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and Prototype

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On the siding

Helpful for Zed Heads
Large fan meeting

Introduction

Dear Readers,

Also this month we are quite late with the current release, but we made up for lost time last month. I don't have to have a guilty conscience, because I was able to experience how you patiently wait for the new issue.

Some readers were worried in May, which impressed me. The fact that we took a little more time in June, contrary to the plan, is (again) due to my person: In my hometown Dortmund the German Protestant Church Congress took place until the last weekend.

Together with many other helpers from all over the Federal Republic of Germany, I took care of the emergency services for the hundreds of thousands of visitors. For more than twenty years I have voluntarily served a Christian order of knights in this function.

Such events are places of contact. Where people meet, pray or celebrate together and inform, many different points of view, groups and even cultures collide. I have enjoyed it and got to know people who live where my hobby has occasionally led me.

One such meeting place is Sindelfingen, where a large group of model railroaders meet every two years to exchange and present their own works. Stephan Fuchs reports today about the youngest of these regulars' tables.

We will also continue with our focus for the year, as Ralf Junius presents his competition diorama, with which he entered a competition last year. Dirk Kuhlmann supports this series with layout suggestions, for which you may read the first with basic information today.

But our model railway is also always a very up-to-date topic. Therefore not only the part of the letters and messages to the editor is very large, but we have also included two further reports with which we would like to introduce new and only recently available products.

Anyone who repairs and maintains his models himself will appreciate a locomotive maintenance pad. If you don't have one, you'll quickly grasp its benefits and think twice about accessing the new model. I am very sure of that.

At Microrama we also came across two new tools that sparked our curiosity. The trigger for this was already the trade fair in Cologne in November 2018, when we experienced a sample in action. Because we were deeply impressed, it was clear that we wanted to follow up on our reports on grassing and leafing.

And as always, there are also two literature suggestions this time, which will certainly serve different target groups as summer reading. Get through the summer well and stay loyal to us! And now enjoy reading this edition.

Sin-Z-erely,

Holger Späing



Holger Späing
Editor-in-chief

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We thank Ralf Junius for his report and the 1zu220-Shop for samples and photo support.

Date of publication of the German language version of this issue: 26 June 2019

Cover photo:

This work by RZS-Kies has been shut down for several years and is thus slowly beginning to decay. Due to a derailed bogie, a self-unloading wagon could not yet be salvaged, nor could a defective truck trailer. This story of Ralf Junius transformed into a fine diorama.

Landscape & Track (Part 1)

Somewhere in nowhere

Our annual theme for 2019 is “Layout diversity”. In addition to many successful works from our readership, we would also like to make our own suggestions here. They may serve as inspiration or a source of creativity for all those who are still undecided, or those who are simply looking for an inspiring idea. We will be happy to present your results in the magazine as well. Dirk Kuhlmann explains what he considers to be important and presents a first track plan.

I would like to welcome you to our new report series “Landscape and Track”. In **Trainini®**, we will present you with track plans as an inspiration or as a replica. It starts with a track diagram at Ellzee, a country station somewhere in nowhere. But I would like to say a few words to you in advance.

The species of draughtsmen and designers in the model railroading hobby is (unfortunately) extremely rare in nature, at least, in comparison to the high number, literally whole herds, of collectors and hunters of pure rolling stock. As a representative of this rather threatened genus, I would like to point out the important step before it after our annual theme in 2017 “Landscaping”.



If some basic rules are observed, planning and designing a convincing and realistic landscape is not so difficult. Here, the V 100 has found a perfect home.

In the last five years, I have been able to see again and again at exhibitions with my exhibits that the installed track systems met with considerable interest from the public. There was also a great deal of demand for published articles on the installations here in Trainini® or in the print press.

"Their track figures are so very different from the usual. Will you tell us the secret?" The same question was asked by an older (Dutch) couple in Utrecht on the occasion of the presentation of Kniephaven at OnTraXS 2017.

The only correct and true answer is that each model railroader has his own unique talents. Once they have been recognized, the way ahead is marked out.

As a young person I had the downright outrageous luck to be allowed to look over the shoulder of Rolf Knipper several times.

His drawings and plans are unrivaled to this day, and his track plan booklets also form a wonderful basis for many model railroaders today.

So my little plan was painted out according to the rules.

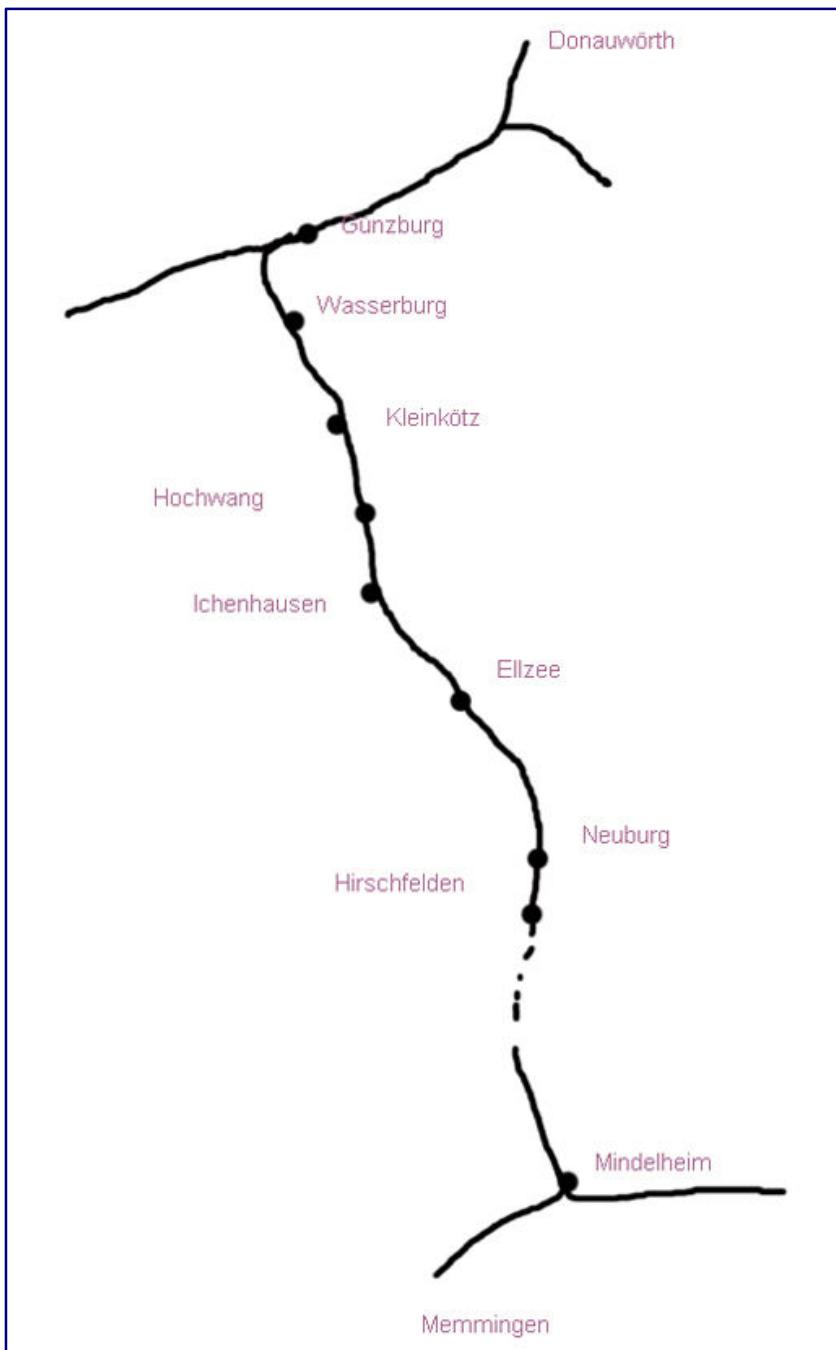
Free drawings are the origin of all things, followed by detail plans and already a coming layout, also independent of scale, could go into construction.

In this phase the so inclined model railroader should separate himself from the usual and well-worn out track figures. Let your imagination come into play instead!

Exceptions are, of course, track plans that are drawn up strictly according to a model: Here, the high art of "omission" and compromising is the order of the day.

Unfortunately, I only have two hands and could not put my quite large pool of track plans into practice in this life. Therefore, we will present you some of my drawings in the future, which, of course, will be supplemented with the appropriate "surroundings."

By the way, you won't find a computer-generated track diagram with landscape here. What counts for me here is the personal feeling, expressed by hand, with a pencil on a sheet of paper.



Before we start with the first track diagram, I would like to give you some tips for your own consideration. Of course the tastes are different, but a layout should have some important points for an exhibition at the end of the second decade of the 21st century:

- Avoidance of rails running parallel to the edge of the system
- The landscape must have "depth and height", this is also possible with an installation board
- Construction of tunnels, only as required
- A station doesn't always have to be the main point of attraction
- A finished layout should work for itself, i.e. above all, also without rolling stock
- Circuit camouflage
- Subsequent illumination of the layout should also be incorporated into the planning.

The fourth point in particular is the great mystery that the Dutch couple tried to fathom at the exhibition in Utrecht. And then, of course, there is the most important tip:

Observe in reality, from which the implementation into the model results, but again and again you also practice the courage to dispense with some or even many scenes and details.

What remains? For me, the answer is quite clear: an unparalleled harmony, because this is what often distinguishes an extraordinary model railway layout.



KUHLMANN

The track diagram

Here is now the first track plan, it is the small stop Ellzee at the line from Günzburg via Wasserburg to Mindelheim, to be found in the southwest of Bavaria. The railway office turns it into a formal railway station with its switches.

In the epoch III the traffic volume was still quite large, since on working days the trans-shipment of agricultural products from/for the surrounding farms took place. Thus the tracks for an otherwise so contemplative station were very extensive. Of course, the surrounding villages also profited from his cargo handling.



1

10395 bayer Agenturgebaude



2

10468, Klohaus



4

10412 Schrankenwarterhaus



6

10048 Schuppen



3

10122 Gemuseladen = Restauration



5

10308 kleines Siedlungshaus



3 Anbau an 10122

10027 Schuppen

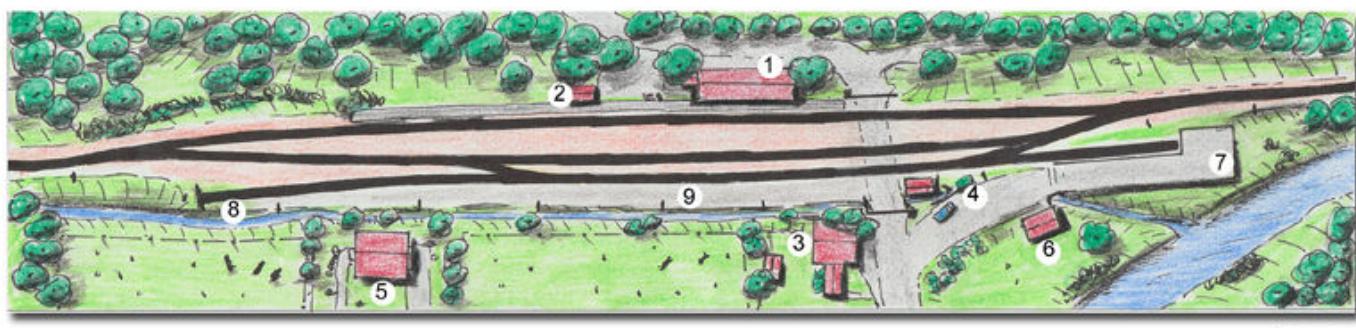
Abbildungen: MBZ Modellbahnzubehör

Rail buses or battery railcars, as well as the V 100 with local freight trains, could often be seen here. In the steam locomotive era, lines like these were still in the hands of standard locomotives of the 64 and 86 series or of Bavarian local locomotives such as the 988 class.

Sometimes trains were also on the road as PmGs (passenger trains with freight transport). Then, the travel time became noticeably longer. Gerhard Zimmermann reported about this station in his wonderful article "Zeitreise" (Time Travel; Eisenbahn-Journal 9/2015).

We now take his track plan as a template for an individual implementation, but remain close to the prototype. Also, in this case a research of the regional vegetation is advisable. The houses must also have the typical character of the area, and this is where MBZ comes into play. Here, we found what we were looking for.

The models could be implemented directly without conversions or variations. Only the vegetable shop (MBZ Art.-No. 10122) was converted into a station restoration, as the landlord was also the agent for the agency building (MBZ Art.-No. 10395).



KUHLMANN

Selected buildings and their functions (illustrations with MBA article numbers and numbering in the plan see previous page):

1 Agency building
5 Residence
9 Open loading track

2 Toilets
6 Sheds

3 Station restoration with shed
7 Loading dock (ramp)

4 Gatekeeper's house
8 Siding

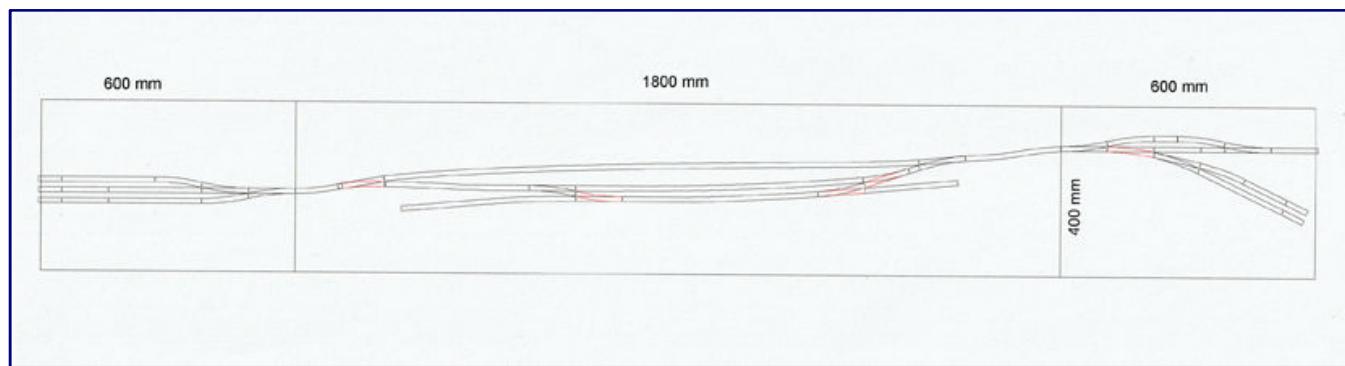
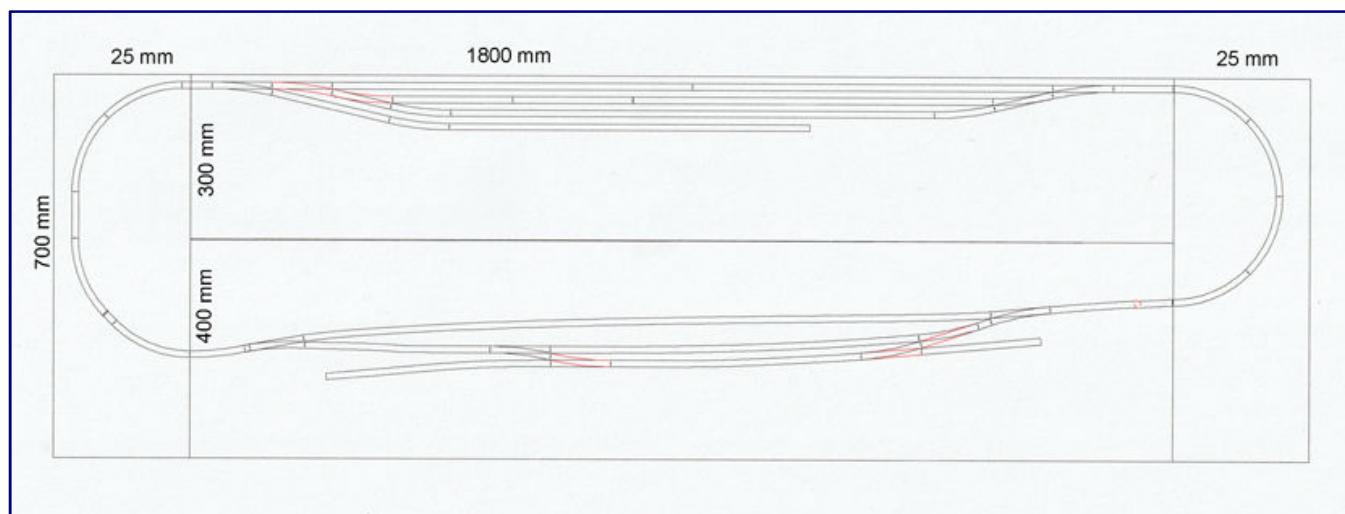
Contrary to prototype, the scenery should also have a small river, which we positioned in the lower right corner of the planned 180 cm x 40 cm large Z-gauge layout. This takes the sense of harmony into account: the landscape only appears completely balanced, as a result.

A continuous forest row, which should continue on the colour-coordinated background scenery, forms a finish to the rear and slightly rising rear edge of the layout.

Of course, we do not want to make any recommendations for a preferred material for landscape design at this point. Every hobbyist has his personal favourites. For the beginner or beginner, however, our annual theme from the year 2017 is again advisable.

Round-trip traffic or not?

For our exhibit we have two good possibilities to operate it: The pure observer of moving trains naturally prefers the round trip. The classic staging yard can be located behind the background scenery.



The track plans for circular trip traffic (picture above) and alternatively for an operation with staging yards at both ends (photo below).

The followers of shunting games prefer rather the open staging yards at both ends of the complex, which are called "fiddleyards" in English. Here, trains can be moved on plates with tracks and thus exchanged and also a locomotive can circumnavigate its train. Sometimes, turning circles are also used, for example to be able to send tender locomotives back onto the track after turning.

Give the designing part a "dwelling" with integrated lighting, generally referred to as a "peep-box". Thus our exhibit serves in time without play, separate from the rest of the layout, as a pure diorama, perhaps even integrated into a wall shelf. The curve elements as well as the shadow or turning station, whichever design, should stand on independent boxes (frame construction) and could also serve their purpose in future installations.

Final Remarks

You will no doubt have noticed that our proposal is completely different from many presentations in the printed media. We do not want to guide the inclined hobbyist with the typical woodwork or electrical equipment. You will certainly get this presented frequently enough, in the worst case, even as pure repetition.

We also do not commit ourselves to a track system, the choice of which is up to you. Our focus is rather on the stage design of the exhibit, we "only" offer you the suggestion of a harmonious and certainly worth viewing system, this time somewhere in nowhere...

A selection of creations by our editor:
<http://helenensiel.com>

Eisenbahnmuseum Dieringhausen



Einzigartig in Europa

*Spur Z Ausstellung
im historischen Güterwagen
im Eisenbahnmuseum Dieringhausen*

Die Sonntags-Ausstellungstermine:

*08.06.2019, 09.06.2019, 16.06.2019, 07.07.2019,
28.07.2019, 11.08.2019, 22.09.2019, 13.10.2019,
27.10.2019*

jeweils von ca. 10:00 Uhr – ca. 17:00 Uhr

Infos unter: www.stammtisch-untereschbach.de

Competition work by Ralf Junius

Forgotten places in decay

Our reader Ralf Junius also took part in the 2018 diorama competition of the railway magazine after our appeal and the report in the ZFI Forum. Under the given topic "Along the rails", he devised a gravel works that is about to be shut down. The area of the RZS Gravel Works, some of which has already decayed, radiates the charm of the morbid as a model. Ralf Junius explains how this work was created today as part of our annual focus topic.

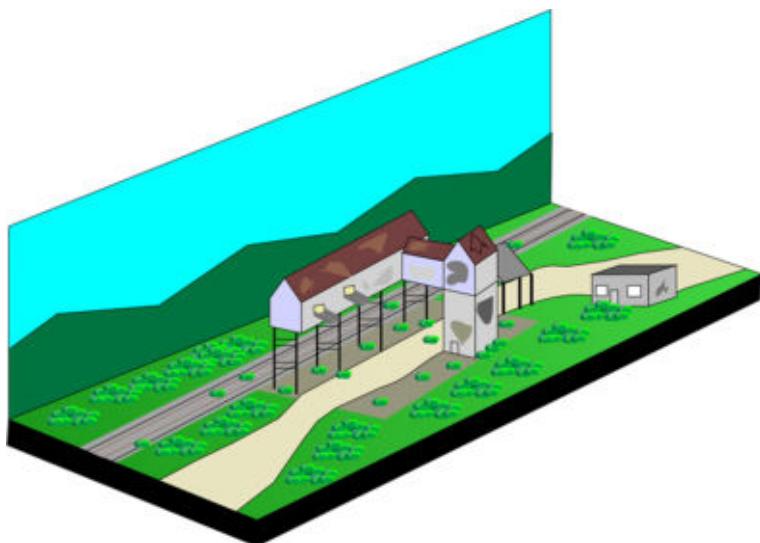
By Ralf Junius. In June 2018 there was an article in the Z-Freunde-International-Forum about a diorama competition of Eisenbahnmagazin. This article aroused my interest. That's why I first bought the corresponding issue to get more information.

There were no special requirements for the competition: The diorama should have the dimensions of 30 x 15 cm and deal with the topic "Along the rails".



A look at Ralf Junius's finished diorama including the background described in the text shows the enormous care with which our reader has worked here. Examples are the colour work on the buildings or the dried tire tracks of the gravel trucks.

I'm still quite inexperienced in the field of equipment, but I've already done some handicrafts at regulars' table boards. In the issues of Trainini® and in the forum of the ZFI there were many ideas and hints for building and designing landscapes. I wanted to try this out in practice on 450 cm². So I decided to participate in the competition.



In this article I show the history of my diorama. For the initial registration, I needed a drawing of what I planned to build.

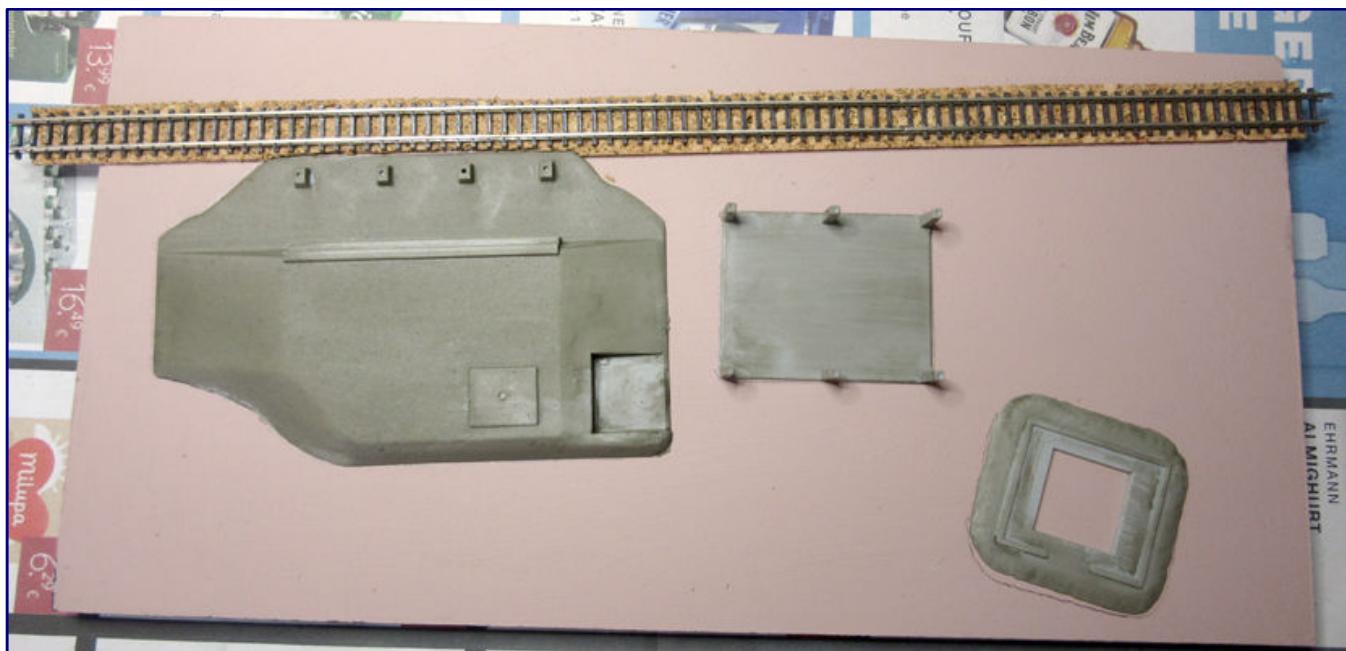
Drawing has never been one of my strengths, so I designed a layout on the computer.

My decision fell on the subject of gravel and gravel works. As a basis I had a kit "Schotterwerk Steiner" from Kibri (former Art.-Nr. 6603) in my kit.

On my diorama the condition is shown shortly after its (the gravel work's) closing. So not everything is 100% in order anymore, but the buildings are not yet marked by decay.

After the confirmation of my registration the tinkering began: First the baseboard and another board for the background were prepared. A primer in the colour sandstone and a black border for the baseboard were my first changes.

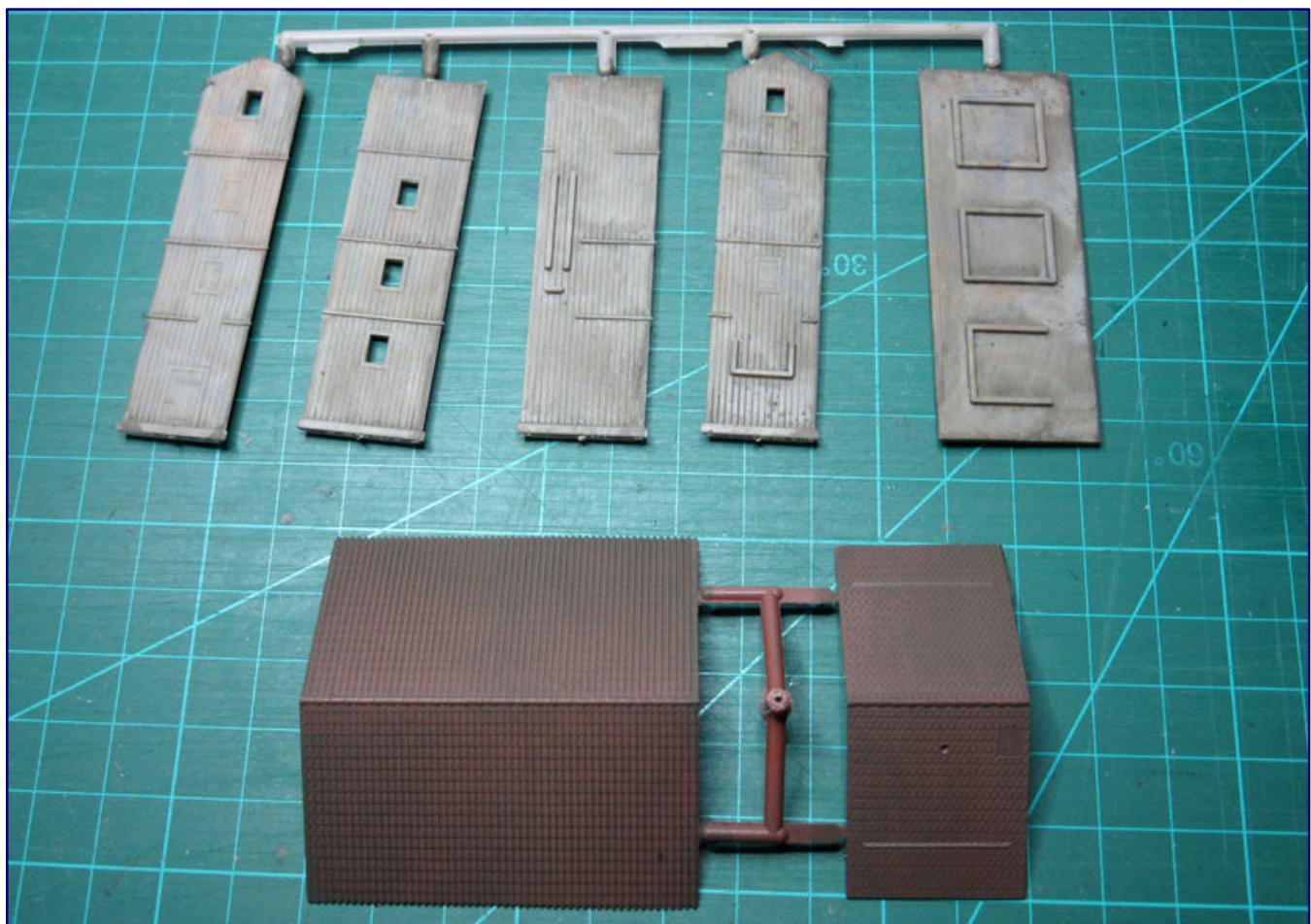
The rehearsal before the design already showed the first changes to the original drawing. The arrangement of the buildings, at least the storage hall, had to be adapted.



The first rehearsal leads to changes in the plan: The storage hall (middle base plate) clearly must be moved to the right.

What I don't like about plastic kits is the sheen of the components. I tried to remove this with a glaze of black, brown and green. I once read that this was best done before assembly. Now the parts look pleasantly matt, and the assembly of loading station, storage hall and administration building can begin.

continues on page 14



Before they are assembled, all kit parts are given a glazed patina, which makes the plastic sheen disappear (top picture). The track rails are aged with Vallejo paint "Rust" (Art.-No. 71.080) and then gravelled (photo below).

Because of the theme "Along the rails" my diorama also needs track. That's at least how I understand the description. There are some old Märklin track sections lying around with almost all of us. And since there are no operations, the track doesn't have to be in an excellent condition. At a slight diagonal angle, the finally selected pieces lead past the loading station on the rear side of the diorama.



After the suggestions of our magazine, the base plate was modelled with a wooden spatula (photo above), in which the tire tracks of departing trucks were pressed. After spreading soil, we also landscaped with clumps of grass and grass fibres (photo below).

The tracks were still aged and gravelled. I made the mistake of gluing the track down first, and aging it afterwards. Aging beforehand would have been easier.

There are small cosmetics brushes for make-up. With these you can easily reach the depressions on the track. I then placed gravel on top of the ballast, which fell next to it during loading.

After the placement of the buildings I began with the landscaping. The idea for using wooden spatulas was taken from an issue of **Trainini®**. The entire open area was covered with a thin layer of putty. The still soft putty was then filled with truck tyre tracks that used to be on the site.

I then applied a brown paint to the dried wooden spatula. It should be earth colour; however, I did not make them so complete. But that's not so bad, because in the next step the whole surface will be covered with earth anyway.

For the background, I took a suitable photo on a Sunday walk. Some green should still be on the terrain, but not too much. So I placed some grass or bushes in random places.



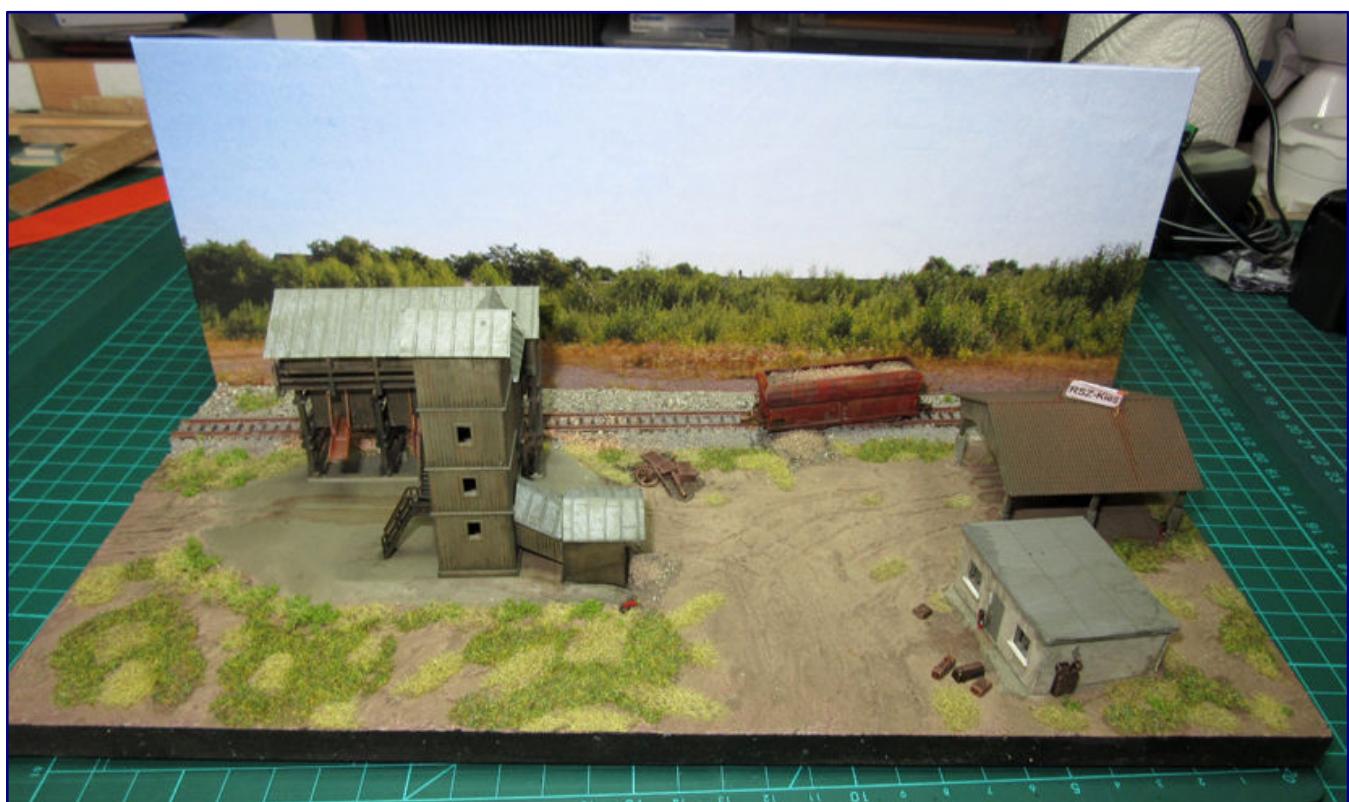
A self-unloading wagon (left in the background) and the trailer of a gravel truck stopped due to defects in the decommissioned plant. The cause can be seen on the photo: a broken axle.

On the diorama there should also be a wagon. But how can I explain it in a decommissioned layout? My idea was this: There is still a loaded self-unloading wagon on the site, which derailed during transport and has not yet been salvaged.

Is that credible? Anyway, I'll give it a try. The freight car must not move during transport and at the trade fair in Köln, where the dioramas are shown as part of the competition. How do I fasten it appropriately for this?

My approach is to drill two holes through the wagon and the plate and then fix them with a sturdy wire. In the end, this wire has become a nylon thread, because it is hardly noticeable. In addition to the slight aging of the model, there is also a load of gravel on top. A large part of the loading space has been filled with foam beforehand, and only the uppermost layer consists of gravel.

Trucks and trailers are also part of the Kibri kit. Therefore, such a trailer is also part of the diorama. Due to a broken axle, this was not removed when the trailer was closed. And like the buildings from the kit, it was also still colour treated.



The diorama is complete on the desk of Ralf Junius: The final view of his masterpiece compensates for all efforts.

Especially the red wheels had stopped me from using it before. But with black wheels on silver rims, the model looks quite different. With the assembled vehicle then still an axle was not inserted correctly, in order to represent the effect of a broken axle. Loaded with some gravel, the trailer now stands in the storage hall.

Illustration and all photos: Ralf Junius

Manufacturers' pages for the materials used:

- <https://www.maerklin.de>
- <https://viessmann-modell.com/kibri/>

Source of supply for Vallejo colours (with readers' discount*):

- <https://www.modellbaukompass.de>

* Enter the keyword „Trainini“ in the free text of your order

Useful tools from Microrama

Specialists for precision work

The French specialist manufacturer for model railway scenery revolutionised the methods for working with static grass and modelling natural looking trees. For the 2019 International Toy Fair, Gwendal Theis then added lightweight rock designs to his portfolio. But the hard-working expert does not rest and is constantly looking for ways to take things to new levels of perfection. Today we present two new tools achieving extra-fine detailing.

It was with great enthusiasm when we first presented a revolution in working with static grass and subsequently also a slightly modified method for flocking trees in Trainini® 11/2018.

As for modelling trees, Microrama owner Gwendal Theis already gave a demonstration at the toy fair of how to apply foliage to his fantastic looking trees with the help of a new tool. In the meantime, the device can be purchased through his online shop.

It is available under the name "Minigras Platter" (Art.-no. 81 01 1020) and looks, at first glance, completely inconspicuous. Neither the product name nor the simple, black plastic housing with the attached, brushed metal plate reveal much about its properties.



The Minigras Platter (Art.-no. 81 01 1020) is a useful tool and works according to same basic principles as a static grass applicator. The metal plate at the top of the device is statically charged with a 9V battery.

Only when we notice the copper wire with transparent insulation and the attached clamp, it becomes clear that this seems to be an electrostatic device. The battery compartment on the back of the box remains unobtrusive. Although not secured with a screw it does have a child lock.

Once a 9V battery is inserted and the protective film is removed from the metal plate the device is ready to be used. It is activated by a toggle switch located on the front panel which is illuminated in the “on” position. Once switched on, the device emits a noticeable buzzing sound.

It has a voltage of 15kV which is more or less equivalent to the voltage of a first generation Noch Gras-Master. Since the voltage is generated from the inserted battery, its current is so low that it does not pose any risk for the human organism.

However, we do recommend that people with pacemakers refrain from operating or getting too close to the device, as its voltage field might disturb the electronics of a pacemaker's puls generator and electrodes. Better safe than sorry!



Tree foliage (Magileaf) is scattered onto the metal plate and the device is switched on. Applying spray adhesive onto the tree armature, connecting it to the grounding wire, and moving it slightly back and forth whilst approaching the device will make the leaf particles “jump” onto and attach themselves to the branches. This procedure makes for a very fine and natural looking tree canopy.

For all other groups of people, accidentally touching the switched on device can result in a noticeable electric shock, but one that is will not be detrimental or even dangerous to their health. And it happens faster than you think, as we found out.

The "Minigras Platter" is intended for the finely dosed application of foliage or fibres to the Magitree trees. We had already pointed out in our earlier article that the working method can also be applied to all other tree armatures, provided they are electrically conductive or have been treated with conductive materials, such as zinc spray paint, for example.

Once the grounding wire is connected to the tree armature, it acts as the opposite pole to the electric field generated by the metal plate below. Before activating the electric field, however, the selected leaves (Magileaf in various grain sizes and colours) must be scattered onto the metal surface.

Do not forget to spray the tree (which had been already prepared with fibres to imitate small branches) with the special glue (Magispray), and off you go!

Pick up the clamp by its insulated part and slowly move the attached tree upside down and back and forth over the metal plate. The foliage particles that have been already "dancing" on the metal plate after switching on the device will now jump up to the tree and attach themselves to those areas which have been covered by glue.



From our point of view, an important advantage of the Minigras Platter is that it is also suitable for working with tree armatures made from wire. It can also be used with leaf material from other manufacturers such as the autumn leaves from Noch shown here. Another area of application is the production of grass tufts which can then be attached to the layout.

This procedure makes it considerably easier to control the amount of leaves applied, compared to manually scattering them over the armature or using a sieve. And this is not only due to the quantity of material being used.

With a sieve, there is hardly any control over the quantity of leaves falling out, which is inevitably always higher at its lowest point than in the outer areas. The flat surface of the Minigras Platter, on the other hand, makes for a uniform distance to the object and does not employ the force of gravity.

By constantly moving and slightly turning the armature back and forth, the leaves will spread evenly and also comparatively slowly across the branches. Especially spring and autumn trees with a lighter canopy can be easily and very convincingly produced in this way.



Once the process is complete and the Magispray has dried, the trees are treated with Microrama's proprietary wetting agent and plasticizer as described in **Trainini®** 11/2018 and thus preserved. The "Oak grey" texture paste (18 010 107) from the Microrama range is ideal for modelling the bark of the trunks.

According to the manufacturer's recommendations, the typical bark structure can be refined by scribing the paste. Birch trees always pose a challenge, in particular with respect to attaining the right degree of white on the bark. The best strategy is to work slowly and constantly check which tones will produce the desired effect. Checking against photos of real trees always helps. Whites mixed with a little bit of black make for less brilliant and therefore more natural looking tones.

For reference, it should be mentioned that the Minigras Platter is not produced by Microrama. They discovered it as an ideal tool for their method of modelling realistic looking scenery, but in fact it is manufactured by War World Scenics (WWS), a British company, which had intended it for a completely different purpose.



Our trees created with the help of Microrama products look convincing and will cut a good figure on the layout.

Photos on page 20:

We were not really convinced by the colour of the "Oak grey" bark texture (18 010 107) but at least it does give the trunk a typical rough texture (top). Once dry, we gave the trunks an additional coat of Tamiya "Flat Brown" (XF-10). For the birch tree we also added "Flat White" (XF-2), mixed with a drop of matt black (bottom).

The device is also ideal for producing grass tufts to be later placed on a layout. We all know the mostly circular ready-made tufts from Heki, Mininatur and Nöch, but they can be easily and more cheaply made at home with the help of a Minigras Platter (although this is not the only possible method).

For this purpose we apply individual drops of a transparent and, above all, flexible grass glue onto a flat surface, preferably a sheet of non-absorbing paper or film which we then attach to a level and non-bending support surface.

Afterwards, we scatter grass fibres of our choice onto the metal plate and connect the clamp of the grounding wire to the surface carrying the glue dots. After switching on the device, we turn the support board upside down and move it close to the electrically charged metal plate. This will make the grass fibres shoot vertically into the glue dots.

Vertically standing grasses are the result. After drying, the tufts can also be coated with grass glue at the tips and sprinkled with fine turf. This technique allows for modelling new plants, which will certainly add further detail to the scenery. Modelling swaying reed in swampy areas would be one example that could be produced with this technique.

Specialist for intricate details

Let us take this opportunity to also briefly introduce the new Microgras Pen (81 01 1010) from Microrama. The device is also sourced from WWS and distributed by Gwendal Theis. We don't know if it is a departure from or an addition to the RTS-Greenkeeper. In any case, it fits in perfectly with the product and work philosophy of the French landscape modelling specialist.

Upon first inspection the device looks familiar to the previously presented Minigras Platter: black plastic casing, copper wire with transparent insulation and attached clamp, and a compartment for a 9V battery.

But instead of the metal plate on top, this device comes with a second wire and, attached to it, a unit that looks like a small microphone. But the end of the unit carries a sieve and on its inside one can detect a small cavity with a metal head at the bottom.

What we have in front of us is essentially a miniature version of a Grasmaster: Its battery powered electronics also create an electric field of 15kV, but due to the lack of space in the microphone shaped applicator unit, the electronics have been moved into the housing which also carries the on-off switch. In terms of price, the device can be described as very affordable, as it does not even cost half the price of other static grass applicators in this performance class. The Microgras Pen is no alternative, however, to a bigger applicator, but that is also not its role.



The Microgras Pen (81 01 1010) is the smallest static grass applicator we know of. It is designed to also work in difficult-to-reach areas of a layout.

The tiny amount of fibres that can be loaded into the applicator unit is too restrictive to cover any significant areas on a layout. Large pastures or fields are not feasible with it in a reasonable amount of time. But that is also not the purpose it was designed for. Its strengths lie where other devices cannot be used due to their larger size.



The Microgras Pen is helpful in creating such an idyllic scene. For example, fibres can be added on top of already existing layers of static grass in a targeted manner.

The Microgras Pen can be used to apply fibres from 2 to 4 mm in length to small or hard to reach areas of a layout. Of course, it also works with shorter 1 mm fibres and can thus be used to create a small closely cut English lawn in the garden of a Z-scale house.

It is therefore perfect for working in built up areas of a layout and even on the tight space between two buildings or a narrow green strip between fields. At the same time, it seems also perfectly suited for applying a second layer of partial patches of longer grass onto a first (and already dried) layer of shorter grass.

The Microgras Pen is certainly not meant for covering large areas, but it does meet the highest demands of the perfectionist modeller. It is often precisely such precision work that adds life and extra visual interest to an otherwise monotonous surface.

Manufacturer of the tools:
<http://microrama.eu>

Electronic sales / source of supply:
<https://eshop.microrama.eu/de>

Maintenance & Care (Part 8)

Lying patients

"Please lie down", will not work as a request to a locomotive model. And yet our little patients are easier to treat if they are not standing on their wheels and are also protected against falling over. In the ideal case, a professional foam train service tray serves as an aid, of which we would like to present a new product from the company Nöch today.

There were and are many professional foam train service trays on the model railway market. What they have in common is that they should make work easier for model railroaders. We can never have enough hands, which is why we quickly reach our limits.

If we hold the screwdriver and immediately apply a screwdriver, we already lack one: After all, we are not working on a solid wall, but on a model that can fall over, slip away or, in the worst case, even follow gravity towards the ground. We have to securely hold the locomotive we are repairing or maintaining in order to work on them safely and efficiently.



With the professional foam train service tray N/Z (Art.-No. 99352) Nöch has brought an interesting tool for the maintenance and repair of models onto the market.

The main task of professional foam train service tray is to replace this third hand, which we lack. In it a model should lie securely, be fixed and at the same time protected from damage. In the best case it offers protection (on up to three sides) and leaves the fourth freely accessible. This means that such a tool must not scratch the surfaces and must have sufficient flexibility to accommodate all vehicle models equally.

Today we would like to present a novelty that is now also included in the manufacturer-independent range. The accessory supplier Noch has delivered two different sized models at the same time. The larger one is intended for the gauges H0 / TT, the smaller model of the professional foam train service tray relevant for us was developed for the nominal sizes N / Z (Art. No. 99352).

The Wangen based supplier claims that its novelty has been “developed by professionals for professionals”, as can be seen from the many details of these foam train service trays. This is exactly what we have investigated and tried to evaluate.



In order to be able to work on wheels and gears, the model is placed in the head position. Unfortunately the cheeks of the tray do not grip Z gauge locomotives, which is why they can tilt a bit to the side. With some foam, kitchen paper or fabric, it could be easily fixed in this position.

The professional foam train service tray from Noch has two slots for locomotives. In one of them the locomotive can be held upside down. This makes it easy to inspect the bottom of the locomotive.

This position is indispensable for lubricating the gearbox and axle bearings. Without any aids, we will always have to reach around again, which can cause the model to fall over and can also cause the lubricant to spread somewhere on the housing, possibly causing damage.

The foam chosen by the manufacturer is quite firm and grips every locomotive safely, as long as its external dimensions and surface structures fit the indentation. Exactly this is also a small weak point,



The model can be placed in two angular positions on the inclined shelf. Depending on the work carried out, its side surfaces are thus ideally accessible. If necessary, the foam train service tray can also be turned so that the tender is fully accessible even in the position shown on the right.

because both locomotive service trays are designed for two track gauges each. Models of the larger scale are very difficult to push in under pressure, because the width of the slot is very narrow.

Fortunately, the locomotive extends past the edge, and the narrower side can be easily grasped and pulled out a bit. The flexibility of the foam is sufficient enough to allow this. From our point of view, there is no risk of damage to the paint and lettering.

On attachments, especially handlebars or fittings on the steam locomotive boiler, however, great care must be taken. After all, plastic parts are more at risk than metal housings. However, there is no danger here for Z track gauge, as the smaller of the two sizes mentioned. This is a different problem, but one that can be mastered.

Z gauge models are naturally narrower, and therefore have no simultaneous contact with both outer sides of the clamping bay. Nevertheless, they cannot fall down, which is why it is quite comfortable to work in this way. In the case of more difficult assembly steps such as inserting compression springs in the coupling shafts, and the subsequent "locking" by the coupling hook, however, a tipping model is quite annoying.

In these cases a piece of foam or some kitchen paper, whose absorbency will be useful when spilling oil drops, can help as padding. And so we find the professional foam train service tray to be a very helpful tool.

However, we still have a lot more to think about and have also integrated an inclined shelf. The manufacturer is also not alone with this feature, some foam train service trays combine both storage options in a single shaft, but then at the expense of a secure fixation when the locomotive is set on its roof. In the inclined position mentioned above, locomotive or car models can also be processed laterally, by the way in two different angles.

Whether side walls have to be cleaned or decals have to be applied, there are various possible applications, in practice. With steam locomotives, this layer is the only way to reach the rods safely as long as the locomotive is not to be laid flat on the table.

If a dust fluff has to be removed with tweezers, or the wheel bolts have to be removed, only a locomotive bed equipped with an inclined support offers full utility. This is the case with the new product presented today.

The Noch foam train service tray is supplemented by various compartments and recesses. Brushes, oiler pencils or tools can be stored here in an accessible manner. Without having to move away from the work surface and take your other hand off the model, full access is available at all times.



The Noch professional foam train service tray also has slots for screwdrivers, syringes with lubricants or oil dispensers (top picture). Also useful is the magnetic foil with Noch lettering (picture below), which protects against the loss of compression springs and small screws.

For the sake of completeness it should be mentioned that the smaller locomotive tray considered here has two compartments less than its counterpart for the nominal sizes H0/TT. However, we do not feel a lack of such compartments.

In the largest compartment, small parts such as brushes, clutch springs and hooks, lamps, light guides that have fallen out or screws can be stored while the model is being processed. More helpful, however, is usually the magnetic power of the incorporated foil (with Noch company logo) in a rectangular tray, which safely protects all ferrous metal parts from loss.

The overall impression

Foam train service trays are available from different suppliers and in different price ranges. There are choices of simple foam parts with shafts, which can be equipped with additional magnetic foil, foam parts with slots for parts, and screwdrivers, as well as fully equipped tools, which can also be obtained from Noch.



The Noch professional locomotive service trays (left N/Z, right H0/TT) are definitely among the more demanding tools of their kind. The larger model has two compartments more, as can be seen in the picture: The rectangular one for couplings or axles we would have liked for the smaller model as well.

It is still a luxury model that combines much usefulness into one unit. Thanks to a good dealer network and electronic distribution, it is broadly and easily available. If a direct purchase is made from Noch and the local retailer is indicated, the local dealer also receives a sales commission. The Wangen based specialist is thus thinking of those customers who would have to travel long distances to find a dealer without depriving the specialist trade of its livelihood.

The price of the novelty is certainly not low, but still worth its money. Those who already own a train service tray and are satisfied with the chosen model will have no need here. For all other model railroaders the presented model is a good choice, which should pay off in the long run in any case.

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Manufacturer websites on the topic:
<https://www.noch.de>



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

Die Reisezugwagen der DRG Für Historiker und Eigenbauer

Gut versorgt sind Modellbahnhfreunde mit Fachliteratur für Güterwagen. Zu Reisezuwagen gab und gibt es hingegen sehr wenig Buchauswahl. Wer an einen Selbst- oder Umbau für seine Modellbahn denkt, wird den Mangel umso stärker spüren, weil ihm meist Zeichnungen und Informationen zu den vergebenen Reihen an Betriebsnummern fehlen. Der erste von drei Bänden im EK-Verlag schafft Abhilfe für von der DRG gebaute Personen-, Heiz- und Gepäckwagen.

Joachim Deppmeyer
Reisezugwagen der Deutschen Reichsbahn – 1
1921 bis 1931 - Regelspur

EK-Verlag GmbH
Freiburg im Breisgau 2018

Gebundenes Buch
Format 30,0 x 21,0 cm
240 Seiten mit 114 S/W-Abbildungen und 89
Skizzen

ISBN 978-3-8446-6414-0
Best.-Nr. 6414
Preis 45,00 EUR (Deutschland)

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Wer immer seine Modellbahn sehr nahe am Vorbild ausrichtet oder gar Eigenbau betreibt, der hat naturgemäß auch großen Bedarf an hochwertiger Vorbildliteratur. Technische Beschreibungen, Daten und Fakten zur Einsatzgeschichte sowie Zeichnungen sind der Grundstock solcher Tätigkeiten.

Bereits 1982 hatte der Eisenbahn-Kurier dazu ein literarisches Werk vorgelegt, das sich mit den Reisezugwagen der Deutschen Reichsbahn-Gesellschaft auseinandersetzte. Der vorliegende Band ist Teil 1 einer dreiteiligen Überarbeitung, Neuauflage und auch Erweiterung.

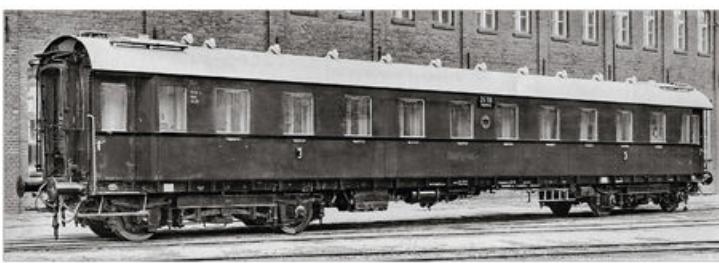
Mit Joachim Deppmeyer hat sich wieder ein anerkannter und erfahrener Autor auf diesem Gebiet an die Arbeit gemacht. Was er seinen Lesern vorlegt, hat uns begeistert und weckt die Vorfreude auch auf die beiden noch folgenden Bücher. Teil 2 ist aktuell für den Herbst 2019 geplant.

Werfen wir zunächst einen Blick auf das, was dem Vorgängertitel noch gefehlt hatte: Heizwagen fanden jetzt ebenso Eingang wie das Erweitern durch eine Gegenüberstellung der Bauarten nach Vorcomputer- und Computernummernzeit. Dies erleichtert dem Vorbildfreund die Orientierung erheblich und hilft vorbildgetreuen Modellbahnhern ebenso, ihre Modelle historisch korrekt einzusetzen.

Joachim Deppmeyer

Reisezugwagen der Deutschen Reichsbahn – 1

1921 bis 1931 – Regelspur



EISENBAHN
KURIER

EK-Verlag

Der neue Band profitiert aber auch von seinem neuen Format. Dies erlaubt, die Wagen deutlich großzügiger abzubilden. Die Wagenzeichnungen sind im Maßstab 1:100 gedruckt, was sich als anerkanntes und „spurweitenneutrales“ Maß etabliert hat.

Beschrieben und gezeigt werden hier nur die zwischen 1921 und 1931 gebauten Personenwagen der DRG. Von den Länderbahnverwaltungen übernommene Fahrzeuge spielen hier keine Rolle, jüngere Exemplare werden sich in den noch folgenden Büchern wiederfinden.

Sehr gut und hilfreich sind die ersten Kapitel zu verschiedenen Entwicklungsstufen der Bauarten wie auch die unterschiedlichen Entwicklungen der Baugruppen. Hier wird Grundsätzlich behandelt und chronologisch wie auch technikgeschichtlich wiedergegeben, was alle vorgestellten Vorbilder verbindet oder auch voneinander unterscheidet.

Die Wagenbauarten selbst werden mit einem kurzen Abriss, einem Schwarz-Weiß-Foto und tabellarischen Angaben sowie einer Zeichnung vorgestellt. Für jede (Unter-)Bauart ist hier stets eine Doppelseite vorgesehen.

Den Abschluss des Werkes bilden Einzelaufstellungen der Wagenbauverträge von 1921 bis 1931 sowie eine Übersicht über Beschaffungen von Personen- und Gepäckwagen nach Länderbahn-Zeichnungen.

Ein so hervorragendes Werk vorzulegen, war eine große Herausforderung für den Autor. Zum einen standen und stehen Wagen weniger im Fokus von Fotografen und Bahninteressierten als Lokomotiven, zum anderen sind aber auch viele Originalunterlagen verlorengegangen oder nicht mehr auffindbar.

Doch das mag der Autor selbst mehr bedauern als seine Leser, denn das zusammengetragene Wissen ist beeindruckend und Lücken sind für Dritte nahezu nicht zu erkennen. Auch die Qualität der ausgewählten Bilder und Zeichnungen ist gut, was auch deren Wiedergabe einschließt.

Bestand 1982 noch das Manko, nicht alle Bauarten mit Fotos aus ihrer Indienststellung zeigen zu können oder gar in Einzelfällen eine vollständige Lücke bestanden hatte, so wurde auch hier Hervorragendes geleistet. Das Buch ist in sich rund und ein großer Sprung gegenüber der Erstausgabe.

Eisenbahnhistoriker werden das Buch als Pflichtlektüre betrachten und den älteren Vorgänger sicher hierfür ausmustern. Modellbahner werden in die Lage versetzt, ihre Modelle korrekt zu beschriften und in geeigneten Zeitabschnitten einzusetzen, denn die dafür erforderlichen Angaben reichen sogar noch bis in die Zeit der DB.

Publishing pages with reference possibility:
<https://www.eisenbahn-kurier.de>
<https://www.ekshop.de>

Das Lokomotiverbe der DDR

Schienenfahrzeuge aus dem Osten

Zu den in der DDR generalreparierten, rekonstruierten und neu gebauten Dampflokomotiven gab es bereits einen Typenkompass bei Transpress, der auch deren Bundesbahnschwester einschloss. Abseits davon klaffte noch eine große Lücke, denn die Mehrheit der DR-Lokomotiven blieb noch offen. Der heute vorgestellte Band widmet sich daher ausgiebig der Dampf-, Diesel- und Elektrotraktion in der DDR und macht auch vor Triebwagen und Werksbahnen nicht Halt.

Klaus-Jürgen Kühne
Typenkompass Loks der DDR
1949 - 1990

Transpress Verlag
Stuttgart 2019

Taschenbuch mit Klebebindung
Format 14,0 x 20,5 cm
128 Seiten mit 62 Farb- und 53 S/W-Fotos

ISBN 978-3-613-71591-2
Titel-Nr. 71591
Preis 12,00 EUR (Deutschland)

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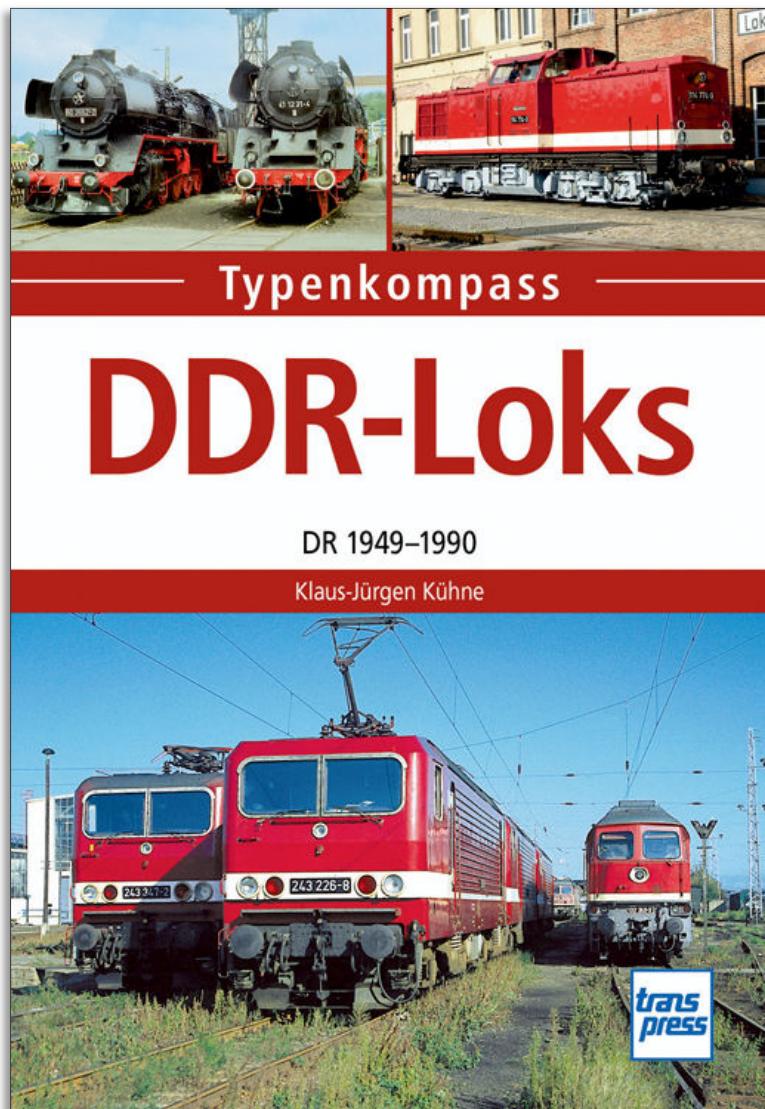
Fast dreißig Jahre liegt das Ende der DDR bereits zurück. Mittlerweile sind auch die letzten Lokomotiven aus dieser Ära, ebenso wie ihre Verwandten aus Bundesbahnzeiten, auf dem Rückzug.

Viele fanden bei privaten Eisenbahnverkehrsunternehmen eine neue Heimat, ebenso wird ihr Erbe in Museen gepflegt.

Der vorliegende Band aus der Typenkompass-Reihe von Transpress komplettiert diese nun (wieder) um ein weiteres Werk, das sich von der DR entwickelten, umgebauten oder auch importierten Lokomotiven aller drei Traktionsarten und Triebwagen widmet.

Nach den Titeln zu DR-Güterwagen und deutschen Bahnpostwagen war dieses Buch abzusehen und irgendwie fällig. Mit Klaus-Jürgen Kühne aus Halle (Saale) hat sich ein interessanter und auf diesem Gebiet kompetenter Autor daran gemacht, die Lücke zu schließen.

Das uns vorliegende Buch reiht sich nahtlos in die Portraitreihe von Transpress / Motorbuch-Verlag ein. Alle beschriebenen Fahrzeuge wurden kurz und kompakt auf ein bis zwei Seiten vorgestellt, beschrieben, um eine oder mehrere Aufnahmen ergänzt und mit tabellarischen Angaben versehen.



Schon das Durchblättern des Buches bereitet Freude: Die Auswahl und auch die Wiedergabequalität der Bilder sind nicht zu beanstanden, weshalb sie die Bildaussagen gut und sinnvoll zu unterstreichen vermögen.

Berücksichtigt wurden auch die Fahrzeuge der Berliner S-Bahn sowie regel- und schmalspurige Vertreterinnen von Werk-, Anschluss- und Feldbahnen. Der Autor selbst schränkt zwar sein Werk auf die wichtigsten Fahrzeuge zwischen 1945 und 1990 ein, doch wir haben keines vermisst.

Das bedeutet, dass die Auswahl entweder doch vollständig ist oder auch uns keines einfällt, das hier noch zu berücksichtigen gewesen wäre.

Selbst die Exotin der Baureihe 08, umgebaut aus einer französischen Schnellzugdampflok, findet sich in diesem kompakten Taschenbuch wieder. Bestens bekannte Lokomotiven wie etwa die Baureihen 01⁵, 106, 118, 130 oder 132, 211, 242 und 243 finden eine ausreichende inhaltliche Würdigung.

Das haben alle diese und weitere Fahrzeuge auch verdient, denn bei Bau, Beschaffung und Modernisierung von Eisenbahnfahrzeugen gingen beide deutschen Staatsbahnen ihre eigenen Wege.

Jener der DR verlief nicht immer zielstrebig und mit klarem Kurs. Ideologische Vorgaben und Mangelwirtschaft erschwerten die Arbeit der Reichsbahn, was auch im erst 1988 erfolgten Ende der Dampftraktion deutlich wird.

Wer sich eine kleine Vorbildbibliothek auf Basis der Typenkompass-Reihe angelegt hat, der wird, um sie vollständig zu halten und rundum gut informiert zu sein, sicher auch zu diesem Taschenbuch greifen. Alle wichtigen Informationen werden hier schließlich stets kompetent und komprimiert vermittelt.

Es sei der Vollständigkeit und Richtigkeit halber aber auch erwähnt, dass das Buch nicht völlig neu geschrieben wurde: Es handelt sich um eine überarbeitete mit neuem Bildmaterial angereicherte Auflage auf Basis eines früheren Verlagstitels.

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Publishing pages with reference possibility:
<https://www.motorbuch.de>
.....

Joint meeting in Sindelfingen

South German large fan meeting

Every two years regulars' table friends of the Z gauge from Bavaria and Baden-Württemberg meet in Sindelfingen in order to exchange technical information, to show their works and also to demonstrate new achievements of technology. A company hall is needed to accommodate all the guests of this no longer small meeting under one roof. Stephan Fuchs explains why it was worthwhile to be there on Mother's Day weekend.

By Stephan Fuchs. Every two years, the southern German Z gauge model railroaders meet at the company premises of Eberhard Krug in Sindelfingen. The whole thing is deliberately conceived as a interest group or fans meeting and not as a public event.

The common hobby and also the meeting, as well as the discussions with friends outside of the well-known fairs, are to be put into the foreground!

The rooms are very well chosen, the area is easily accessible, there is sufficient space and above all there are many, also bizarre and rare, exhibits stored on Eberhard's shelves. You will also find various postcards with mostly (un)fitting sayings, which you are welcome to take along with you.



A view with a fisheye lens of the company hall of Eberhard Krug, which was also the place for the meeting this year.



This showpiece inspired our author and photographer as hifi enthusiasts very much.

Manufacturers joined in to demonstrate innovations or their range of products.

The fact that Eberhard is also a perfect host and that drinks and barbecues were available rounded off the great thing.

A small drop of bitterness: The floor swung even more than the hall floor in Altenbeken, which is unfavourable for photographs. However, the talks and the meeting of friends were in the foreground, so photos became an accessory.

And so on the weekend of 11 and 12 May 2019 many friends of the small track south of Stuttgart came together, showed and saw a cross-section of the possibilities that can arise with the Z gauge.

In addition, one or two small series manufacturers joined in to demonstrate innovations or their range of products.



Some small-series manufacturers such as NoBa-Modelle (not pictured), Railex and Zcustomizer also presented a cross-section of their range at the interest group meeting.

Eberhard Krug presented his America module layout, while Karl Sinn had a layout with a Swiss landscape. Both systems showed once again how much a harmonious background contributes to the good overall impression. This can also be seen very clearly on the pictures in this article. Both systems also offered many small details that contribute to a vivid image of the model.

From the Schorndorfer Stammtisch Volker Klein was represented with the Stammtisch modules. In the interior between the modules, he had built a landscape with a city. This resulted in a complete system that is very easy to set up and transport due to the modules. The dangers are analogous.

Jürgen Walther had reforested his Hirschsprung massively in the meantime. Who knows the route in the original, recognizes it here doubtlessly also in the miniature. Perhaps the biggest compliment for model railroaders is if the model was successful in the chosen period, in miniature.



The module "Hauptstrecke in Tuscon, Arizona" by Eberhard Krug (photo above; built by Spur-Z-Atelier) and the station Kesswil am Bodensee (Lake Konstanz) exhibited by Karl Sinn (photo below) clearly show what depth effect creates a suitable backdrop for photos.

With this layout it became also very clear that only in our scale with still manageable space requirement enormously realistic replicas of given motives are possible. Some of the new guests who happened to be present were perhaps not yet aware of this.

continues on page 39



The layout of Volker Klein (photo above) was composed of regular table modules. And on the Tucson module a new stagecoach took place during the meeting (middle photo). Impressions of Eberhard Krug's USA layout (photo below left) and Karl Sinn (photo below right) testify to the excellent quality of the modules shown in Sindelfingen.



Some layouts were still at an advanced stage of construction. It was noticeable that this was an incentive for many guests to also exchange experiences in landscaping. It is precisely this exchange of experiences that distinguishes regulars' meetings, because this is far less the case at trade fair appearances, e.g. of Z-Freunde International.



Picture above and page 38: Jürgen Walther has reforested his plant "Hirschsprung." And beyond that there were many new details to discover.

Klaus Moser showed for the first time his newly acquired module system, including minor teething troubles, which however did not bother anyone. On the contrary, some of them could only notice that they were not alone with one or the other problem.

Rolf-Dieter Wörz also tinkered with his unfinished module system. And so it was also very nice to see how a system grows step by step and gains shape.

Siegfried Dinkelacker had exhibited a tram system as well as a route for buses and trucks. NoBa-Modelle also showed self-propelled vehicles for the Z-Car system, with the vehicle housings coming from the 3D printer. Especially interesting was the VW transporter T1 with open platform.

The small, but very fine composition was rounded off by the countless exhibits in the many shelves and showcases. Therefore, a 2021 visit is worthwhile, in any case, in order to explore everything!

In summary, I would like to say that Saturday has become a great meeting with many visitors. Some of the visitors had come several hundred kilometres. It was nice for me to see new faces as well as many familiar ones.



Photo above:

Rolf-Dieter Wörz worked on his unfinished modular system, allowing visitors to participate step by step in the creation of the landscape.

Photo below left:

On the basis of the new chassis for the Z-Car system, the NoBA models now also taught VW Transporter T 1 with flatbed to run, or better yet, drive.

Photo below right:

Siegfried Dinkelacker uses the Shorty models from Rokuhan to simulate European tram operations.

The joint barbecue in front of the hall, Eberhard Krug's great organisation with his helpers, the exhibits on display, and the guests, simply everything contributed to an all-round successful event, just, that it's not supposed to be an event. Even conversations between not so benevolent colleagues should have taken place: The focus was on what they had in common!

All Photos: Stephan Fuchs

.....
Webpages of the participants:

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

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

<https://www.zcustomizer.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.

Safety measures on the chimney:

A while ago I had already called in with a hazard light for the Kibri chimney. I decided to do it again with a new Kibri chimney and now it could be implemented as I had imagined. Attached is a picture of the chimney.

The new tower now has two hazard lights at the top and one at the front and one at the rear slightly above the centre of the tower.

I realized the lighting with a Viessmann LED, which is located in the base of the tower. The chimney contains four 0.5 mm diameter optical fibres which are held together by the inner part of a plug sleeve and bundled above the LED.

Above all, it's nice that you can't see anything of the modifications in daylight. Visitors get a surprise when the light comes on.

Rainer Hecker, Düsseldorf



Photo: Rainer Hecker

To the Rowland Emett layout - presented in the trade fair report of the May edition:

I do believe that model railroaders should break new ground - whether this is to be recorded under art or kitsch or under something completely different (e.g. affectionately: nonsense), that probably remains rather a subjective approach and perception.

I myself have built a tiny Z-layout (quarter circle) with tunnel openings into a Milka heart-shaped chocolate box, for example, so that a full circle can be put together at any time - rather kitsch, or even rudimentary art?

I also equipped a box layout with a Z train: winter landscape with (almost) all features, including an (imaginary) terminus station with a hidden track that goes through the station building and makes the system appear like a diorama, although there is a winding roundabout. Probably more art - or nonsense?

I'll just send you three pictures - have fun!

Markus Krell, Tiefenbach



Our reader sent us these three photographs to underline his intention. Photos: Rev. Markus Krell

Answer from the editors: We are delighted with the clear statements about new paths that Michael Rehorik took and presented at the Intermodellbau exhibition. Like many other readers who expressed themselves similarly in oral form, we are of the same opinion. Something refreshingly different was shown here, expressing passion, emotion and attention to details in its own way.

That it is also connected with caricatural statements and forms of expression, we see it by no means as kitsch, but all the more as an artistic form of expression that initially captivates, inspires and finally invites reflection and understanding. We are happy when people see the chance to convert the model railway into an art object.

Personal railway impressions from Japan:

Our translator Christoph Maier visited Japan with his family in April and was just as enthusiastic about this country as our editor-in-chief, Holger Späing, was during his visit three years ago.



Rokuhan's showroom in Tokyo's Asakusa district carries their full product range and has this large demonstration layout on display which was run for our translator. Photo: Christoph Maier



Photo above:

Rokuhan's only model so far of a European prototype: the first two versions of the class 181² displayed on the "Hp Grund" diorama, a present from our editorial board to Rokuhan during our visit in 2016. AZL products are, by the way, also sold at the showroom.

Photo below:

Visiting the Kyoto Railway Museum and its Shinkansen Series 0, which entered service for the 1964 Tokyo Summer Olympics as the world's first high speed train. Photos: Christoph Maier

A visit to the Rokuhan show room in Tokyo's Asakusa district was of course on the agenda for him. He was impressed by the full availability of the manufacturer's entire product range, and the large demonstration layout, which was also put into operation especially for him. Unfortunately, it was not possible to communicate with the shop attendant due to the language barrier.

Dirk Kuhlmann's diorama "Hp Grund" is also on exhibit at the Rokuhan showroom. It was a gift from the editor to Rokuhan during a visit in 2016. Rokuhan uses it to showcase its so far only model of an European locomotive, the DB class 181².



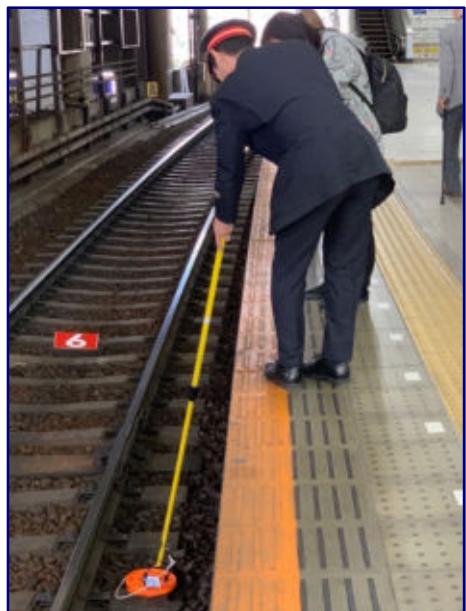
The visit to the Kyoto Railway Museum took place on the recommendation of our reader Raffaele Picollo from Genoa, Italy. In view of the interesting exhibits from Japan's rich railway history, it was definitely worth it. Photo: Christoph Maier

Having visited also three other model railway shops during his trip, Christoph had the impression that railway modellers are well taken care of in Japan, as long as N scale is your thing, where the choice of (Japanese) rolling stock, kits and vehicles is almost overwhelming. The range of Z gauge products, on the other hand, seems to be very limited in Japan as well, with some items such as road vehicles, not available at all.

On the recommendation of our reader Raffaele Picollo, Christoph Maier also visited the Kyoto Railway Museum and was very impressed by its exhibits, which wonderfully convey the great significance of railways as a means of transport in a country that embraces and celebrates technology.

Christoph was also enthusiastic about how easily and smoothly rail travel works in Japan, compared to (present day) Germany. Both the long distance Shinkansen lines as well as local trains are always clean, on time and operate at a high frequency.

Trains and platforms are well indicated, with signs almost always also in English, making it easy for tourists to find their way. Even



Rescuing a mobile phone from the tracks: A special emergency call switch for such cases is mounted on the platform. Photo: Christoph Maier



A ride with the Hello Kitty Shinkansen was, of course, a must for someone who works for our magazine (top). Our February issue, which covered the prototype and the Z-gauge model, was also there on April 16, 2019 (bottom). The sales staff in the train were enthusiastic about the magazine.

Meanwhile another Hello Kitty themed train, the Haruka limited express, has hit the tracks in Japan (photo on next page). All photos: Christoph Maier

public toilets are well maintained and freely accessible in every station, even the subways. And they are certainly several quality levels above the often dirty and foul smelling pay toilets of German large city railway stations.

As a little concluding anecdote, Christoph also sent us a photo of a mobile phone rescue. Would such a thing be conceivable in Europe?

Current deliveries Noch:

In addition to the foam train service tray presented in more detail in this issue, Noch also supplied patina markers for models (art. no. 61158) and for the landscape (art. no. 61159). Their colours are matched to each other and should deliver appealing results.

The markers are also very useful and have two different tips: a soft brush tip that adapts to the structure and a wide



one for the treatment of surfaces. With the "Blender pencil" of the second pack, it is also possible to subsequently lighten or wash out the paint application.

Further information on the new NOHAB from FR Freudenreich Feinwerktechnik:

Harald Thom-Freudenreich sent us some interesting information and explanations about our test report in the last issue. We would like to share them with our readers.



Due to the great success of the model presented by us, the NOHAB of FR Freudenreich Feinwerktechnik is revised. In future, these locomotives were to be fitted with injection-moulded inserts in the driver's cab windows. Photo: Jörg Erkel / 1zu220-Shop.

So we learned that the light emission we observed on the outside windows of the driver's cab only occurs on the first five analogue models. The reason for this is not the missing light shield, as it is built into the digital models. Apparently, this had also been recognized by the manufacturer, because from the sixth analogue locomotive there was a change: the window edges have been covered with undiluted black paint by means of a retouching brush.

This solution shows a good effect, as the tested digital version proves in this context. Nevertheless, it is only a temporary solution. Due to the good success of the NOHAB, plastic-injected window inserts they will replace the milled polycarbonate inserts.

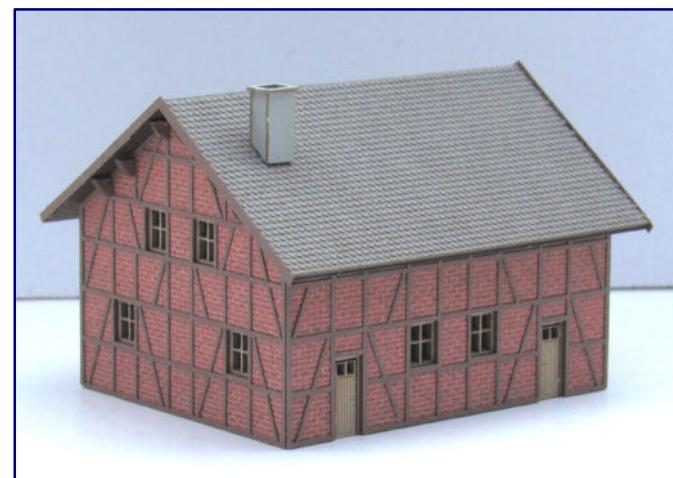
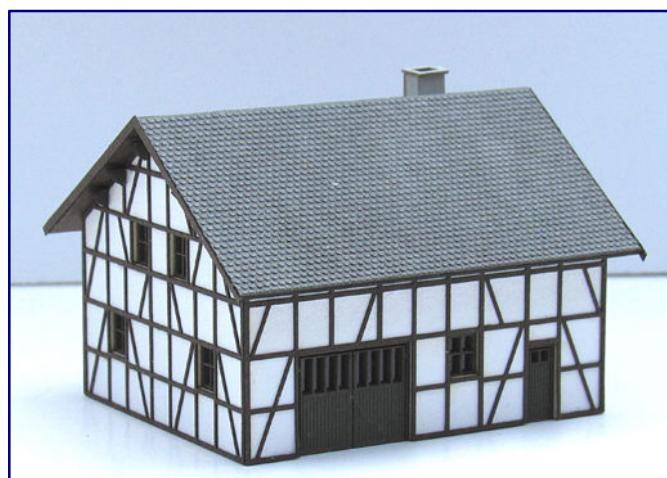
If one of the five purchasers of the first version is disturbed by the light emission, the matter can be dealt with within two minutes using the explanations given here. Otherwise, FR Freudenreich Feinwerktechnik will allow owners to send in their model and have it done by the manufacturer.

There was also an explanation for the tighter mounting of the case on the digital locomotive: The reason for this is the cuff of the sound capsule, which has to lie close to the round roof and is squeezed together for correct function.

With this topic, we are now touching on another concern of the **Trainini®** editorial team. Since it is very difficult to convey the lighting effects and the sound functions with an article, we are currently preparing a short video. As soon as this has been edited and cut, we will make it available for viewing via a link on the **Trainini®** website.

Three new kits at Modellbau Laffont:

"In between," as the manufacturer writes us, there are now three new products from Modellbau Laffont: The half-timbered farmhouse in plastered finish (Art.-No. Z501) as well as with brick facade (Z502) fits perfectly to the farms produced for the 1zu220-Shop by Archistories, and extends them meaningfully, but they also work just as well on their own.



Stephan Laffont offers the new farmhouse both with plastered half-timbered house (Art.-No. Z501; Photo left) and with brick lining (Z502; Photo right). Photo: Modellbau Laffont

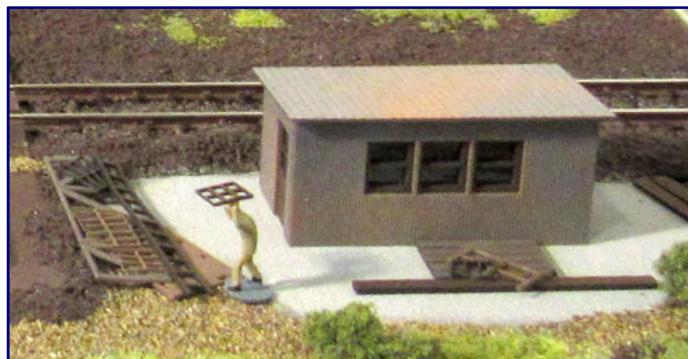
The building dimensions are 51 x 42 x 37 mm (L x W x H). The buildings, made of solid-coloured architectural hardboard, do not require any post-treatment and impress with the finest brick and, above all, roof tile engravings.

The trio is completed by a works hut with scrap yard parts (Z2101). Nine damaged wooden sleepers, one steel ladder and eight steel scrap parts are included in the design of the small building for the railway environment.

All kits are supplied in PE bags with seal; the lasercut kit parts sit in a stable component frame. These kits, as well as the well-known program, can be ordered directly from Stephan Laffont: <https://www.modellbau-laffont.de>.

New models at WDW Full Throttle:

Two deliveries have to be reported to this small series supplier from the United States. For Pennsylvania there are two double packs of the 70-ton self-unloading wagons with outer struts and three chutes (Art. No. FT-5009). Also new are the double packs of the cylindrical bulk wagons "Alberta Heritage Fund" in blue paint (FT-1032).



Intermediate track spaces and other railway areas can be filled with the depot hut including scrap yard parts (Z2101). Photo: Modellbau-Laffont

These models are offered in Germany by Case-Hobbies, among others (<http://www.case-hobbies.de>).

The Märklin deliveries of the last weeks:

June seems to become the Rheingold month. The train package "90 Jahre Rheingold" (Art. No. 81332), which is pulled by a class 184 steam locomotive, was delivered. Compared to the earlier 8133 edition, it differs above all in its bell-shaped armature drive and the missing smoke deflectors. Of course, a different company number was also chosen.

The five enclosed cars are essentially identical, but now have close couplers. This improves the closed appearance of the train.

The five-piece wagon pack "Rheingold" (87269) with the later TEE train is also on the market. It consists



The Rheingold for epoch II (Art.-No. 81332) now appears with close couplers. Locomotive 18 433 has no smoke deflector plates yet, but is equipped with bell-shaped armature motor, detail control, brake imitations and track clearers. Photo: Jörg Erkel / 1zu220-Shop

of two compartment cars Avümh 111, one large-capacity car Apümh 121, the hump-roofed dining car WRümh 131 and the viewing car ADümh 101.

The models now have interiors that look very successful, but seem to stand out from recently produced 3D-printed wagons for similar designs. There is no interior lighting, but this would have made the interior much more visible. The roof window print of the dining car with frame was successful; its DB logo differs in the representation from the earlier model.

On the other hand, we would like to criticize the not convincingly painted, purple-red ribbon of all five cars. It has not been painted around the corners of the car, which means an unprecedented step backwards for the "hump" and reflects a ten-year-old condition for the other four models.

The bright beige car heads, even without offset transition doors and folding panels, disturb the overall image of the train, especially in photographs; only the rubber bulges have been blackened ex-works. The fact that Märklin painted the train cleanly and even printed rubber door seals on the side doors proves the high art of painting and printing in both Göppingen and Györ.



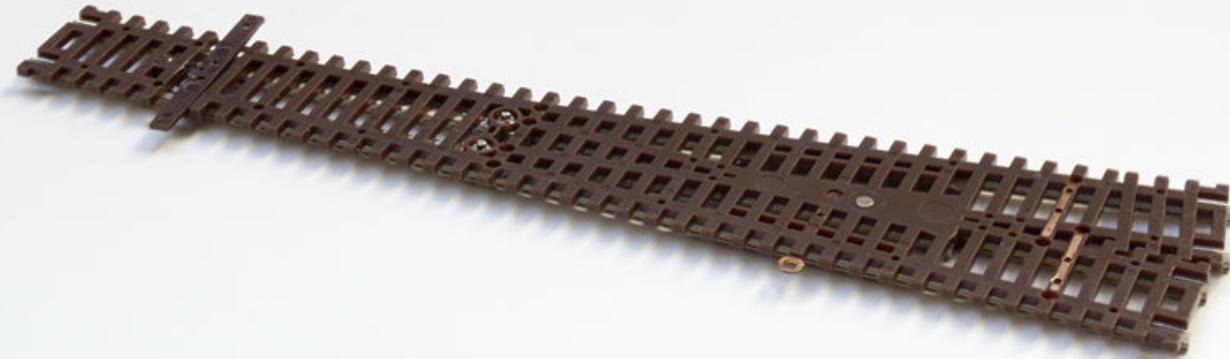
The well reproduced roof windows of the hump roofed dining car from the Rheingold car package (87269; picture above) as well as the visible interior design are convincing. It is only from this perspective that the front sides, which from our point of view were unsuccessful, do not attract attention. The Wascosa gas tank cars (photos below) are certainly an eye-catcher on the plant. They are delivered in two copies with sun protection and one without this feature. Photos: Jörg Erkel / 1zu220-Shop

Also available is the three-part gas tank car package "Wascosa" (82531) with the radiant blue cars of the present. Two of them have a sunshield; the third model with two visible seams on the pressure vessel is used without this protection. The OOtz 43 self-discharging wagon is now fully delivered. (82803).

Atlas switches available again:

The new switches from Atlas Model Railroad (<https://shop.atlasrr.com>) were already delivered in small quantities and complement their flex track in a useful way. Now they are available again, which is why we would like to introduce them here.

A left (Art.-No. 2811), a right (2812) and a crossing (2813) have been produced. All three are equipped with Code-55 profile track made of nickel silver and have the close tie spacing which is common in North America.



The right switch of Atlas Model Railroad (Art.-No. 2812) from top and bottom side. It is delivered without drive and has a polarized frog.

At this point we show pictures of the slim legal switch, which the 1zu220-Shop (<https://www.1zu220-shop.de>) has borrowed from us as a distribution partner for recording purposes. The Atlas turnouts are supplied without drives, but equipped with a control threshold, which has two intervention points, over which it can be operated with a self-selected and installed turnout motor.

So that the position does not change when a train passes over, an integrated wire spring holds the switch blades in their respective position. With 110 mm straight track, the turnout corresponds to the basic length of the Märklin geometry.

A special and for the first time implemented feature, which it also recommends for DCC digital use, is the polarizable core, the polarity of which can be determined by a power contact on the outer rail.

The switch also includes three push-fit rail connectors so that the points can be safely inserted into the track layout.

Reissues of popular cargo inserts:

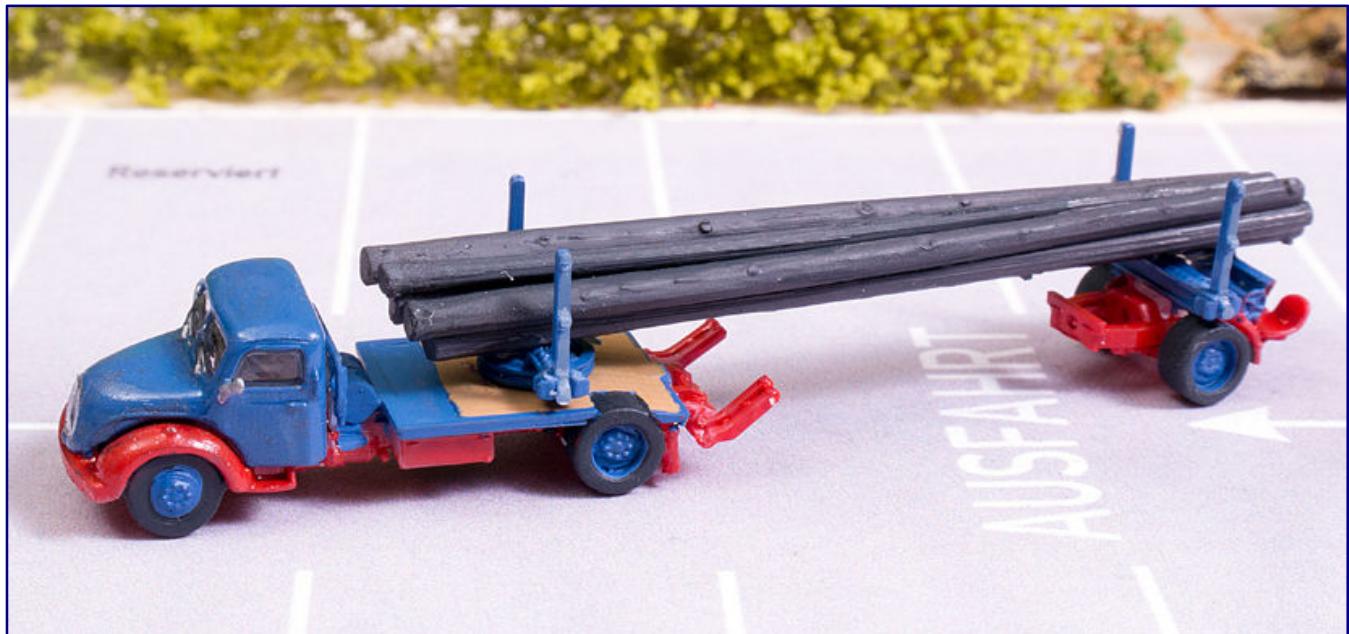
At Spur Z Ladegut Josephine Küpper interesting loading operations have been relaunched. The modern bulk goods side dump cars (Märklin 82430 / 82431 / 82432) were equipped with grey gravel/ballast in both high (Art.-No. Z-153) and low fills (Z-154).

Also available again are inserts for the three containers of the BT 10 (Märklin 80320 and identical in construction), which further the door-to-door traffic with coal (Z-149). In this connection, we would like to remind you that this type of wagon with similar containers will also be announced in the 2019 new products.

Küpper products can be purchased at <https://spur-z-ladegut.de>.

New 3D printing kits at EtchIT:

Really impressive is the new long timber transporter with cargo based on the Magirus Merkur (Art.-No. XD179_Z). In addition to the recently introduced MAN-based garbage truck, this month the following refuse personnel will be available, consisting of five men with round garbage cans (XD015wrk_Z).



Impressive in appearance is the long timber transporter based on a tractor Magirus-Deutz Merkur (Art.-No. XD179_Z). Photo: EtchIT

All kits are manufactured again in high resolution using the 3D printing process. These new products can be found and purchased directly under <http://www.easy01.de/etchIThome/index.htm>.

Current deliveries of Micro-Trains:

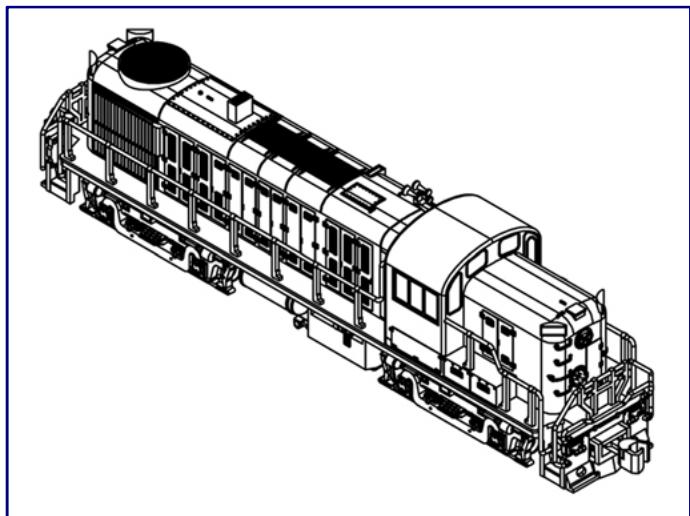
For Rock Island there are now two cattle wagons on the dealer shelves (Art. No. 520 00 251 / 252), which versions were in use by this railway company in the thirties of the last century with about 3,000 wagons.

The farm-to-table series is now served by wagon number 5. It is a covered 40-foot wagon with wooden, light blue lacquered side walls and advertising of the Wisconsin Cannery Assoc. (518 00 750).

Micro-Trains products can be purchased in Germany from, among others Case-Hobbies (<http://www.case-hobbies.de>).

News and updates from American Z Line:

AZL announced with the two diesel locomotives RS-3 and RSD-5 models after models of a design of ALCO, which was built between 1950 and 1956. While the RS-3 is the four-axle basic version of the typical US diesel locomotive for combined shunting and mainline service (RS = "Road Switcher"), the RSD-5 is the six-axle version of this model.



American Z Line announces the US diesel locomotives RS-3 (shown here) and RSD-5, as new models. Illustration: AZL

Their basic form with an almost centrally mounted driver's cab was able to assert itself for this purpose, as around 1,700 of these vehicles were built in the six years. The last of them remained in service until the eighties.

American Z Line would like to score with its announced models with many unique details. These, of course, are primarily aimed at the four-axle AAR Type B bogies and the three-axle Trimount models as the main distinguishing features.

The exhaust openings, turbochargers, headlights, number plates, air horns, snow ploughs and fuel tanks are all designed specifically for the selected railway companies.

Among the current new releases we find the light passenger coaches of seven different shapes for the former "Empire Builder" of the Great Northern Railroad, the model of which was used from 1929 between Chicago and Seattle / Portland (Oregon), particularly worth mentioning.

Among the cars transferred to the model there are also those provided by CB&Q and SP&S Railway in the same colours.

You can choose from the following cars: sleeping car 6-6-4 (art. no. 73115-1 to -4), viewing car (73415-1 to -3), dining car (73515-1 / -2), combined mail and luggage transport car (73615-1 / -2), seat car (73715-0 to -2), pulpit car (73815-1 / -2) and railway mail car (73915-1 / -2). Suitable A/B units of the EMD F3 diesel locomotive are already included in the AZL range.

The 40-foot long, covered AAR cars are delivered in three combinations with different operating numbers for the Canadian National: single wagons (904303-1), two wagons (904373-1) and four wagons (914303-1).

DODX's 89-foot flat wagons will also be delivered again. They are all loaded with two M109 tanks and one M992 in sand colour from the production of Z tanks. The cars themselves are either brown (911023-1S / -2S) or yellow (911024-1S / -2S).

You will find further manufacturer photos of the current deliveries under <http://www.americanzline.com>.



Among the novelties now delivered are the cars for the "Empire Builder", here in the picture one of the observation cars (Art.-No. 73415-1). Photo: AZL / Ztrack

Herpa new products for early autumn:

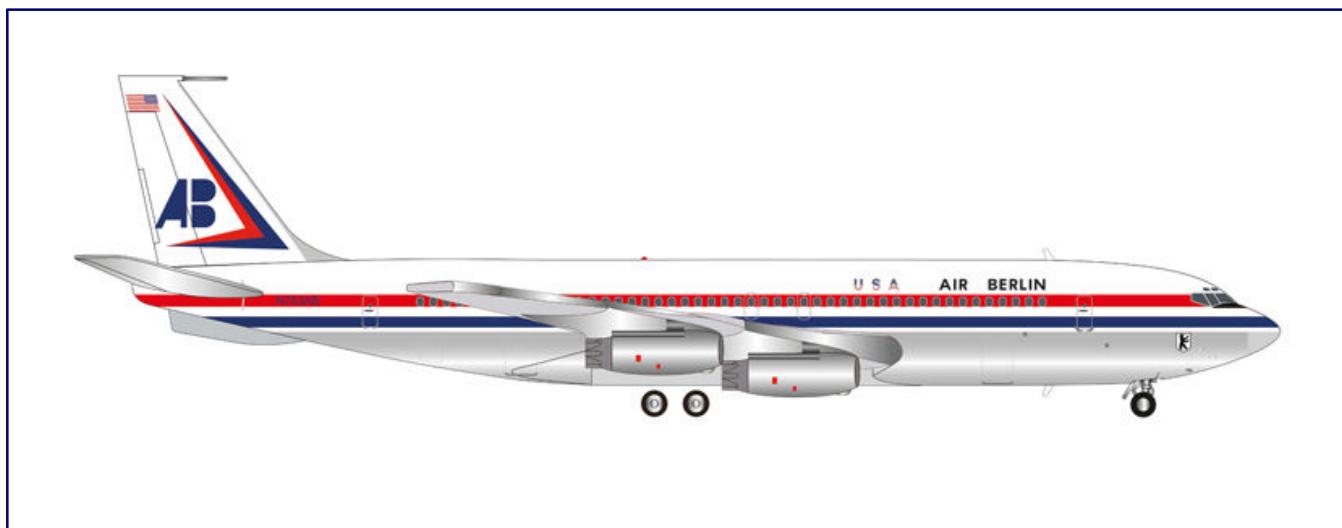
The following new products from the Herpa Wings and Snapfit series are already scheduled for delivery in the months of September and October 2019 on a scale close to Z gauge 1:200.

The mouse from WDR television can now also be seen on an Airbus A321 Lufthansa aircraft with the name "Flensburg" in the new company colours (Art. No. 559959; Snapfit 612432). The Airbus A320 "Sindelfingen" promotes the idea of the European Union with the English saying "Say Yes to Europe" (559997).

At the subsidiary Eurowings, on the other hand, the yellow-painted sister aircraft "Hertz 100 Years" (559904; Snapfit 612449) is on the road, promoting the car rental company's anniversary. The Airbus A220-300 "Fête des Vignerons" (559935) by Swiss, which also belongs to the Lufthansa Group, is artistically sophisticated.

Further models suitable for use in layouts are:

Yakovlev Yak-40 of the Czech Air Force (559898),
Air Berlin USA Boeing 707-320 (559911),
Air Lingus Avro RJ85 in the new colours of 2019 (559928),
Sabena Boeing 737-200 (559942) and the
Helvetic Fokker 100 (559966).



The Boeing 707-320 from Air Berlin USA (Art.-No. 559911) has a completely different look than we were used to from the later German airline. Photo: Herpa

The combat aircraft Panavia Tornado GR.4 appears in three special designs of the British Air Force (570503 / 570510 / 557527). Let's finish the new list of a further Snapfit model of the Airbus A320neo in the colours of Air Malta (612418).

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