

International Edition

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

www.trainini.eu

Published monthly
no guarantee

ISSN 2512-8035

Trainini

German Magazine for Z Gauge



A Knack for Scenery

The new Releases of the Year
Critical Review of the Year

50
Years
of Z Gauge

Introduction

Dear Readers,

Another year has gone by and we are already looking ahead again. However, as has become a tradition here, let us pause and first review what lies behind us.

2021 was another difficult year and the new one does not promise to be any easier. Nevertheless, it will be an important one for us in which we want to and must present ourselves strongly and impressively.



Holger Späing
Editor-in-chief

Our Z gauge will be fifty years old and certainly we do not want to leave the field to Märklin alone after all. We need to support the activities of the founder of our nominal size, but also to add to them where it might give the impression of a one-brand show.

We all know how colourful and diverse Z gauge is! All of you out there who have been walking through the world with blinders on and still fail to realize that, should realize just how off the mark you are. When could it be easier to show this with emphasis and joint strength than in the context of a golden anniversary?

As you can see, these words are a call, an appeal! What we need are framework conditions that allow us to present publicly and effectively without fear for our health. Our biennial meetings in Altenbeken provide a good framework for this within our community, but hardly anyone outside will notice.

Presence at multiple gauge fairs and exhibitions and a uniform image of appearance are needed to carry our common message into the world and to make it sustainably noticeable: "Z gauge means diversity!"

That's why we want to set a good example and have designed an anniversary logo that is not tied to a specific manufacturer or group. It can, may and should be used by anyone. The more often and visibly it is displayed, the more we are perceived as one big community. We must not leave it to chance.

That is why there are several versions to be loaded from our webpages: Image files as JPG and GIF for posters, booklets and pages as well as a movie file (MP4) derived from Ralf Junius, as animation for any form of moving images, wherever, and however, they may be presented.

And because we are not just in a German-speaking world, all of this has been developed in two languages (German and English). I repeat my urgent request to use this widely and with emphasis. Z gauge being recognized as attractive and steadily growing is our basis to expect equally attractive models designed with heart and soul for the future.

I wish you and all of us a good year 2022, which will bring us fun and visible success! Together, it's easier. I hope you enjoy reading this edition.

Sin-Z-erely,

Holger Späing

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We thank Markus Krell and Karl Sinn for their contributions, as well as Jörg Endreß and Éric Schweitzer for photos.

Date of publication of the German language version of this issue: 23 January 2022

Cover photo:

Obermurrhärle is probably somewhere in Swabia. The Bundesbahn steam locomotive 39 214 is passing through the beautiful, wooded landscape of this area with an express train when the picture was taken on the long steel bridge. Photo: Karl Sinn

The editorial board selections for 2021

New Releases of the Year

It was another difficult year. The tendency towards fewer new products from the small series manufacturers and delivery problems also at Märklin made the market small. But that makes class all the more important than mass and the decisions were not easy for us. We had a lot to exchange, to discuss and, in the end, vote for each category. Now the winners have been decided.

For the majority of readers, the locomotives will certainly be the most in focus, as they are the models that are written about most here and elsewhere. That's why we always open the round of awards with this category.

But the other sections should not be inferior to this either, because a locomotive is nothing without a train and just as little without a landscape scenery that it passes through. In order to create all this, tools and technical aids are needed that can also benefit the layout itself for its operation.



Three new products from two different manufacturers were included in the editorial decision, and we are nominating them here. They were either not available to us (in full) in time for a test or were victims of the project delays from last year. One of them is the class 403/404 express train from NoBa-Modelle, which can be seen here in its most recently advised state of development.

With this, the field is clearly outlined and it should be understandable why we have created a total of four categories that take up gauge-specific new products and illuminate them appropriately. Added to this is the literature for model and prototype, which provides suggestions and ideas or provides documentation.

Last, but not least, we honour what we consider to be the most beautiful layout completed during the period under consideration. Segments, modules or dioramas are also included – only the scale, the landscape design, and the railway reference have to be right.

By honouring a body of work, we would like to highlight an award winner who has done a lot for the development of Z gauge, without it necessarily being enough for an individual award. This also gives us the opportunity to put companies or people in the right light.

Let's now briefly look over the market of the last year to sketch the situation in more detail and still collect models that could not be nominated in time within the framework of a detailed test report, but should be included here.

For example, Märklin's V 188 and the Vectron (class 193), for which we have high expectations of becoming contenders for the winner's podium, were not delivered in time. The accessories manufacturer Artitec also failed to deliver some new products.

Since they always and without exception deliver almost perfect models, one or the other surprise would have been possible there, too. Meanwhile, we would have had to be careful that several worthy new products would have cannibalised each other in the voting process.



Our decisions were made more difficult by massive delivery delays, which not only influenced our theme planning, but also made the selection of candidates more difficult. An example is this SBB-Cargo-Vectron from Märklin (art. no. 88232), which was already announced two years ago. Photo: Märklin

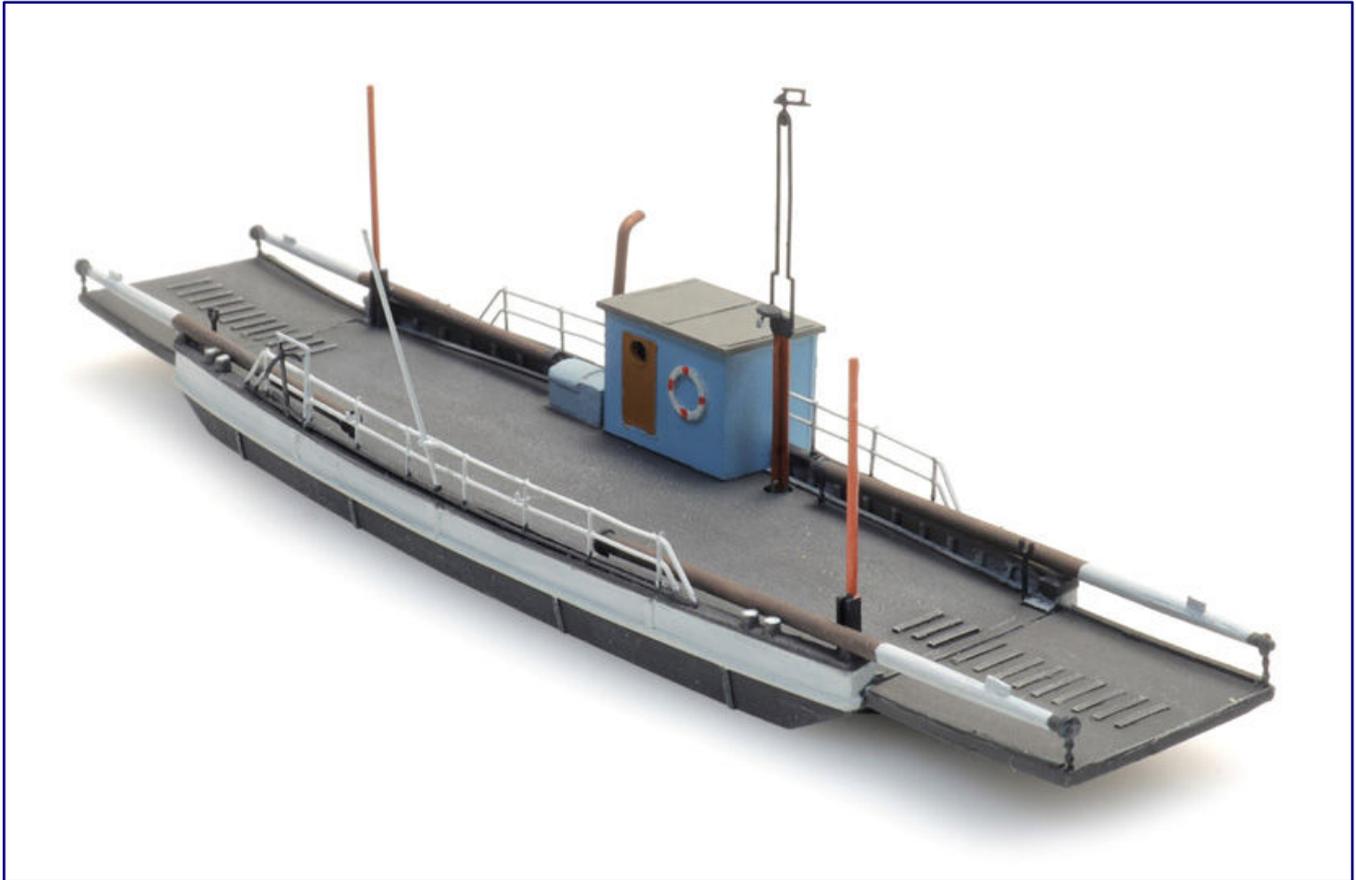
And then there are new products in the technology sector, such as the third-generation Grasmaster from Noch, which are now offered in two different versions and price ranges. They also compete on the market with similar electrostatic landscaping devices from other, mainly smaller, suppliers.

Since these are not completely new technologies and are rather more effective further developments, we have left them all out of our evaluation. We found it difficult to explain how they differ only slightly from each other and, possibly, also from their predecessors, how they are sometimes supplied with different equipment and how they differ in price. Where should a fair yardstick for comparison lie with regard to the average model railway enthusiast?

For our evaluation and awarding of prizes at this point, we also have to nominate three participating products that were not known to our readers in this respect: In the technology category, these are the

painting stands from NoBa-Modelle, which we had only briefly discussed in the news. In the meantime, we have also used them successfully in various projects, and they have proven their usefulness there.

The same applies to the Swedish electric locomotive Ma 828 from FR Freudenreich Feinwerktechnik, the prototype of which was in service as a veteran with the SJ and has been preserved as a museum piece. After our short review, our editor Dirk Kuhlmann had the opportunity to test and personally evaluate the long sold-out model from the first edition.



The river ferry from Artitec (322.034) is another aspirant for a nomination, but has also not yet become available since February 2020. However, the backlog list of this manufacturer has become much shorter in the meantime. Photo: Artitec

Comparable is also the situation with the express train class 403/404 of the Deutsche Bundesbahn, which is available to us in kit form, but is not yet completely finished. Here, however, the construction and printing quality of the supplier can be assessed, as well as the quality of the decals and also the running behaviour of the (still unpainted) set – in other words, all criteria for which NoBa-Modelle itself is responsible here.

And so, it is now time to announce the results of the editors' choices together with their impressions on which it is based.

Category Locomotives

Three very different models from different manufacturers have been entered in this section. The already mentioned Ma 828 of the SJ (item no. 46.136.01) from FR Freudenreich Feinwerktechnik and the class



After a lively exchange, the editorial team decided on the multi-purpose locomotive Ma 828 of the SJ (46.136.01), produced by FR Freudenreich Feinwerktechnik. It is almost perfectly produced and demonstrates impressive tractive power.

403/404 "Donald Duck" (5207R) from NoBa-Modelle were opposed by the class 41 Öl (88275), an oil-fired steam locomotive from Märklin.

It finally presented itself with a bell-shaped anchor motor, LED lighting and full detail control, and also has a special history as a model.

The Göppingen based manufacturer had to make amends to his customers after they had been presented with a model that had nothing in common with the prototype apart from the axle arrangement and tender.

It succeeded quite well, but failed due to minor mistakes: The tender, which was not reworked, is too high and protrudes slightly over the edge of the driver's cab roof.

The number, location and position of the sandboxes on the model do not correspond to the prototype and spoil the good overall impression.

In addition, the locomotive front also hides the typical face of the class 41 Öl / 042 thanks to a missing detail and some brush strokes that were not applied (probably for cost reasons).

This was not enough for all three editors to win a prize here, so the race was reduced to two candidates that were neck and neck and did not produce a unanimous result.



The 403/404 series has been a model of choice for many Zetties because of its distinctive and unique shape, and because of the perfectly matched paint scheme of the prototype. In view of the three different body styles, they probably cannot hope for a large-scale production model.

The kit and ready-made models (5207RF) made of resin were correspondingly well received. Joachim Ritter summed it up as follows: “NoBa-Modelle is a real grab bag. Things are taken up and implemented there, that probably wouldn't otherwise exist in Z.”

It seemed like a hot contender for the title, which was then narrowly beaten by the FR model. The reason for this was its high weight and perfect driving characteristics as well as its truly impressive tractive power, because this locomotive also beat the already heavy NOHAB from the same manufacturer, which is also a tractive power wonder.

When the going gets tough, small things count all the more. And, so, it finally prevailed and becomes the first new release of the year 2021! The laudation by editor-in-chief Holger Späing reads as follows: “The SJ-Ellok (electric locomotive) serves a niche that is quite noticeable and has also found more friends in Germany. It does this in an excellent, almost perfect way and also demonstrates extraordinary tractive power”.

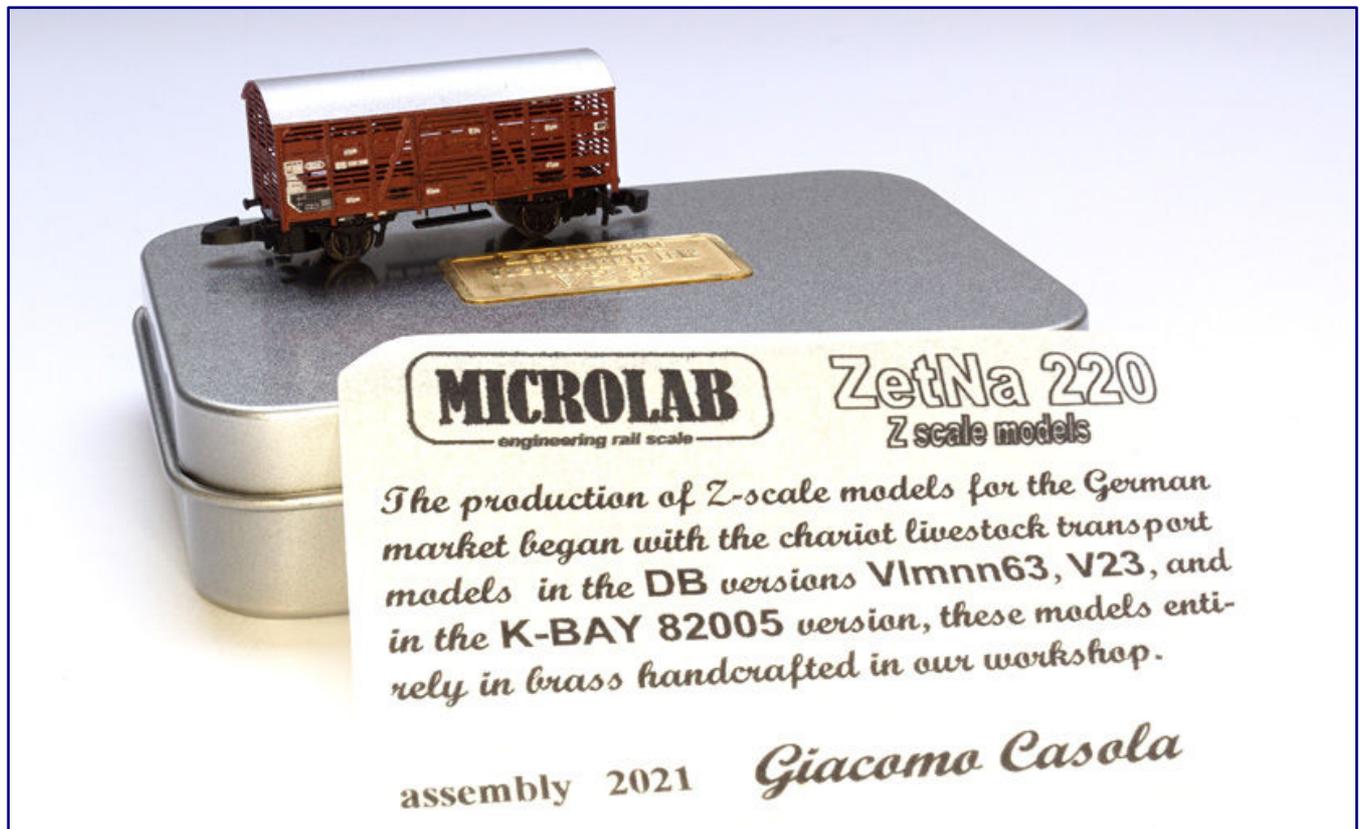
Category wagons

When it comes to rolling stock, which belongs behind the locomotive, we saw only a few new models in 2021 that are worthy of an award, as Märklin in particular has been noticeably holding back here for years. But even hot contenders like the double car transport wagon from Bahls Modelleisenbahnen, which has been announced for years, are still waiting in the wings.



The Märklin SSy 45 heavy goods wagon (82229) was overdue, but the victory was gambled away carelessly: The tank load and the time depicted according to the inscriptions do not match, also the bogies used are not correct for the era, but better suited ones can even be found in the moulded model kit.

And so only two models competed against each other here: the cattle car V 23 (B001), once built for the Deutsche-Reichsbahn-Gesellschaft on the basis of the covered car type Kassel and converted into a model by ZetNa 220, and the four-axle heavy-duty car SSy 45 (82229) from Märklin.



The only thing that could be improved on the model of the DB's V 23 small cattle car (B001) by ZetNa 220 is the labelling. In the meantime, the fairly new small-series manufacturer from Sicily let us know that they had found a better alternative. But, by then, the victory in the wagon category had already been determined.

Editor Joachim Ritter made no bones about his favourite: "Märklin's SSy 45 – because there is finally the correct model for Z gauge! That's not always the case, so it's a point that can be honoured."

In fact, there were already two predecessor models that were not convincing: The older small-series model from Schmidt was too short and did not bear any labelling except for a DB sign. The later attempt from Australia knew how to do better in this respect, but showed clear weaknesses with poorly adhering decals and parts that sometimes fell off.

Märklin knew how to score points with its main disciplines: correct scale, cleanly painted and perfectly labelled. But one decisive mistake remained: the Minden-Dorstfeld bogies, which were selected in Göppingen, did not match the Era III inscriptions. Bogies of this appearance could only be found on the prototypes with late modernisations.

What was still a compromise with Schmidt could be clearly proven as a mistake here. This became relevant because perfectly fitting parts have long been available in the manufacturer's stock. So it was avoidable. And so in this case Märklin was left with the short straw.



The new small-series manufacturer from Sicily, Italy, won the race and earned the award in the car category. The only thing that remains on the error list is an incorrect RIC sign in the light-dark display. Axles that are sometimes difficult to move can be made smooth with a little candle wax.

On the plus side, however, there are many things that will be remembered: With this model, the last noticeable gap in this type of car has been closed.

All details are coherent and some details show a smart implementation, among them the coupling hooks guided by a plug-in pin, which can be easily exchanged.

There is still some room for improvement in the lettering, but here, too, a lot had already been done during the development.

Sliding picture inscriptions on a wagon with open-work board walls are always a great challenge. And, so, there is no doubt in our minds that we will certainly have a lot to report about ZetNa 220 in the future.

Accessories category

In the accessories sector, there were many new products during the course of 2021. We are thinking of car models or new building kits. And, so, it was necessary here to nominate with great care in order to make a decision possible at all.

In view of the flood of new vehicles at NoBa-Modelle, for example, we didn't even know which model to choose here. And in the buildings sector, with the signal boxes, commercial enterprises and a rural apartment building at Modellbau Laffont, as well as the Dutch windmill from Archistories, which has been meticulously developed and perfected over many years, we can already think of more candidates than we could adequately include.

And, so, we also asked ourselves whether new models would fill even larger gaps or rather just replace earlier offerings, even from other manufacturers, in a contemporary and different style. This left us with the slurry tanker from Artitec (322.031), and the medium-sized wooden crates with frame, "Krupp" (85028) from Joswood.

These models could not be more different, but that creates suspense as to what the editors would see in them and how they would ultimately rate them. Dirk Kuhlmann, a passionate landscape builder said: "Have the slurry tanker somewhere. Anyone who has a lot to do with landscape appreciates such a model – again and again!"

So Artitec seemed to be able to land a triple, because the slurry tanker is in no way inferior to the two previous winning models, showing itself perfectly painted and correctly labelled. The only thing Holger Späing didn't see was the current demand for agricultural vehicles over the last few years. What he believes is really missing in this segment is a square baler.



The medium-sized wooden “Krupp” wooden crates from Joswood (85028) not only a delight to the editors, but also many readers who loaded their heavy-duty wagons with them. Against this background, the award in the accessories category is only logical.

Joachim Ritter also saw the Joswood wooden crates in front for similar reasons, because they fit perfectly with the SSy 45, which was also his favourite. In addition, they were an eye-catcher and also suitable for stake wagons.

This combined with tinkering fun and at a favourable price also made the chief editor agree. There was nothing comparable for Z gauge before.

“It is simply proof that winners do not necessarily have to impress with their complexity”, was his conclusion. And with this, the award in the accessories category now goes, albeit not unanimously, to Joswood and their wooden crates.

Technology category

This section also only saw a double race, explanations have already been given at the beginning of the article. The competitors were the paint stands from NoBa-Modelle (20100), which are 3D printed models made from filament threads, and the Z gauge wheelset cleaning system (MU-Z-A12508) from Japan, which is distributed by Modellbahn-Union and can be used permanently thanks to replaceable cleaning pads.

We have demonstrated the good service it provides in a detailed test report. While it can easily convince as a regularly used maintenance tool, it sometimes has a hard time with heavily soiled wheels and requires patience of the model owner.



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Trainini

Praxismagazin für Spurweite Z

NEUERSCHEINUNG DES JAHRES 2021

Kategorie Technik



**NoBa-Modelle
Lackierständer
(Art.-Nr. 20100)**

We have also received a number of readers who have contacted the editorial team with such tips or questions. They show that not all Zetties find it as easy to handle as we did, after some practice and trial and error.



Originally, the painting stands by NoBa-Modelle (20100) were not intended as a sales item at all, as the manufacturer told us. The work aid was just a personal birthday present that rather unexpectedly developed into a successful model. That's fine with us!

The resulting unanimous decision against the valuable cleaning system and in favour of the painting stands in short and long versions fits Joachim Ritter's summary: "The painting stands from NoBa-Modelle are more than helpful and important, and also inexpensive. This is something you can really need and use in your everyday model railway tinkering!"

And, so, this manufacturer also receives one of the coveted awards just in time for its fifth anniversary, best new release of the year 2021 in the field of technology are the painting stands from Aichtal.

Literature Category

Three books, but none of the rather dying DVD, were up for selection here. The publishers responsible are no surprise and are among the perennial contenders for the title. EK-Verlag, with its specialist books at the very highest level, is actually always there, and VGB has also been able to hold its own bravely in the top circle after being taken over by Geramond.

With train documentation Stefan Carstens, a new publisher has joined, but both the series to which the award-worthy title belongs and its authors are "old hands" and have a firm and loyal circle of friends. The renewed change of publisher is due to the consequences of the VGB takeover.

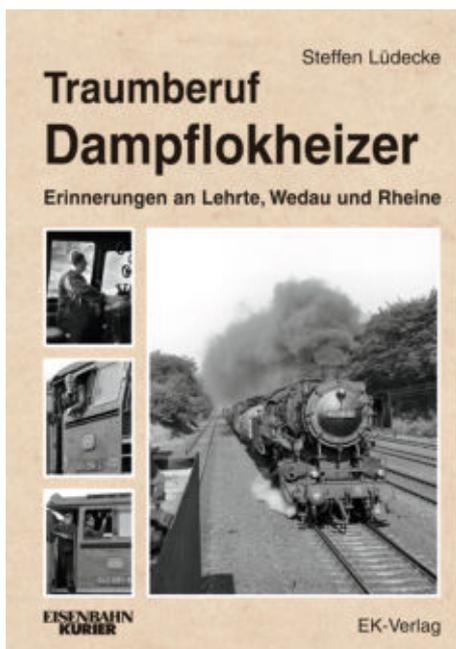


Photo: EK-Verlag

A very difficult decision had to be made here, said Holger Späing, because three competitors of almost equal merit were present. The two other editors agreed. Something other than locomotives for a change, because wagons are otherwise not valued enough in literature, were the arguments in favour of the work "Güterwagen Band 9.2" (ISBN 978-3-9823-2220-9) by Stefan Carstens and Harald Westermann.

No one could do a better job than these two and present it better, and chemical tank cars also form a previously unnoticed gap in the large railway and also the model suppliers. But Z gauge, which was not taken into account, and a very special theme prevented the victory.

On a photo hunt through the last steam districts of the DB is the book "Schluss-Akkord" ("Closing accord"; 978-3-96453-294-7) by Rainer Schnell that VGB/Geramond sent into the race. The tours, including train chases by the "Hamburger Fotomafia", are reminiscent of stories like "Five Friends", only without the dog. None of the last steam refuges are left out; everything is obviously tracked down.

But still, it's not as new, as first experienced. It is more or less a continuation of the previous book, which has its roots a few years later, when the protagonists have already become more mobile thanks to their driving licence.

In comparison, the title "Traumberuf Dampflokeizer" ("Dream job steam locomotive stoker"; 978-3-8446-6426-3) from EK-Verlag does even better. Author Steffen Lüdecke was is still passionate for the steam locomotive. He is also one of the rescuers of 41 018, to which he feels attached to this day. His passion can be experienced in an empathetic way and infects the reader.

Especially our editor-in-chief, for whom the book title is not only a wish but almost a life goal, finds himself in it: "This book is something completely different and new than other works. Dreams and reveries are the focus here and form the perspective of all narratives."

After intensive discussions, a unanimous decision is made that the title of the Literature 2021 category goes to EK Publishing. Dirk Kuhlmann, however, knows how to top the previous descriptions: "Almost like the stories from back then, grandpa's colleague (Mr. Helbing) always drove a class 55 or 50 at the Opladen depot. The long-time locomotive driver could really tell a story. And that usually lasted longer."



Exhibits category

We introduced this category last year in order to give model railway enthusiasts without commercial goals a chance to receive special recognition in the form of a prize and to be able to put beautiful layouts, dioramas or scenically designed exhibition layouts in the public eye.



Unfortunately, it has not yet been on public display due to the Corona warps: After a unanimous vote, the worthy 2021 prize winner in the exhibits category was the “Obermurrhärle” layout shown here from the Spur-Z studio. Photos: Karl Sinn

This time, we in the editorial team searched for a long time for a worthy prize winner for the year 2021, until we noticed the “Obermurrhärle” layout, which is only 1.08 m² in size. Our new prize-winner Karl Sinn can show a whole series of very beautiful model railway exhibits. In all cases the results show an accurate and yet playable exhibit.

Unfortunately, the pandemic threw another spanner in the works and a visit was of course impossible, which was also the case for the other candidates that came into question and were suggested internally by the editorial team. Similarly, the “Obermurrhärle” plant could not be exhibited yet.

A first glance at the photos shows us “only” a fairly normal track oval, embedded in a mountainous landscape. Up to this point, the viewer thinks he is looking at a standard model railway layout. But as soon as the eyes start to wander, a strange calmness arises in the viewer.

Be it childhood or holiday memories from times long past or any other associations, this layout simply arouses emotions in its silence.

Karl Sinn has managed to create a piece of landscape in the Swabian-Franconian region without any spectacular action, where there is simply nothing going on, if we disregard the usual daily business of the miniature inhabitants there.

Such exhibits are extremely rare, but they show excellently with what heart and soul many a builder approaches the matter. Here, the highest level of craftsmanship is almost a secondary matter; the feeling for small scenes is decisive.



Our award winner Karl Sinn in Altenbeken 2012 (Archivfoto)



At no point does the award-winning layout appear overloaded and the railway sometimes fades into the background, depending on how you look at it. The composition is therefore very successful and fits perfectly into the still young anniversary year of the Z gauge.

We warmly congratulate Karl Sinn, whom we had asked to write a self-portrait of his Z gauge studio for this issue, not knowing about this award, for the unanimously awarded prize!

This gives our readers the unique opportunity to compare our impressions with his unadulterated self-image and thus perhaps to understand how true masterpieces are created.

Complete Works

Our aim is to honour special achievements over many years. Our aim is not to honour important people in the Z track posthumously, but to pay tribute to them personally.

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Trainini

Praxismagazin für Spurweite Z

**EHRENPREIS
DES JAHRES 2021**

Kategorie Gesamtwerk



Dr. Andreas Scheibe
Angetriebene Kleinstlokomotiven

A person does not have to grow old for this, only the sustainability of his or her work with a duration appropriate to the respective cause, which in sum should be groundbreaking, is decisive. We are writing this ahead of time, because in 2021, we lost two important people far too early who would have found their way here at some point.



At the Intermodellbau in April 2006, this Köf 2 (class 323) from Z-Modellbau made one of its first, public appearances with driving demonstrations. The visitors firmly believed it was a ghost car and were surprised when the tiny locomotive could also move on its own. Success was now assured; demand was high, and many more models followed. Without a doubt, it revolutionised the Z gauge world.

Graham Jones, who gave a voice to our gauge, especially in the United Kingdom, and was internationally networked, and Thomas Zeeb, who acquired much for the community at regulars' tables and as an author significantly for collectors, we can no longer honour in the desired way.

It is different with Dr. Andreas Scheibe (Z-Modellbau) from Chemnitz, who had to involuntarily give up his business in 2021 after about fifteen years, as Joachim Ritter correctly points out. He brought about a revolution in the small-series sector and sustainably enriched his segment with operating miniature locomotives that were previously considered un-motorizable.

The number of units of his first locomotive, the Köf 2, in particular, has reached a level of production across all variants that is more in the realm of large-scale production. This also shows the importance of this person for our scale, Holger Späing points out.

We will not soon forget this technological revolution, which clearly also influenced and challenged the market leader. An entry in the annals is certain for him, as the KlV 20 from Märklin proves as a clear answer, which, however, let more than a decade go by.



Dirk Kuhlmann, who feels particularly close to our award winner in the honorary category of overall works, emphasises the impulses that emanated from Chemnitz in his own way: "No doubt about it! The show with the Borgward 2016 in Altenbeken at the "Kniephaven" facility alone makes it immortal!"

Sven Rohmann and he had deliberately put the focus on him and rejoiced with him. No one could have guessed at the time that it would be his last participation in a major Z gauge event. All the longer will this fame reverberate now.

Webpages of our winners:

- <https://www.maerklin.de>
- <https://www.ekshop.de>
- <http://www.fr-model.de>
- <http://www.joswood-gmbh.de>
- <https://www.noba-modelle.de>
- <http://www.spur-z-atelier.de>
- <https://sites.google.com/view/zetna220/home>

In May 2006 (issue 10) we reported in detail about the little "miracle from Chemnitz". Its importance for the market of the smallest gauge was already clear at that time.

Small Wild West Layout **Gold Rush in a Suitcase**

Pastor Markus Krell is a real Z gauge nut and extremely busy. He often enjoys taking part in competitions with his projects and is always good for a surprise. The people in his personal circle know this, too. And so it was also from this circle that the impetus for his latest mini exhibition layout came.

By Markus Krell. Some months ago, an acquaintance gave me a beautiful cherrywood-coloured wooden case with the remark: "You with your Z sleuths – you can certainly build something into the case!"



A view of the Western town in the wooden case by Markus Krell. Depicted is life in the time of the gold rush (epoch I).

It, the suitcase, seemed very tiny to me, the smallest radius of the Märklin Z track was still too big. But the narrowest Rokuhan radius, with the possibility to also install a turnout, allowed for an oval with a turnout.

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The life of the indigenous people was also depicted, and the landscape naturally includes cacti (photo above). The view of the suitcase reveals how tiny this site actually is (photo below). The principle applied here was: "There is room in the smallest hut!"

And, so, the idea arose to create a small layout for an existing vintage Wild West train. Several very fine Z wood kits from the internet, as well as small ready-made Z Wild West houses, including coffin carpentry, allowed a quick expansion of a small western town.



The elevated view of the row of houses of the small western village also reveals the view of the coffin carpentry next to the church.

Figures and carriages mainly from Trafofuchs enabled a lively scenery with cowboys, Mexicans, squaws, etc. Two small 9-volt block transformers ensure independent running and lighting operations, but a connection for a large transformer is also installed. Have fun looking at the pictures and: "howdy!"

All photos: Markus Krell

Manufacturer of the materials used:
<https://www.maerklin.de>
<https://www.rokuhan.de>
<http://www.trafofuchs.de>

South America by bridge in Hamburg **Samba and Rio de Janeiro**

Four years of construction time passed before the Miniatur Wunderland (Miniature Wonderland) could dedicate the first part of the new South America section, Rio de Janeiro, at the beginning of December 2021. We were there and were among the first to venture across the canal. Fascination and excitement knew no bounds, once again – Hamburg has another attraction.

There we are: our way is blocked. A barrier behind us separates the reserved press area from the publicly accessible one, which the visitors are busily roaming. Today the South America section in Hamburg's Miniatur Wunderland (Miniature Wonderland) is to be opened and there will also be a celebration with a traditional meal for the model builders involved.



In the model, Cristo Redentor (Christ the Redeemer) also spreads his arms protectively over Rio de Janeiro with the Copacabana. Photo: Miniatur Wunderland Hamburg

The current Corona protection regulations require that on this 1 December 2021, the number of people present is limited and many health protection measures take place. But, none of this can tamper delight and excitement. A thick curtain still hangs in front of the opening that points the way across the glass bridge into the newly occupied storage block L.

Slowly, it becomes more crowded in front of the barriers. Cameras are positioned, each of the arriving journalists tries to get the best possible spot for his or her shots. We are lucky to have arrived early,

because the central spot in front of the big lever that will later set the first train in motion across the canal to the “New World” is ours.

Finally, the Braun brothers arrive with their guests of honour, First Mayor Dr Peter Tschentscher and Brazil's Ambassador Roberto Jaguaribe. In his speech, Dr Tschentscher emphasises how important the Miwula is. For the fourth time in a row, it has been voted Germany's most popular tourist attraction by foreign tourists.



Frederik Braun explains the postal glitch with the invitations and gets those present in the mood for the opening of the bridge behind the red curtain. On the left, the screen offers a view of the first train, which is otherwise hidden from view, which will start in the direction of Rio de Janeiro as soon as he and Dr Peter Tschentscher (in the background, with mask) have pulled the lever.

Hamburg is also proud to be home to the largest model railway layout in the world. And with all the hunt for this record title, that should remain the case in the future. Decisive for the recognition is that all previous sections are connected by track and trains can thus reach every point, model construction boss Gerhard Dauscher will explain to us later – which is why the tracks across the canal are needed, the incline of which caused some headaches.

The expansion of the facility, which now has another 3,000 m² open for at least ten years, also has an important signal effect for the location. Frederik and Gerrit Braun are visibly proud and now also explain their view of the enormous project of the last four years.

It was not without mishaps, as we learn. Many journalists did not find out about the press conference because they did not receive an invitation. Fortunately, we were able to follow the progress of the construction work and learn about the planned date in good time. Everyone else was originally supposed to be surprised by mail from Rio de Janeiro, reveals Frederik Braun.

On official letter paper and with the signature of the president of one of the largest samba schools, an invitation written in Portuguese was supposed to arrive in mid-November, which would first have to be



“Boy, come back soon...”, it often sounded at Hamburg's harbour edges and now also in the Miniatur Wunderland (photo above) for the departure of the opening train. Then, accompanied by a samba on the glass bridge, we set off on a seemingly distant journey to South America (photo below).

translated before the recipient could understand when and where the event was occurring. Unfortunately, these letters have not yet arrived...

But that doesn't dampen the mood; those present are secretly glad that the unreliability of airmail in these times has ensured less crowding and thus more relaxation.

Everyone is eagerly awaiting the moment when Frederik Braun and the mayor of the Hanseatic city pull the lever that allows a TGV to be the first train to depart for Brazil. This moment can be easily followed on a screen. Fractions of a second later, a side door opens and a small sailor's choir gets us in the mood for the great journey we are about to embark on with "Boy, come back soon..".

Seamlessly, their familiar tune is replaced by unmistakable samba sounds; the curtain falls and we spot colourfully adorned ladies in attractively skimpy clothing swaying their hips to the rhythm of the music on the glass bridge: South America can come, it is only a few steps away.

The world from above

On the way to the new section, we experience a "world from above". The model railway track runs along the edge of the footpath, passing through different, typical landscapes of the earth: a Dutch sea of tulips, a German telephone box final storage at the edge of the track, the Antarctic Ocean, South Sea scenes, pyramids surrounded by sand, or even corrugated iron shacks right up to the edge of the track, as we know from photos from India.



"The world from above" (in the picture in front) is the name of the motif section of the railway line connection to the new layout section. The term also fits the view of the canal and the warehouse buildings from the glass bridge.

Once over there, we seem to be standing in the jungle in front of the ruins of an ancient Mayan temple. So, the Hanseatic people know how to put their guests in the right mood for the "New World." The air of something special is conveyed just as much as the feeling of being an explorer who is expecting things that no European has ever seen before. We are happy to embark on this adventure!

We enter and stand in front of a large Brazilian flag, which still blocks the view of the layout. Gerrit Braun now also says a few words about this large construction project and the obstacles that had to be overcome. He talks about the first meeting with the Argentinian Martinez family in New York, which was to become decisive for this project. We will come back to this in a moment.

Brazil's ambassador is also impressed by the accomplishments that have been made here: 60,000 hours of work and an investment of 1.5 million euros spread over four entire years!



The scenes on the bridge show impressions from all continents: Dutch tulip meadows (picture above left) stand for Europe, the Antarctic Ocean (picture above right) for Antarctica and the South Seas (picture below) we should find as the Caribbean in America, but with the symbol of balanced forces the beach scene probably refers us rather to the more tropical realms of Asia.

The other cornerstones of the 46 m² of new layout area, which are only a first prelude, are: 12,000 trees, 300 bridges and houses, two churches and 20 boats, but only a modest 423 metres of track. 20,000 figures enliven the scenes, most of which remain visible even in the night simulation thanks to 18,000 light-emitting diodes.

After the two obligatory speeches, it's time for the official opening act. The four main actors take up positions in front of the cameras, count themselves in, and give the signal to drop the curtain with a collective drumbeat.

The warehouse is shrouded in night light, a sea of lights builds up in front of the eyes of those present and the samba dancers begin a gala performance in the colourful spotlight. Everyone gets carried away, the atmosphere is magnificent.



When we reach the end of the bridge, a sunken Mayan temple seems to be waiting for us. Does it promise visitors an adventure?

When it finally becomes day, many new impressions build up before the viewer's eyes and cause great astonishment. The bar was set high, but what can now be seen here almost puts the rest of the Miniatur Wonderland in the shade.

Everything seems so new and yet completely familiar. South America is simply something different from Europe or even the north of the continent. Many of us don't know the subcontinent yet. The style, i.e., the handwriting of what is shown, has not changed, but the motifs of what is shown have from photos and reportages.

Gerrit Braun told us that this was exactly what made him uncomfortable. The new section should also appear authentic and correct. But if you only look at countries and cultures from the outside, you are sure to get a rendering that serves a cliché rather than showing reality. And that would probably be noticed quickly, because there is probably no country left on this earth from which a guest has not yet arrived.

While the people who built the Italian section were able to travel south to familiarise themselves with the country, the people and the mentality, this was now out of the question. The meticulous documentation



The Brazilian national flag still blocks the view of the latest work of art, but at the joint drumbeat of Gerrit Braun, Dr Peter Tschentscher (Lord Mayor of Hamburg), Roberto Jaguaribe (Brazilian Ambassador), and Frederik Braun (from left to right), it will fall and give free rein to the gaze.

that had previously been compiled and could be used was consequently missing. Another solution was needed.

Gerrit Braun was destined to be fortunate. In 2017, the Martinez family from Argentina recognised him in New York, approached him and arranged an exchange. All of them are passionate about model railways there, and at home they do what we call professional model building in Germany. No question, they were the ones who knew South America as locals, understood their business and could close the gap that had existed until then.

Soon, it was decided that the parts of the new section would be built in parallel on two continents. Large parts of the model construction took place in Argentina, while fine-tuning work was to take place in Hamburg and each piece would be integrated into the overall work and attached to it.

But no sooner was half-time when the Corona virus cast its shadow over the joint project. Working according to plan became more and more difficult and all plans were in jeopardy. Suddenly, all the prepared segments had to be shipped to Hamburg as quickly as possible. Fortunately, everyone involved quickly adapted to the changed conditions and the project finally succeeded.

And so, today we can begin the anticipated journey through Rio de Janeiro!

A journey through Brazil

As a model, the Brazilian coastal metropolis is a successful symbiosis of everyday life and holidays, of poverty and wealth as well as hustle and bustle and carnival. These are opposites that collide, are depicted and contrasted here. Through skilful and convincing arrangement, they can have a lasting effect on the visitor.



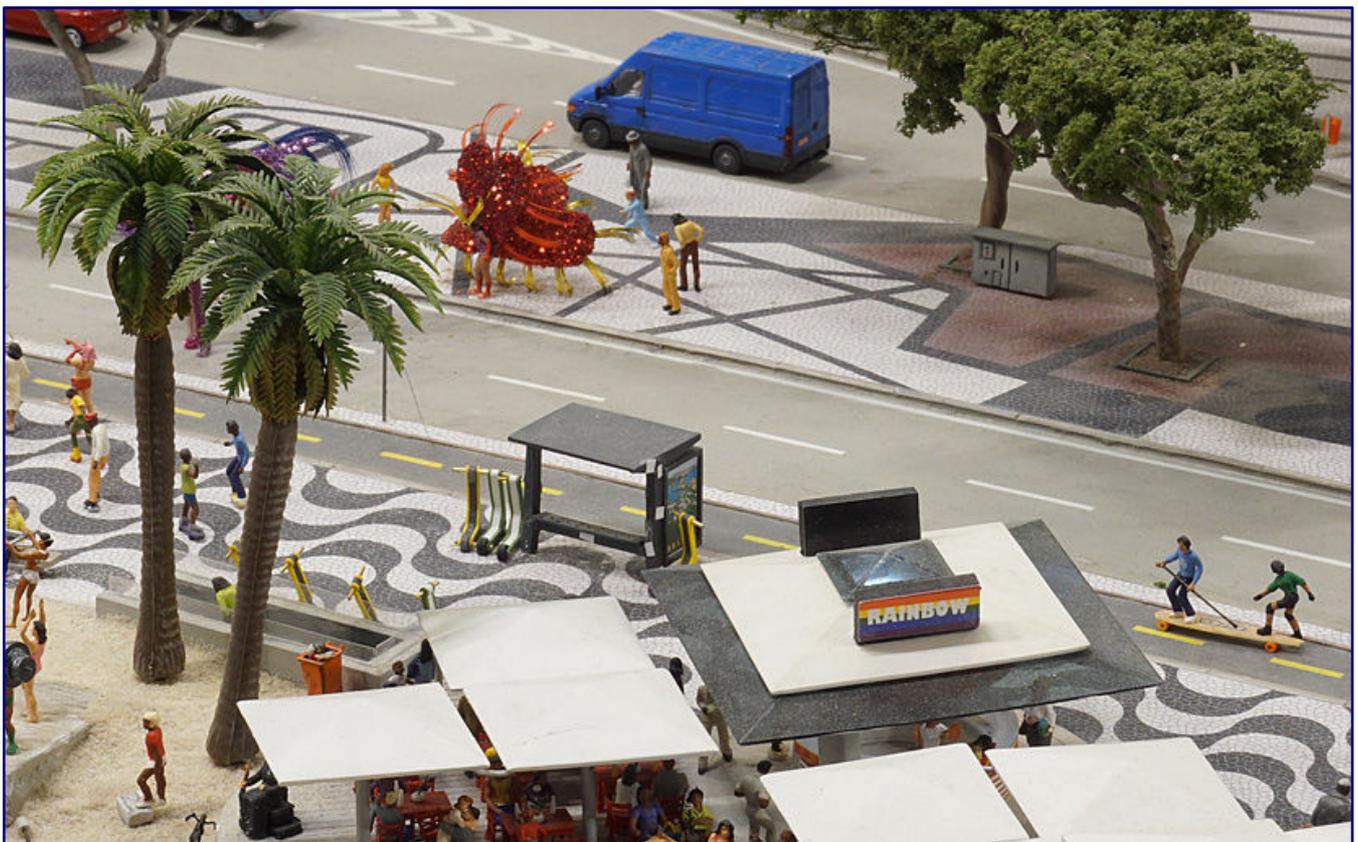
The Sugarloaf Mountain with its cable car station is quite centrally located. Passing it on the left, the view falls on the Copacabana, where the Hilton Hotel protrudes, and to the right of the mountain, the Arcos da Lapas draws the eye.

The Copacabana, placed centrally and close to the entrance, is particularly vibrant and probably everyone thinks they know it from travel brochures. It is framed and limited on the right by Sugarloaf Mountain and on the left by Corcovado – a little artistic freedom.

High up from the “hunchback”, as the famous mountain is translated, Christ the Redeemer (Cristo Redentor) spreads his arms protectively over the city of millions. The statue is particularly impressive at night when it is illuminated to great effect and with changing animations.

Hamburg has become richer by another attraction, a true masterpiece! We have realised that now at the latest. The many skyscrapers, sometimes magnificent hotels, and the busy street canyons, in which a modern tram shows itself in between, are impressive. Otherwise, rail traffic hardly plays a role.

continues on page 32



Picture above:
Colourful hustle and bustle dominate the Copacabana on the sandy beach in front of the large hotel buildings. To see and to be seen is the name of the game here in the shade of luxury and relaxation.

Picture below:
We also find bizarre scenes on the beach promenade. In addition, a whole series of protest messages have been pasted on the girders of the bus stop shelter: So, the city residents don't seem to be completely satisfied either.

National peculiarities also found their way into city life and prove intuition. What the “talking statues” are in Rome, the bus shelters at the bus stops are in Rio: displeasure and criticism are written down on paper and stuck there. On a scale of 1:87 we cannot read what the locals have to say, but this custom was deliberately transferred to the model.

The most touristic-wise important part of the city is separated from the other districts by the large aqueduct in Lapa, known as the “Arcos da Lapa”. Once used for water supply, it later became the route of the historic tramway “Bonde”, which is still in operation on a remaining section.



The structure popularly known as “Arcos da Lapa” used to be a viaduct. Later, the tram line of the “Bonde” was laid over it. On the left is the Cathedral Metropolitana and its free-standing bell tower, another special building that is colourfully illuminated from all sides at night. Photo: Miniature Wonderland Hamburg

It is one of the oldest tram lines in the world and at the same time the oldest, electrified means of rail transport in all of South America. For this reason, it must not be missing here, and, due to a lack of models, was created on site on the computer and then output by using 3D printing and placed on a large-scale series chassis.

Directly next to the arched bridge, which used to carry water, six railway tracks run in a large arc towards Estacio, Rio de Janeiro's main station. There is no long-distance traffic here, these services are provided by intercity buses, but it is not meaningless either.

On the outside, there are two tracks each for the Metrô and the Supervia, regional trains that connect the suburbs. Separated by two freight sidings in the middle, busy train traffic can be observed here, which, however, only plays a minor role in relation to the overall layout.

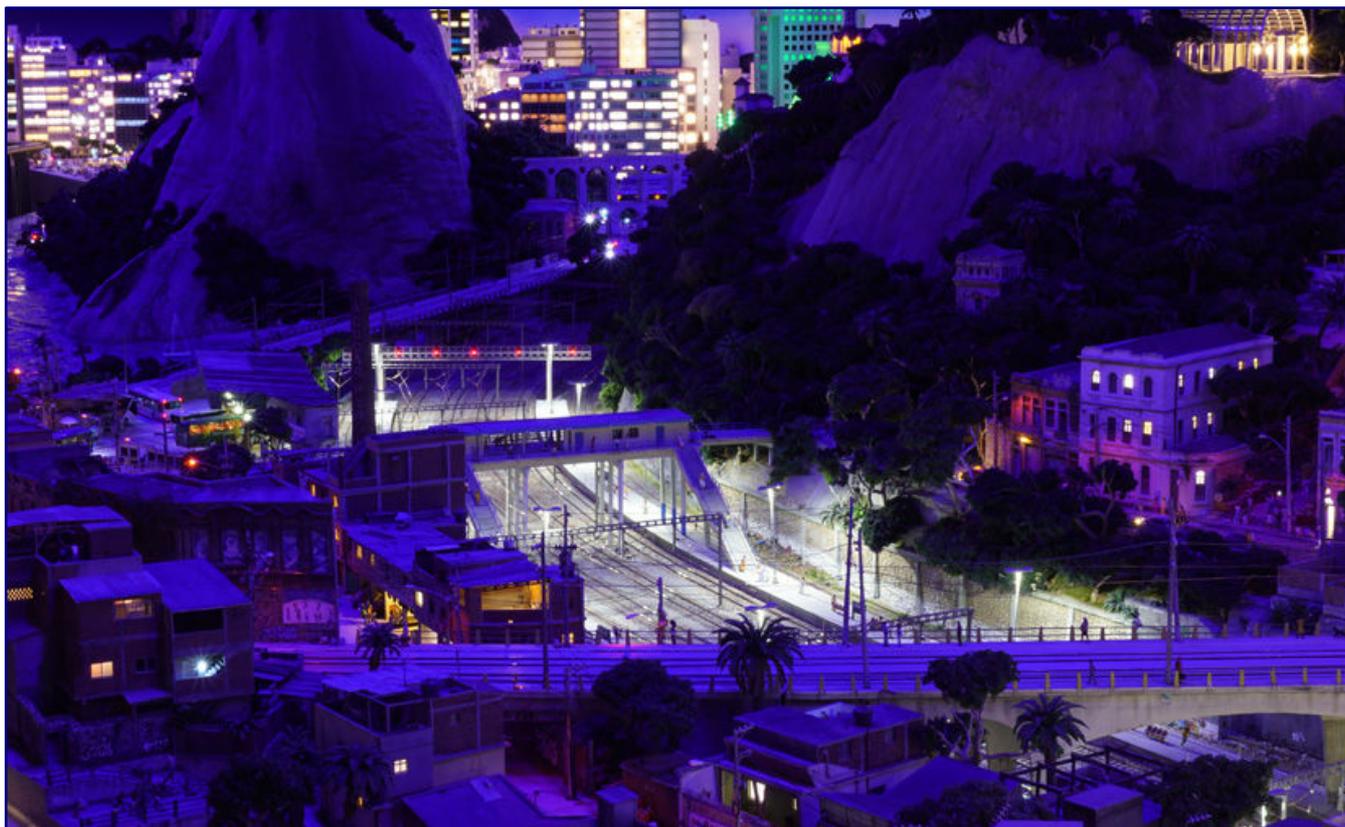
continues on page 36



In the entrance to Estácio (pictured above), Rio de Janeiro's main station, we see a freight train approaching on one of the middle tracks, while the outside is occupied by an arriving supervia. On the inside curve, a Metrô train stops at the long platform. The rest of the station area is also worth seeing, where we can spot the Ipiranga petrol station (pictured below) and the central bus station.



Among the guests of honour at the opening ceremony was of course the Martinez family from Argentina, who are jointly responsible for the construction of the section. We were able to photograph some of them for our story (picture above; from left to right): Jorge Martinez, Gerrit Braun, Gabriela Martinez, Roberto Jaguaribe (Ambassador), Ricardo Martinez and his wife Zulema Acevedo. Picture below: In the wider vicinity of the station, we also come across unmistakable signs of poverty, the downside of Rio de Janeiro.



As in every other section of the layout, the night simulation has become highly impressive. To the left of the long curve of the station entrance (picture above), we see the Maguinhos district, with Sugarloaf Mountain towering behind it. In the background, we can see the Copacabana and, a little further ahead, the Arcos da Lapa. What looks like a flying saucer (picture below) is the Museum of Contemporary Art, whose prototype is in the city of Niterói in the immediate vicinity of the metropolis.

Without the extensive self-build, however, it would have been completely missing. The passenger trains for the local traffic were also built on the Hamburg computers and roll on the bogies of an ETA 150. For the freight trains, on the other hand, there was a choice of purchased material.

Locomotive housings came from the Brazilian supplier Frateschi, the bogies, as well as some freight wagons, were supplied by Athearn. Bogies from Kato and Athearn as well as claw couplings from Kadee complete them. However, they only look realistic due to the exemplary patina, for which the Martinez family is again responsible.

Also worth seeing is the Maguinhos district, which is one of the poorer areas. It is characterised by simple life, and, apart from parties on the roof terraces, also shows the traditional martial dance Capoeira. Next door, in the artists' quarter of Santa Teresa, things are much more pretentious.



We look through the streets of Maguinhos, another of Rio de Janeiro's poorer districts, over to Santa Teresa, where part of the "Escadaria Selarón" can still be seen.

The famous artist's staircase "Escadaria Selarón", designed by Chilean artist Jorge Selarón with colourful tiles from all over the world, cannot be missed. Its 215 steps lead up the slope in the district like a colourful ribbon and attract everyone's attention.

If we stay in the valley and continue to the right, we come across several larger buildings. The most striking model is also the youngest. The "Theatro Municipal" (Municipal Theatre) arrived only a few days earlier in the luggage of the Martinez family. Especially in the night simulation, it is impressively staged by lights.

We now skip the highlight of all modelling sights (for now) on purpose and land on the right edge of the layout in the favelas, which were modelled on Santa Marta. On the adjacent main street, we meet a semi-trailer truck that has loaded the layout parts for the Miniatur Wunderland and is apparently taking them to the harbour.



The famous artist's staircase "Escadaria Selarón" runs through the Santa Teresa district and gives it its unmistakable appearance. Photo: Miniatur Wunderland Hamburg

Not far from there, we again come across rooftop parties, police operations, a veritable "cable clutter" of overhead power lines and, unfortunately, drug trafficking on a grand scale. The world of contrasts seems complete, the marvellous team has not left out the ugly side of the big city.

Hope may be offered here by Brazil's up-and-coming kickers, who practise playing football between the buildings on rather makeshift mini-pitches and dream of careers and money. After all, many players of the national team have found fame and luxury from such poor beginnings.

The exotic contrast to this is the famous carnival of the great samba schools, which is at home in the Sambódromo. Harmoniously arranged in rainbow colours, the parade is the highlight of the new section, which is not coincidentally also staged by the setting of the opening ceremony.

Until then, however, it was one of the biggest challenges yet for the model builders around Gerhard Dauscher. On the available space, the task was to implement effective lighting, turning and lifting movements on a moving surface: a lot of technology in a very small space and also suitable for continuous operation.

At the push of a button, lights, mechanics and dancers now start. It starts with the first carriage, a purple butterfly with flapping wings, and continues along dance groups to a giant turtle. Arriving at the back, a beautiful yellow-breasted macaw straightens up, flaps its wings and creates the setting for dancers who look like Amazons.

continues on page 41



The “Theatro Municipal” (photo above), which can be identified as a very striking building to the right of the clock tower of the main station, arrived in Hamburg together with the Martinez family only a few days before the opening. As a symbol for the described contrasts to the next page, the “flyboarding” on the water jet (photo below) below the Sugarloaf Mountain is shown. The rescue helicopter is standing by at a short distance for a possible operation.



Life in the favelas seems to be characterised by rooftop parties (top photo) and massive drug dealing on the roof terraces (bottom photo). Typical is also the “cable clutter” of the power supply lines, which can also be partly seen on the right of the photo. Brazilian joy of living is represented by the carnival in Rio de Janeiro, characterised by samba rhythms and dazzling costumes (photo on page 40). The opening ceremony in Hamburg was no exception.



As spectators, we can follow this paced game at any time and enjoy what is being shown. Unfortunately, this is also the end of our journey and we are all the more curious to see what might happen next soon.

Contrasts will certainly remain, but perhaps they will not play out within, but between the individual parts of the layouts. The next project is Patagonia, which for years has not exactly been making a positive name for itself with its shrinking rainforest areas and destroyed flora and fauna, including the lovable parrots of South America.



The carnival performances of the big samba schools take place in front of full crowds in the Sambódromo – now also in Hamburg. For the model makers, this meant the most elaborate and difficult-to-implement push-button action to date, in which a wide variety of movements and lighting effects have to be timed in a sequence-controlled manner.

A narrow-gauge railway with steam locomotives, some of which were shipped in from Germany, will also be accommodated there. For the models on the steep track, the tinkerers will certainly have to draw on experience and on the Zetties' bag of tricks. We may be curious to see whether we can also take away new ideas for our scale.

Antarctica poses more of a mystery: Where emperor penguins romp about and researchers go about their work, there are no cities in the ice desert and thus no railways. Life in the cold remains sparse.

Or will the owners use it to draw attention to a cry for help from our planet and make the melting poles a theme? After all, they always like to use their famous installation to influence undesirable developments in their own way.

To the largest model railway layout in the world:
<https://www.miniatur-wunderland.de>
Model making pages of the Martinez family:
<https://samtrains.com/en/home>



Lokomotiven werden überbewertet.

Für manch einen mag dies eine gewagte These sein, aber mit Statistik lässt sich vieles belegen: Zum Jahresende 1938 verfügte die Deutsche Reichsbahn über 27.379 Lokomotiven, Kleinloks und Triebwagen, 90.970 Personen- und Gepäckwagen, 630.319 Güterwagen und 19.910 Bahndienst und Dienstgüterwagen.

Oder anders ausgedrückt: auf eine Lokomotive kamen 23 Güterwagen, wobei zwei Bauarten herausstachen: G Kassel und München sowie Om Breslau und Essen nach Verbandsbauartzeichnungen mit über 120.000 bzw. annähernd 140.000 Wagen – also mehr als alle Lokomotiven und Reisezugwagen zusammen. Und auch wenn heutige

Fahrzeugbestände nicht vergleichbar sind: Aktuell nennt DB Cargo 1.702 Loks und 72.227 Güterwagen.

Was liegt also näher als diese Wagen auch in der Literatur zu würdigen. Seit 1989 erscheint eine Buchreihe über Güterwagen in der Co-Autoren und ich die zugänglichen Informationen zusammentragen und mit Fotos und Zeichnungen aufbereiten. Zusammen mit den etwas anders aufgebauten Büchern über aktuelle Güterwagen sind bislang zwölf Bände sowie vier ergänzende Broschüren erschienen. Viele der Bücher sind, obwohl z.T. bereits mehrfach nachgedruckt, inzwischen vergriffen.

Im Laufe des Erscheinens der Reihe gab es etliche Änderungen in der Verlagslandschaft, was letztendlich dazu geführt hat, dass ich diese Bücher ab 2021 wieder selbst verlege.

Als neue Reihe geplant sind drei Bücher über Bahndienstwagen. Im ersten Band wollen wir die allgemeinen Themen, Nummernsysteme und Dienstgüterwagen sowie einige besondere Bauarten vorstellen. An diesem Buch arbeiten wir bereits und es soll, wenn nichts dazwischenkommt, Ende 2022 fertig werden.

Die beiden Folgebände sollen dann schwerpunktmäßig alle Bauzugwagen, Mess- und Prüfwagen (Band 2) sowie Schneepflüge und Schneeschleudern, Hilfszüge, Krane und Kranzüge (Band 3) beinhalten.

Stefan Carstens, Wolfgang Henn
Bahndienst- und Dienstgüterwagen
Band 1: Spezialwagen für jeden Zweck

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Ich bedanke mich bei meinen Vertriebspartnern



Auch mit den Güterwagenbüchern soll es weitergehen. Die Reihenfolge und die Erscheinungstermine hängen aber sehr von der beruflichen Belastung meiner Co-Autoren ab. Konkret in Vorbereitung bzw. im Entstehen sind Güterwagen 2.1 über Klappdeckel-, Schiebe- und Schwenkdachwagen und Band 10 über Tiefladewagen.

Stefan Carstens – Harald Westermann
GÜTERWAGEN
Band 10 Tieflade- und Tragschnabelwagen

EISENBAHN DOKUMENTATION UNION

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.

Geschichte deutscher Dieseltriebzüge

Der Auftakt zu neuen Standardwerken

Angesichts der heutigen Klimadiskussionen könnten Dieseltriebzüge ein Auslaufmodell werden. Vor rund einhundert Jahren hingegen waren sie Hochtechnologie und steckten noch in den Kinderschuhen. Später sollten sie den Schienenverkehr auf Nebenbahnen und im hochwertigen Fernverkehr revolutionieren. Das ist wohl Grund genug, ihre Geschichte in mehreren Bänden ausführlich zu ergründen.

Günter Dietz / Dirk Winkler
Verbrennungstriebwagen der Deutschen Reichsbahn
sowie zugehörige Bei- und Steuerwagen - Band 1

VGB / Geramond Media GmbH
München 2021

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224 Seiten mit 313 überwiegend S/W-Abbildungen

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Neugierig gemacht hatte uns dieser Titel wegen des Mitautors Günter Dietz, der uns bereits als profunder Kenner deutscher (Diesel-)Triebwagen bekannt war. Er hatte uns vor deutlich über zehn Jahren bei Recherchen zum VT 10⁵ der Bundesbahn geholfen und entscheidende Hinweise geliefert.



Und da die zur Reichsbahnzeit entwickelten Urahnern dieses Fahrzeugs nun mal überwiegend Pionier- und Entwicklungscharakter haben, versprach das auch hier eine äußerst spannende Geschichte. So viel sei an dieser Stelle bereits verraten: Das Buch hält diesen Erwartungen durch die Reihe stand.

Die Selbsteinordnung des Verlags als „umfassendes Standardwerk zu Dieseltriebwagen“ ist gewiss zutreffend, sobald Folgetitel erschienen sind und hier eine zusammenhängende Reihe entstanden ist, die alle wichtigen Aspekte und Schritte lückenlos bis Kriegsende dokumentiert.

Der heute vorliegende, erste Band widmet sich chronologisch der allgemeinen Entwicklung der Bauarten von Verbrennungstriebwagen der Staatseisenbahnen und der Reichsbahn, den unterschiedlichen Nummernsysteme für die Fahrzeuge, aber auch den technischen Aspekten von Konstruktion und Bau.

Inklusive Bei- und Steuerwagen werden die bis 1918 noch von den Länderbahnen entwickelten Verbrennungstriebwagen sowie die schweren Bauarten der Deutschen Reichsbahn-Gesellschaft bis 1930 betrachtet. Württemberg hatte dabei eine Vorreiterrolle in einer Zeit, in der die Fahrzeuge noch schlicht „Motorwagen“ genannt wurden.

Aber auch Preußen, Oldenburg oder Sachsen werden nicht ausgeblendet und fanden korrekt Eingang in dieses Buch. Mag die Geschichte von Fahrzeugen wie den „fliegenden Zügen“ vielleicht spektakulärer erscheinen, so wäre es fatal, wenn dieser Titel nicht existierte.

Stellenweise gleichen die frühen Fahrzeuge einem Kuriositätenkabinett, aber spätestens mit den vielen und nur in kleiner Stückzahl gebauten Nebenbahntriebwagen der DRG stellt sich auch beim weniger geschichtsfesten Leser ein vertrautes Bild ein, das Neugier weckt. Die besprochenen Versuchsfahrzeuge können in beide genannten Kategorien fallen.

Stets in Erinnerung sein werden die Schienenbusse der DB und LVT der DR sowie weitere Nebenbahnfahrzeuge der Nachkriegszeit, die hier einen wichtigen Ursprung haben. Zumindest der Wismarer Schienenbus dürfte ja jedem Modellbahner als Mitglied der Ahnenreihe bekannt sein.

Tabellen liefern Informationen und technische Daten zu den Einheiten, auch die oft so wichtigen Angaben zur Lackierung von Triebwagen im Laufe der Jahre ist aufgenommen worden. Die Bildauswahl wurde behutsam vorgenommen und greift das ebenso auf, wo Farbbilder oder gute Dokumentationen aufzutreiben waren.

Auch Fotografien zur in den Zügen verbauten Technik und selbst Bilder von Innenaufnahmen konnten die beiden Autoren auftreiben, was besonders erfreulich ist, da viele Fotografien und Typenskizzen zuvor unveröffentlicht waren. Auch die Wiedergabequalität ist durch die Reihe zufriedenstellend.

Wer hier eine kleine Einschränkung vernommen hat, der sei ergänzend darauf hingewiesen, dass dies allenfalls auf die Qualität historischer Vorlagen zurückgeführt werden kann. Ein Verzicht auf solche Zeitdokumente wäre aber auch dann die schlechtere Wahl gewesen.

Das alles macht dieses Werk in jeder Hinsicht wertvoll für den geschichtsbewussten und -interessierten Eisenbahnfreund. Und deshalb ergänzen wir unser Eingangsfazit noch mal an einer Stelle: Eine Schwalbe macht noch keinen Frühling.

Dieses Buch ist ein hervorragender Auftakt und ein bestens gelungenes Werk. Zum Standardwerk wird es allerdings erst mit den Fortsetzungen, die zusammen noch weit mehr als nur die Summe ihrer Band-Anzahl sein werden.

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<https://www.vgbahn.shop>

Deutsche Bahnhöfe in historischen Ansichten **Kirchen und Schlösser der Eisenbahn**

Den Anhalter Bahnhof in Berlin, Frankfurt (Main) Hbf oder auch Leipzig Hbf kennt wohl jeder Deutsche, aber diese drei einst größten Bahnhöfe bilden nur einen Ausschnitt der geschichtsträchtigen Umsteigepunkte unserer Heimat. Bei Transpress ist ein interessantes Buch erschienen, das bekannte und auch nahezu unbekannte Empfangsgebäude aus dem 19. Jahrhundert bis in die frühe Nachkriegszeit ins Blickfeld rückt.

Jörg Koch
Deutsche Bahnhöfe in historischen Ansichten
200 Meisterwerke der Architektur

Transpress Verlag
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Schauen wir auf viele andere Titel, die wir an dieser Stelle sonst besprechen, dann liegt wohl ein wahrhaft außergewöhnliches Buch vor uns. Genau das war auch der Grund, der zu unserer Auswahl geführt hat: Statt des Rollmaterials der (deutschen) Eisenbahn, stehen nun auch mal ihre Bahnhöfe im Fokus.

Auch im Modell finden sie viel Beachtung, denn sie sind der zentrale Sammelpunkt, wo Züge zum Stillstand kommen und vom Betrachter in Ruhe angeschaut werden können. Wer lange Züge auf seiner Anlage fahren möchte, braucht auch einen großen Bahnhof. Und der sollte dann auch zu Größe und Bedeutung der vielleicht nur angedeuteten Stadt, ihrem Straßenbild und der fiktiven Geschichte passen.

Entsprechend groß ist das Angebot verschiedenster Empfangsgebäude unterschiedlicher Größe und Dekaden, gleich, ob aus der Klein- oder Großserie stammend und womöglich individuell als Einzelstück konzipiert.

Dem Zufall überlassen werden sollte hier wohl nichts, und so kommt dieses Buch hoffentlich für viele Modellbahner wie gerufen. Vergleichbares gibt zumindest der aktuelle Büchermarkt nicht her, im Fokus stehen hier aber nicht die Gleisanlagen, sondern nur die Empfangs- und in Einzelfällen auch Nebengebäude.

Um herauszuarbeiten, was den geneigten Leser mit diesem Werk erwartet, möchten wir nun zunächst einige Wort über den Autor verlieren: Jörg Koch ist unseren Lesern sicher nicht bekannt, denn als Autor von Büchern zu Vorbildthemen ist er in unserem Magazin noch nicht in Erscheinung getreten. Trotzdem gehen viele Werke zu Geschichtsthemen auf sein Konto.

Das liegt an seiner Vita als promovierter Historiker, Heimatforscher und Lehrer an einem Gymnasium in Frankenthal. Seit 2009 betätigt er sich zudem im Vorstand des Altertumsvereins Worms. Seine

Leidenschaft für deutsche Geschichte ist also unverkennbar und hat ihn wohl auch zu diesem Buch geführt.

Während viele Bahnhöfe heute nur noch Ein- oder Umsteigepunkte sind, häufig heruntergekommen oder auch modernisiert und schmucklos, in großen Städten allerdings zu Einkaufszentren ausgebaut, waren die Empfangsgebäude früher Visitenkarten ihrer Betreibergesellschaften und für die Städte, in denen sie standen. Gleichzeitig sollten sie auch den „hohen Herrschaften“ der Kaiserzeit einen prunkvollen Aufenthalt abseits des „normalen Volks“ bieten.

Ihre Wahrnehmung und Funktion waren also mit der heutigen kaum vergleichbar, was für authentische Wiedergaben im Modell aber nicht übersehen werden darf. Auch Gebäude haben eine Geschichte und je nach Dekade haben sie sich häufig auch kräftig verändert, sofern sie nicht komplett abgerissen wurden. Wiederholt kritisch vorgebracht, wird der „Modernisierungswahn“ der ersten Nachkriegsjahrzehnte.

Fielen die Stationsgebäude beim Bau der ersten Strecken noch bescheiden und behelfsmäßig aus, mussten sie schnell größeren und soliden Bauwerken weichen, die meist, aber nicht immer, nahe zu ihren Vorgängern errichtet wurden. So mancher Bahnhof hat sein Gesicht bis heute stark verändert und nicht immer blieb die historische Substanz erkennbar erhalten.

Deshalb arbeitet das Buch durch die Reihe mit historischen Ansichten aus Postkarten, was ihm einen besonderen Reiz gibt, aber nicht immer die Wiedergabequalität eines guten Fotos hat. Deutlich wird aber, wie sehr sich der Wandel der Zeiten architektonisch ausgewirkt hat.

Bis über die vorletzte Jahrhundertwende hinaus wurden die Bahnhöfe immer größer und teilweise prunkvoller, zuvor waren solche Extreme den wenigen Gemeinschaftsbahnhöfen von zwei oder gar drei Bahngesellschaften vorenthalten.

Noch heute sind sie als „Kathedralen der Neuzeit“ in Erinnerung, wirkten bisweilen aber auch wie Schlösser oder Burgen. Einzigartig waren sie in jedem Fall, das gilt nicht nur für diejenigen in den Metropolen Deutschlands.

Die nostalgische Zeitreise durch Deutschland bietet deshalb eine ausführliche Darstellung der architekturgeschichtlichen Hintergründe für Bahnhöfe auch in den übrigen Großstädten, wichtigen Regionen und abseits der Magistralen. Millionenstädte wie Berlin, Hamburg und Köln sind zudem mehrfach vertreten.

Unter den 209 behandelten Bahnhöfen sind über 190 Bauten aus der Zeit zwischen 1900 bis etwa 1940, der Rest stammt gar aus den Pionierjahren der Eisenbahn oder aus dem Reigen bedeutender Nachkriegsneubauten. Historisch sind sie aber ausnahmslos und einige davon bestehen heute gar nicht mehr.

Das Werk liefert hier zwar keine Zeichnungen für einen Nachbau und auch keine unterschiedlichen Ansichten desselben Gebäudes, jeder Bahnhof wird exakt in einer Ansicht gezeigt, wohl aber die entscheidenden Eindrücke, die seitens Bauherrn und Architekt beabsichtigt waren und für den Modellbahner unverzichtbar sind.

Und deshalb spricht dieser Titel nicht nur Historiker und umfassend interessierte Eisenbahnfreunde an, sondern auch eine große Zahl an gewöhnlichen Modellbahnern, die mit ihren Zügen nicht nur im Kreis fahren wollen, sondern selbst eine eindrucksvolle Geschichte erzählen oder transportieren möchten. Erfreulich ist es deshalb auch, dass der Verlag hier einen durchaus moderaten und angemessenen Preis verlangt.

Publishing pages:
<https://www.motorbuch.de>

Our Annual Review 2021

Things remain difficult ...

Traditionally, we start the new year by taking a look back: What were the lows and the highlights of the past twelve months? What has happened in the Z gauge world? What will we remember? The first thing to come to probably everyone's mind are the circumstances surrounding the Corona pandemic. But there is much more that we should not forget.

The year 2021 began as 2020 ended: many countries, not only in Europe, had imposed massive restrictions on public and private life in order to get a grip on downright exploding numbers of infections.

This also applied to Germany and thus our core issue. Editors and translators of our magazine were equally affected, but since we are used to exchanging information electronically, this did not compromise our editorial and translation work.

However, the pandemic did have negative consequences for our community and took its toll. A prominent victim of the dreaded virus was Graham Jones from Great Britain, who passed away shortly before the turn of the year 2020/21, as we learned in January 2021 and had the sad duty to report.



For the first time, the Nürnberg (Nuremberg) International Toy Fair was cancelled in 2021. Exciting new products, such as the V 188 from Märklin shown here, were nevertheless announced, but not always delivered during the year. Image: Märklin

Over the course of 2021, additional members from our community died: the former small series manufacturer Dipl.-Ing. Wilfried Schmidt from Hameln passed away on 19 April (with the news reaching us in July) and Thomas Zeeb, known from the "Z Club 92" Stuttgart and the originator of the Collection Track Z series from Modellplan died on 12 September.

However, our journey through the past year is not only meant to remind us of the low points: one regular highlight for many at the beginning of the year is the announcement of new products by Z scale manufacturers. Usually, we always devote a lot of space to this topic in or February issue.

For the first time, however, 2021 did not come with a Nürnberg (Nuremberg) international toy fair, which had to be cancelled with out an alternative date, as would become apparent later in the year. Nevertheless, things on the product side did not become boring, because we were able to present a lot of great hits and desired models. Of course, we do not and cannot mention them all here.



Last year, we also looked more intensively at 3D printing as a future technology in various ways. A fitting construction theme was the V 188 002 on a Shorty chassis from Rokuhan with printed shells from NoBa-Modelle.

Let us pick two examples in order to make a number of salient points. The models that Märklin presents for its Insider Club certainly always attract the most attention. Märklin's annual car continued the by now familiar habit of not giving its Insider Club members and supposed premium customers privileged access to a newly designed model.

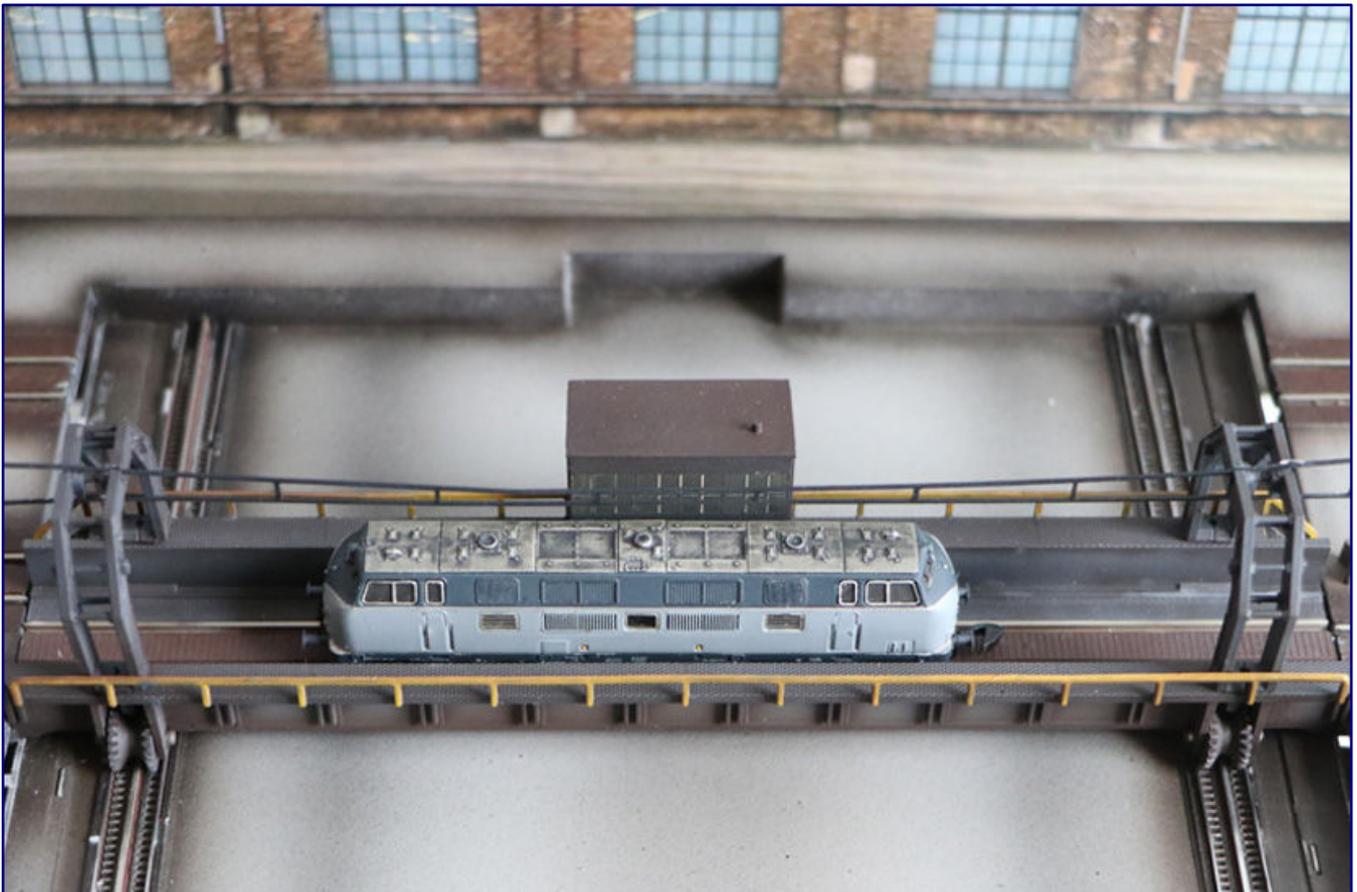
However, this was not to be taken to mean that there would be no such thing. The range of new designs in recent years could be described as successful. This was also true of the locomotive that had been announced as an Insider Club model.

In real life, the class V 188 double diesel engine may have been a rare oddity with little operational significance. However, its distinctive look did and still does make it a well-known and popular engine amongst enthusiasts. In addition, it is an important part of the ancestral line of German diesel traction engines, and this model fills a further gap in the Z scale line-up of pioneering locomotives.

For the time being, however, this remains theoretical, as the model could not be delivered until the end of 2021. And it is not even alone in this, as the model of the Vectron class, Märklin's most modern locomotive model, is also still waiting in the wings.

Märklin is suffering from similar problems to those of other manufacturers, including car manufacturers, are complaining about: a lack of container capacities, enormously logistics costs and, in addition, also supply bottlenecks, especially in semiconductor components.

We were therefore pleased to delight our readers with a worthy substitute. We painted and upgraded the 3D printed version of the V 188 from NoBa-Modelle and were even able to equip it with LED lighting that changes between white and red depending on direction. The result is impressive and consoles us from the waiting time for the Märklin version.



In January 2021 we reported on cleaning and maintaining a Märklin transfer table. Some readers then approached us asking if we had an idea for repairing or replacing the railings; yes, we do and also have advise for giving the tender house a more contemporary look. However, this is one of the projects that could not be completed in the past year due to private reasons. Photo: Matthias Wistrach

For many modellers the 3D print version meant a very inexpensive alternative and the high demand proves the owner-couple behind NoBa right. Those who wanted to add this locomotive to their collection could, like us, equip it with the second identification number, the one which Märklin did not choose. This is also appealing in view of the fact that both prototypes were easy to distinguish externally because they were not painted identically.

Episode 9 of our series "Maintenance and Care of Small Railways", in which we cleaned an old Märklin transfer table and made it functional again, was well received in January. However, some readers also pointed out to us that their defective hand railing urgently needed to be replaced.

Of course, we were and still are aware of this problem, and a solution has long been in preparation (and is now available to us). The fact that we could not yet complete and present a follow-up project in the magazine reveals a dilemma that has been with us for a long time.



A whole series of strokes of fate, almost all of which occurred at the same time, threw us off track and resulted in a long list of projects that could not be worked on and completed, as planned. One of these is the continuation of the construction of a scenery diorama, the beginning of which (Part 1) we were able to present in the February issue.

A shortage of free time and the loss of control over personal daily planning for a few months will continue to have their long-term consequences into the new year, even if we have already caught up on some things, in the meantime.

This was noticeable for our readers in the form of delays in some issues. One single issue (**Trainini®** 8/2021) even appeared after the end of the month due to a death in the family.

During this difficult time, we were motivated and supported by many positive reactions from our readers who expressed understanding and asked us to put the magazine on hold and to continue to focus on our private lives as long as necessary.

For the first time in the 16 year magazine history we had an issue that came out late (**Trainini®**8/2021).

But it was certainly not only us who had to deal with setbacks. As early as February, bad things started happening elsewhere: events had to be cancelled. The first was the Z enthusiast club “Stammtisch Untereschbach”, which called off its 20th anniversary exhibition at the Dieringhausen Railway Museum.



We started our series of manufacturer portraits with the car models of JMC Scale Models from Portugal. Photo: Dirk Rohwerder

The Lahnstein model railway exhibition and the Mannheim fair “Faszination Modellbahn” were also cancelled. Moreover, at the end of the year enthusiasts had to do without the traditional Z scale Advent meeting in Zell an der Mosel. At least the Faszination Modellbau exhibition in Friedrichshafen and the postponed Intermodellbau Dortmund exhibition could take place in autumn.

The strong participation by our readers throughout the year was admirable. In addition to an unusually large number of letters to the editor, this mainly concerned articles that were offered and submitted to us. We were able to publish some of them quite promptly, whilst needing a little more lead time with others. But we were eventually able to place these articles in the magazine due to slots having opened up because of delays of products on which we had planned to report but which were not available in time.



With Dirk Kuhlmann's beginners' series launched in June, we addressed needs that had grown enormously in the times of the Corona pandemic.

We are also very proud of two major series that defined the year. The first is, of course, the annual focus topic, which our editorial team select in advance and announces after the turn of the year. In 2021, this was “Staying in the conversation” and served to portray selected small series manufacturers.

We deliberately gave them the opportunity to present themselves in their own way and to determine the style, content and focus of their report. We started in March with JMC Scale Models from Portugal, whose acronym-giving owner João Marrafa de Carvalho had, for some time already, impressed us deeply with his car models.

As an exception, this series is only concluded with this issue, because the report on the equally important Spur-Z-Atelier could not be squeezed into the magazine before the end of the year. This, too, was due to

the repeated rescheduling forced upon us by Corona related disruptions. Our readers will have already guessed the new focus theme of the year 2022, because its logo will adorn every issue of this year: 50 years of Z gauge.

A smaller focus theme last year (starting from June) was a series for beginners and those returning to the hobby, for which, editor Dirk Kuhlmann was responsible. This series of articles gained relevance and proved to meet urgent demand because model railways in all gauges experienced an enormous growth in times when so many people have been confined to their homes and needed to keep themselves occupied with something.

It is our wish that all these people have not just developed a temporary interest in the hobby, but may have found a lasting passion in something that is creative, versatile and, in better times, equally sociable.

In March we were able to report that the forced relocation of Josephine Küpper's business "Spur Z Ladegut" specialising in freight loads had come to a good end. We were very pleased about this, because the creative break remained very short and several re-issues and new loads for the most diverse wagons, especially from the Märklin range, followed in the further course of the year.



Freight cars also played a special role in our articles of the year 2021. In addition to test reports, we also dealt with the conversion and weathering of models. Rigid-frame supports as add-on accessories from Z-Doktor Modellbau were used, which take two Märklin Insider Club annual wagons much closer to their originals, in terms of looks.

From a very personal point of view, we were pleased that after a long break we were able to introduce a new topic search tool called **Trainini Index 2020** on our pages. Our special thanks go to our reader Wolfgang Pabst who created it.

Although the importance of the index declined somewhat a short time later because we were able to integrate topic search lists into our new web pages, these works at headline level only and not by keyword search. The index search tool therefore does remains a useful one.

What has been an enormous leap forward is our newly designed website, which went online in mid-May. It offers a contemporary design, modern administration, and, above all, the expansion into a news portal for Z gauge.

New menu selections and pages will certainly be added over the Z gauge anniversary year as well, but other expansions will take place behind the scenes and will only have an influence on internal editorial work.

The month of April was rather quiet: there was nothing spectacular to report on and the issue dealt with freight wagons and suitable cargoes.

But sometimes there is something special to be found in small details. Two of the new products we presented seemed to us to be important and successful models, but they would probably have gone unnoticed, if we had not reported on them.

In the case of the four-axle heavy goods wagon from Märklin, this was due to the fact that it is already the third model to be produced from the same prototype, although it is the first in large-scale production and, at the same time, the most successful to date.

In the case of ZetNa 220's V 23 small cattle wagon, it was the fact that this type of wagon was almost the neglected stepchild of Z gauge for decades; now, thanks to new products, all important wagon types have become available within a few years, meaning that gaps in available models have been almost completely closed.

In May, we tested for the first time a locomotive model from Märklin whose body was injection-moulded from metal-filled plastic.

Even though it was not a new design, improvements in detail and the significantly higher weight were reason enough to take a closer look.

At the same time, the market leader from Göppingen presented its summer new products. We can certainly call these something special, because with a "Rabbit's Hutch" cab control car they not only introduced a newly designed shape, but also one that had been on enthusiasts' wish list for a very long time.



Our translators Christoph Maier (left) and Alexander Hock (right) reported on the new Märkliseum.

For the June issue we would like to highlight a topic that was intended as a small tinkering project, but which struck a chord with our readers far beyond our expectations: At our suggestion, Z-Doktor Modellbau designed a rigid-frame support structure for Märklin's covered wagons of the Dresden type, which allows for a conversion of the "Verbandsbauart" (union design) type wagon into an "Austauschbauart" (replacement design) type wagon.



In May, a locomotive model with a shell made of metal-filled plastic was put to the test for the first time. The associated increase in weight resulted in a significantly better traction, together with the now installed bell-shaped armature motor.

No less than two Insider Club annual cars can now be moved closer to their prototype with these retrofit parts, for which Märklin does not yet have the correct moulds in its inventory. Apparently, our readers also shared the impression that small accessories can make a big difference.

June also had great significance for Märklin: shortly after the middle of the month the Märklineum, its new museum, could finally be fully opened, but only with few participants and with restrictions for visitors because of the pandemic. Our translators Alexander Hock and Christoph Maier visited it a little later to share their impressions in the magazine (**Trainini**® 10/2021) and to report what there is to see for Z gauge enthusiasts.

At around the same time, there was bad news from Chemnitz: Dr. Andreas Scheibe announced on his Z-Modellbau website that for health reasons he could no longer accept orders for his locomotives. His business had effectively ceased to exist, and, in the meantime, the webpages are also no longer accessible. We wish him all the best at this point!

The midsummer month of July was marked by the class 141: We were allowed to present the first version of this locomotive that Märklin now offers in its regular programme. And Märklin immediately surprised us with the fact that it also comes in a modified shape. For example, it was given the more modern five-lamp face of the standard locomotives.



In September, we dedicated almost the entire issue to a special anniversary with prototype and model articles: 50 years of the Intercity were to be celebrated in Germany.

But, also, the creativity of our readers was again clearly noticeable. Heribert Tönnies, who is also a book author, delighted us with various articles, and from the other readers' letters we would like to highlight Dirk Rohwerder, whose modified and rebuilt "Leig unit" light freight goods train came as close as can be to the look of the prototype.

We used August and September to pay appropriate tribute to the most important railway anniversary of the year: 50 years of Intercity trains. We first took a look at its predecessor, the "blue F train," which can now look back on 70 years.

Using the example of the long-distance train "Helvetia," we traced how one of the many named trains has gone through more than just these two train categories and changed several times over all these decades. This was certainly quite useful for our readers, because we received a very good response to our accompanying model articles on train formations, vehicle conversions and digitisation.

In October we presented a steam locomotive theme again after a long time. Märklin's new class 41 Öl / 042 models were put to the test as Insider Club models and normal catalogue new products, respectively. Enriched by appealing prototype photos, we also gave our readers historical context on the two models and presented easy to implement approaches for optical improvements.

Trainini® 11/2021 was also very well received, as many reader reactions proved: Train formations remains a big topic, which we were able to satisfy in many ways by taking it up in three of our issues during the year.

But, also, the wheelset cleaning systems offered by Modellbahn-Union sparked interest and discussion. There was feedback on long-term experiences with the exchangeable and replacement pads, as well as on stubborn dirt that could not be removed even with those tools.

The message that we take away from this discussion is that the topic of cleaning track and wheels will continue to be an exciting one in the future, and one on which our readers want to be informed again and again in the best possible way in order to get to know tools, tricks and tricks of the trade.

Two highlights were still to be found in the news of the penultimate issue of 2021: NoBa-Modelle hit the mark shortly before the end of the year with its kit and ready-made models of the Dutch-Swiss RAm TEE / DE IV diesel multiple unit, for which they received overwhelming numbers of orders.

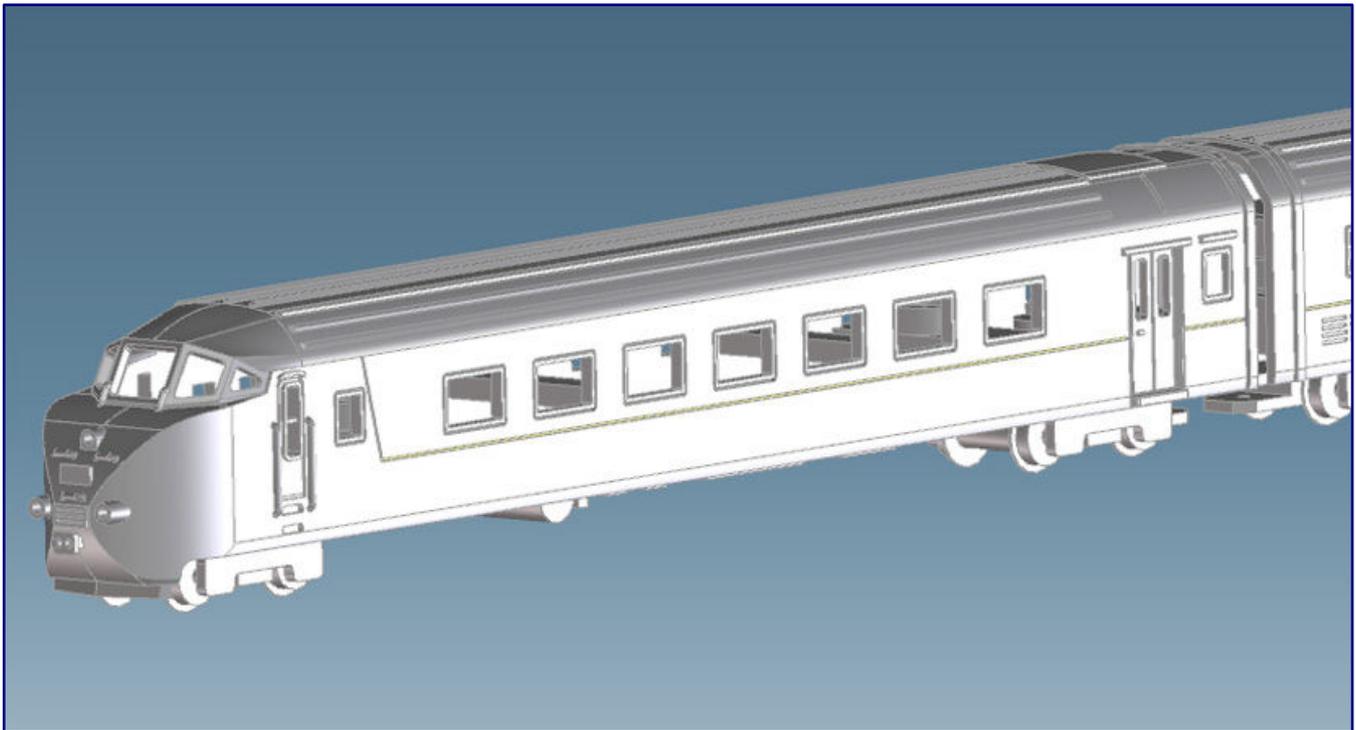


Reports on steam locomotive models were quite scarce during 2021. What stood out, however, was the test of two Märklin models of the class 41 Ö1 / 042 that were delivered shortly after having been announced.

And with the **Trainini® Photo Calendar 2022** we wanted to contribute our part to the upcoming Z gauge anniversary year. The cover picture this time is of the class 627 railbus successor model produced by SMZ.

The International Model Railway Day on 2 December was really lost in the Corona era. But at least there were a few events which allowed us to meet fellow enthusiasts and maintain personal model railway contacts.

Meanwhile, the days were getting closer and closer to Christmas, which we also wanted to reflect in our magazine. We would like to highlight the winter layout Schneeweiler built by our translator Christoph Maier in an overwhelmingly good way.



The RAM TEE(SBB) / DE IV (NS) diesel multiple unit from NoBa-Modelle became a sales hit shortly before the turn of the year. The demand was so high that the small-series manufacturer almost couldn't keep up with production, and is still working at full capacity. Had we had a model in our hands in time for a test, this would probably have been another hot contender for the new releases of 2021. Illustration (powered car): NoBa-Modelle

It is also a good example of how other modellers benefit from the guidance of our editor Dirk Kuhlmann and at the same time develop their own signature style with new skills.

Trainini® Photo Calendar 2022

in exclusive Co-Operation with *Ztrack* Magazine



This is exactly what makes us happy and also motivates us in a great way: to take up ideas, to try out new things, to develop ourselves and Z gauge further and to share this with the widest possible audience.

This is certainly also a fitting conclusion that sets the stage for looking ahead to the great anniversary that will accompany us for the next twelve months: 50 years of Z gauge!

Photo left:
The **Trainini Photo Calendar 2022** is intended as a good start to the Z gauge anniversary year, colourfully depicting and representing its diversity in every respect.

Directory of our licensed **Trainini Archives**:
<https://www.trainini.de/spur-z-welt/trainini-archive>

Staying in conversation (part 9)

Spur-Z-Atelier – A Knack for the finer Things

Karl Sinn has turned his hobby into a (side-line) profession. Early on he discovered his passion for beautiful and extensive model landscapes, developed his skills further and further until the visitors' reactions at an exhibition made him think twice. Today the perfectionist presents his Z gauge studio and thus concludes our annual focus topic 2021.

By Karl Sinn. My Z gauge passion began back in 1974 with a Märklin starter set. From the very first moment I was thrilled that it was possible to build a fully functional model railway in this scale.

First, there was the landscape, then there was the railway – the Z gauge made it possible to design a layout in which this prototype situation could be reproduced well. So this size fascinated me again and again and some private layouts followed.



The initial spark for Karl's free work as a professional layout builder was the Z gauge weekend in Altenbeken in 2012, where he presented the layout "Bayerischer Endbahnhof Spezl", which is also shown here.

At the 2012 Z gauge weekend in Altenbeken, my private layout "Bayerischer Endbahnhof Spezl" was shown ready for the first time to an astonished audience and triggered spontaneous enthusiasm. I was asked at the time if I did layout construction for a living. The story of Spur-Z-Ateliers began here, so to speak, and the idea that I had been toying with for some time was soon put into practice.

The first customer project was a layout for the Noch company. This layout, made exclusively with Noch products, served among other things to present the then new Rokuhan track system in Europe. This layout was later further developed and acquired by a Z gauge railway enthusiast. Numerous other projects followed after that according to customer orders.



Karl Sinn seems to have a special passion for US motifs - or is it just due to his clients? One of the early examples from this thematic field is the "Niles Junction" layout. Photo: Karl Sinn

Focus on landscaping and design

Landscaping, when designing a layout or a diorama, is my great passion. There are always new materials and products that are perfectly suited for the small scale.

Finding these and using them correctly is part of the philosophy of my Z gauge studio. In this way, even more amazing details and realistic scenes can be discovered in the layouts again and again.

A harmonious overall impression of the layout or diorama has top priority. I achieve this primarily through fine colour coordination and the harmonious use of the materials used in landscaping.

Even layouts that remain manageable in size, so that they can be viewed from all sides, often allow extraordinary perspectives from ever different angles thanks to a well-thought-out construction.

But I also pay the necessary attention to the other areas, such as the overall concept, electrics, electronics and documentation, which play a major role for every customer, especially when building a system. After all, time does not stand still here either. Flawless functioning and thus customer satisfaction are extremely important to me.



A flair for landscapes and thoughtfully arranged details distinguishes Karl Sinn. Good proof of this is the presentation diorama "Bahnhof Kesswil" based on Swiss motifs. Photo: Karl Sinn

Good illumination of the exhibit, a suitable photo background, and, of course, good dust protection are further essential components of any installation.

Presentation dioramas

In addition to dioramas and small layouts, I have also developed a system for presentations in which basic modules equipped with a shadow station can be supplemented with an exchangeable diorama part and even with an exhibition stand.

For example, various exhibits for the AZL company, such as the Moffat Tunnel diorama, as well as the presentation dioramas "Kesswil Station" and "Stugl/Stuls Station" should be mentioned here as exhibition layouts that have already been known to the public.

With the building material rigid PVC foam, which is often used in trade fair construction, I had found a solution to create a torsion- and distortion-free construction in combination with a glued-on Styrodur panel, which at the same time also has advantages in terms of weight.

continues on page 62



Two examples of the presentation dioramas, here in connection with an exhibition stand, are the exhibition layouts “Moffat Tunnel” (photo above) and “Southern River Crossing” (photo below), which cannot be surpassed with their realistic effect. Photos: Karl Sinn

My layouts since 2011

In the future, too, I will be pleased to receive orders from interested model railway enthusiasts, in whose service I may put my skills and my passion. As soon as this is possible again, you will certainly come across my work at trade fairs and exhibitions.

To enable you to recognise them in case of doubt, I would like to conclude my company portrait with a list of the exhibits I have built in the course of more than ten years:

- Bavarian terminus "Spezl",
- two US modules with motifs of a main line in Tucson (Arizona),
- exhibition layout for the company Noch (with Rokuhan track),
- Swiss layout "Attaiehausen",
- Swedish-Norwegian layout for FR Freudenreich Feinwerktechnik,
- layout "Müschbach" according to German models,
- conversion of the Noch trade fair layout into the "Sinnweiler" layout,
- US layout "Niles Junction",
- development of an interchangeable presentation diorama with inserts "Cherry Blossom in Japan" and "Spring in Norway",
- presentation diorama "Stuls station" in Nm gauge based on RhB prototype,
- presentation diorama "Kesswil railway station" based on the Swiss model,
- conversion of two Noch suitcase systems,
- combination of exhibition stand and US layout for the American company AZL with
 - part 1 "West of Caliente,"
 - part 2 "Moffat Tunnel",
 - part 3 "Southern River Crossing" and



Finally, we show a scene without a railway from the latest layout "Obermurrhärle", which we also awarded in this issue. This clearing with a raised hide looks almost dreamy. Photo: Karl Sinn

- "Obermurrhärle" layout based on German prototype.

Providers and references:
<http://www.spur-z-atelier.de>

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.

We continue to receive many letters from readers, for which we are very grateful. Not all of them are meant to be published here because they sometimes describe very personal impressions or only deal with questions about products and their availability. Manufacturers also actively refer to us when it comes to model history.

In this respect, the following letters to the editor are only a selection of what has reached us in the last four weeks and was explicitly intended for publication. It should therefore, be unchanged in its representativeness.

We are pleased to report that the letter to the editor by Reinder Rutgers from the Netherlands (**Trainini®** 12/2021) about his narrow-gauge vehicles in 1:220 scale will be followed by a detailed article during the course of this year.

There is interest on the part of the readership and we have already received drafts. We would also like to take this opportunity to thank you.

Disappointment to extremely stubborn wheel soiling:
Initiated by the interesting article on the eternal topic of wheel cleaning, I immediately bought the cleaning tool for powered vehicles from Modellbahn-Union and, based on the result, I would like to share my impressions with you.

After several attempts, including with I-alcohol, I am somewhat disappointed, especially with regard to the effect on heavily soiled wheels.



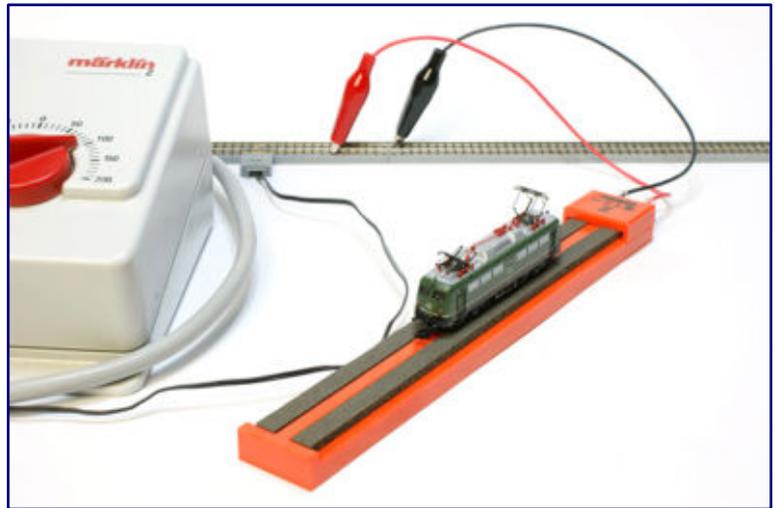
It seems to me that the foam with the microfibre overlay is a bit too soft to create a gentle friction towards the wheel, which would then create the cleaning effect when bending away.

My conclusion: OK for normal preventive or caring cleaning, but, unfortunately, not so promising for heavy soiling.

Michael Meißner, Dasing

Editor's reply: The impressions largely confirm the experiences that other readers have also reported back to us, and that we have made in our test. The presented tool is ideally suited for ongoing maintenance and early removal of dirt. Stubborn and thick stains, which can also be seen in our test photos, require much more attention.

We had good experiences with isopropyl alcohol, but we also had to increase the pressure on the model noticeably. However, the wheels must not be blocked in order not to endanger the engine! It may be necessary to measure the current consumption during the cleaning process in order to check it or, alternatively, to prepare it mechanically with an auxiliary tool that cannot damage the galvanised wheel surface.



Some readers are reaching the limits of wheelset cleaners for stubbornly dirty locomotive wheels. We are already looking for solutions.

We are thinking here of a wooden toothpick with which such thick crusts can be pushed off the wheel surface or at least loosened in parts already, in order to increase the attack surface for the cleaning foam. In any case, this is probably the most exciting maintenance topic that not only Z gauge has to offer. This is also proven by the other letters we received from readers.

Track cleaning as another challenge:

First of all, Merry Xmas to all the contributors of Trainini and happy Zetting in 2022! Hope everybody stays healthy!

I have looked back at almost all your publications, I store them on my computer to look up things now and then, but I haven't found an article about track-cleaning. There are a million pages about all kinds of cleaning sites and products, but almost nothing specifically for our scale.

Of course, I know Märklin has a wheel cleaner and a cleaner wagon in the assortment but besides those there is very little to find. Maybe you can put out a request among the readers to let you know how they keep their railroads clean, especially in winter, when rails are attacked by snow, cold, and leaves from trees. 😊

I would love to write this article myself, but unfortunately, I had an accident which prevents me from doing any work on my railroad and it will be at [least] two months before I can restart rebuilding my layout and I'm sure a couple of months without any maintenance will result in a lot of cleaning to do. (...)

Keep on the great work you're doing for the Z community, since August 2005 I noticed, stay healthy and I will welcome another 16 years.

Ed Hak, Spijkenisse (Netherlands)

German translation:

Zunächst einmal: Frohe Weihnachten an alle Trainini-Mitarbeiter und ein frohes "Zetten" im Jahr 2022! Hoffentlich bleiben alle gesund!

Ich habe mir fast alle Ihre Veröffentlichungen angesehen, ich speichere sie auf meinem Computer, um ab und zu etwas nachzuschlagen, aber ich habe keinen Artikel über die Reinigung von Gleisen gefunden. Es gibt eine Million Seiten über alle Arten von Reinigungsanlagen und -produkten, aber fast nichts speziell für unseren Maßstab.

Natürlich weiß ich, dass Märklin eine Radreinigungsbürste und einen Reinigungswagen im Sortiment hat, aber darüber hinaus gibt es nur sehr wenig zu finden. Vielleicht können Sie die Leser bitten, Ihnen mitzuteilen, wie sie ihre Eisenbahnen sauber halten, besonders im Winter, wenn die Schienen durch Schnee, Kälte und Laub von den Bäumen angegriffen werden.

Ich würde diesen Artikel gerne selbst schreiben, aber leider hatte ich einen Unfall, der mich daran hindert, an meiner Eisenbahn zu arbeiten, und es wird noch zwei Monate dauern, bis ich mit dem Wiederaufbau meiner Anlage beginnen kann, und ich bin sicher, dass ein paar Monate ohne jegliche Wartung eine Menge Reinigungsarbeit mit sich bringen werden. (...)

Macht weiter so mit Eurer tollen Arbeit für die Spur-Z-Gemeinschaft, die ich seit August 2005 mitbekommen habe, bleibt gesund und ich freue mich auf weitere 16 Jahre.

Editor's reply: We published an article on cleaning tracks in Trainini® 6/2014 as part 3 of our series. The tool published there was subsequently produced again due to the triggered demand, remaining stocks are currently still available in the 1zu220-Shop (<https://www.1zu220-shop.de>). A simpler but comparable tool (cleaning felts with holding rod) that uses the same cleaning felts is offered by System Jörger (<https://www.system-joerger.de>).

In addition, we are, of course, always curious and ready to publish what our readers have to share in terms of ideas for these tasks.

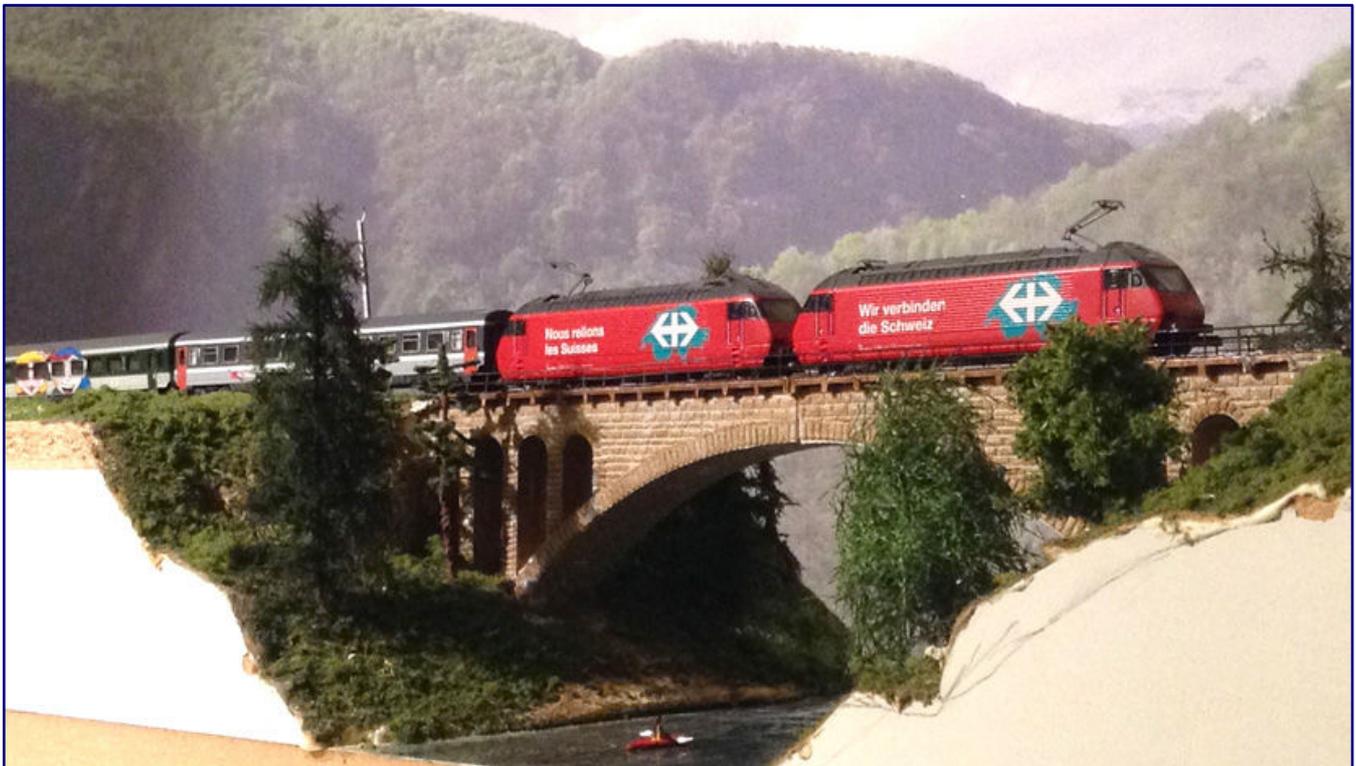
Correction to a regional term:

While reading your current issue, for which I would like to express my gratitude at this point, I noticed a linguistic incorrectness that causes me, as a Hamburger, some pain:

In the article "Bridge to Rio de Janeiro opened" it says "The bridge over the Fleet [...] is opened", on the Trainini website in unison. But it should correctly read "over the Fleet." But you don't have to correct that, the southern Germans won't notice it anyway, and the northern Germans (except me) won't complain. ;-)

Jens Fricke, Hamburg

Editor's reply: We are grateful for this information and were able to include it both in the December issue (before submission to the German National Library) and, of course, on our website. Despite our knowledge of the dialect, we were not familiar with the genus of this term, which originates from Low German, and it has therefore broadened our horizons. This is especially true against the background of personal interest in this linguistic cultural asset. "Platt schnacken" (in all regional forms of the German northern half) is something that gives pleasure and is also a treat.



Every year we look forward to a special New Year's greeting from our readers (see next page). This time we received this beautiful SBB motif for a prototype scene from 1996. Photo: Martin Zimmermann

Just before the turn of the year:

I would like to thank you again for the interesting reading this year with a small greeting picture. On the occasion of the presentation of the two new advertising locomotives, a special train was on its way on 1.8.1996 on SBB lines, which I reproduced in Z.

Martin Zimmermann (Switzerland), by E-Mail

Beginning of the jubilee year:

I would like to thank you for the idea and the beautiful logo for the 50th anniversary of Z gauge. I will be happy to use it in my Z gauge videos this year to draw attention to the anniversary.

I have made a small animation from the logo, which I would like to share with you and all other Zetties. (...) If you are interested, you are welcome to download it from your homepage.

I hope to meet you again at one of the Z events planned for this year.

Ralf Junius, by E-Mail

Editor's reply: We refer to the separate report following this letter to the editor on the anniversary logo, which we designed and have already shared widely. We liked the returned animation, which is also in the public domain, and we are particularly pleased with it as a result. We have therefore included it in the ZIP folder, which makes all logo versions (including possible future ones) available to everyone.

Community logo for the Z gauge anniversary:

To commemorate the 50th anniversary of Z gauge this year, we have designed a jubilee logo in German and English and made it available free of charge on our website (selection: magazine downloads).

Based on this logo, our reader Ralf Junius has also created an animation with a sound effect for both language versions, which is intended for film contributions by readers or other providers.

The file formats JPG, GIF (with transparent background) and MP4 are currently available for both languages and can be downloaded free of charge via a ZIP folder. If there is a need, e.g., for poster presentations, and we receive a request, black and white presentations or a negative version (with white lettering) for dark backgrounds are also possible, which we would then add to the selection.



The manufacturer-neutral 50th anniversary logo should adorn as many websites, products, presentations and advertising materials, as possible, in 2022, in order to draw attention to our anniversary in a consistent manner. It is already in use in some places, for example, on the German Rokuhan pages of Noch.

We have already received a number of responses from manufacturers and suppliers that they would like to use the logo, which has pleased us. From our point of view, this is perhaps a unique opportunity to present our community of manufacturers, suppliers, regulars' tables, associations and other groups in a uniform and thus more visible way.

The central message emanating from this form of presentation in all conceivable media is that Z gauge today is much more than just its inventor and founder in 1972.

Only one new product at Micro-Trains:

The new deliveries from Talent in Oregon (USA) remain manageable, because only one model has been announced here.



At least as a computer representation, a photo of the MTL new product to be delivered is already available. Illustration: Micro-Trains

It is wagon number 11 of the Sweet Liquid series, which looks all the more attractive. The model is a green painted and white lettered 39-foot tank car (Item No. 530 00 590) of the General American Transportation Corp.

It was leased to Industrial Molasses of New Jersey, which produced molasses for industrial purposes as a binder for mineral briquettes, printing pigments and even tyres.

Micro-Trains products are distributed, among others, by Case-Hobbies (<http://case-hobbies.de>).

Snappy reaction to the new museum wagon:

Spur Z Ladegut Josephine Kupper from Aachen reacted quickly to Märklin's museum wagon 2022 (item no. 80033): Their insert made of anthracite real coal (Z-150) – anthracite looks more realistic than the matt insert used in the factory. It can be replaced without any problem.

The alternative can be found at <https://spur-z-ladegut.de>.

Spielwarenmesse 2022 cancelled:

As early as 22 December 2021, Märklin announced that it had cancelled its participation in Spielwarenmesse 2022, citing the health of visitors and its own employees. Other exhibitors from the model railway industry followed in January.

However, it seemed increasingly doubtful whether and how this leading fair would take place at all, also in view of other sectors and quarantine regulations in other countries. On 13 January, the organisers pulled the ripcord and cancelled the fair.

Christian Ulrich, spokesman of the Board of Spielwarenmesse eG, referred to the appeals received in December from suppliers without an international sales network to allow the fair, which is so important for their foreign business, to take place.

But then the general conditions deteriorated visibly with the rapidly spreading Omicron variant. Under the impression of cancellations and a possible ban by the authorities at any time, the event no longer had any planning security.

“We regret our decision,” Christian Ulrich let it be known and referred to the alternative format “Spielwarenmesse Digital” as a multifunctional platform for the original fair date (2 to 6 February 2022).

The current Märklin deliveries:

“No sooner is Christmas over than Märklin delivers, just like every year”, was the comment we received from a dealer. In this case, as it was expressed with humour, it is also the case at the beginning of the year 2022.

The diesel locomotive of the class 220 from the precision casting edition (art.-no. 88207) has now been handed over to the trade, which is delivered with a screw connection due to the lack of a housing spreading possibility. This should not be loosened out of curiosity, because the ingenious mechanism is difficult to reassemble.

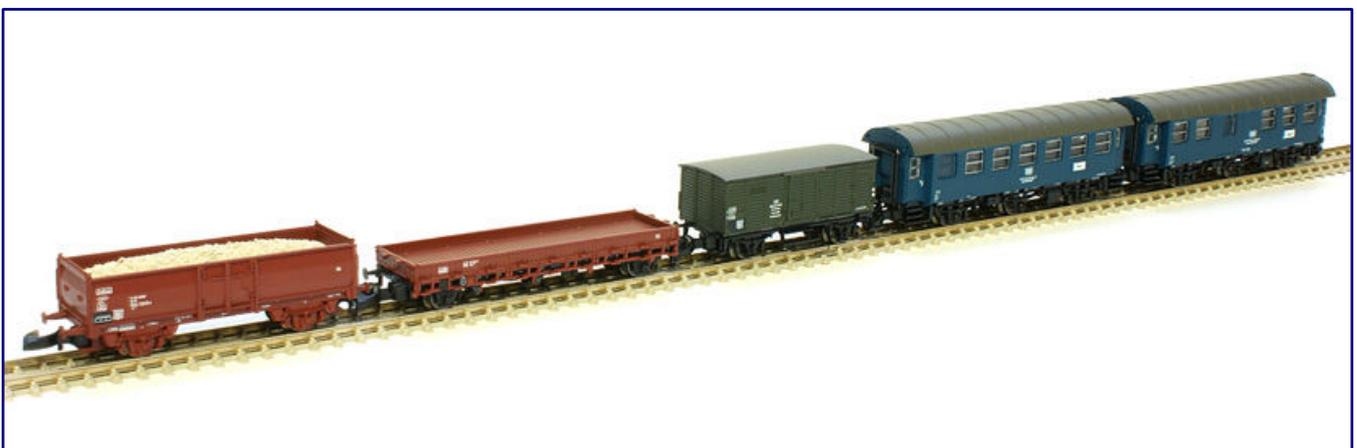
Also delivered is the train set “Deutsche Weinstraße” (German wine road) (81306), which consists of an ocean blue-ivory coloured class 2184 diesel locomotive and two short-coupled pairs of conversion coaches in the special livery of the prototype train. Correctly the locomotive and the wagons show different shades of blue.



The train set "Deutsche Weinstraße" (item no. 81306) with class 218 diesel locomotive and two pairs of converted cars has been delivered. A first pair of cars was already available last year. Now we hope that we can also measure Märklin by the statement "thinks in trains", because the series will not be continued with the spring new products 2022. For a complete train, however, at least a fourth pair of cars is still missing. The prototype was also mostly supplemented by two old four-axle cars.

With the pair of wagons delivered last year, the train can be extended prototypically. However, at least one more pair of cars of the same type is still missing. The prototype train also included two four-axle passenger coaches of use group 30 with double doors at the ends. Let's hope that Märklin really "thinks in trains" and continues this series at least up to the prototypical minimum.

We were disappointed, at least for the time being, by the five-piece construction train wagon pack (87761), which is supposed to represent a track construction train of Era IV. It includes a chrome oxide green painted equipment wagon based on the covered wagon G 10, an open freight wagon Klm 441 (with rail cargo), and an open freight wagon E 037 with ballast cargo.



The construction train car set (87761) appealed to us very much. What we have as a sample, however, unfortunately casts doubt on the existence of quality control at Märklin: we found paint defects on the last two wagons that even a beginner would not leave standing like that.

In addition, there is a living and workshop wagon (basis BD3yg) and a lounge wagon (basis B3yg), which cause our displeasure. Both models show that individual window embossings had not been adequately cleaned, and poor paint application on the covered windows: Here, the application was not completely opaque, the colour deviates noticeably from the coach body and also shows an “orange skin.”

This is something Märklin can do better and seems to us to be a failure of any quality control, which is unacceptable. We do not yet know whether only individual models are affected, or whether this defect possibly affects the entire series.

New small series manufacturer for Z gauge:

We were introduced to the small-series manufacturer Azar Models from France, whose representatives have also declared that they have been our loyal readers for ten years.

Readers can already get an impression of what they have to offer by visiting their website (<https://azar-models.com/fr/>).

We will present him and his products in more detail in the February issue as part of our reports on the new products for spring.



Various silo wagons of modern design are among the first new products from the French small-series manufacturer, Azar Models. Photo: Éric Schweitzer

NoBa-Modelle gets going:

The small series manufacturer from Aichtal (<https://www.noba-modelle.de>), which celebrates its fifth anniversary in 2022 (more on this in the February issue) has already made some new products available. First and foremost, this is their own version of the VT 55 tower railcar, which has now also been fitted with a Shorty chassis and is available as an unfinished (art. no. 5218R) and as a finished model (5218RF).



Small but mighty! The new gas tank (art. no. 11017) will certainly not fail to make an impact on layouts. Photo: NoBa-Modelle

The domestic environment, which can be created by the three terraced houses (4128R) themselves, enriches the new rotary clothes dryer (10815R). The gas tank (11017), on the other hand, is more on the side of commercial enterprises. Also new is a railway guard's cottage (4127), with which the building segment of this supplier also continues to grow.

AZL hit at the beginning of the year:

The new deliveries at American Z Line began with a surprise. Those who call a lot of space and long paradise routes their own will be pleased with the Santa Fe's long-distance train "El Capitan".

It is considered an icon in the USA, and was the cheaper counterpart to the luxury train "Super Chief" in the mid-fifties.

AZL offers the shiny silver cars as an eleven-piece pack (Item Nos. 72220 to 72222), which includes space for up to four locomotives, but these are not included.

The set can be completed with two additional cars (72230) and four A-B sets of EMD F7 from the 300 series (63001-11 to -14).



Die beiden EMD F7 A und B (Art.-Nr. 63001-11; Bild oben) und die Ergänzungswagen (72230; Bild unten) sind Teile des Fernzugs „El Capitan“. Fotos: AZL / Ztrack



The EMD SW1500 pulls up in January in the popular Union Pacific livery (62701-3). Photo: AZL / Ztrack

The EMD SW1500 shunting locomotive appears in the popular Union Pacific colour scheme with three different road numbers (62701-1 to -3).

Only two (62715-1 / -2) are available in the KCS version. For Canada lovers, a version of the EMD E8A (62614-1 / -2) in the colours of the VIA will follow.

The series is completed by R-70-20 refrigerated wagons "SPFE" (Southern Pacific Fruit Express) as single wagons (914806-1) as well as in packs of two (914836-1) and four (904806-1).

Manufacturer photos of the current deliveries can be found under <https://www.americanzline.com>.

Faszination Modellbahn Mannheim mid-March:

The "Faszination Modellbahn" trade fair is planned to occur again in the Maimarkthalle Mannheim from 11 to 13 March 2022. What sounds almost unimaginable at the moment could, however, become possible again in time, because the strong increase in the wave of infection also raises hopes of an equally rapid recovery, as has been or can be observed in neighbouring countries and South Africa.

Therefore, please inform yourself promptly about the valid Corona protection regulations in your country, and follow the organiser information on <https://www.faszination-modellbahn.com>.

Märklin spring new products 2022:

On 18 January 2022 at lunchtime, market leader Märklin announced its 2022 spring new products. The models for the Z gauge, with which the company from Göppingen wants to enter the big anniversary year.



A Siemens Vectron from PKP Cargo, pictured here between Bremen and Bremerhaven on 30 October 2019, will be released as a spring 2022 Märklin new product under item no. 88237. Photo: Jörg Endreß

Already known since the autumn edition of the Dortmund Intermodellbau was the V 320 001 of the DB (art. no. 88320), which will appear as an Insider Club model. But moulded new products for steam and electric traction were not forgotten either. We will present them in detail in the February issue, which was otherwise devoted to the toy fair.

An equally exciting question for many is which of the new designs are likely to be available at all in the year of the 50th anniversary. If we have valid information on this in time, we will also share it with our readers along with special product features.

Imprint

ISSN 2512-8035

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

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