor for operation with 12 volt lighting voltage.

I saved myself some computations. Instead, I tested out which value between 1 and 100 kOhm would produce a good brightness effect. After installation, some black insulating tape was placed over the openings from above to prevent the emitted light from shining into the upper floor.

During the entire construction process, means not just initially, set-up tests and test photos were conducted repeatedly. The purpose of this was to assess the appeal of the building and to check whether the interior design would be recognisable in the desired way. I am mentioning this ahead of the following construction steps because we are about to reach a point where nothing can be modified.

Because it was now time to continue with the outer walls. Before the assembly, the windowpanes made of foil were placed on their inner sides. While the individual components of the house are glued with a special laser-cut adhesive (e.g., from Faller) or white glue, I used an all-purpose adhesive (e.g., Uhu Kraft) for the panes. Placing the windows on the wall and applying a little glue to the corners was all that was needed to fix them in place.

The importance of the appearance

The next steps now involve the exterior design of the house. The building facade is made of bricks, which were attached next. To get the corners to fit perfectly, I used small scraps of wood to adjust the brick mouldings.

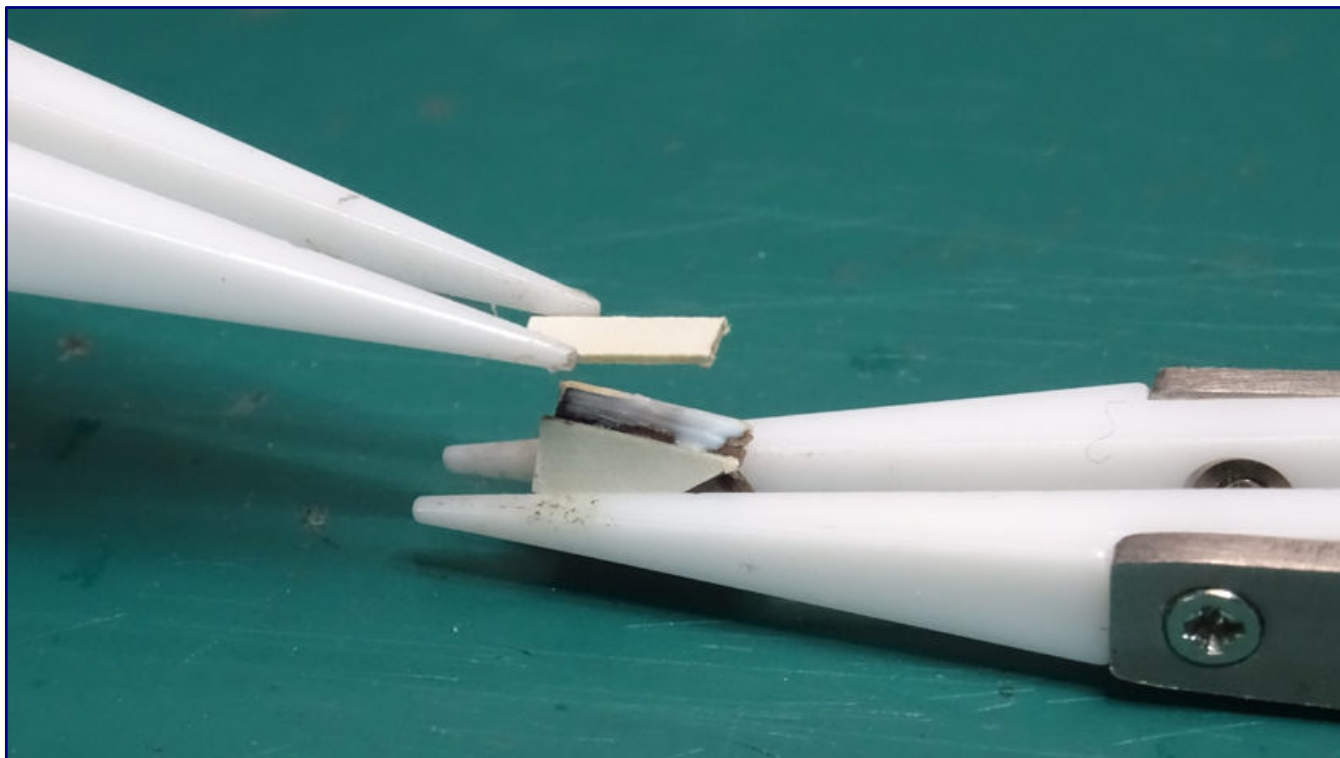
continued on page 10



Pieces of plywood can be used as an auxiliary tool to help align the building's facade parts (photo above). The outer walls are followed by the gabled roof with dormers. Both consist of a thick base plate and fine layers (photo below).

What was still missing was the gabled roof and the dormers. A cardboard base first had to be attached as a base for the roof tiles – this corresponds to the standard of Archistories and other manufacturers. This base was then used to create the roof replica that would later be visible. The dormers were also constructed according to the same principle: first a base wall and then the matching outer layer.

The two chimneys required a relatively large amount of work. These small elements were assembled from a total of seven components each and mounted on the roof accordingly. It was also very useful to use auxiliary tools to align all parts neatly and accurately.



The chimneys consist of a relatively large number of parts that are layered and encased. The degree of difficulty is somewhat higher due to their small size.

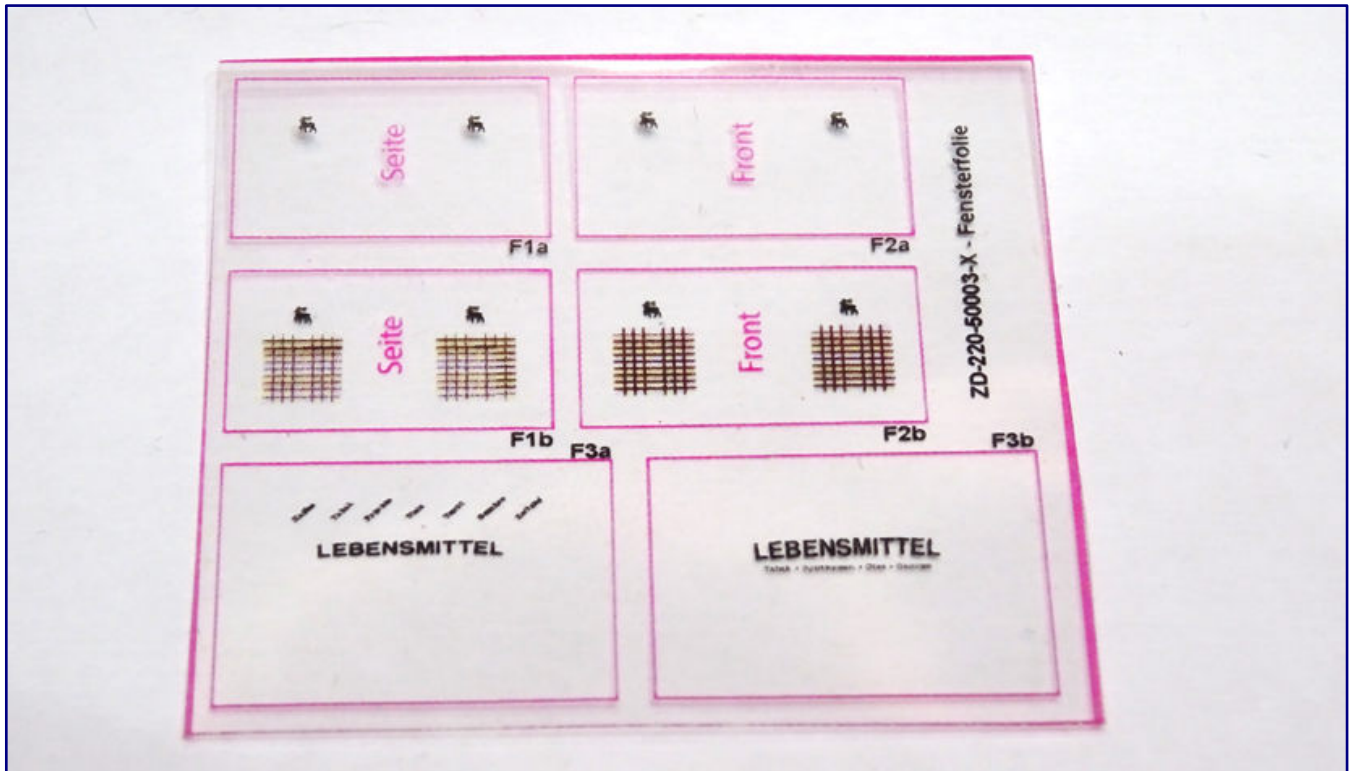
The last step was labelling the building. Here comes the answer to the point I made at the beginning of the article: read the instructions carefully. I didn't look at the instructions for the Z-Doktor Modellbau interior parts thoroughly enough, as I should now realise.

I read something about decals and stickers, but unfortunately didn't look into them any further. There's time to take a closer look at this at the end of the construction project, I thought.

Okay, the decals are intended for the restaurant nameplate above the entrance door, the decals for the sign in front of the shop. What I didn't read, however: The 'groceries' labels for the corner shop were not for a transfer, but an alternative window with printed text.

This was also clearly stated in the instructions from Z-Doktor Modellbau. But, now it was too late. I could no longer get to the inside of the wall to change the window somehow. An alternative solution was needed.

continued on page 12



Printed windowpane films are also supplied with the Z-Doktor Modellbau parts (photo above), which should be used instead of the ones from the kit. This was omitted due to carelessness when reading the instructions. Fortunately, the mistake was rectified by placing the precisely cut film for the grocery shop on the existing windowpane (photo below).

So, I cut the windowpane film to fit the size of the shop window. My attempt to place it on top of the existing one and create a 'double glazing' promised success. The only thing I didn't want to do was to ruin it with dots of glue. Anyone working on one of the four kits should follow my advice early on.



Building the inn with shop from Archistories was a lot of fun: Now we can see it in its full appeal together with the supplementary parts from Z-Doktor Modellbau.



In addition to the house labeling, there are also other items of equipment that can be placed outside the building and some of which should be used in a period-related manner. These include, for example, a fuel pump, which was often found at pubs before the Second World War.

Whatever is used, these parts must also be painted beforehand. The procedure corresponds to the steps described. I had a lot of fun building it. The well-fitting components and comprehensible instructions, which lead you safely to your goal, played a crucial part in this.

Manufacturer and distribution:

<https://www.archistories.com>
<https://www.z-doktor.de>
<https://www.1zu220-shop.de>

Materials and tools:

<https://www.faller.de>
<https://www.fohrmann.com>
<http://www.peter-post-werkzeuge.de>
<https://www.uhu.com>

To episode 40 of Trainini TV:

<https://www.youtube.com/TraininiTV>

Trainini Jubiläumsausstellung 2025

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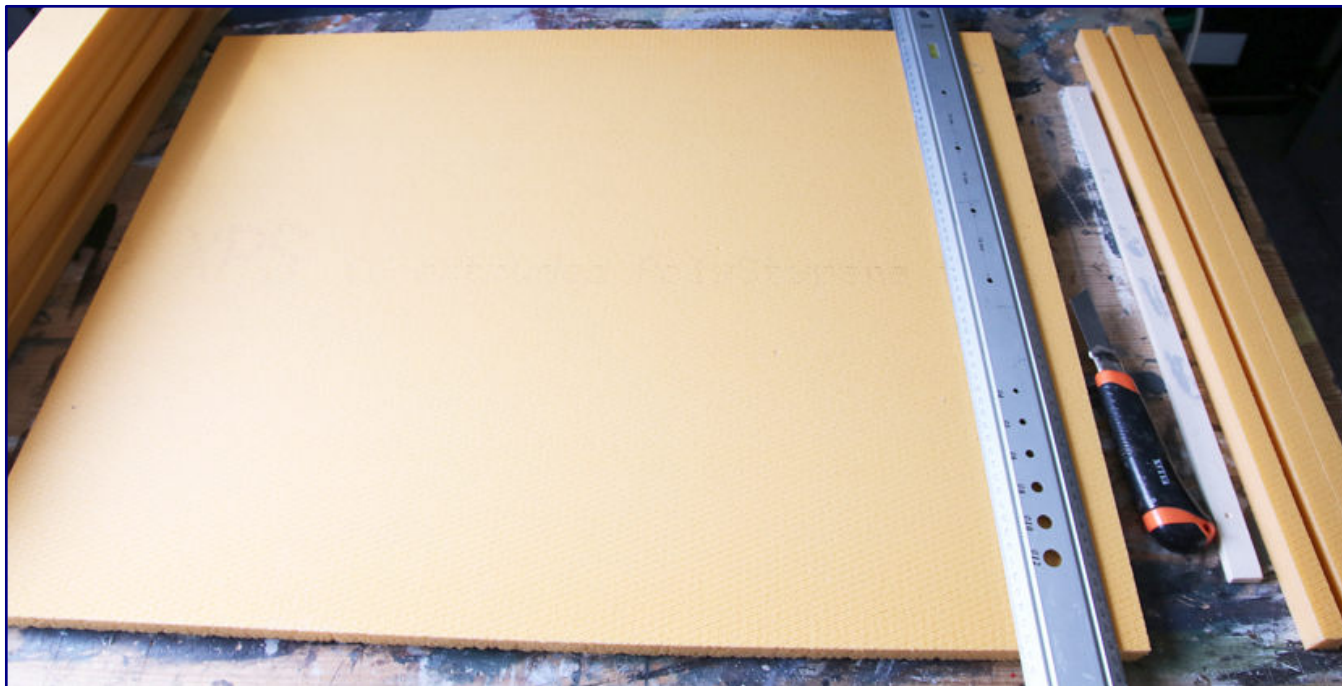
The path to the first layout (part 8)

Shaping up

Things are taking shape on the summer layout which is part of our two-year series. With the benchwork completed, we can now move to the landscaping part of the project. Today, Dirk Kuhlmann will tackle the rough structure and sculpting of the terrain and thus lay the foundations for the future appearance of the layout.

In the eighth episode of our build series for two layouts (and the fourth for a summer themed one with Märklin track), we turn our attention to the topography of the layout.

In preparation for this episode, I had a lengthy conversation with three N-gauge railway enthusiasts who have recently joined our railway modelling club (FdE Burscheid e.V.). Well versed in analogue and/or digital technology, scenery is a rather typically neglected aspect of their model railway work.



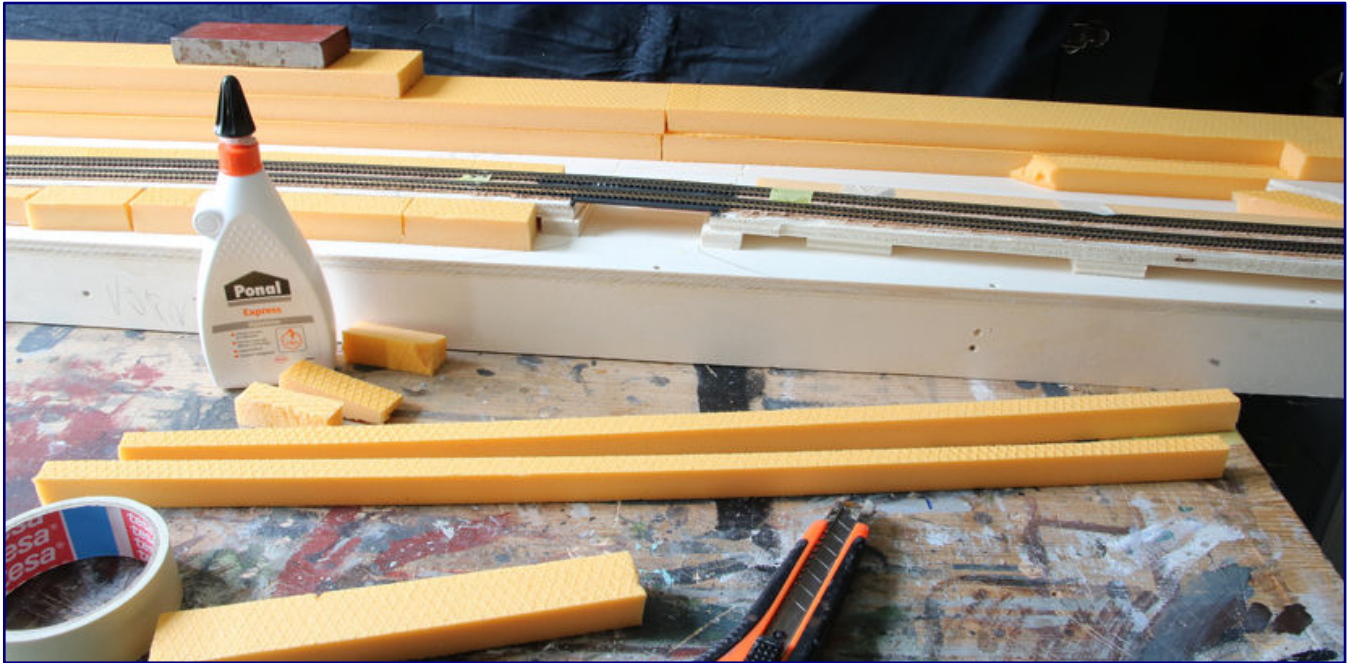
The rigid foam board purchased from the DIY store is cut into handy strips using a ruler and sharp knife.

They gratefully accepted the help of our experienced “landscape architects” accepted, but with the desire to learn all these techniques themselves. Of course, not every model railway enthusiast is a member of a club and sometimes stands at home in front of his showpiece, somewhat lost and second guessing himself.

A condensed version of with our advise would therefore probably not be helpful modellers like these. For this reason, the reports on this “beginner's layout” are intended to go into more detail and are broken down in to smaller, more specific articles.

Originally intended as an annual focus theme for this magazine, I now see this series of articles as useful and up-to-date additions to our **Trainini®** landscaping tutorials from 2017. As you may have noticed, our

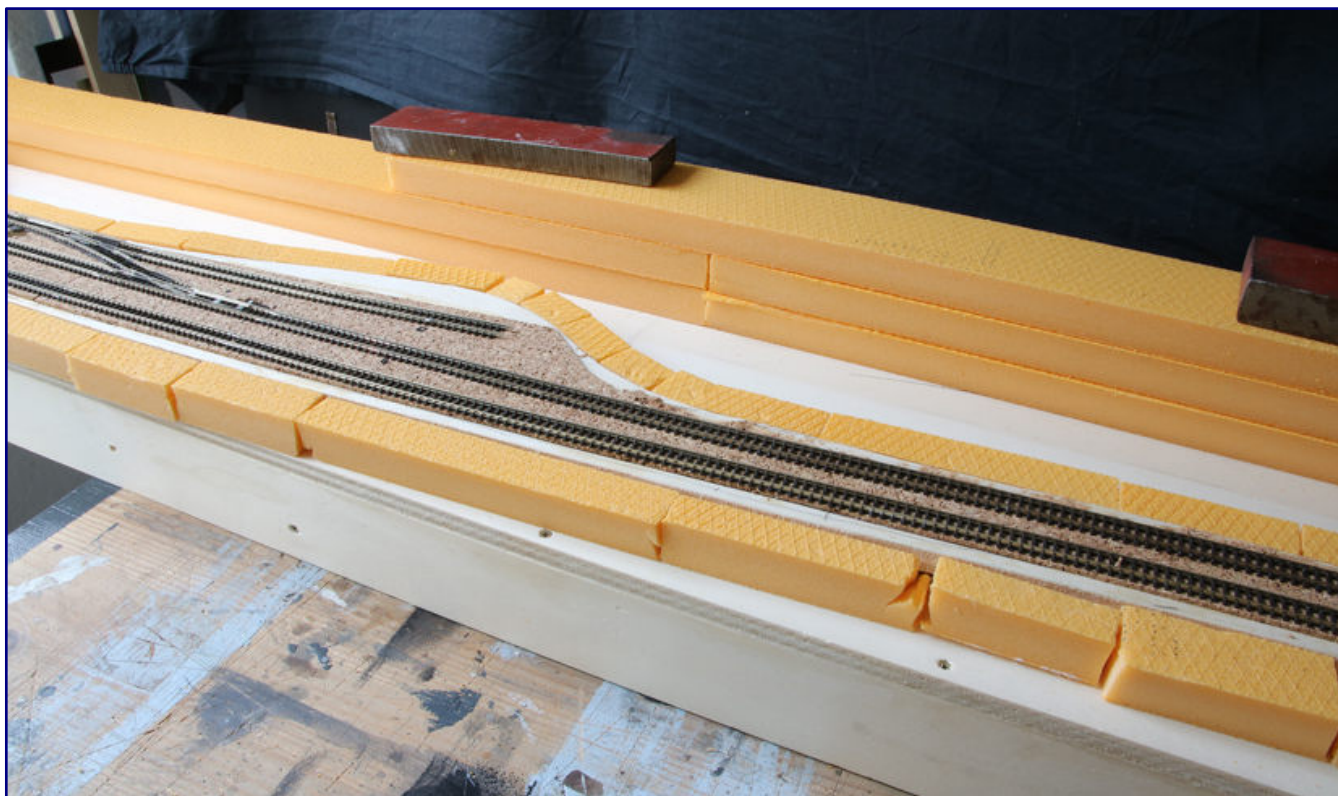
readership is not only international, but, fortunately, also working with different modelling scales. For this reason, we will focus in this episode only on working with rigid foam boards and filler materials.



The hard foam strips are glued together in whole or in sections with wood glue according to our drawing and fixed in place with weights.

Creating shapes with light materials

Many beginners or people returning to the hobby will, in the model railway literature or in discussions with other enthusiasts, come across the traditional terrain building techniques involving wood supports, fly screen and plaster. Of course, this has been a tried and tested means of achieving a fine result for decades, but it involves a great deal of time and an immense amount of dirt.



This photo shows the state of the layout right before further processing of the hard foam (cutting and contouring).

This is why for years now, professionals and many other model railway enthusiasts have been modelling rough scenery contours using only rigid foam boards (i.e., insulating material from DIY stores or builders' supplies). Regardless of whether they are made of pure or foamed polystyrene, they are easy to work with. The extremely low weight also speaks in their favour, keeping the layouts transportable.

For our purposes, we use the 20 mm thick boards from the DIY store and/or thinner versions, e.g., from modulur.de. We usually cut the boards into manageable pieces of different widths using a long ruler and a sharp knife.

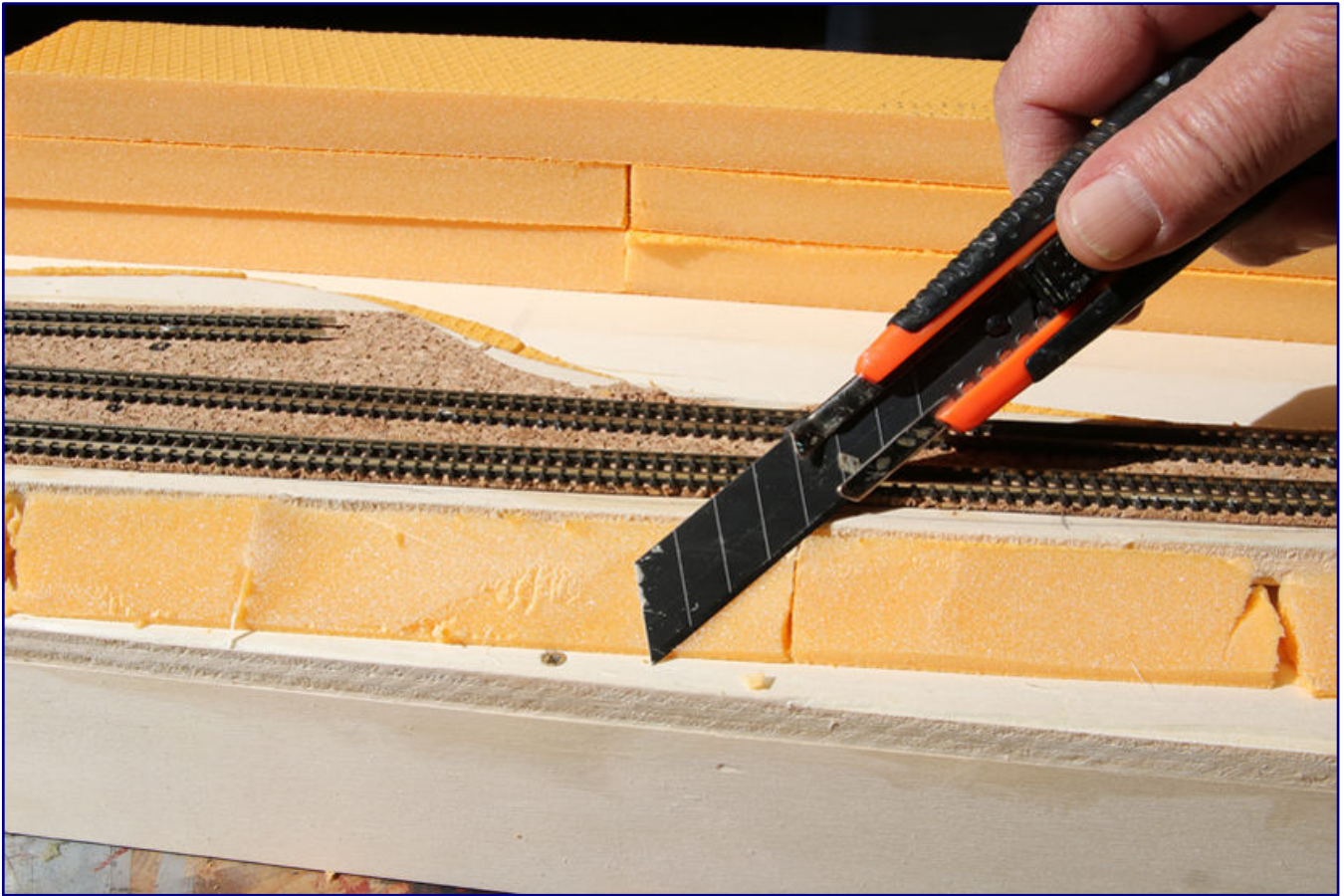
In the next step, we place the pieces on the baseboard of the layout and further adapt their size, as needed. The 20 mm thick slabs are completely sufficient for a railway embankment. The rough shape of the hill in the background is created by stacking up several pieces.

Once the result is to your liking, the rigid foam pieces are joined together with either wood glue or a special rigid foam adhesive and fixed to our layout with a weight until dry. Smaller gaps can simply be filled later with leftover pieces.

By the way, landscaping with rigid foam boards requires a solid (wooden) base, which also makes the entire layout considerably less prone to torsion. Our exhibit, which still looks rather crude, must now rest for at least 24 hours.

The rough contours of the scenery are then sculpted with the help of knives and the landscape is then roughly shaped using knives and a grater. As we have stacked more foam than later needed for the actual landscape, there is little risk of removing too much.

continued on page 18



Now use the sharp knife to remove a section of the hard foam on the railway embankment at an oblique angle (photo above). This creates a prototypical embankment. Using a grater and simple kitchen tools, the hard foam is pre-sculpted into the desired shape (photo below and next page).

Take your time and be patient during sculpting, as this is the only way to create beautiful landscape shapes. If you know how to use a craft knife well, you can now immediately proceed to cutting the railway embankment. The slope should have an angle of no more than 45°.

It won't take long until the room looks very dirty. Fortunately, hard foam behaves differently from styrofoam or even plaster and can be easily hoovered up.



With a skilful but also critical eye, this is the time of the build to already determine the possible positions of civil engineering structures (retaining walls, stairs, etc.). In this project it is the location of the foreseen railway bridge.

Terrain smoothing

After some minor adjustments to the rough scenery contours, the next step is to apply a filler of your choice, but not "normal" plaster. Before the action starts, be sure to cover the all track and points with masking tape to protect them from dirt and accidental damage.

This is also the time to install the wiring for lighting the building that will go on the layout. Doing this now is simply more effective than having to work or drill through a "massive" finished landscape later on.

What would be the right filler? There is no single answer to this question and many model railway enthusiasts have developed their own mixtures over the years. However, there are also suitable ready-made products that we have been using successfully time and again.

For very large and highly cost-intensive landscape designs, I like to use a classic, self-mixed sand filler formula. I use quartz sand with a grain size of 0.1 to 0.5 mm from a decoration shop, wood glue, and emulsion paint.

My mixing ratio for the compound is as follows:

- 1.000 g quartz sand
- 180 g wood glue
- Max. 40 g peat brown emulsion paint

If necessary, I add a little water to the emulsion paint, but please do not use a deep primer! The mixture should ultimately appear sand-coloured and prepare the surfaces for the subsequent landscaping.



In the next step, the landscape and the riverbed are modelled with the wood filler (see also the photo at the top of the next page). The tracks are masked with masking tape for protection.

For smaller showpieces, I always use the tried-and-tested wood repair filler from Molto. The 1-litre container in a plastic can be found in any DIY store. This ready-to-use filler is particularly suitable for 1:220 scale projects; when dry, the sand-coloured surface is almost ideal and looks true to scale! This saves any additional work.

The compound is spread over the hard foam surface using various types of putty spatulas. It is important to ensure that this is applied in a nicely irregular manner. So, please avoid smoothing the filler, as this is the only way to create a fairly natural landscape shape, and don't forget to sculpt areas where layers of earth have broken off. Even in my case, I always take several turns at reworking things my filler compound, until I get a result that is to my liking.

Take me to the river

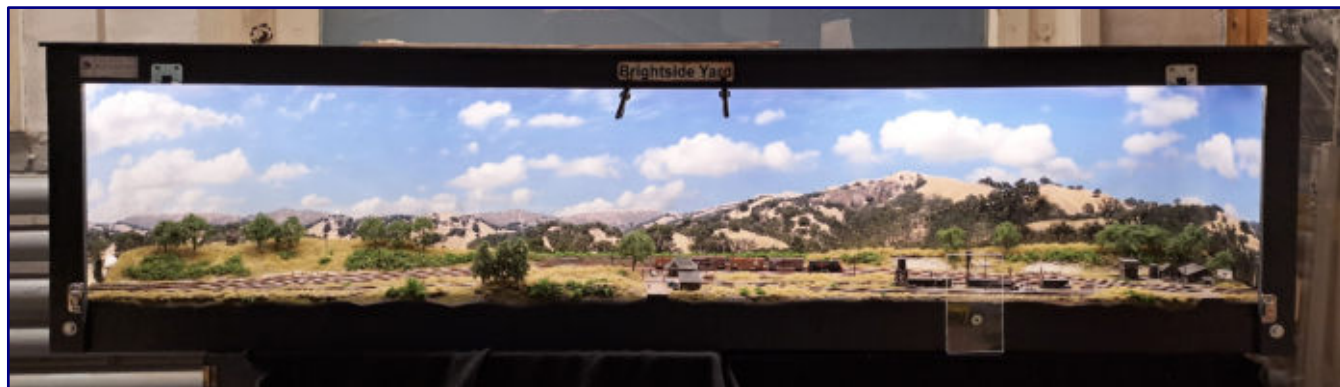
As this showpiece is to include a river, we also need to deal with preparing a river bed. Authentic looking water it often referred to as the supreme discipline of the modelling hobby, but don't be put of by this: it's not that bad after all, as you will soon see.

My preferred material for creating river beds is Molto's fine wood repair filler which comes in a tube. It's best to apply a not-too-thick layer on the surface with a palette knife and to roughly smooth it out.



Dabbing action with the palette knife on the spread out putty results in tiny irregularities, which are perfectly adequate for our requirements. Instead of modelling a complete river bed that is later to be filled with epoxy resin, our approach is to work with water coloured paints and a maximum 2 mm thick layer of gloss varnish. In the final state, an observer will not notice that he is looking at only thin layers of paint instead of a three dimensional waterway.

If you are still unsure about the shown techniques, try the famous test board first. Even professionals use this option to achieve an optimal results through repeated trials. And more often than not this really can mean many attempts.



Apart from the sign, the "Brightside Yard" is already finished. As a test vehicle, the exhibit has provided valuable information for similar construction methods.

As the final step of this episode, we will now remove the masking tape and check if the the points and track are still working fine. In the next episode on this layout, we will deal with the subject of "Paint - Sand - Soil".

Rigid foam boards and fillers:

<https://www.modulor.de>

<https://www.molto.de>

<https://www.puren.com>

Tools and adhesives:

<http://www.peter-post-werkzeuge.de>

<https://www.ponal.de>

Lighting by Michael Boost

Switch on the Lights and clear the Stage!

Since the sudden death of Oliver Passmann, the area of interior car lighting has been somewhat orphaned, even if it has not remained completely unoccupied. Michael Boost is preparing to take over this area with a similar product philosophy. We were allowed to test one of his test vehicles and had to prepare a suitable wagon model first.

Michael Boost has been enthusiastic and convinced of digital operation in Z gauge for many years. He is constantly working on solutions for his vehicles, but also offers the results and conversion work to customers as a sideline.

Nevertheless, he has not forgotten the larger group of analogue railway enthusiasts and is looking for options where he can close existing gaps in the programme. One such option is the analogue lighting board for passenger coaches, which is available to us in version 1.



The warm white light in the silver prototype B4nb-58a is appealing and convincing. Here it is lined up for comparison in a train with a prototype for 1st/2nd class and cold white light (left) and a 2nd class centre entrance car (right).

It should be emphasised that this is not yet the series version, which is already being sold. As it has adopted the same basic features and is also installed in the same way, this is irrelevant for today's report: the statements made here can also be applied to the purchased version.

But before we start the installation, we need a suitable wagon. We remembered earlier projects in which we had installed the Passmann boards, which were no longer available due to the death of the owner.

Their performance was part of a local train consisting of a 2nd class Silberling, a 2nd class centre-entry carriage, and a 1st/2nd class Silberling prototype painted chrome oxide green. The idea was now to also create a pure 2nd class prototype as a model and with its help to obtain a stylistically pure Era III local train consisting of green cars.

This determined the prototype in which the test version of Michael's lighting board was to be installed: a B4nb-58a of the Deutsche Bundesbahn, later designated Bnb 712. Externally, it was already the standard version, but still had an exterior wall paint scheme. As a model, it, therefore, represents an important piece of local transport history – a great success story for the prototype.



The silver model (Märklin 8716), which has been stripped down to the body, has been given a new paint job and is now being labelled. We are using sliding decals from Z-Doktor Modellbau because they are easier to cut out accurately thanks to the frame markings. A cat's tongue brush and application fluids help with the application.

The basis for the necessary work is a Märklin Silberling (item no. 8716), which first has to change colour. To do this, we remove its bogies and take off the roof. This also gives us access to the window inserts, which are also removed and set aside.

However, before we can reach for the spray pen and dip the outer walls in a silk-matt RAL 6020 chrome oxide green from Oesling Modellbau (81006020), masking work is still required.

The black frame of our older model can be retained and does not need to be re-labelled. To do this, we carefully mask it with masking tape from Tamiya, which is available in various widths and in this case also protects the floor of the car from paint mist.

Our tip for Tamiya is based on many years of experience, as there are two basic requirements to be met when masking: Firstly, the adhesive tape must adhere sufficiently firmly to the base and provide reliable protection against colour bleeding.

At the same time, however, its adhesive force must not be so strong that it tears off the protected colour areas during stripping and ruins the entire job. After many failed attempts, we once stuck with Tamiya and have not regretted it to this day.

And so, in this case too, it is possible to create a green structure while retaining the frame. All that remains to be done by hand with a brush is to blacken the rubber beads, buffers and transition tread plates again, which is also done with Oesling acrylic paint (81009005).



Completely labelled and sealed with clear lacquer, the wagon prototype is ready for the installation of the interior lighting. The bogies have, therefore, not yet been reassembled.

Satisfied with the result, our model now requires new addresses. We find a suitable DB-Ege biscuit on a sheet from our stock, which contains such sliding images in various sizes.

We have to have the most important company addresses, the class numbers and also the panels for the smoking and non-smoking areas produced again. This service is provided for us by Björn Plutka (Z-Doktor Modellbau), who, with his accumulated expertise, only needs a little information to set everything correctly and in the right size and output it on sliding photo films. We would like to take this opportunity to thank him too.

Product information at first hand

If you would like to see Michael's solutions and products up close or receive advice, the **Trainini** Anniversary Exhibition 2025 is the right place for you.

He is one of our exhibitors there and demonstrates smaller systems that have been equipped and are operated with the help of his ideas.

The printed edge markings, which make each labelling element so clearly recognisable that it can be cut out precisely without accidentally damaging it, are a major advantage of his sheets: The tiny, white lettering would otherwise not provide sufficient contrast on the light blue background.

They are soaked in water for about ten seconds before being briefly bathed in a drop of softener (Mr Mark Softer). At the same time, the area intended for them is prepared with a drop of setting fluid (Mr Mark Setter).

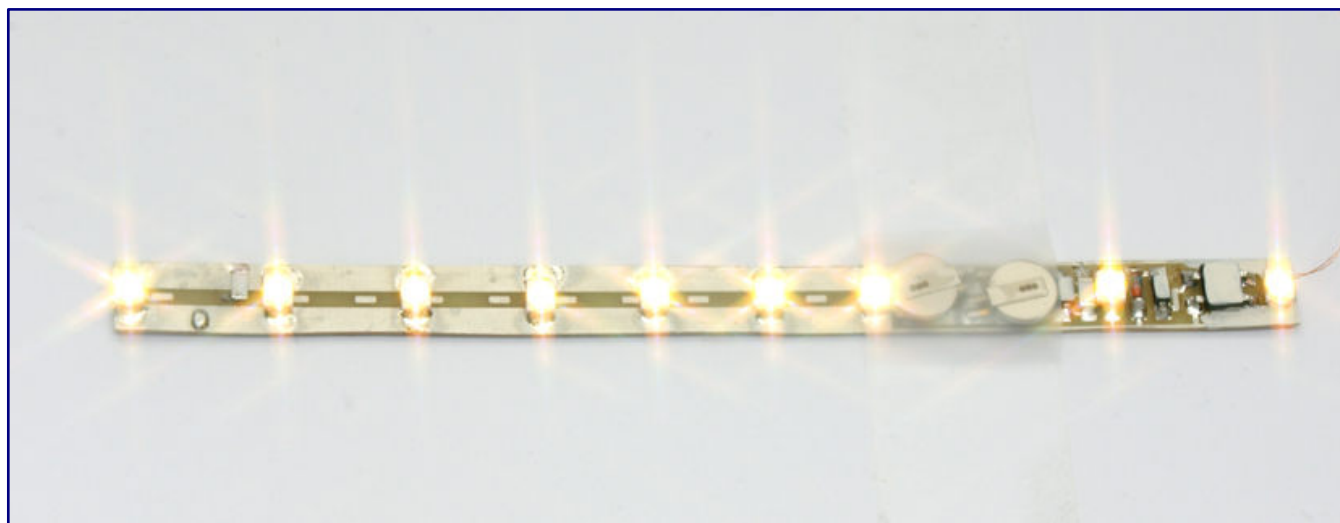
Tweezers and a size 0 brush in the shape of a cat's tongue help when moving the lettering from the sheet to the model. The brush also allows minor position corrections, if necessary, using another drop of plasticiser.

If it is correct, we use a piece of kitchen paper or a cotton bud to soak up most of the liquid near the outer edges and then allow the lettering to dry. The only thing left to do is to seal the lettering with a satin matt clear lacquer to protect it permanently.

Lighting and axle slider

Before we get down to business, we would like to briefly introduce the V1 lighting board so that our readers also know what ultimately characterises the series version and distinguishes it from alternative products.

It is available in the light colours warm white, cool white, and yellow. This makes it possible to equip any suitable passenger coach according to its prototype technology and chosen era. Regardless of whether the light is reproduced from gas lamps, incandescent lamps, fluorescent tubes, or halogen technology, the appropriate light colours are available. However, none of this would be worth anything if the circuit board remained rigid and was permanently tailored to new-build carriages (120 mm length).



What speaks in favour of the passenger coach lighting from Michael Boost are the nine LEDs installed, which illuminate the coach very evenly. Many other products rely on a significantly lower number.

Michael Boost has therefore designed them to be shortened to three LEDs (36 mm). There are nine at full length. This means that they can be used in a variety of ways, from three-axle vehicles to Reichsbahn designs and UIC new-build vehicles.

Other options include connections for two red marker lights and LED flex strip versions for panoramic or double-decker carriages. You could almost say "one for all" – it is a flexible concept.

Installation in a railway car is extremely simple: The light board is fitted with double-sided adhesive tape from 3M on one side. This side belongs under the carriage roof, the LEDs then shine downwards as ceiling lighting. In our case, it is not necessary to shorten the board beforehand.

However, we only want to complete the installation once the power supply lines have been completed, as the wire ends must be soldered to the connection points on the circuit board. If it is already in the car roof, the heat of the soldering tip will also lead to deformation of the plastic.



We use stainless steel axle grinders from Zmodell (item no. ZM-SC-001S). To be able to mount them, we first have to drill through the centre of the pivot pins.

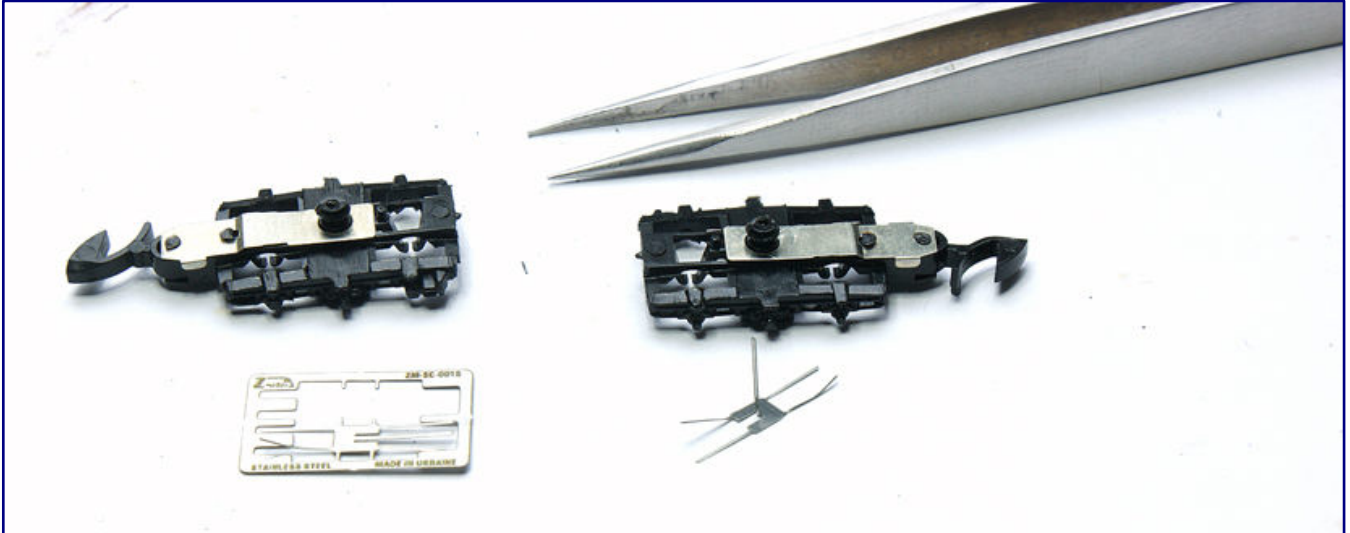
So, we turn first to the still dismantled bogies. Our stock includes stainless steel grinders from Zmodell (ZM-SC-001S), which are supplied in pairs and are still available from the 1zu220-Shop.

They reliably draw current from the carriage axles and, when correctly adjusted, have hardly any noticeable rolling resistance. The only disadvantage is that stainless steel is more difficult to solder than brass. But with the right soldering fluid, this is also possible.

Both axle sliders are cut from the etched sheet and pre-bent according to the instructions: The centred connection then points upwards by 90°. An opening is required so that it can then be fed through the bogie pivot into the interior of the wagon. We create this with pin blocks and a 0.8 mm drill bit.

It makes sense to drill precisely, i.e., centred, with the smallest possible drill bit. If necessary, the hole can still be widened with a larger diameter. Using a larger drill bit straight away increases the risk of the feed-through not being positioned exactly in the centre.

Next, we solder flexible, thin stranded wire to the tabs that will later point inwards. Black would be ideal because it is less noticeable inside, close to the floor of the car. Unfortunately, we only had red at hand, but it can also be routed outside the area visible to the observer.



The centre pin of the sliding contacts must be bent vertically upwards and is then guided through the pivot pin. The etched part plate on the left illustrates how thin the metal sheets are; they must be handled with corresponding care.

However, it is more important that it is sufficiently long. Should a problem arise unexpectedly, both the bogies and the roof with the light board can be removed and worked on with sufficient distance to the model body.

Final assembly of the circuit board

Now we solder the other ends to the solder pads provided on the circuit board. As this area is very tight, Michael Boost has provided information in his instructions on where the soldering points on the rectifier should be, and where no contact should be made.

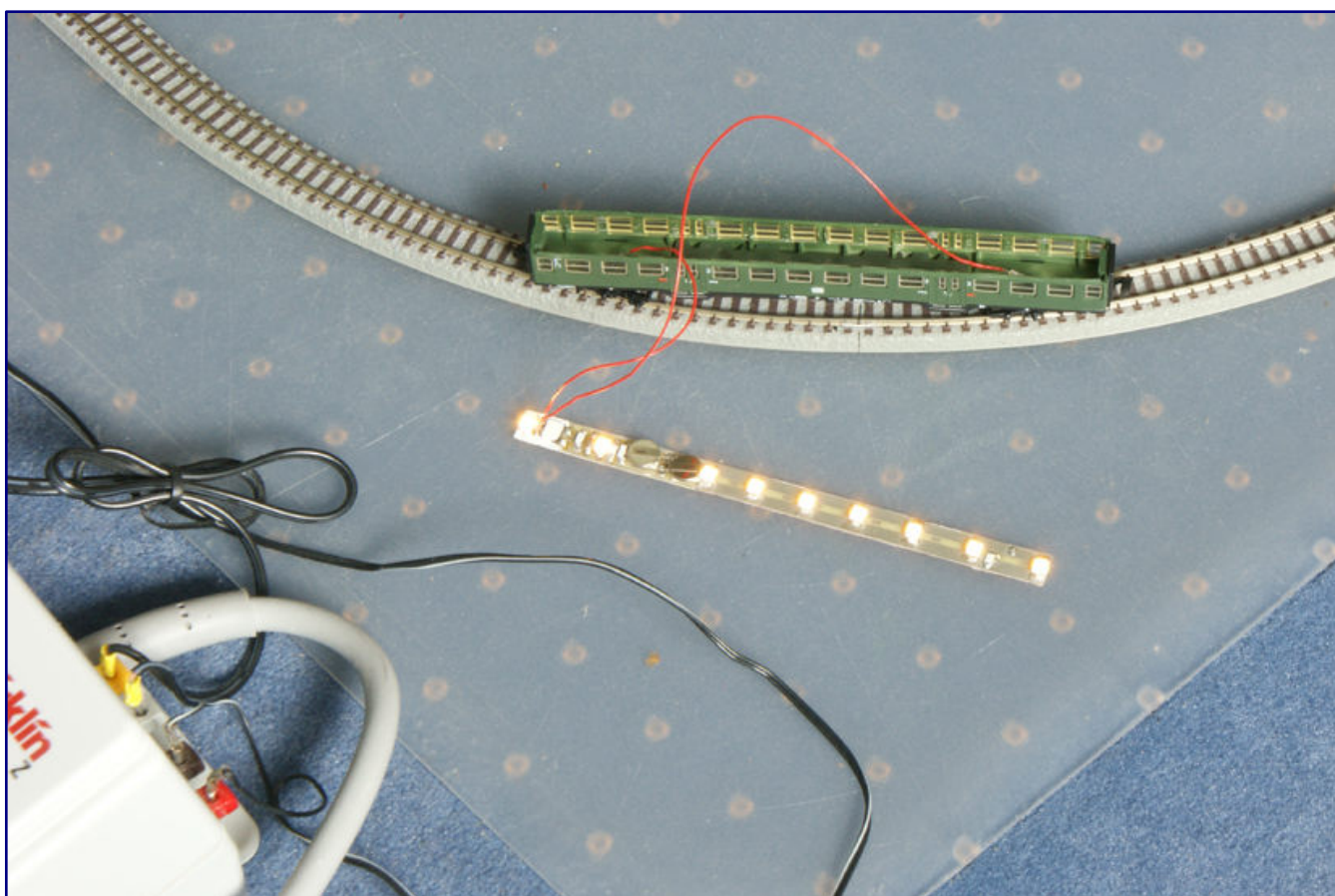
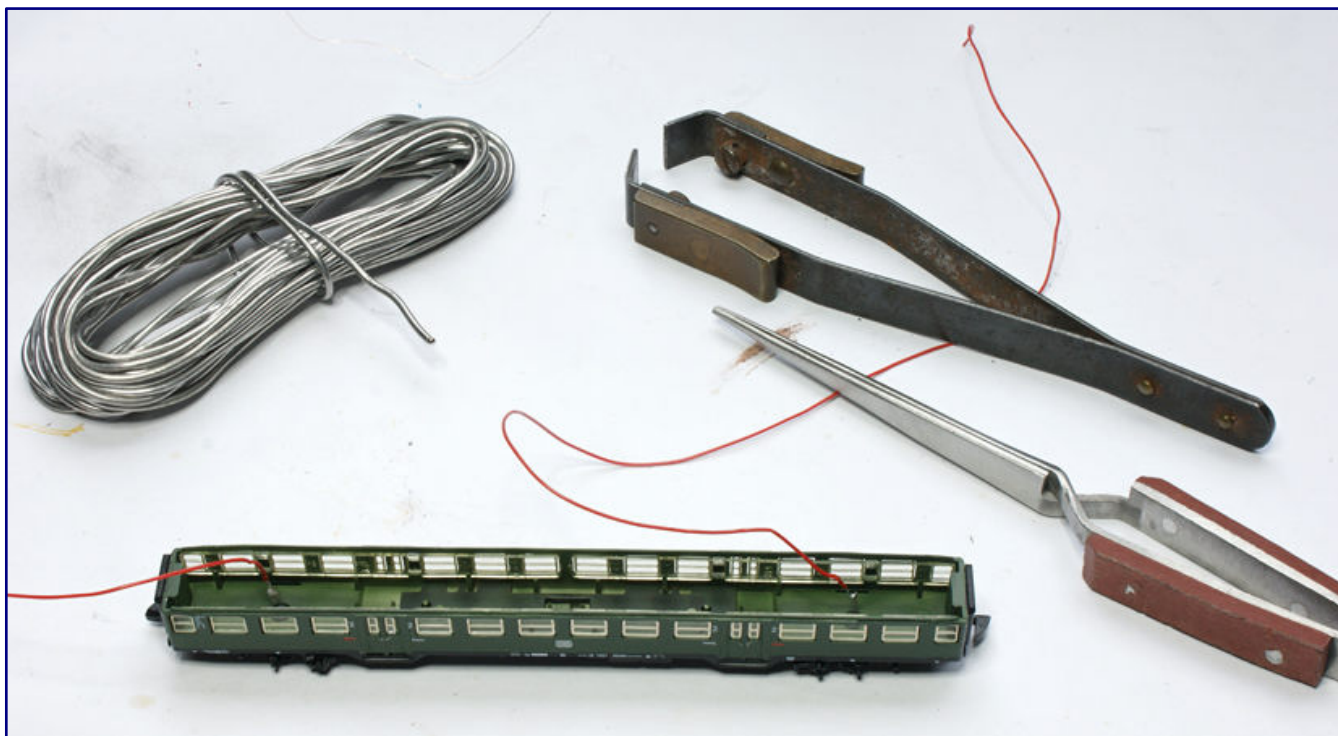
He can certainly expect the necessary skill with the soldering iron from his customers, the demands on sensitivity here are average. However, if you don't have the confidence to do this, you should take advantage of the installation service here as an alternative.

This was the only way to install an LED at the end of the connection and ensure uniform light distribution inside the carriage. A circuit board fitted with conductor tracks on both sides would have made things a little easier, but would have noticeably increased production costs.



The light board is glued to the roof of the model. Double-sided adhesive tape is already attached for this purpose. However, this step is only completed once electrical contact with the board has been established.

continued on page 28



Now the soldering work is carried out, starting at the axle sliders (photo above), followed by the connection of the light board. Before the finished board is glued into the roof, a function test is carried out (bottom photo): There is still a chance of corrections without heat damage.

There are also two soldering pads at the other end of the board. These are used if two red LEDs are also to be installed for the tail light. This is not necessary in our case, as the centre-boarding coach travelling in the train had already been fitted with these. We are therefore already finished with the soldering work at this point.

The circuit board is now ready to be glued into the car roof. But first we carry out a functional test. First, we put the bogies back in place, fit the window inserts and place the wagon on the track.



It's late and dawn has long since broken. But it's never too late to use the upgraded model extensively! We have dispensed with the tail light, as this is already installed in the centre entrance carriage, which forms the end of the train.

When we switch on the power, the strip of lights shines in a pleasantly warm colour. At the same time, the question arises as to whether the prototype model had incandescent lighting or whether warm white fluorescent tubes were used here? We certainly don't remember artificial light in the Silberlinge cars being cold.

That should be of no further interest to us now. The time has come to finalise this project. So, let's peel off the protective film and stick the light board into the car roof. The cables in the coach body are then adjusted and the roof pressed on.

Our second silver prototype is ready and can now join its train. We enjoy running it on the layout and enjoy the different light colours of its neighbours in the train formation. After all, it wasn't that monotonous in the prototype, because the colours emitted were always somewhat dependent on the manufacturers of the light sources.

Supplier of the light board:
<https://michas-moba.de>

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

Further material:
<https://oeslingmodellbau.com>
<https://www.tamiya.de>

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

Neue Technik für Modellbahner **Ratgeber für Laserschnitt**

Längst hat der Laserschnitt Einzug in den Modellbau gehalten. Viele Modellbahner möchten aber nicht nur moderne Bausätze kaufen, sondern auch individuell konstruieren. Seitdem die Technik bezahlbar geworden ist, öffnen sich neue Türen. Ein Ratgeber möchte beim Einstieg helfen.

Hans-Dieter Kienitz
Das Lasercut-Handbuch
Grundlagen, Technik, Tipps und Beispiele für den perfekten Modellbau

VGB | Geramond Media GmbH
München 2024

Taschenbuch mit Klebebindung
Format 16,5 x 23,5 cm
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Zunächst möchten wir den Autor des im Folgenden besprochenen Titels anhand der Verlagsangaben vorstellen: Hans-Dieter Kienitz wurde 1959 geboren und ist Bauingenieur. Beruflich brachten ihn Instandhaltungsprojekte für die Eisenbahnen in den Kontakt mit seinem Interesse an der Bahn in Vorbild und Modell.

Wenn ihm neben Familie und Beruf Zeit bleibt, widmet er sich seiner Modellbahnanlage und dem Thema „Hafenbahn Altona“. Uns nicht bekannte Bücher aus seiner Feder hatten laut Verlag die Kreidebahnen in Itzehoe und die Werksbahn der BASF zum Thema.

Der Lichtschneidetechnik begegnete er durch seine modellbahnerischen Aktivitäten im Altona-Projekt und seiner Mitgliedschaft bei den Eisenbahn- und Modellbahnfreunden Taufkirchen/Vils e.V. Das alles klingt nach guten Voraussetzungen, um diese noch recht junge Technik zu ergründen und seinen Lesern vorzustellen.

Tatsächlich gibt es noch nicht viele Literatur zu diesem Thema, die Grundlagenwissen vermitteln will und Interessenten vor dem Einstieg und Beschaffen von Geräten helfen kann. Genau das hat auch uns neugierig gemacht und zu diesem Buch greifen lassen.

Damit stellt sich natürlich die Frage, ob es diesem Anspruch gerecht werden kann? Im Großen und Ganzen können wir diese Frage ruhigen Gewissens mit „Ja“ beantworten, wobei auch Lücken verbleiben und der Inhalt einige vermeidbare Schwächen zeigt. Das werden wir noch herausarbeiten.

Lichtschneiden, englisch Lasercut, ist ein noch recht junges Verfahren, bei dem ein Material wie Holz, Papier oder Karton, aber auch Acrylglas oder Metall mit einem Laserstrahl präzise geschnitten wird. Dadurch entsteht eine saubere und präzise Schnittkante, die oft aber auch Schmauchspuren zeigt.

Modellgebäude und auch andere Dinge für die Modellbahn können mit dieser Technik in hoher Präzision gefertigt werden, vorausgesetzt, der Modellbahner beherrscht sie und verfügt über geeignete Werkzeuge.

Dieses Handbuch versteht sich als Ratgeber, wie es geht und soll Einsteigern wie auch Profis helfen. Es präsentiert anschaulich die Grundlagen anhand von verschiedenen Beispielen, hat aus unserer Sicht aber nur wenig Mehrwert für erfahrene Anwender der rechnergesteuerten Schneidapparate.

Um damit zu beginnen bedarf es solcher Hilfen, um noch besser zu werden, helfen einige Kniffe und Erfahrungen des Autors aus seinen komplexen Umsetzungen. Diese sind staunenswert und fesseln den Leser, der unbemerkt einen Grundschatz an Wissen aufbaut.

Wer technisch einigermaßen bewandert ist, wird mit den Informationen sicher in die Lage versetzt, die richtigen und für sie oder ihn geeigneten Werkzeuge auszuwählen und auch kleinere Probleme zu lösen. Insofern füllt dieses Werk eine große Lücke der Fachliteratur.

Schritt für Schritt erarbeitet der Autor alle wichtigen Aspekte, die zu einem Erfolgsfaktor werden: Auswahl der sinnvollen Lasermethode (unterschiedlich arbeitende Geräte) und Leistungsklasse, geeignete Materialien, das Zeichnen und der Umgang mit einem einschlägigen Computerprogramm. Das führt dann zielstrebig zur Konstruktion und zum Bau von Referenzmodellen.

Dabei wird der Schwierigkeitsgrad kontinuierlich erhöht und anhand verschiedener Objekte wie Gebäudemodelle, Überwerfungsbauwerke, einer Fähre und von Weichen alles erklärt, was Anwender wissen müssen.

Auch dem sinnvollen Nutzen von Gravuren wendet sich Hans-Dieter Kienitz zu. Unter „Grundsätzliches zum Bau“ beschreibt er ebenso, wie verschiedene Materialien verarbeitet werden, welche Hilfsmittel und Klebstoffe zum Einsatz kommen und auch, wie die Oberflächen behandelt werden sollen. Wir erinnern noch mal an das Thema Schmauchspuren.

Damit nicht Euphorie ausbricht und ein Interessent blind in Gefahren rennt, verweist das letzte Kapitel auch auf die Grenzen dieser Technologie. Überhaupt scheint dem Autor das Thema Sicherheit sehr wichtig, denn auch zuvor hinterließ er mehrfach Hinweise, um sich nicht durch die geballte Energie eines Laserstrahl unwiderruflich zu verletzen.

So nehmen wir die Lektüre als ein gelungenes und sinnstiftendes Werk wahr, die vielen Menschen helfen kann, Neues zu erlernen und eigene Grenzen im Modellbau zu verschieben – sei es, um mehr Individualität zu erreichen und nicht nur „von der Stange kaufen zu müssen“ oder gar Projekte zu realisieren, die fernab von Herstellersortimenten liegen.

Aber das Bessere ist der Feind des Guten und damit kommen wir auch zum Schwachpunkt dieses Titels: Auch wenn sich der Autor große Mühe gegeben hat, seine Ausführungen umfangreich und treffend mit farbigen Bildern zu dokumentieren, so weisen sie gravierende, handwerkliche Fehler auf: Zu kritisieren ist das häufig schlechte Ausleuchten und eine meistens nicht ausreichende Schärfentiefe, die viel Luft nach oben lassen.

Wer auf einen solchen Ratgeber gewartet hat, der wird darüber hinwegsehen (müssen). Sollten andere Verlage jedoch Ähnliches vorbereiten, werden sie gewiss ihre Chance nutzen.

Publishing pages:
<https://www.vgbahn.shop>
<https://www.verlagshaus24.com>

Fachbuch zur Geislinger Steige **Geheimtipp für Historiker**

Die Geislinger Steige als Hauptbahnstrecke, die nach den Vorgaben für Gebirgsbahnen errichtet wurde, dürfte Modellbahnern bestens bekannt sein. Das liegt auch an der Nähe zu Märklin, die auf ihrer Hausstrecke gern Ideen für passende Modelle mitnahmen und auch das diesjährige Jubiläum im Programm würdigen. Ein vor 25 Jahren erschienenes Fachbuch erweist sich heute als Geheimtipp für geschichtsbewusste und -interessierte Bahnfreunde.

Karlheinz Bauer (Mitwirkender)
Die Geislinger Steige – ein schwäbisches Jahrhundertbauwerk
150 Jahre Eisenbahngeschichte

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Geislingen an der Steige 2000

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Das an dieser Stelle vorgestellte Werk ist 25 Jahre alt, aber noch bei der Stadt Geislingen an der Steige verfügbar. Weil es einen geschichtlichen Rückblick auf die lokale Geschichte, den Bau und Betrieb der Steige wirft, sind die darin enthaltenen Angaben immer noch weitgehend aktuell.



Wer sich im Jubiläumsjahr 2025 – das Steigenjubiläum wird am 28. und 29. Juni groß gefeiert – über diese besondere Bahnstrecke informieren möchte, kommt an diesem Buch wahrscheinlich nicht vorbei. Aufgelegt wurde es einst für die Feiern zum 150-jährigen Jubiläum als „Veröffentlichung des Stadtarchivs, Band 16“.

Mangels ISBN kann es nicht ohne Weiteres über den Buchhandel bestellt werden, obwohl es im Archiv der Deutschen Nationalbibliothek Frankfurt am Main / Leipzig (DNB) verzeichnet und zu finden ist. Interessenten sei gesagt, dass der heutige Abverkaufspreis (siehe oben) auch mit Porto-/Versandkosten meistens deutlich günstiger ist als das Beschaffen aus Antiquariaten.

Wer an den Jubiläumsaktivitäten als Besucher teilnimmt, kann das Werk auch im städtischen Museum „Alter Bau“ direkt erwerben und die Zusatzkosten sparen. Dass das überhaupt noch möglich ist, erscheint uns beinahe wie ein Wunder.

Es ist wohl dem geringen Bekanntheitsgrad zuzuschreiben, der mangels ISBN und anderer Vertriebswege so beschränkt blieb. Insofern ist das Werk unter den Fachbüchern bislang Geheimtipp geblieben mit dieser Rezension aber vielleicht nicht mehr lange.

Die Autoren dieser Lektüre, fünf sind es an der Zahl, sind gewiss eher lokal bekannt und in der Eisenbahnfachliteratur selten bis gar nicht in Erscheinung getreten. Anderenfalls hätte dieser Titel auch nicht 25 Jahre lang in einem Dornröschenschlaf verbringen können.

Ihre Fachkompetenz beweisen sie allerdings Seite für Seite. Mit ihrer Region und deren Geschichte sind sie alle bestens vertraut, die ausführlichen und gewissenhaften Recherchen sind auf jeder Seite zu erkennen und zu spüren.

So spannt sich der Bogen von einem einleitenden Abriss, der auch die soziokulturelle Funktion der Eisenbahn herausarbeitet, die Landschaftseingriffe erwähnt und neben der Entwicklung von Mühlen zu Fabriken auch einen Ausblick in die Zukunft beschreibt. Mit dem Blick von heute lässt sich prüfen, wie vorausschauend hier gearbeitet wurde!

Sehr gut war, dass sich die Autorengruppe – jeder zeichnet für ein eigenes der ebenfalls fünf Kapitel verantwortlich – nicht nur streng auf die Eisenbahn fokussiert hat. Viele Zusammenhänge werden für Außenstehende erst dadurch verständlich.

So geht der Blick zurück bis in erste Besiedlungen und die Römerzeit, die Pfade des Zuges von Menschen und erste Handelswege beschreibt. Das Mittelalter bedeutete in mancher Hinsicht Stillstand oder gar Rückschritt, die Hinterlassenschaften der Römer wurden weitergenutzt. In diesem Abriss lernen wir auch, dass sich hinter dem Begriff „Geislinger Steige“ eigentlich eine Straßenverbindung verbarg, auch wenn er heute synonym für die Bahnstrecke vor den Toren Märklins gebraucht wird.

Ein weiteres Kapitel beleuchtet, wie schwer es die Eisenbahn in ihrer Pionierzeit hatte und welche Probleme zu lösen waren, bis der Verlauf einer neuen Strecke überhaupt festgelegt und durchfinanziert war. Dass der heutige Weg zwischen Stuttgart und Ulm tatsächlich über die Geislinger Steige verläuft und bereits 1850 in Betrieb gehen konnte, ist historisch nicht selbstverständlich.

Herausgearbeitet wird auch, wie kühn und umstritten das Vorhaben seinerzeit war und welche immensen Belastungen die Heerscharen an Arbeitern für die lokale Bevölkerung mit sich brachten. Dafür wurde tief in historischen Dokumenten geforscht.

Betrieb und Rolle der Geislinger Steige sind einem weiteren Kapitel vorbehalten. Dort wurde auch in Dienstvorschriften geforscht, die physikalischen Rahmenbedingungen einer Reibungsbahn im Grenzbereich werden beschrieben und auch erläutert, welche Wissensdefizite beim Konstruieren geeigneter Maschinen damals noch bestanden.

Bahnanlagen, Ausrüstung der Strecke, die von Geislingen und Amstetten einst abzweigenden Nebenbahnen und auch die Rolle der inzwischen im Betrieb angekommenen Neubaustrecke Stuttgart – Ulm fanden hier noch Eingang. Es handelt sich bei diesem vierten Kapitel um das mit Abstand längste und vielfältigste.

Nach einer solchen Fülle von Informationen erweist es sich mehr als hilfreich, 150 Jahre Geschichte noch mal im Zeitraffer zusammenzufassen und auf diese Weise zum Nachschlagen zu komprimieren. Dies war eine gute Entscheidung, sonst hätte das Werk seinen Leser wohl erschlagen. Gleichwohl war es zu keinem Moment langweilig, darin zu lesen, denn das Buch weckt einfach Wissensdurst.

Da es auch ausführlich, zu den Texten bestens passend und mit guter Reproduktion bebildert ist, ist es vor allem auch durch seinen Schnäppchenpreis nur wärmstens zu empfehlen. Aus heutiger Sicht wären einzelne Farbseiten vielleicht wünschenswert gewesen, aber mit Blick auf die Auflagenzahl, einen vertretbaren Preis und die Funktion als städtische Geschichtsveröffentlichung ist das auf jeden Fall zu akzeptieren.

Publishing pages:
<https://stadtarchiv-geislingen.de>

33 years for Stammtisch Untereschbach

A belated Anniversary Celebration

Postponed is not cancelled, thought the active members of Stammtisch Untereschbach e.V. After the big celebration to mark the association's 30th anniversary could not take place, they decided to use the 33rd anniversary for their exhibition. We were there when they presented themselves together with friends and supporters at the Kölner Straßenbahnmuseum (Cologne Tram Museum).

We make an important observation right at the beginning: The Z-gauge exhibition organised by the Untereschbach Stammtisch e.V. was unexpectedly poorly attended with only 350 visitors. However, the reason for this was certainly not the exhibits on display, as we can confidently state.



The tram museum Im Thielenbruch provided the backdrop for the exhibition organised by the Stammtisch Untereschbach e.V. to mark the 33rd anniversary of the association.

Rather, this showed the apparently unjustified fear of the KVB (Kölner Verkehrsbetriebe) of a rush of visitors, which would then have led to guests being turned away. Reference was made to the maximum number of people permitted in the Cologne Tram Museum at Thielenbruch at any one time.

We don't know where this limit is set, but given the size and spaciousness of the hall, which was used as a depot until 1994, it was probably many times the actual number of visitors. The concerns in the run-up to the event were expressed by the fact that KVB, as the event partner, was responsible for the local outdoor advertising and probably did without it altogether.

And so, it remained with Zetties who had deliberately made the journey in the direction of Bergisch Gladbach, a few regular museum visitors, and the few who had nevertheless found information.

However, hanging one's head was not an option and so those present sought a lively exchange about their hobby. As a result, a lot more grew here than what the organisers had already arranged to bring the exhibitors and club members together.



At the start of the second day of the exhibition, the active members of the association and the exhibitors who had travelled to the event gathered for a group photo. Photo: Claus Rainer Michalek | Stammtisch Untereschbach e.V.

We also felt very welcome and well looked after on site. Some of the nice conversations would not have been possible if the “booth had been full”. To a large extent, it also depends on what you make of a given situation.

Even the active members of Historische Straßenbahn Köln e.V. were closely involved here, as the joint exchange did not stop there either.

The location itself was perfectly chosen: The tram stop was right outside the door, the hall was flooded with light, and there was at least a connection to our own hobby via the railway traffic.

The club is also familiar with this, as it was based in the Dieringhausen Railway Museum for many years.

Since its beginnings in 1992, the community has developed very well: A few “strays” at the first meetings became more than 25 people who now meet regularly.



After a locomotive had already been produced in co-operation with the Brandt company, the association decided on a wagon with rusk advertising this time. A dust silo wagon served as the design template.

In addition to the exchange of ideas, there have always been joint trips and activities, many trade fair and exhibition participations, and even own models commissioned from third parties. An internet presence was also one of the early forms of presentation, heralding a new era at the time.

Once again, FR Freudenreich Feinwerktechnik provided a special car for the occasion, which was sold out in a flash. The association emphasises that it was the last model to be commissioned from FR before the brand was transferred to the Schuster assembly service and Harald Thom-Freudenreich operated in a much smaller style as "Atelier Barkvieren".

This brings us to the centre of the exhibition, which was to form the main part of the anniversary alongside the evening meetings. We take a tour and also name the exhibitors who could only be present on one of the two days of the event (17 and 18 May 2025).

A rendezvous of the scene

The importance of the exhibition was evident from the very first entry in the list of exhibitors: Märklin was mentioned here. Jürgen Faulhaber, Product Manager for Mini-Club, travelled from Göppingen with his colleagues.

In their luggage they had the well-known exhibition layout, on which current models were presented, and a display case with new items, including the recently announced summer new products such as the SBB RAe TEE II (item no. 88730). Bronze injection moulding parts that had not made it into the assembly due to minor errors were on display as small gifts to take away.



The SBB RAe TEE II multi-system multiple unit (item no. 88730) appears in co-operation with AZL and has already been shown as a sample in Thielenbruch.

The neighbouring stands were Bahls Modelleisenbahnen and Aspenmodel on Saturday only. Accessories and small series models were shown and offered there. Our readers will be particularly familiar with Michael Bahls' programme. Surprisingly, there was also a passenger coach from the Harz narrow-gauge railway.

There were also great things to see at the next stand. There was Michael Hering, whose large number of self-made 3D constructions amazed even those who knew them, if only they were all together in a single display case.



The HSB passenger coach (photo at the top) was on the stand of Bahls Modelleisenbahnen. Michael Hering showed a large number of models that he drew, printed, and painted himself (photos above, centre and below); an explanation can be found in the text.

He also demonstrated the latest models such as the VW 311, Ford Transit, Mercedes 190, and VW Golf 1, and was faced with challenges that he said he had not yet fully solved, such as the Lanz threshing machine and a closed two-wheeler.

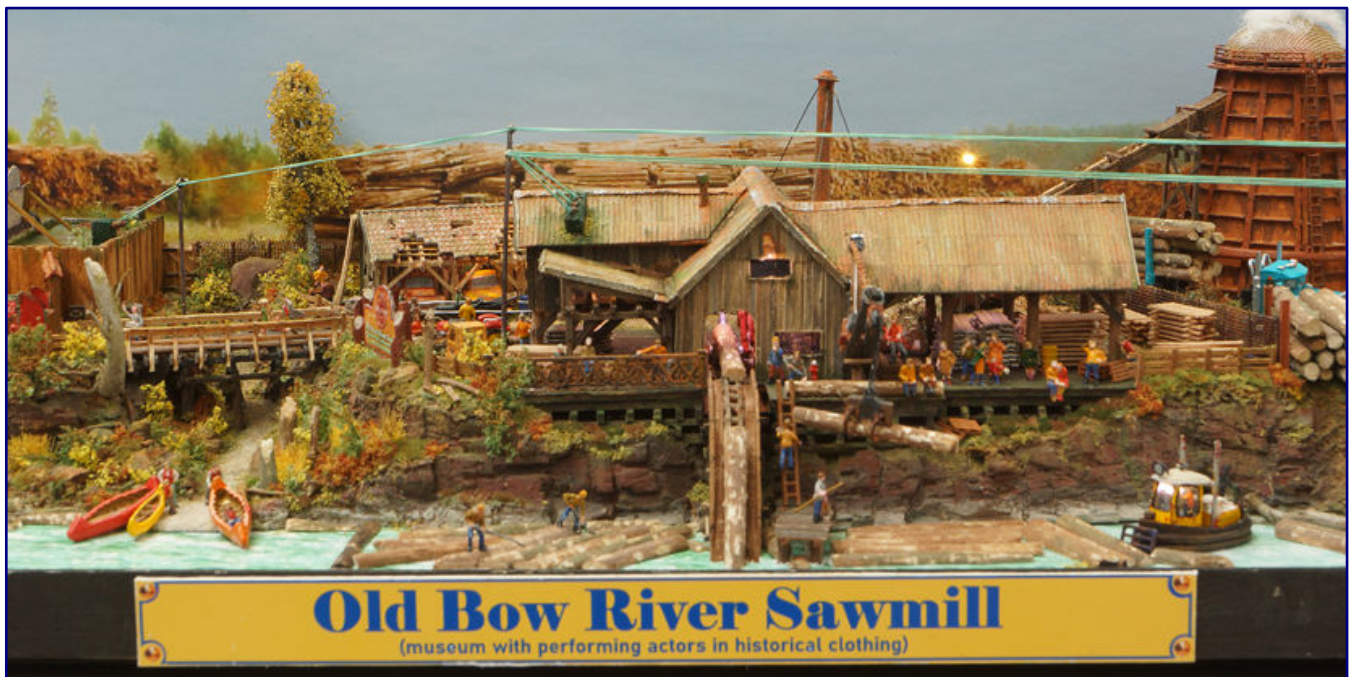
There was also plenty to see at Klingenhöfer-Miniaturen, as this duo has a kind of home game at the Stammtisch Untereschbach. A large excerpt from the current and historical programme was presented here, for which a small table system was also used. Figures and buildings from milling kits could also be seen on it.



Klingenhöfer-Miniaturen presented itself, among other things, with a compact system (photo left), on which some classics from the programme were placed. These included the circus scene with clown, tamer, and dancing bear (photo right).

Not far away was also a larger presentation of our own club. Here you could see dioramas that had been built over the years and were also shown in our magazine. They also depicted a large part of the club's history at a high level.

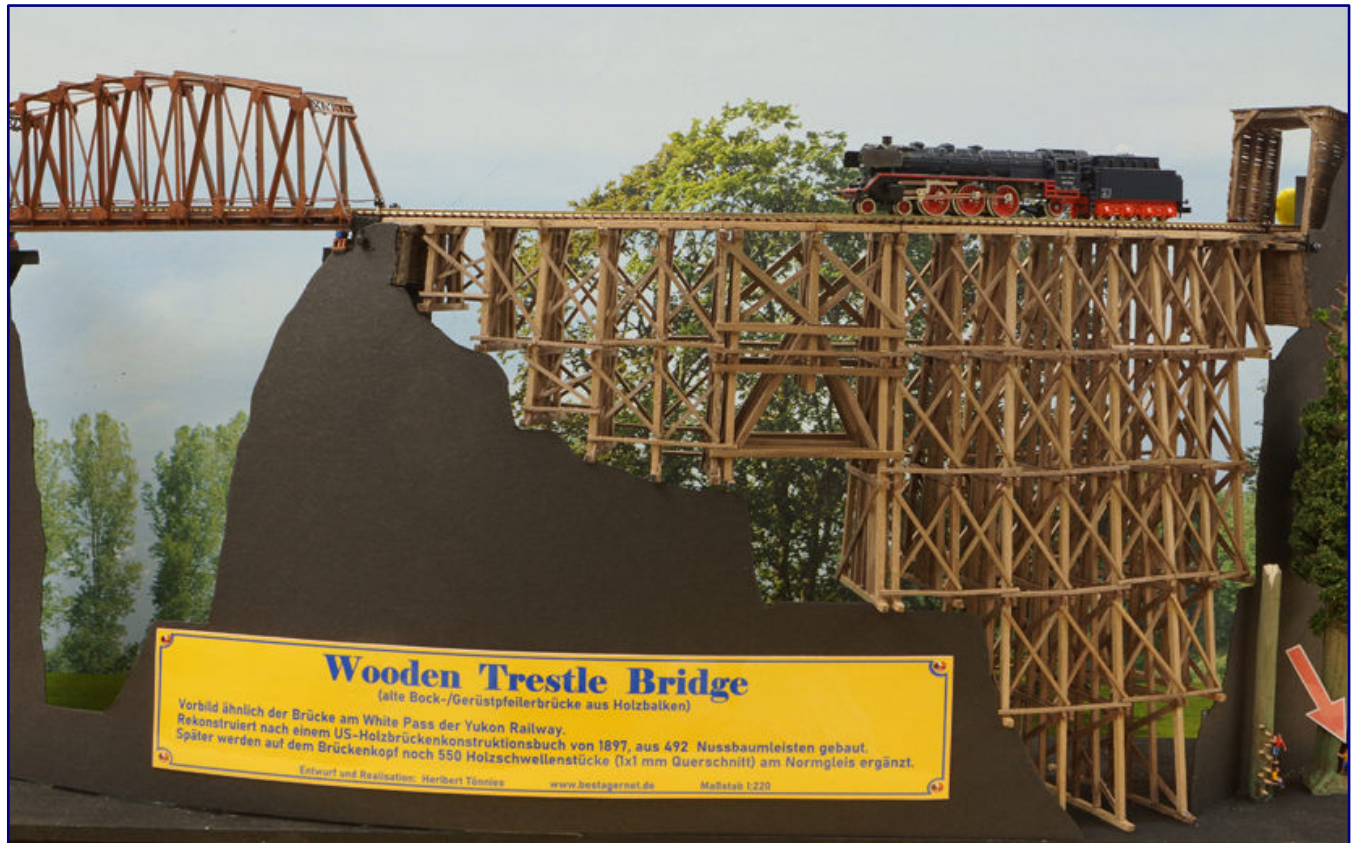
The latest exhibits by member Heribert Tönnies built a bridge to the present. A rotating Advent wreath, whose candles are lined up in the centre and form a scene divider, still has to wait for its season.



The historic sawmill in Canada, which Heribert Tönnies rebuilt, is now an open-air museum and is demonstrated in operation in historic working clothes.

A Christmas-labelled steam locomotive and its train passed through two completely different backdrops. We filmed this to illustrate it and refer you to episode 41 of **Trainini TV**.

But his diorama with a replica of a historic sawmill, which is now run as a museum in Canada, also amazed visitors. Together with the wooden trestle bridge, for which he cut and installed over 1,000 wooden poles (492 walnut strips and 550 wooden sleepers), and a hollow sequoia tree, these are components of a future layout.



The American wooden scaffolding bridges fascinate the observer. Herbert Tönnies built one of these himself and created a masterpiece.

We couldn't shut our mouths in amazement and we were still at the beginning of our tour. We were delighted to meet Heinz O. Schramm again, who is also a member of the association.

Under his HOS-Modellbahntechnik brand, he had filled a display case with a selection of his finest models. We also like to draw on his expertise, and others may have been convinced by it on site.

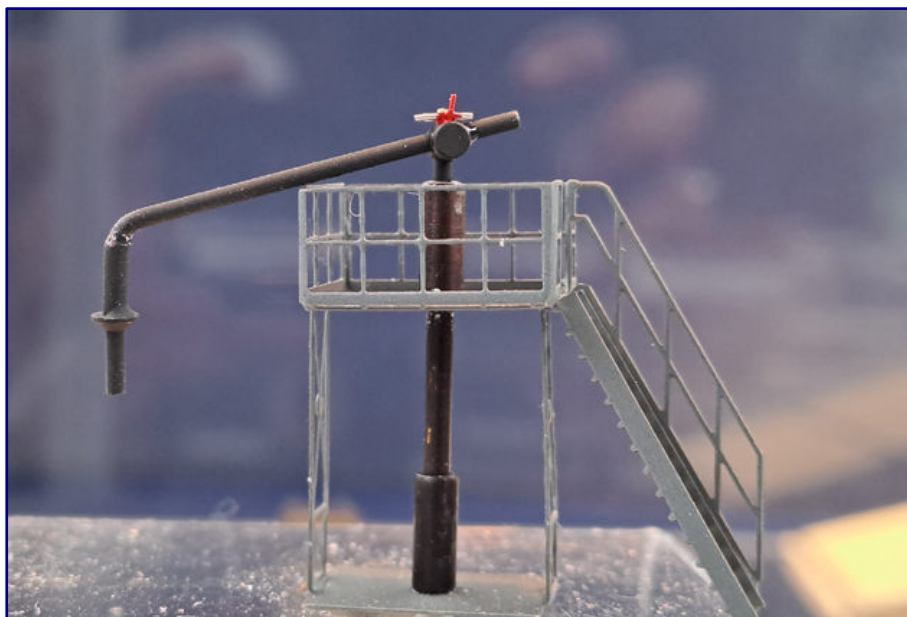
The exhibition was also enriched by the members of the Stammtisch Vienna. Almost in keeping with tradition, they presented Stammtisch layouts, which they put together to form a large installation. It's always a challenge to take a photo of the small ones, but here too we were able to take a nice shot documenting this successful contribution to the exhibition.

The Z-Freunde International e.V. also wanted to be there, as the Untereschbach club also regularly takes part in the Z-gauge weekends in Altenbeken.

The club representatives were approachable and not averse to talking shop, but also had a table showcase with special club cars and other exhibits in their luggage.

Playing with illusions

And this brings us to one of the absolute highlights of this exhibition: Raffaele Picollo probably not only had the longest journey to Cologne, but also a truly extraordinary showpiece, which celebrated its premiere here.



This oil crane was one of the products with which HOS-Modellbahntechnik presented itself on site.

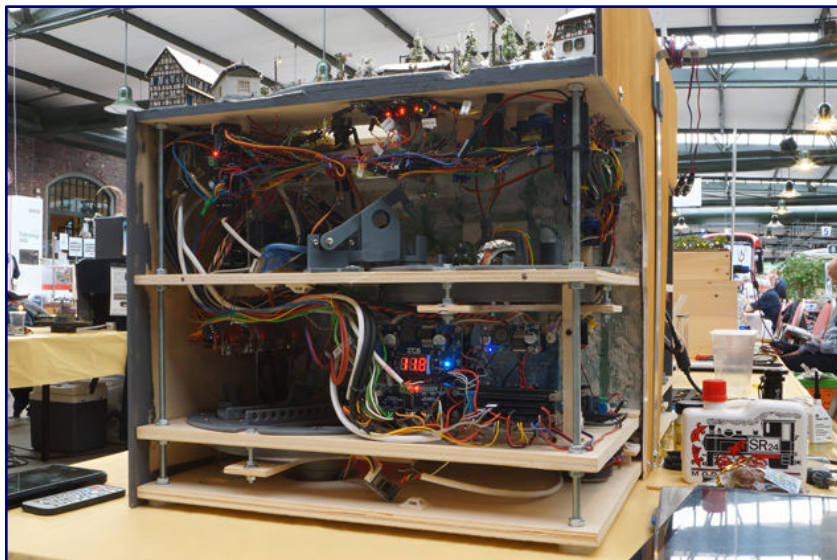


The Vienna Z gauge club presented itself with a board layout and thus promoted this restaurant-friendly concept of being able to run trains on the same table while eating and drinking.

continued on page 41



“Owl Gorge” was the name of his latest installation, which is inspired by German mountain motifs. He was also taken with mountain railways, which can be seen again and again from the same place due to long helical tunnels, but climb higher up the mountain each time.



Elaborate technology is used inside the ‘Owl Gorge’ (photo on the previous page) to create an illusion for the viewer.

Visitors were drawn to the eponymous gorge, where they were able to watch a train repeatedly crossing various bridges and wondered how Raf was able to fit so many loops and inclines into such a small box?

He revealed the trick to us and let us look inside from the side: Several Arduino components work there and move turntables, with the help of which a train can always drive locomotive first out of the tunnel hole into which it has previously disappeared.

The individual bridge levels are not connected to each other and the trains do not have to climb any gradients. Instead, an illusion is simply used. Each train exists several times and is lined up in exactly the same way.

The electronically controlled process ensures that a train crosses the first bridge and disappears back into the tunnel. There it is turned round and prepared for a return journey. Before this takes place, however, the identical-looking train is set in motion on the next level and crosses its bridge before also disappearing into the mountain.

As long as this is precise and well timed, a visitor has no chance of seeing through the trick straight away. Even if the solution is obvious, it is by no means obvious! Raf skilfully plays with the technology and the senses of his guests to amaze and delight them.

“Things were quieter” at the stand of Atelier Barkvieren: Harald Thom-Freudenreich did not have a layout with him and offered current models that originate from his designs and are assembled, painted, and labelled by the assembly service Uwe Schuster.



Rainer Tielke had an express freight train run on his layout: The MDyg 986 makeshift pack wagons were now fully labelled. A yellow example also travelled in the train formation, as it was included in auxiliary trains.

Unfortunately, the author's visit to the stand of the Friends of Z Gauge Hamburg proved to be an unpleasant encounter. The Hammer railway bridge in their modular layout was an object with a close regional connection: The prototype runs from the Düsseldorf district of Hamm across the Rhine to Neuss.

At one end of the layout, member Hans-Jörg Ottinger answered visitors' questions with commendable dedication and patience and presented his own constructions. Near the opposite end, on the other hand, a request was made to stop a train on the bridge for a shot after the subject had been selected and the camera set up.

Unfortunately, this was rejected indignantly and in an emphatically unfriendly and presumptuous manner. We therefore preferred not to take a photo without an 'actor.' We were left with the realisation that friendly interaction, a good tone, and mutual appreciation have never harmed anyone.



This exhibit with abstract landscape reproduction provided a contrast to all the other model railway layouts. It undoubtedly did not form a backdrop and a catwalk for trains, but rather assigned them the main role.

Rainer Tielke (Ratimo-Z) had some nice conversations on the opposite side of the corridor. Trains of all traction types were constantly running on his double-decker bridge, digitally controlled by an automatic system. On the lower level of the bridge, the Z-Car system provided moving cars. Once again, his unique piece was an eye-catcher that nobody could miss.

And Rainer also drew our attention to a new express freight train. It was carrying his MDyg 986 makeshift pack wagons, introduced five years ago, which now appeared fully labelled. What a treat for the eye! The exciting question is whether they will soon be available to buy?

Wherever Rainer Tielke performs, Torsten Schubert (Z-Lights) is usually not far away. The two are good friends and share their passions. Many of the components that Torsten needs for his funfair come from Rainer's designs. Torsten, on the other hand, is the one who can breathe life into even the smallest model with LEDs and lighting effects. And there were plenty of such objects on his stand!

Now we have arrived at the exhibits from the Untereschbacher Stammtisch members. Naturally, they formed the centrepiece of the exhibition. And so, there was a lot for us to see and marvel at.

We are unable to attribute all the smaller structures to their builders and ask for your understanding. Most of them are worth seeing because of special little things: Be it a cable railway or moving road traffic. Instead of photos, we have opted for moving images here and refer you to the **Trainini TV** episode on this event.

We also remembered a small modular layout without a landscape, which was attributed to Heinz Jakob Frey. On it, we discovered lots of passing sidings that completely distracted us from the intertwined track figure through which a Rokuhan goods train was travelling. Simple means were used here to keep the viewer occupied for a long time until he had 'internalised' everything.

The large, abstractly designed Z gauge layout by Dirk Bertelmann was also something special. The landscape and buildings were only hinted at with wooden elements and the floor of the areas was painted white.



The aforementioned layout also formed a stage for the Rh 4010 'Transalpin' of the ÖBB, which was created as a drivable model from an Atlas subscription conversion.

This resulted in an appealing backdrop that focussed more strongly on moving trains. In this way, they were actually perceived as the main protagonists that the eye wanted to follow. Otherwise, custom-built Atlas-based trains and a modified ICE-V might hardly have been noticed.

If we have mistakenly allocated exhibits incorrectly, we would be grateful for any corrections. Please also note that it was difficult for us to list all the exhibits in full, because we deviated from the original plan and reacted to current events.

We would like to explicitly thank all those involved in the association in the same way, because even without their own exhibits, they were all committed and extremely dedicated to the benefit of the guests and visitors. We also benefited from this and do not take it for granted. We felt very much at home with you!

We were also actively involved

Finally, let's take a look at our own presentations from our editorial team. Editor-in-chief Holger Späing travelled to the event with his daughter Kristin, who was mainly responsible for the promised craft table.

On Sunday, she passionately looked after all the children who had come to the museum by chance or because of the well-known programme item. At the editorial stand, they learnt the basics of good model making and then used this knowledge to design their own beer mats, and the results, even from the youngest children, were once again impressive.



Kristin Späing always had the children's craft stand under control, which was always very busy despite the low number of visitors. Many a small work of art was created here under her guidance.

It was also a pleasure, as many a sprout appeared several times and asked if they could layout another cover. In view of the limited number of visitors, it was possible to fulfil such requests this time, as the event serves to recruit the next generation of model railway enthusiasts.

Dirk Kuhlmann also represents the nearby FdE Burscheid e.V. and had brought along the new 'Hangman's Tree' layout from the club's cellar, which celebrated its premiere. Here, the US railway line runs in a large curve past a village church surrounded by pasture slopes.

The eponymous tree, which used to spell the end of many an outlaw, was also prominently placed in the action. Dirk couldn't resist integrating the electrics on the outer frame of the peep box in such a way that it looks antiquated and suggests a supposed danger to life.



Many a life has been lost on the 'Hangman's Tree' (see also front page). Does the forestry worker realise this as he carelessly goes about his business?

Editorial team member Ralf Junius took part on behalf of the Rhine-Wupper club and **Trainini TV**. That's why he once again brought his children's play area with him, which was put to good use right next to the craft table.

The adults, on the other hand, were also amazed by his 'Pezubox' peep box layout, which depicts a station stop at an amusement park. This time, the class 515 battery-powered railcar was travelling solo there.

"The monkeys are on the loose", some people exclaimed at the sight of his small diorama, with which he took part in the European Championship diorama competition a few years ago. A yellow banana wagon is parked at an agricultural warehouse, ready to be unloaded.

That's why the sliding doors are open on both sides. On both sides? Something's not right! And in fact, it's not the warehouse workers who are unloading the freight here, but a gang of monkeys who have caught a whiff of prey and have taken the yellow fruit away en masse. Supposedly safe on the roof, they are now squatting and filling their stomachs.

But the staff don't want to give in so easily and have already set up a ladder at the side to secure and retrieve the goods. The question of which zoo this horde of monkeys has escaped from remains unanswered in this humorous scene.



The electrics on the system appear (intentionally) just as old as the scenes depicted on it, even if they are not. It harmoniously rounds off the overall impression that this exhibit aims to create.

In fact, the author of these lines can remember when such an animal escaped from its outdoor enclosure at Rheine Zoo in the 1980s and kept the town in suspense for days, wherever it appeared. Benjamin, as this animal was called, then moved to Denmark after being successfully recaptured.

Ralf's diorama is, therefore, not completely devoid of real events. Scenes like the one he has depicted can certainly happen and remain in people's memories for a long time. This is exactly what the participation of the Alte Dombach paper mill is intended to do.

This was represented in the outdoor area and offered visitors a paper-making session. This item on the programme was also not chosen by chance, as the last and very successful exhibition of the model railway association took place on their premises in an old paper factory.

The bond has remained, even if this location has now been ruled out for a repeat edition. Guests and exhibitors at this year's event will remember it fondly and keep it in their minds in 2025.

When the next anniversary is celebrated, perhaps even the 50th anniversary, other generations will be in charge and represent the club. But we, who will then be seniors, will also look back with gratitude on two great events and will be happy to be there again.



The wild monkeys were on the loose at Ralf Junius! With their greed for bananas, the escaped zoo animals keep the workers at the agricultural warehouse on their toes.

Selection of exhibitors with Z gauge relevance:

<https://aspenmodel.com>
<http://www.bahls-modelleisenbahnen.de>
<https://www.crz-ulm.de>

<https://fr-model.eshop.t-online.de>
<https://www.helenensiel.com>
<http://www.hos-modellbahntechnik.de>

<https://www.klingenhoefer.com>
<https://www.maerklin.de>
<http://www.mrztrax.com>

<https://www.rainer-tielke-modellbau.com>
<https://stammtisch-unteresbach.de>
<https://www.z-freunde-international.de>

<http://www.z-lights.de>
<https://z-otti.de>
<https://www.z-spur.de>
<https://z-stammtisch-rhein-wupper.de>

For the upcoming episode 41 of Trainini TV:

<https://www.youtube.com/TraininiTV>

„Überholstelle Lamerden“

Eine Großanlage im Maßstab 1:220

Unser neues Bauprojekt startet jetzt im Sommer 2025, erstmals verbunden mit regelmäßigen Einblicken in die Gestaltungskunst unseres Anlagenbauers. Aktuelle Zusammenfassungen finden sie auf der Seite <https://www.1zu220-shop.de/Projekt2025>

Dargestellt wird **die** Betriebssituation an der Überholstelle im Ort Lamerden an der Strecke zwischen Warburg und Kassel. Eine Übersichtsbild zur Örtlichkeit findet sich auf der Wikipedia-Seite.

Die zukünftige Anlage wird nach Fertigstellung einen prominenten Platz im Verkaufsraum erhalten und dient als Teststrecke für Neuerwerbungen unserer Kundschaft, bis hin als Fotokulisse für Neuauslieferungen.

Seien sie dabei, wenn die „Überholstelle Lamerden“ Gestalt annimmt.



Beachten Sie auch unsere Angebote auf www.1zu220.de !

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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.

Inspired by the Dinamo report:

Inspired by the kitchen table arrangement in the Dinamo article (Trainini 4/2025, p. 20 ff.) by Sandro Schneider from Switzerland, I spontaneously came up with the idea for a staging in a similar style.

In the context of the recently released Märklin new products around the TEE "Rheingold" including the pleated E 10, I remembered that I had matching crockery in my cupboard.



Our reader's arrangement, which radiates nostalgia, looks like an advertising shot for locomotives and wagon packs. Photo: Michael Böttcher

What could be nicer than simply enjoying a TEE and perhaps a delicious pastry from the patisserie in the appropriate ambience... Incidentally, the crockery set is a replica that was once available in the DB shop years ago.

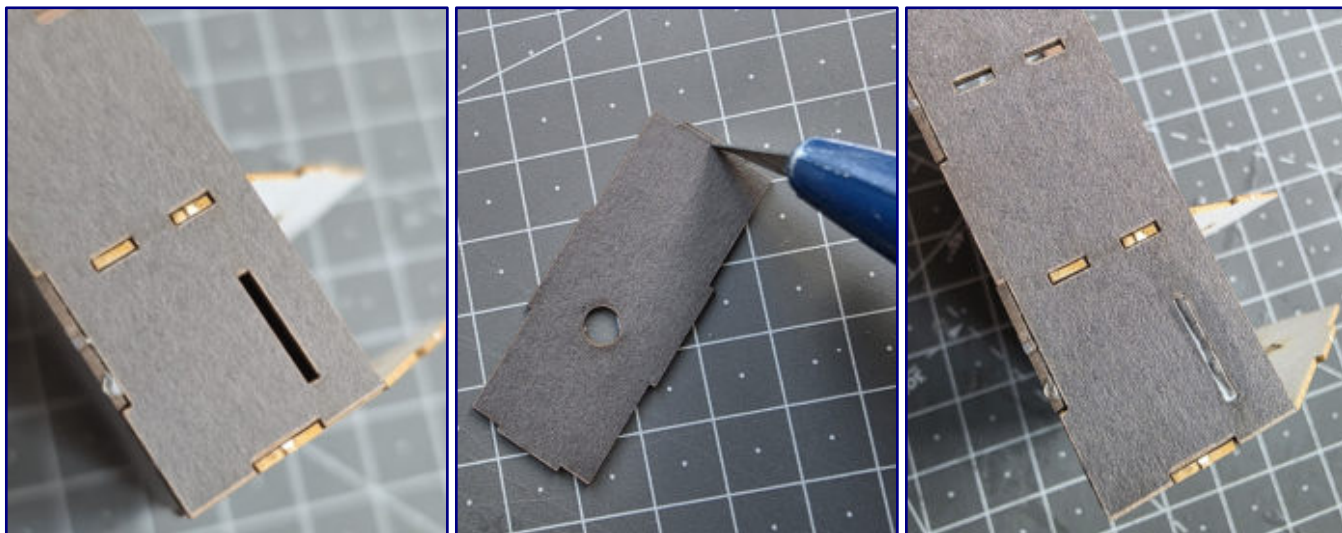
Michael Böttcher, Bremen

Manufacturer's response to the letter to the editor from **Trainini** 5/2025:

The error message from your reader B. Moritz was justified. An error did indeed creep in during production. This error has, of course, been corrected for the future.

There is a slot in component N3 (rear wall of the open warehouse) to accommodate the ceiling panel of the office installation. Unfortunately, this slot has slipped by a few millimetres. As a result, the panel (N2) cannot be inserted correctly.

However, the fault can be rectified very easily: Cut off the tenon for the connection to the rear wall of the building flush with component N2 and use the cut-off tenon to close the incorrectly positioned slot in component N3.



There is a faulty opening in component N3 (left image). The ceiling panel N2 (centre image) cannot be fitted correctly because the opening for one of its tenons is missing as a counterpart. The tenon shown is therefore cut off. The incorrectly positioned opening in component N3 (right image) can be closed with this cut tenon. Photos: Archistories

This has no further effect on the rest of the kit, the remaining tenons are absolutely sufficient to stabilise the construction. We apologise for our mistake.

However, we can assure you that none of our products are ever “bent.” If a component has been slightly bent during transport, it can be left for a while, weighted down with a book, for example, and then the components will be smooth again. If you should ever receive damaged components, please contact us directly, we attach great importance to satisfied customers.

Frank F. A. Drees (Managing Director Archistories), Hannover

Exciting deliveries from AZL:

According to American Z Line, the June deliveries also include locomotives with a new body: We are talking about the EMD FP7A diesel locomotive from WP (item no. 65315-1 / -2). This is the version with steam boilers for passenger trains, which can also be seen in the roof area in addition to the ‘P’ in the type designation. Technically, it follows the manufacturer’s well-known standard.

The older EMD F3A now wears the olive green-yellow colour scheme from Seaboard (62921-1 / -2). The ALCO RS-3 from Boston & Maine (63337-1 / -2) is also a rail classic. We continue with the EMD SD50 of the popular Union Pacific (65011-1 / -2) and the EMD SD40-2 of the Wisconsin Central (64213-1 / -2).



The ALCO RS-3 of the Boston & Maine (item no. 63337-2; photo left) looks appealing. The EMD FP7A diesel locomotive of the Western Pacific (65315-1; photo right) is a shape variant. Photos: AZL | Ztrack

The modernised, covered 1937 AAR cars run individually (905410-1) and in a set of two (915410-1) for the Southern Railway. The modernised Trinity tank cars with CGTX lettering (905507-1 / 915507-1) have the same configuration. The B&O freight car (92025-1 / -2), which did not run in the Chessie system, is offered individually.

The 4180 pressurised air unloading wagons for Northern Pacific are available as a four-unit (906015-1) and two-unit (916015-1) configuration. Also available are individual 53-foot CN 95122 CN containers with the inscription 'We Deliver' and from Hub in a green colour scheme (95102B).

Feeding trough from the Czech Republic:

A feeding trough (item no. 60299) has been added to the Yellow Dwarf range. Such troughs are used to feed wild animals with hay so that they do not cause damage to trees in winter. However, they can also be used in the model in game enclosures or a zoo. They can be ordered at <https://www.yellowdwarf.eu>.



The feeding trough (item no. 60299) is a useful accessory for the forest, wildlife park, farm, or even a zoo. Photo: Yellow Dwarf

Urgent product recall of Noch:

The accessory manufacturer Noch has issued an urgent product warning for its products 'micro-rooms LEDs' (item no. 51250, 51270, 51271, 51275, 51276, 51280, 51281, 51285, 51286) as well as "pumpkins" (item no. 51210) and most recently also lighthouse with light signal (66831; not relevant for Z scale) for operation on a 16 V model railway transformer ('iron core transformer').



This illustration shows some of the recalled products. You can find a tabular overview in the report on our website. Photo: Noch

It warns of a risk of injury and fire because the products can overheat or even ignite on the power supplies described. However, there is no danger when connected to a power supply unit or a digital control centre (max. 16 V).

The additional installation of a resistor is required. Noch will send the required number of these together with installation instructions. Alternatively, affected products can be returned to a specialist dealer or directly to Noch.

We have published the return address, link to the product defect page, and affected batch numbers on our portal page in a message dated 14 June 2025.

News from the Panzer-Shop.nl:

Panzer-Shop.nl presented four military and civilian new products at the end of May, which we would now like to pass on: The Tatra 815, AV-15 crane with dozer blade was used by the NVA, while the RMMV HX with flatbed is a Bundeswehr transport vehicle.

The civilian trucks include the Mercedes-Benz Axor, which is offered as a tipper and tractor unit with low-loader. These are joined by a wheel loader and a tracked excavator: Liebherr L574 and Liebherr R926. All models are supplied unpainted and are 3D-printed from resin.

Artitec keeps up the pace:

Deliveries from Amsterdam are currently progressing at a rapid pace. Exactly four new items have become available in the reporting period, with more already announced. Firstly, there is the 'Bicycles Set A' pack (item no. 322.004), which is a useful addition to earlier packs.



'Bicycles Set A' (item no. 322.004; photo left) and the 'Steam locomotive crew carter DB' (5220019; photo right) are two of the four current Artitec new product deliveries.

Once again, the four two-wheelers are made of photo-etched sheet metal, which is bent and painted at the factory. The selected models are quite small, but thanks to the widely extended seat posts, they indicate that this does not apply to their riders.



The farmer with stubborn cow (5220014) is clearly recognisable, even without a visible lead. These two figures can be used to create eye-catching scenes on the layout.

The farmer with a stubborn cow (5220014) is a striking image: Even though the lead between him and the cattle cannot be seen, this scene cannot be misinterpreted. Presumably the animal is to be loaded onto a trailer or a goods wagon and suspects its fate.

The name of the 'DB steam locomotive crew driver' figure pack (5220019) sounds a little unwieldy. This refers to the engine driver and stoker for a steam locomotive. Like all other Artitec figures, they are ideal for installation in a model. However, the gentlemen leaning out of the sliding window will probably have to be transformed into a torso.

The four figures in the 'Dog faeces' (5220022) pack are a source of annoyance in everyday life and a twinkle in the eye on the model railway: The crouched dog squeezes excrement out of itself in the indifferent presence of its owner. A passer-by talks to the lady about it to no avail, while another gentleman realises in disgust that he has already stepped in such excrement.



This 'dog faeces' figurine pack is a reminder of very unpleasant experiences and the annoyance of dog handlers who lack understanding and are irresponsible (5220022).

Four-axle vehicles from Azar Models roll in:

The new four-axle covered freight wagons are rolling in at Azar Models (<https://azar-models.com>). Following the recent deliveries of new editions of the covered wagons in UIC design with two axles, the models already presented at Altenbeken 2024 will soon follow.

According to the manufacturer, they will have newly designed bogies and he himself is particularly enthusiastic about the two-colour painted Fret-Sernam version. The six livery variants of this new product



The two-colour painted Fret-Sernam version (item no. W04-SN; photo above) is particularly attractive, but the former SNCF standard version (W04-ST; photo below) will also stand out in goods trains. Photos: Azar Models

will be available from the manufacturer and from dealers from July. As far as possible, we would also like to present them in detail in **Trainini®**.

Velmo presents new decoder:

After a long time, Claudius Veit has found enough time to develop a new decoder exchange board for various Märklin models that have been converted to bell-type armature motors and could not be digitised with the previous range.

The now available new item LDS170302 from Velmo (<https://velmo.de>) is capable of DCC as well as Sx1 and Sx2, and fits the following models of the latest Märklin generation: Classes 101, 1465, 182, 1852, 186, 189, SBB Re 460, Re 474, 285, ES64 U2, ES64 F4 and SJ RE14.

The decoder is capable of a red/white light change via the original LEDs in the locomotive housing, a light switch-off function, high beam, shunting gear with shunting lighting, SSD® load control, analogue operation, diode block point operation (braking with asymmetrical digital voltage, slow speed) and bidirectional communication (locomotive address feedback in DCC operation in accordance with the DCC standard Railcom®).

The following functions are preset at the factory:

- F0 - Switching a head and tail light depending on the direction of travel
- F1 - Fading down / fading up the peak signal
- F2 - Switching off the head and tail light at driver's cab 1

F3 - Switching off the head and tail lights at driver's cab 2

F4 - Shunting gear and shunting lighting (headlights on both sides)



The photo shows some of the Märklin models that can now be digitised with the new LD S170302 decoder. Photo: Velmo

As is usual for Velmo solutions, no soldering, filing, or milling is required to install the decoder. The motor wires only need to be soldered in when returning to the original state.

In addition to the slightly shorter screws for fastening the decoder board, the scope of delivery also includes a matching brass motor holder. It replaces the original plastic motor holder and, with its 4.4 g, increases the locomotive weight, and, thus, also the tractive power.



New Rokuhan product announced:

A new Rokuhan model was announced via Ztrack, which we learnt about back in April at Intermodellbau. It was developed together with the Japanese manufacturer Tomytec, which also specialises in N scale.

Both suppliers are now utilising this for their respective scales and similar track systems.

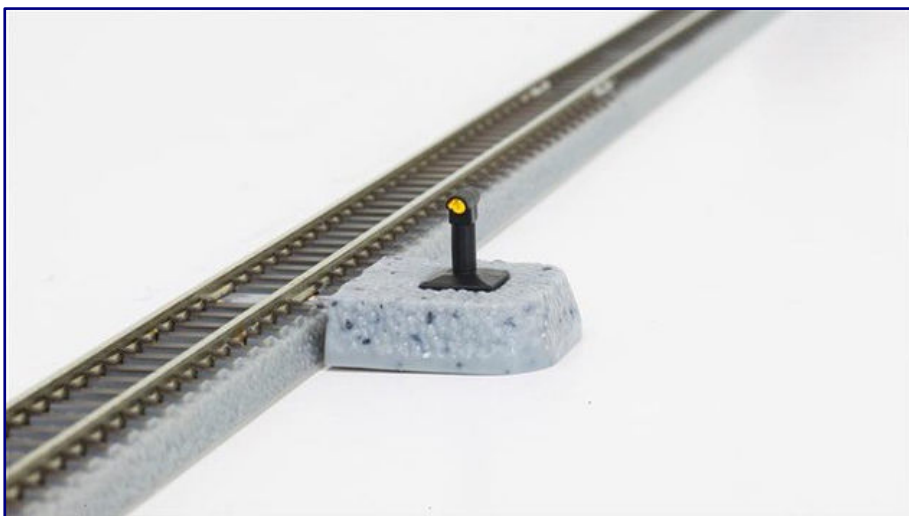
Photo left:

The train proximity alarm consists of a base with LED (bottom), which is plugged into the place of a pull-out sleeper, and three different attachments that reproduce a lantern in the desired colour. Photo: Rokuhan

The train approach alarm (art. no. S073-1) is a Japanese signal that warns workers on the track so that they can leave the track area in good time and do not accidentally run onto the tracks.

The models are illuminated in the colours orange, blue, or green and are inserted into the shafts of the removable sleepers.

The light-emitting diode is in the base, the lantern is removable and can be exchanged. All three colours are therefore included in the scope of delivery. This new product will be available in the USA from July. We assume that it will also be available via Noch in winter or next spring.



Here the orange-coloured shining lantern is placed on the base. Photo: Rokuhan

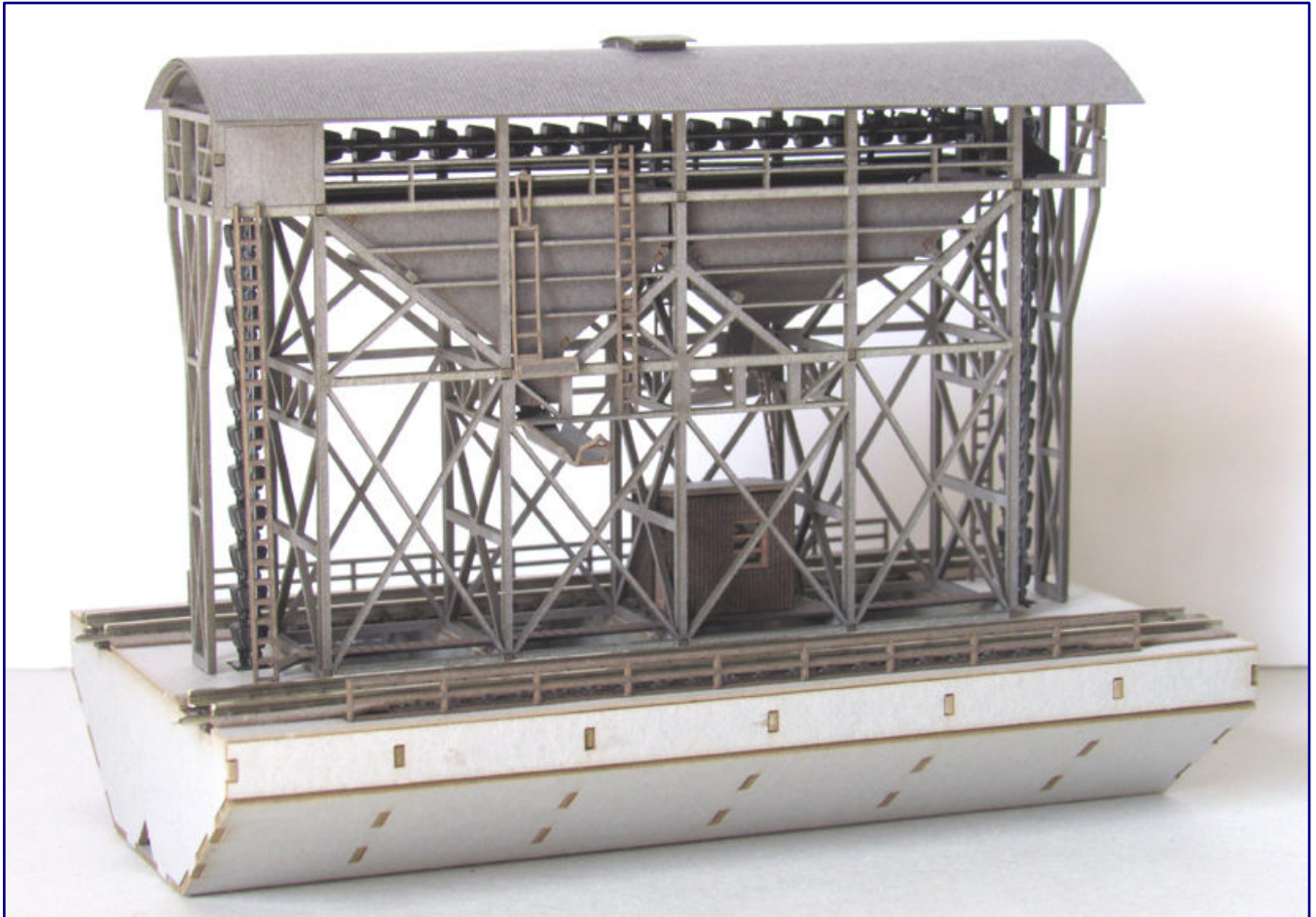
Surprise new products at Modellbau Laffont:

Modellbau Laffont's (<https://modellbau-laffont.com>) main innovation is now available in the form of Hunt's large coaling plant (item no. Z10301) based on the model once built in Antwerp. Important product features of the hard cardboard kit to be assembled by the customer are the earth bunker on both sides next to the layout and under the tracks, the finest engravings of the T-profiles, and realistic shovel chains. The layout can be used in eras II and III.



A surprise novelty is the truss bridge with lower supporting structure in the colours reseda green (item no. Z11701; photo) and graphite grey (Z11721). Photo: Modellbau Laffont

This delivery is surprisingly complemented by a truss bridge with a lower supporting structure that provides a good view of the trains travelling over it. The 220 mm long artificial structure is supplied without bridge piers and is available in the colours reseda green (Z11701) and graphite grey (Z11721).



The Hunt large coaling station (Z10301) based on the prototype from Antwerp differs from the model that was on sale at Märklin a few years ago! Photo: Modellbau Laffont

When fully assembled, they feature finely engraved rivets and a single-track crossing and are highly resilient. They are suitable for layouts in eras II to VI. Matching bridge piers are available in grey (Z4601) or grey-beige (Z4611) in the range.

Two deliveries also from Märklin:

Märklin also made deliveries in June. The Rh 1020 of the ÖBB (item no. 88229) in Era IV condition has arrived at dealers. The model comes from the spring 2024 new items and is up to date technically including the revisions to the moulds to be able to correctly reproduce the ÖBB version.

The Deutsche Bahn class V 80 museum multi-purpose diesel locomotive (88801) became available surprisingly quickly. As a model of the museum locomotive series, it is supplied in a real wood box. The strands connecting the bogies and engine block have been reworked, as this had sometimes led to derailments in previous editions.



The ÖBB Rh 1020 in Jaffa livery (item no. 88229; photo left) has now been delivered, as has the museum locomotive V 80 002 (88801; photo right). Photos: 1zu220-Shop | Jörg Erkel

Märklin describes the operating condition as the year 2000, when it was exhibited in the DB Museum in Nuremberg. Accordingly, V 80 002 also has white border lines on the frame cutouts above the bogies, which it never had in regular train operation.

The two imprinted road numbers V 80 002 and 280 005-0 are somewhat confusing: V 80 002 fell victim to the flames in the Nuremberg-Gostenhof engine shed in 2005 and was replaced by 280 005-0 as a DB museum locomotive in 2008.

Whether this Italian returnee was also labelled as V 80 002 for a short time and had the real road number 280 005-0, under which it is registered in the NVR, on the frame at the same time, could not be verified by the time of going to press.

Interesting panel van at JMC Scale Models:

The Volkswagen LT with high roof from 1975 is a true classic among German commercial vehicles. It was in use for many companies, including the German Federal Post Office and Federal Railway, as well





The HS 34 TAK tipper trucks (photo above) are reminiscent of the long-gone days of commercial vehicle construction at Henschel in Kassel. The Volkswagen LT (photo at the bottom of the previous page) is also long gone, but brings back many memories for model railway enthusiasts. Photos: JMC Scale Models

as various rescue services for decades. JMC Scale Models has now created a 1:220 scale model of this vehicle in postal yellow and a green, neutral paint finish.

The Henschel HS 34 TAK tipper, on the other hand, is reminiscent of the glory days of the Kassel-based company with the distinctive star. Back then, Henschel not only built locomotives, but also lorries and buses. Today, these vehicles have long since disappeared from the streetscape. The blue and red paintwork of the model was a common colour scheme for commercial vehicles, regardless of brand.

Both new products are accurately manufactured by JMC Scale Models from resin and are an excellent addition to the layout. We are also planning to present selected models from this small series manufacturer at the **Trainini Anniversary Exhibition 2025**.

Full Throttle follows up:

WDW Full Throttle goes one better: The 100-tonne Southern Railway double bulk wagon presented in the last issue appears with an additional road number so that it does not have to run alone in a train formation.

This new pack with wagon unit 102092 can be found under item number FT-2063.

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