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in the scale 1:220  
and Prototype

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# Trainini

German Magazine for Z Gauge



The Class V 188

Small Steps on the Diorama  
The Z Gauge Market in Japan

50  
Years  
of Z Gauge

## Introduction

Dear Readers,

Back in “normal life” for one month, I quickly realized that I had to apply what I had just learned to maintain and strengthen my health sooner than I would have ever expected.

This experience bridges the gap from the last preface and our part one of a small craft series to this edition. Model railroading is an important resource for me: it challenges me in a way that both brings me joy and offers me a break from the stresses and strains of everyday life.

It is simply the perfect hobby for me. I have always felt this, after all, it has remained with me without interruption and without a break since I was four years old! But it took a therapist to make me realize that.

However, I also had to admit that everyday life with my job and family doesn't always leave me as much freedom as I would like. And so, the progress on the diorama was limited. Also, for the accompanying contribution on **Trainini TV**, there was no time yet.

Postponed is not abandoned, I don't promise too much! And we also offer you a second part today – and I think it's a good one, too. Look forward to some landscaping and water sparkle.

Creating a compelling surface of water moved by the light wind was a particular joy for me. The technique had been known to me for years, but I had never used it myself. This should and may encourage readers who hesitate to try something new themselves.

But the topics of this edition do not end there. Märklin has delivered its V 188 for the members of the Insider Club. We are taking advantage of this to publish the prototype article that was already planned when NoBa-Modelle introduced the 3D printed locomotive. And the Märklin model must face our critical examination and measuring instruments.

Our anniversary series, annual theme 2022, also continues today. After looking at North America in September, today we are looking far to the east and taking a closer look at Japan, another market that seems to be made for Z gauge.

Many manufacturers there have already tried their hand, and often they have their origins in the personal passions of an entrepreneur who wanted to please more than just himself. Not all of them are still active today, similar is true for us, after all. Without a doubt, the Rokuhan brand has stood out from the crowd, and we have therefore given its history a little more space.

Today, we would also like to honour the 50th anniversary of a special person. Because being innovative, setting standards, becoming a “brand and staying constantly on top of the times is something that only a few can achieve: congratulations, dear Bruno! And, we hope you enjoy reading this edition!

Sin-Z-erely,

Holger Späing



**Holger Späing**  
Editor-in-chief



V 188 001 from Märklin

## The new Tractive Power Wonder

*Märklin's V 188 is not the first on the market. We had already presented the 3D printed counterpart from NoBa-Modelle running on a Rokuhan chassis. We want to know whether the significantly more detailed and compromise-free model is a good choice, because the alternative scores with a mercilessly low price. The novelty from Göppingen, therefore, must face our test.*

Probably only a few Zetties have included a V 188 in their considerations of what the Insider Club model might look like in 2021. A side class with only two units seemed too exotic to many model railroaders.

But the earlier models for H0 gauge and the latest editions in gauge 1 clearly show that this can be precisely the special thing about prototypes that creates incentives to buy. Indeed, many dealers confirm that the double diesel locomotive has sold very well. So, the decision by product management at Märklin can't have been wrong.



The first impression of the new V 188 001 a/b (item no. 88150) is convincing. Only the gap between the two halves of the locomotive is quite large with the factory-mounted drawbar, but the package includes two exchange parts, one of which couples significantly closer.

And the V 188 is also a special milestone in German diesel locomotive history, even though it remained a technical maverick during its operating days because the Bundesbahn, unlike many other countries, relied on diesel-hydraulic propulsion.

After the V 32 / V 120, V 36, and V 188, there is only locomotive missing from the Märklin portfolio in the line of ancestors from the Reichsbahn era that has been implemented in the model. It is the first successful locomotive with hydraulic power transmission, the V 140 which is preserved in the Deutsches Museum in München (Munich). For this reason, the locomotive reviewed today is also something special as a model and deserves a detailed test.

However, the conclusion also derives from another context: Some readers already referred to the V 188 as the “best diesel locomotive from Märklin”, others even went so far as to award the superlative regardless of the type of traction it reproduced.

Prior to that, for about two decades, the V 100<sup>20</sup> (class 212) was considered the measure of all things when it came to good running characteristics. Either way, you and we would naturally like to know whether the novelty deserves the anticipatory praise.

And so, we again put this model of the V 188 001 a/b (Item No. 88150) through its paces. As each time, we used a Märklin transformer 67011, a digital measuring device, and the speedometer MTS-100 from Halling Modelle. We made the traction measurements with fine weights hooked to threads, which are pulled by the locomotive over a pulley.

## First impressions count

After we have taken the model of the double diesel locomotive out of the box and examined it from all sides, we do indeed have a good impression. Shape and proportions are right and nothing else catches the eye that could cause any doubt.

The model chosen for the Insider Club model 2021 is V 188 001 a/b with a jet-black frame painted to RAL 9005, and a locomotive body in RAL 3004 purple, the last appearance of this class at the DB. The paint application is clean as usual and shows a pleasant semi-gloss surface.

The flawlessly and thoroughly applied markings show nice factory plate reproductions of Krupp (mechanical part) and Siemens (electrical part). They identified the locomotive as belonging to the Bw Gemünden in the BD Nürnberg (Nuremberg), which marks its last operating location from the end of 1958.



The model is entirely and flawlessly printed. This photo also shows that the two inner axles are mounted slightly higher than the outer axles to increase the surface pressure for traction.

The inspection dates recorded on the frame in the so-called revisions grid show 11.12.58 and the AW Nürnberg (Nuremberg): This also fits exactly with the investigable data for this diesel locomotive. This means that the operating condition, which Märklin used as a template, can be dated from around 1959 into the early 1960s.



On the black frame is the revisions grid (to the left of the driver's cab access bar), which shows 11.12.58 as the last examination date in AW Nürnberg (Nuremberg) (Nür). Also visible behind the windows is the engine room replica printed as an outline drawing.



It corresponds to the years when both prototype machines ran reliably and were used with high mileage in regular goods train service instead of pushing service.

Interested buyers will therefore have no difficulty in finding photographic evidence that provides many ideas for a wide variety of freight train compositions.

If we look at the details of the model, a diesel locomotive naturally offers rather little in the way of spectacular features.

**Picture left:**

On the left, near the edge of the roof, the horizontally mounted compressed air whistle is visible, which was installed as a stick-on part. On the buffer beam, the draw hook and brake hoses have been indicated in relief.

By the way, the black dot in the circumferential decorative strip at the front is not a printing error, but the reproduction of the train end board holder.

On the V 188 there are the fine rows of rivets that are characteristic of this series and are well reproduced. Märklin has managed the balancing act between scale, which would be close to “not visible,” and perceptible without being obtrusive, well.

Also, around the running gear (sand boxes, flat spring packages, and axle bearings) and the roof (fan, exhaust, and “mushrooms” of the Webasto unit) there is nothing to complain about in this respect. A new and welcome standard are the separately attached and even black highlighted access bars at the driver's cabs.



The large gap between the two halves of the locomotive with the factory-inserted coupling rod is best seen from this perspective, as is the prototypical mounting of the compressed air whistles. With an arrow, we have marked the “mushroom” of the Webasto appliance which is highlighted in the product description, as a feature of the operating state of the locomotive selected by Märklin.

The air whistles on the right side of the front roof edge seem to be in danger of breaking off. As with the prototype, they do not point upwards, but follow the horizontally mounted original, which was mounted on brackets.

Caution is required when handling the model, it should be picked up carefully and with a cautious eye.

The search for a replica of the driver's cab is exciting: There is no mention of this in the product description, but the exploded view enclosed in the box clearly shows such an element as a plastic insert.

With the eyes nothing can be seen through the rather small windows in the driver's cab, but the macro shot makes a control panel with switches visible!

Märklin also announced a replica of the engine room. As with the models of the V 200, this is a printed cover on the running



And yet it does exist! The plastic driver's cab replica can only be revealed via this macro shot.

Data and dimensions of the double locomotive D 311 (later class V 188):			
	Original	1:220	Model
Length over buffers (LüP)	22.510 mm	102,3 mm	104,3 mm* / 105,7 mm**
Width of locomotive body	2.910 mm	13,2 mm	14,6 mm
Height over rail head	4.445 mm***	20,2 mm	20,4 mm****
Body length	10.130 mm	46,0 mm	47,1 mm
Distance between locomotive bodies	350 mm	1,6 mm	1,5 mm* / 4,2 mm**
Total axle base	16.350 mm	74,3 mm	73,8 mm* / 76,5 mm**
Axle base locomotive half	6.000 mm	27,3 mm	27,1 mm
Wheel diameter	1.250 mm	5,7 mm	5,7 mm
Service weight	147 t	---	71,7 g
Axle alignment	Do + Do de		
Maximum speed	75 km/h		
Power (re-motorised)	2 x 810 kW / 2 x 1.100 PS		
Years built	1941/42		
Quantity produced	4 (ordered: 6)		

\* Dimension with short coupling rod  
 \*\* Dimension with medium coupling rod (ex-works)  
 \*\*\* Dimension with roof box (condition before re-motorisation)  
 \*\*\*\* Dimension without roof box (condition after re-motorisation)

gear block. Parts of the engine system are visible behind two of the three engine room windows per locomotive half and side.

Here, too, the visual impression does not come close to that of a background photo, but it looks better than a window with a view of the circuit board, cables or the like.

This remark is also important since engine room lighting was also installed on this model, i.e., the paper stickers are illuminated at a low intensity.

This was implemented with warm white LEDs, which also take over the direction-dependent front lighting (three-light headlights with two SMD LEDs each).

At the end of the locomotive two red taillights shine, which were realised with one SMD light emitting diode each. A weak engine room illumination was made

possible for each locomotive half with a white SMD LED, which sits on the bottom side of the board and illuminates it indirectly.

Both locomotive halves are firmly coupled by an electrical connection. For the first time, interchangeable coupling rods take over the power transfer. Märklin gave the customer three lengths (5.4 / 4.8 / 2.3 mm between the pivot points). With the medium one (factory assembly condition) the model fits into its box, the longer one is intended for the industrial circle radius (145 mm) and the shortest of the three is to create the prototypical gap.



The roof section, which is usually the first thing people look at, has also been well reproduced by Märklin, including the exhaust, fan, and rows of rivets.

In fact, the two halves couple even 0.1 mm closer than required. Test runs showed that the short drawbar is by no means only suitable for showcase presentation, but can also manage generous radii and reverse curves at turnouts.

Those who want to be as close to the original as possible will therefore experiment with these parts individually and use them if their own layout allows it. The results of the measurements for the most important prototype dimensions remain. We have collected the data influenced by the chosen drawbar with short and medium versions, respectively.



A direct comparison of two examples shows the different coupling positions when using the factory-mounted (bottom) and the short drawbar for the showcase and large radii (top).

The results show slight, but visible deviations from the converted prototype dimensions. This also applies to the height above the top of the rails, for which we only had the measurement for the version with a roof extension. The model does not have this because of a different state of construction, which is why a lower value was to be expected.

Nevertheless, the locomotive appears coherent and correctly proportioned in every respect. The measured excesses are not noticeable to the observer, even with knowledge of the prototype. This is because the proportions have been consistently maintained and the deviations remain within a tolerable range. The reason for them can only be the material selection, more on this in the technical evaluation.

### Traction and driving characteristics

New and unfamiliar is the way Märklin has fixed the housing on the V 188: There is a screw on each of the rear end walls, which can barely be seen in operation, the closer the locomotive halves are coupled – they are well hidden between the halves.

The screw has to be unscrewed respectively, then the buffers (brass) of the locomotive have to be removed. Only now can the housing be pulled off upwards. The classical spreading apart does not work here, because the V 188 has a heavy metal housing. Fortunately, Märklin has omitted a visible roof screw.

The cast housing also gives the model a respectable weight and, as expected, benefits traction. The fact that each half of the locomotive has its own bell-shaped armature motor also helps. The current is taken from the inside of all 16 wheels, which gives the new product the necessary operational security.



On the underside of the undercarriage, we find four screws that do not engage in the body. The intermediate gears are covered, and only the axles have lubrication holes.

In our opinion, Märklin did not choose metal for the housing by chance, as we usually only know from steam locomotives: The proportionate weight of each half of just under 36 grams is only very slightly above the level of the 218 series. If plastic injection molding had also been selected for this model, this locomotive would have been lighter with the same number of axles per half.

The V 188 would then probably not have been a traction wonder, as was the case with the model used for comparison. In the case of a solely freight locomotive, excitement would then certainly have been lost. The right decision therefore resulted in sufficient weight with de facto double traction and achieved a record value among all previous measurements.

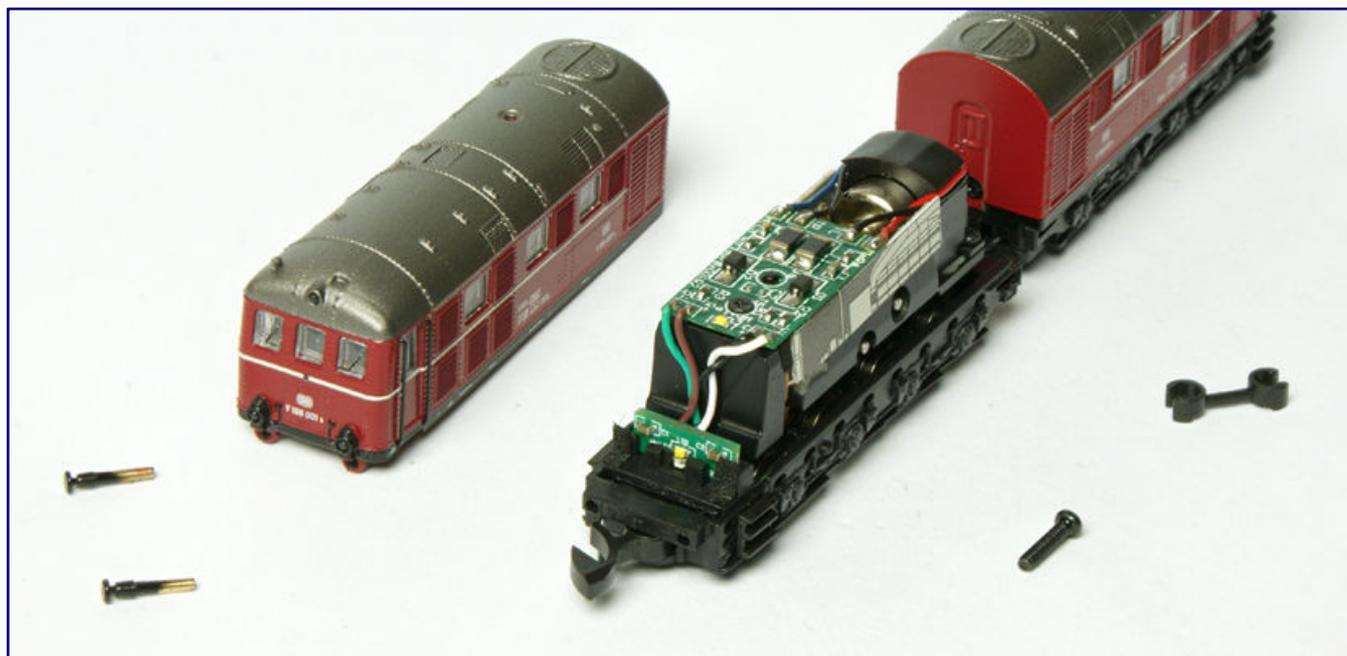
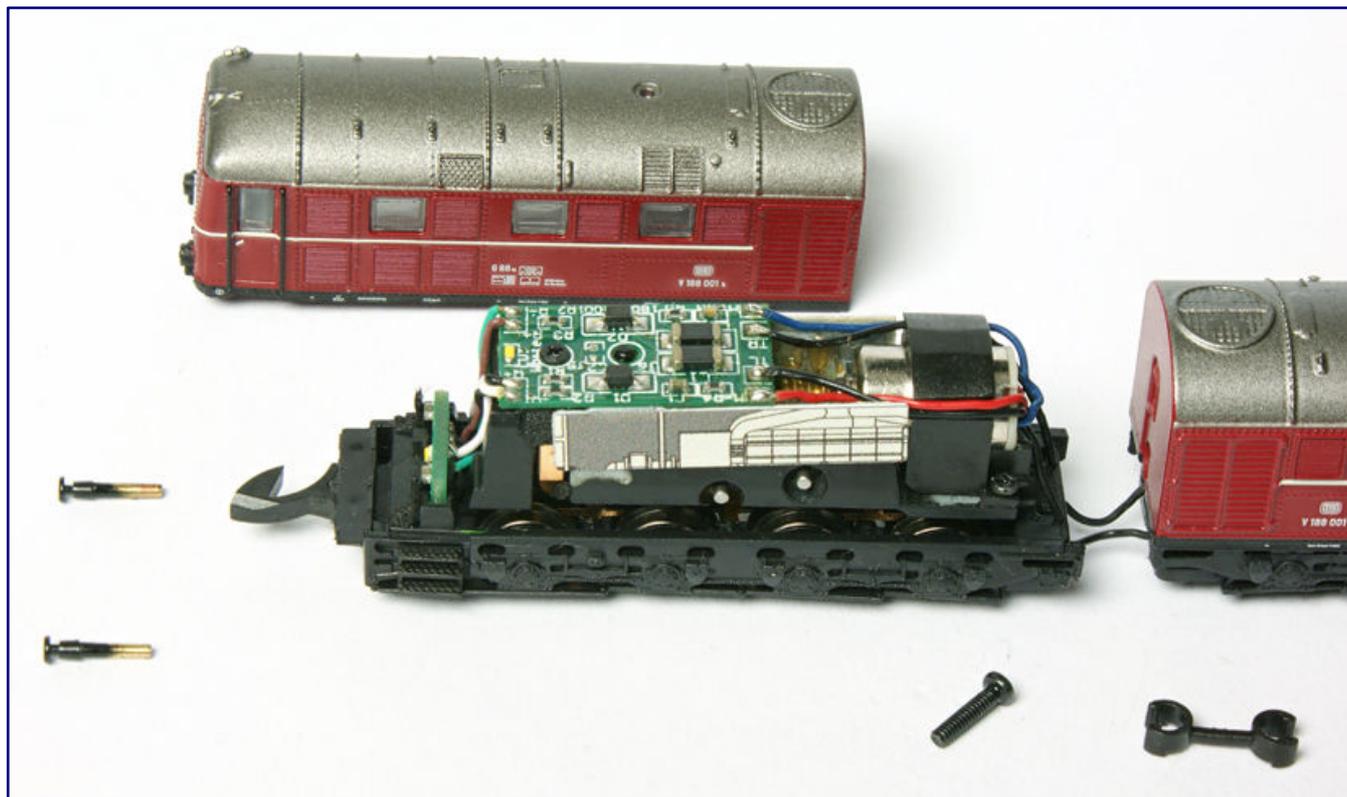
12 grams on the level and an impressive 10 grams on the 3% gradient, the V 188 001 a/b is able to pull over the pulley! Slightly spinning wheels and a current consumption of between 63 and 65 mA testify to its effort. In normal system operation, we were not able to fully exploit the traction limits with attached rail cars on the test oval.



The housing screw sits on the inside face in the transfer door and is barely visible in operation. So, only after pulling off the coupling drawbar can we angle the two halves of the locomotive far enough to make it visible.

The other performance values also impress us in the overall view. At 0.3V on the track, the locomotive starts moving very slowly. We were able to measure a 0.5 km/h prototype speed. If we turn the transformer up further and it applies 2.1 V to the rails, the model still moves slowly at 16.2 km/h, and safely over turnouts.

Only the top speed of 188.7 km/h (prototype: 75 km/h) is “light years” away from the original and would be sufficient for some Intercity trains, if the original had a train heating system.



Loosen the front housing screw, then pull off the buffers (photo above) to be able to remove the housing from the undercarriage. The bell-shaped armature motor, engine room prints, and circuit boards for the lighting are then revealed (photo above and below). Under the locomotive lanterns, cast-on eyes are revealed (photo below), which are fixed by the buffers.

This rating is far below the “race trains” of the first Mini-Club decades, but still strikingly above the values of the still very young V 80, which remained as close to the prototype as no other model to date. However, we also must concede to Märklin that the transformer of our test set-up is capable of delivering a full 13.4 V to the track with bell-shaped armature motors that hardly place any load on it. After all, the nominal voltage is only 10 V; according to the box, the model can handle 12 V.

If you like, you can compare the current consumption values with those of the last five-pole motor generation. At transformer position 100, the V 188 requires 36.5 mA and at 150, 53 mA, about twice as much as the bell-shaped armature models that only have one motor, so the results are not outliers. The old drives were, by no means, that economical.

## Summary

The new V 188 knows how to delight and successfully continues the history of German diesel locomotives on a scale of 1:220. It is still well known today, has a striking appearance and is therefore popular. The fact that it is only suitable for freight trains is not a shortcoming, because Märklin has been able to turn it into a traction wonder that everyone is sure to enjoy showing off at exhibitions and trade fairs, thus demonstrating the technical state of our gauge.



The V 188 001 a/b likes to fill endless spaces, because like the original, its model is also extremely powerful and hauls endlessly long freight trains of the most diverse combinations through the layout landscapes.

Those who are not members of the Insider Club will, unfortunately, have to wait a little longer for a green version or the sister locomotive V 188 002 a/b or 288 002-9. But we can promise that it will be worth it, because this new product does not provide any points of criticism worth mentioning.

And, for those who might think that the pure freight train operation might be too much of a restriction, we would like to remind you that there are no prohibitions to think with the variety offered from large and small series: What is allowed, is what pleases. And this locomotive really pulls off anything!

We therefore honour Märklin's constructive success with its nomination in the category locomotives for the best new release of the year 2022. However, the competition is tough here, also from Märklin.

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



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The history of the V 188

## Specialization in the DB Service

*Unlike the universally designed Wehrmacht (German Army) locomotives of the later V 20 and V 36 series, the type designated as D 311 was a gun locomotive and part of a weapon system (railway guns “Dora” and “Eiserner Gustav 2”). It was only after the war that this diesel-electric double locomotive was able to make its mark and provide useful services for the young Bundesbahn. But, it was a long way until then, which will be recounted today.*

The later class V 188 was a special case among rail vehicles: it remained the only German double locomotive to this day, and there was no other design that was driven on eight axles. For a splinter class with just two examples in the Bundesbahn's stock, it was in service for an astonishingly long time, especially as it was long regarded as highly unreliable.

We would therefore like to take a closer look at its development and operating history in this context. In doing so, we also honour it as one of the milestones in the long development of the diesel locomotive up to the attainment of serviceability.



V 188 001 a/b at the peak of its career: modernised, reliable in service and in excellent condition, the double diesel locomotive is waiting for new tasks in the depot. Photo: Peter Pfister

The Krupp company in Essen received the order to develop the heavy, double diesel locomotive from the Army High Command in 1937. It did not belong to their type programme of 1935/36, from which the later V 20 and V 36 series emerged.

The task was to develop a particularly powerful diesel locomotive that could transport the “Dora” railway gun, which was also being developed at the same time at Krupp, to their deployment sites and supply the gun's own power centre and its auxiliary equipment. For this reason, the electrical power transmission was specified.

Due to its weight of 1,350 tons, the artillery piece could only be transported in disassembled form. Three guns, each requiring two locomotives for transport and operation, were ordered. This resulted in the total number of six examples of the design known as D 311.



On 20 October 1941, the Wehrmacht locomotive D 311 a/b is ready for acceptance at the manufacturer Krupp in Essen. The blackout attachments on the lower locomotive lanterns bear witness to the Second World War. Only a few photographs from before 1945 show how the Wehrmacht locomotives were labelled when they were delivered. Photo: Krupp works photo, Eisenbahnstiftung

Each unit consisted of two close-coupled and essentially identical locomotive halves, designated A and B. Both halves had an end driver's cab from which they could be operated – one half was not intended to be used alone (axle sequence Do + Do). Both parts had an end driver's cab from which the unit could be operated – the use of one half alone was not intended (axle sequence Do + Do). Locomotive halves that belonged together were never separated.

Structurally, the D 311 consisted of a main frame, made of steel sections and sheet metal, and the superstructure, to whose sectional frame the sheet metal walls were attached. There was a wall between the generator room and the driver's cab. The rear end of each locomotive half had a door (without a window) through which the other locomotive half could be reached via an open sheet metal door.

The independently operating drive systems originally consisted of one slow-running W6V 30/38 diesel engine (700 rpm), each from MAN, with Büchli charging, an exciter and a DC main generator. The latter was rotated via a torsional flexible coupling, a cardan shaft and a reduction gear.

The eight traction motors could be connected in series or in parallel. The series connection ensured that high tractive forces were achieved at low speed (max. 20 km/h), which was necessary when setting up the cannon. The maximum speed of the D 311 was 60 km/h. The listed electrical equipment came from Siemens-Schuckert-Werke (SSW).

According to today's knowledge, four of the ordered machines were actually delivered, the D 311.05 and D 311.06 are said to have been destroyed during air raids on Krupp in 1943. The D 311.01 and D 311.02 were delivered to the Wehrmacht on 22 October 1941. D 311.03 and 04 followed on 25 August 1942.



Heavy goods trains were their field of activity: The driver of V 188 001 a/b receives the braking slip before the journey starts (photo above). V 188 002 a/b is on the north-south line between Mottgers and Gemünden near Mittelsinn on 14 September 1959 (photo below). Photos: Peter Pfister (photo above) / Carl Bellingrodt, Eisenbahnstiftung (photo below).

Although the Wehrmacht was the owner, “Deutsche Reichsbahn” was written on the locomotives. In the lines underneath were the notations “Essen”, “Fried. Krupp A.G.”, the locomotive number, and Essen as its home station. The machines were painted black-grey using to RAL 7021, as the war locomotives of the Reichsbahn were also painted.

Probably only the first two units found their intended use. After firing in at the military training area Rügenwalde (Pomerania), they were sent to the Crimean peninsula to bombard the fortress Sevastopol. This is confirmed by pictures of a double locomotive, which had an additional, rather strange-looking winter camouflage coating applied, from which the locomotive name “Walli” could be read on the front.

After the successful bombardment of Sevastopol, the plan was to move the gun to Leningrad to be used in the siege there. The advance of the Red Army thwarted this, and the gun was quickly dismantled and taken away.

## Service after the war

Of the four built, three (D 311.02 to 04) survived the Second World War. The whereabouts of D 311.01 is still unclear; it is assumed that it was lost in the Soviet Union or scrapped at Friedr. Krupp AG in Essen after the end of the war.

D 311.02 A/B and D 311.03 A/B found themselves in the area of the later Federal Republic, i.e., in the western zones. Initially, the locomotive with the road number 03 reappeared in the Nürnberg (Nuremberg) area. Due to the existing lack of locomotives, the RZA Munich and the RBD Nürnberg (Nuremberg) campaigned for the restoration of the lone locomotive – with success.



In February 1960, V 188 001 a/b was photographed in exactly the operating condition that Märklin has chosen for its model. This allows our readers a direct comparison. The locomotive, which is based at the Gemünden depot, still has just under eight years of service ahead of it. Photo: Reinhard Todt, Eisenbahnstiftung

After a reconditioning at the manufacturer Krupp failed, the private repair works Krauss-Maffei received the order, which was tackled from 23 January 1948. The V 188 001 a/b in bottle green paint (RAL 6007) that was built there was assigned to the Bw Aschaffenburg on 31 August 1949 after a successful test run.



When V 188 002 a/b was photographed in front of a heavy coal block train in Gemünden, the year was 1966. The example with the red painted body was to experience the change to a computer number two years later. Photo: Peter Pfister

The new department immediately used it in pushback service on the steep ramp through the Spessart, where it successfully replaced the class 95 ("Bergkönigin"). The V 188 achieved significant journey time reductions here compared to the tender steam locomotive.

At this time, another double locomotive was offered for sale by a scrap dealer in Haarlem (Netherlands) to the DB, which had been founded in the meantime. It turned out to be D 311.04 A/B and the Bundesbahn grabbed it.

After being transferred to the AW Mülheim-Speldorf on 21 December 1949, it finally arrived at the PAW Krauss-Maffei (PAW = Privates Ausbesserungswerk; private renovation works) in order to successfully complete its test run on 23 November 1951 and to become home in Aschaffenburg as V 188 002 a/b, as well. Incidentally, the designation of the series resulted from the total output of the locomotive (originally  $2 \times 940 \text{ hp} = 1,880 \text{ hp}$ ).

Finally, Krupp offered to buy the third locomotive, the D 311.02 A/B, which was standing in a burnt-out factory hall. Once again, the state railway took up the offer and planned to rebuild the locomotive into a V 188 003 a/b. This project was not carried out because of the lack of a locomotive. However, due to the desolate condition and lack of reliability of the two sisters, this project was not carried out and the machine only became a spare parts donor.

In April 1954, both operating machines were put on hold ("z-placed") from repair after several construction changes had not shown the desired success. Previously, they had proved to be unsuitable for sliding operation with its high-pressure forces. Ever new damage and a frame that was too weak now made everything look like an early end for the splitter genre.

However, influential supporters were found at BD Nürnberg (Nuremberg), who were able to push through a final conversion. In December of the same year, approval was given to equip V 188 002 a/b with Maybach MD 650 engines on a trial basis. The driving control was also to be replaced by a circuit with only 13 instead of 27 steps and adjustments were to be made to the cooling systems.

The new power units known from the V 80, 00<sup>0</sup> and the “eggheads” VT 08<sup>5</sup> had an output of 1,100 hp (810 kW) and had already proven their basic operational suitability in the new-built locomotives and express railcars. In the V 188, the new engine required an intermediate gearbox developed by Gmeinder (Mosbach) because of its significantly higher speed. The engine power had to be throttled back to 1,000 hp, at least temporarily, due to insufficient cooling capacity.



When V 188 001 a/b is photographed in Gemünden six years after the picture on page 17, its external condition already shows much less care. The “bull” was still in service for the Bundesbahn for a good two years. Photo: Peter Pfister

When the rebuilt locomotive, which in the meantime had been approved for 75 km/h, returned to service on 24 January 1956, it proved itself right away: it showed significantly higher reliability, better fuel consumption values and worked more economically than the class 44, used for comparison.

The BD Nürnberg (Nuremberg) took this as an opportunity to also apply for the conversion of the second machine. After the DB headquarters had given its approval on 25 December 1957, V 188 001 a/b was also able to resume service a little less than a year after its sister locomotive.

With their conversion, both locomotives had also changed their external appearance: In addition to the previous roof structure, this also affected the colour of the superstructure. As part of the required repainting, both double locomotives received the RAL 3004 crimson red, which is now intended for diesel traction. Nevertheless, both could be easily distinguished: V 188 001 a/b was given a black contrasting frame edge, while this remained red on V 188 002 a/b.

The return of the splinter type to the steep ramp between Laufach and Heigenbrücken would be short. Because the catenary wires had reached the Spessart ramp in the meantime, there was nothing more for them to do at the Aschaffenburg depot.



On 22 July 1969, 288 002-9 has long been a loner. Now based at the Bamberg depot, it still shows a good state of maintenance as it pulls Dg 5387 from Würzburg, in front of which it was photographed near Bergtheim. Photo: Heinz Hangarter, Eisenbahnstiftung

Before the end of 1958, they were therefore transferred to Gemünden. Their new field of operation was the goods train service between Lichtenfels and Bebra, which gave them daily mileages of up to 500 km, which they now mastered with flying colours.

With the dissolution of the Gemünden depot in 1968, both locomotives changed homes for the last time: they spent their last period of service at the Bamberg depot, which used them for freight traffic on the non-electrified Wernfeld - Schweinfurt - Bamberg line as far as Neuenmarkt-Wirsberg. But the star of the two loners had long been sinking, because HVB had already wanted to remove them from the maintenance stock in 1964.

V 188 001 a/b was not re-signed to a computer number and was put on hold at the Bamberg depot on 3 July 1969 due to damage to the main generator and a leaking engine cylinder. It was then withdrawn from service on 25 September 1969, which meant that it was to become a spare parts donor for the remaining 288 002-9.

But already in November it was at the scrap dealer Layritz in Feldkirchen (Bavaria), where it was dismantled in January 1970. The sister, now classified as 288 002-9, enjoyed a reprieve of about a year and now became increasingly interesting for photographers. It was also withdrawn from regular service when a crack in the tank necessitated extensive repairs in November 1971; it was withdrawn from Z service on 22 December 1971.

Nevertheless, the next day it was transferred to the Nürnberg (Nuremberg) depot, where it was not repaired and remained unrepaired until 9 March 1973. But at that time, it had already been out of service for a year (+ 9 June 1972).



In 1970, 288 002-9 stands on the turntable of its former Gemünden depot (photo above) and presents itself in full width. The exhaust mushroom of the Webasto unit is clearly visible due to the soot on the left half of the locomotive. It still has about one year of service left. In March 1973, it finally waits to be scrapped in pitiful condition (photo below) on the grounds of the Layritz company in Feldkirchen near München (Munich). Six months later, she too will be history. Photo: Prof. Dr. Willi Hager, Eisenbahnstiftung.

After a sale of one half of the locomotive abroad, which, as reported in some reports, did not materialise, the Bundesbahn also passed the complete 288 002-9 on to Layritz. There, like its sister more than three years earlier, it was dismantled in September 1973 – the V 188 was thus finally and irretrievably history.

**Information about the prototype:**

[https://de.wikipedia.org/wiki/Wehrmachtslokomotive\\_D\\_311](https://de.wikipedia.org/wiki/Wehrmachtslokomotive_D_311)  
<http://www.e94114.de/V188.htm>

On the hairline - a diorama (part 2)

## Good Things come to those who wait

*The squirrel feeds hard, as the saying goes. Long since back home, the diorama should actually be finished by now. But time is short, and a hobby should not degenerate into stress. Today, I will continue in a relaxed way and with the emphasis on good results. A part three will follow.*

The landscape of our diorama “Am Haarstrang” (“on the hairline”) has taken on rough structures and the Norway maple – still without leaves for a while – has taken its place in our therapy piece. But at best, with a lot of imagination, we can still guess what this object will look like one day.

Important steps on the way to this goal will be taken today. However, we can already reveal that not everything can be completed “in a clinical environment”. Much will be reserved for leisure time at home, and a small part of this will already be reflected in this second part of the small series.



Once again, Molto's wood repair filler, which is applied with a spatula and only roughly spread, provides a realistic impression of the landscape. Only the later field path and the hiking trail above the pond are painted more finely.

The “face” of our work is always defined by the trowel coatings of the landscape. They give their gradients definitive forms and the material of our choice immediately conveys a realistic impression through its sandy-grainy surface structure and the brownish base colour after drying.

So, today, we are again using the wood repair filler from Molto. Applied with a fine spatula or palette knife, we evenly cover the entire surface of the landscape. Styrofoam or wood should no longer show through when finished.



Gradually, the wood and polystyrene substrates disappear under the filler. After drying, it will change its colour from a neutral grey to a light brown, which is already visible here in places and shade.

A sure touch and a fresh can of Molto putty are needed to ensure that the application on the plywood is successful: After all, this is a very smooth surface into which it can only reach very poorly. Beforehand, we worked on the styrofoam with coarse sandpaper and roughened it.

After drying and changing the colour from light grey to a sandy, already very natural-looking shade, the dry filler has a firm grip on all parts of our diorama. Now it will be a matter of bringing the surface towards earthy soil in terms of colour as well as structure.

For this we need an earth-brown acrylic paint with which we can mix a glaze that soaks in well, leaves a veil of colour, but does not apply opaquely. This again reveals the special challenges that we have already highlighted in the first part.

continues on page25



The overall view of the diorama reveals the already very prototypical effect of the colourless putty as well as an overview of the landscape layout (photo above). By means of glaze (photo below) the final colour follows (photo below).



There are various acrylic paints in stock in the therapy workshop, but since we also had to procure the putty ourselves, this also applies to the desired earth colour: Typical model building material is completely missing here, as was to be expected. We chose the matt acrylic paint from Noch in dark brown (art. no. 61189).



The sandy part of the shore area is painted over with beige acrylic paint. In the transition to the earth-coloured areas, this colour is used with a dry brush technique.

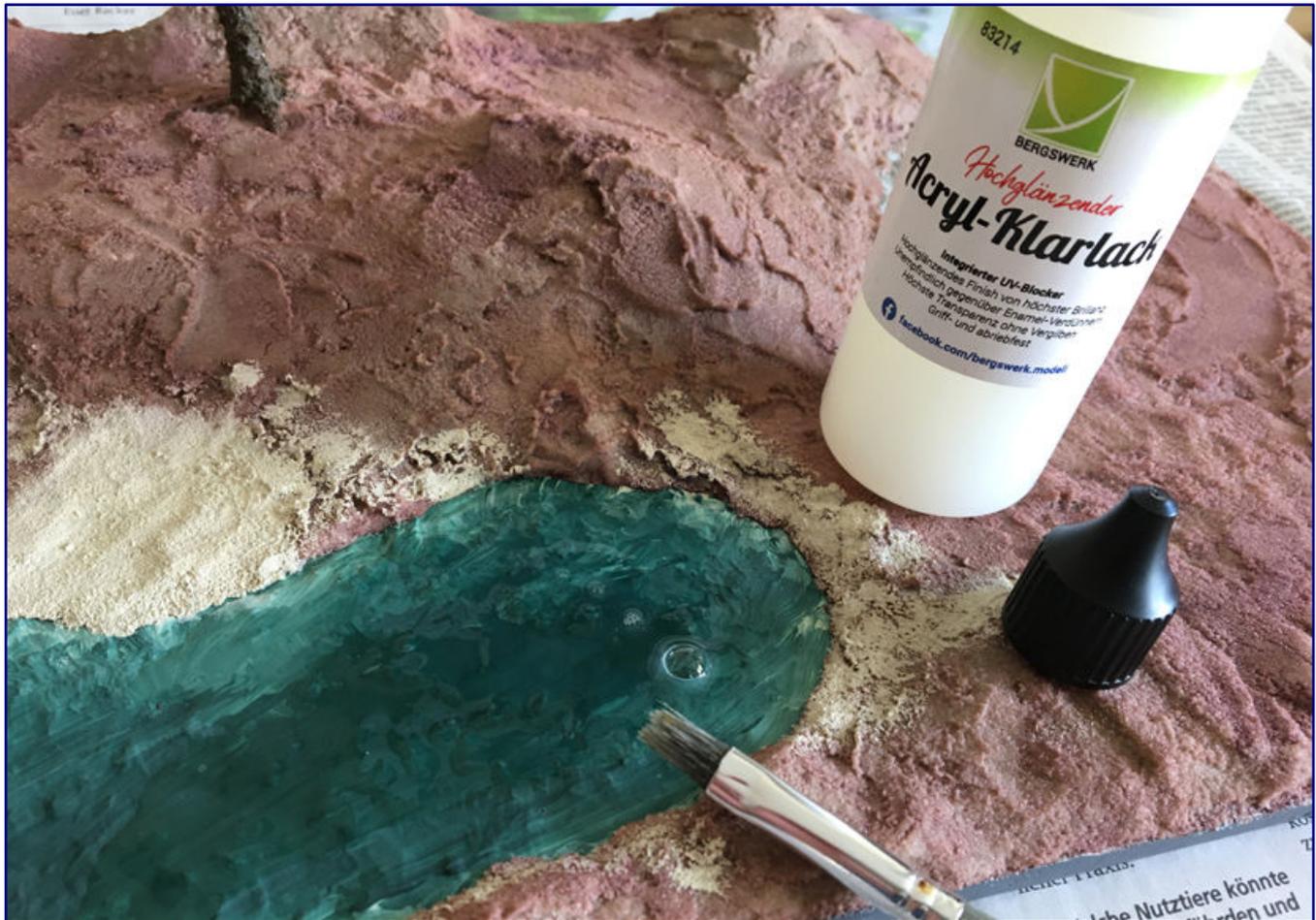
But we also have to improvise with the mixing vessel for the glaze to be mixed. We use a disposable coffee cup from the vending machine, which still serves us well when washed out.

### Brilliant prospects

Before the green can sprout after the landscape has been painted, steps are now required afterwards to give the water surface the “finishing touch”. The acrylic paint has dried matt and suggests an impressive depth effect, but it still betrays its existence as painted wallpaper because it does not reflect.

High-gloss acrylic clear lacquer (83214) from Bergswerk should change that. Its viscosity is set for spray application, but this actually suits us when we apply it with a brush, because no traces of its bristles remain visible; they simply flow away.

Three coats are applied in total, in between the drying phases have to be waited for, and the diorama has to be well protected from dust during this time, because nothing would be more disturbing than dust spots. It should also be clear why grass fibres are still undesirable at this point.



High-gloss acrylic clear lacquer from Bergswerk is intended to give the water the required shine. Under the given circumstances, it can only be applied with a bristle brush.

One problem remains, however, which worries us a bit, but will only be solvable when we return home: The brush application is thicker than a spray application with the spray gun. The water-based clear lacquer comes into flow to such an extent that the “crests of the waves” remain largely matt, while the “troughs of the waves” are permanently shiny.

Only layer 4 from the spraying pen solves this with a time delay, when part of the grass application has long since been done. Good covering and fixing of the protective paper layer by masking the edges with masking tape becomes a duty.

The fact that it gets so complicated is again due to the lack of the desired material. Perfect for the high-gloss surface sealing would be a boat varnish – expensive to buy, but perfect with its results.

But at the same time, this is a material that we cannot possibly get from home or from a DIY store. A permanent problem would be the strong odour it would cause.

Where should we place the diorama, protected from dust, in such a way that health hazards and nuisance for everyone are excluded? The missing answer to this question was first provided by the answer to the water-based acrylic clear varnish.

At this point we have made a small leap in time, because the home work has preceded the chronology. There are other paint jobs that can certainly be done in the clinic setting.



The play with the grazing light coming in through the window shows that the water surface already looks very close to the prototype. However, the troughs of the waves are much shinier than the crests. This means reworking at home with the spray gun.

This includes the individual sprucing up of the fern from Noch (14606; N gauge), which was not convincing in an earlier project. These are laser-cut plants made of thin paper, which are provided with a paint spray coating ex-works.



The colour treatment of the N-gauge fern (item no. 14606) from Noch with the dark green acrylic spray (61175) from the same company does its appearance well, as can be seen here – an idea that we will also remember for future projects.

The white base colour of the material still shimmers through to the extent that larger accumulations, as are common in nature, have a disturbing effect on the viewer. The green then appears clearly too bright, and slightly shifted in shade towards a pastel shade.

So, the idea follows on its heels to correct this with a spray application of my own. This is done with the matt dark green acrylic spray (61175), which also comes from Noch. This is done outdoors in calm conditions so that no unwanted paint mist can settle on surfaces.

The result is convincing and is repeated for the whole of the planned application. After drying on a line, however, the fine fern leaves go back into the box for the time being. They will only find their intended place on the diorama in part 3.

## A sea of flowers

When we walk along groves and field margins, in summer we always enjoy the veritable seas of flowers that stretch out to our right and left. Most of the flowers we encounter are yellow, such as buttercups, marigolds or primroses, but also broom.

We also come across white flowers quite often. Camomile, marguerite, and wild carrot also have such petals. Far fewer plants have blue (cornflower) or red flowers (corn poppy). In addition to the range available from the relevant manufacturers, this should determine our choice for the diorama.



Yellow and white flowers are spread on the diorama from the "flowering grass tufts" (07135) by Noch and fixed with Uhu-Alleskleber Kraft. So that the areas do not show any geometry, some tufts are cut up and attached in parts to others.

We will use tufts of flowering grass (07135) that contain three of the four colours just listed. At least one larger, contiguous area should be yellow, some smaller ones also white. Red will only be used sparingly in the further course of the project.

The fact that the tufts of grass are produced in a circular shape could have a disturbing effect. If this were to catch the viewer's eye later, it would result in an unnatural-looking impression. Therefore, we cut up many tufts of grass and arrange them somewhat arbitrarily in order to break up and also cancel out the strict geometry.



The sea of flowers has arrived. Now the field path gets its earth base layer of material you have found yourself. Noch's Grass Glue XL (61131) provides the necessary hold. The Grasmaster is now also waiting to be used.

The flowers are glued in place with Uhu-Alleskleber Kraft, which does not have to wait long for its adhesive effect. It fixes the many tightly pressed clumps right away. Noch's Grass Glue XL (61131), on the other hand, is used to create the field and hiking path, the basis of which is self-selected field soil.

It was sieved and disinfected in the oven at 180°C to destroy all animal proteins so that pests cannot hatch and destroy our work. After a day's drying break, we would like to "frame" the smaller flower fields and the middle of the field path at least partially with grass fibres.

For this action, our Grasmaster 3.0 Profi (60112), also a Noch product, can finally be used. We are curious to see what the new product from last year can do, because there will be one difficult spot that will challenge it: Under the maple we can only reach the ground poorly.

The Grass Glue XL (61131) should again provide sufficient hold and vertically standing blades. The large container quickly pays for itself in more extensive plant projects or regular tinkering projects. The large distance between the fibre container and the glue bed requires a strong tension field from the Grasmaster, especially since we will start with a rather long grass variety.

The product declared as Master Grass Blend “Summer Meadow” (07072) has a stated height of 2.5 - 6 mm. However, wild meadows with a height of around 1.30 m are only viable in some places, and shorter will always do.

Later pruning is also recommended to give more impact to the other things we have planned. A few shorter trunks or thicker branches of broken wood are to be found in the tall grass and near the tree on the hiking trail a longer wooden log to invite people to linger as a natural seat.



The log as a seat for the hikers is deliberately placed with tweezers, the rest of the deadwood is simply thrown into the glue bed and remains deliberately random.

For this, we cut collected wood stalks from bushes. Once again, we are confronted with a small, but quickly solved problem when we are away from our own four walls. We used an empty ointment jar as a storage container, which is easy to rinse, and free of greasy residues.

### Planned chaos

We shorten the pieces of wood to fit and then the chaos takes its course. This is to be understood literally here. The bed of grass glue is applied with a brush right up to the edge of the flower stands, a bit of arable soil is sprinkled on in places where the grass should not grow so densely and then we simply throw the shortened pieces of wood into the bed of glue.

By chance they remain lying and create a photo that does not look at all like a plan and order – and that is exactly what is intended! Only the seat joint is given a fixed place and a defined position. Here, a little glue is applied and the object is individually placed with tweezers.

With the experiment successful, we say at the end of this construction step, which also means the end of the hospital stay. We have not made any comparisons with other electrostats, but the third-generation Noch-Profi version definitely surpasses its predecessors.



During the subsequent landscaping work that begins around the wood inserts and flower areas, our Grasmaster 3.0 Profi can finally show what it's made of, and it is convincing.

Even long fibres do not push it to the limit, which makes the unit well suited for home use in all gauges. On a scale of 1:220, by no means all of its reserves are elicited from it, which should not be a problem, even if the battery voltage drops.

We are looking forward to the continuation in the next part, when the large surfaces will get some other colour nuances, which we can consider in advance for the still untreated surfaces.

Before that, however, an old hair clipper will be put to good use after we return home. We shorten the meadows to more believable stalk lengths. The longest fibres, 6 mm, don't worry us for lack of comparison points, but the stems have disappeared into the meadow and the areas with bare soil can barely be made out.

At this point we help a little and create a photo that does not make the meadow areas appear monotonous. Depending on the soil moisture, the stalks are also quite different in length in the prototype and reveal a lot about the respective subsoil.

It should also offer space for hikers and bathers who certainly don't want to disappear into the grass. With the preparations we have just made, we are already looking ahead to part 3: figures are to provide life at the end.



The fibres of the first pass, which are too long in some places, can easily be shortened with hair clippers. In this way, the deadwood stems and areas more marked by soil than grass also emerge as desired.

According to our wishes and plans, an order to Trafofuchs is soon placed. And then there is Gisbert, our frog from Part 1. Birgit Foken-Brock is taking on the challenge of helping this tiny creature to a model railway life with the help of CAD designs and 3D printing.

You will soon see the results in this magazine as well. And then there was a slow worm that may also catch the eye of our viewers. Where do we place it most sensibly and how do we build it? Wait and see, soon this mystery will also be solved.

Final photo and information box on the next page





The long shot shows the intermediate result at the end of today's part, but still without the shaving work explained on the previous page. For example, the field path on the right-hand side still looks overloaded, because the green strip has turned out to be extremely thick.

**List of products used:**

<https://www.bergswerk.de>  
<https://www.molto.de>  
<https://www.noch.de>  
<http://www.trafofuchs.de>  
<https://www.uhu.de>

**Trainini TV on Youtube:**

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

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.

## Deutsche Dieseltraktion im Blick **Erweitertes Fahrzeuglexikon**

***Uns liegt heute ein Buch zum Besprechen vor, das einerseits gut bekannt erscheint und dennoch etwas Neues bringt. Neu sind vor allem Einband und Format, bekannt hingegen die Inhalte. Doch allein mit diesem Satz täten wir dem Werk dennoch Unrecht. Wir stellen vor, was hinter diesem merkwürdigen Satz steckt und blicken durch knapp einhundert Jahre Diesellokgeschichte.***

Bernd Keidel  
Deutsche Dieselloks  
seit 1929

Transpress Verlag  
Stuttgart 2022

Gebundenes Buch  
Format 17,0 x 24,0 cm  
144 Seiten mit 2 S/W- und 148 farbigen Abbildungen

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Titel-Nr. 71660  
Preis 19,95 EUR (Deutschland)

Erhältlich direkt ab Verlag  
oder im Fach- und Buchhandel

Das heute an dieser Stelle zu besprechende Buch ist der Nachfolger des Typenkompass-Bands mit selbem Titel, den wir in **Trainini**® 9/2017 vorgestellt haben. Wie bereits dieser, werden Entwicklung, Geschichte und Einsatz der in Deutschland seit 1929 gebauten und eingesetzten Diesellokomotiven mittels kurzer Steckbriefe vorgestellt.



Beibehalten wurden auch die kleinen Tabellen mit den wichtigsten, technischen Daten am Textrand. Jede Diesellokbauart, die Eingang ins Werk fand, haben Verlag und Autor mit mindestens einem Foto versehen. Gegenüber dem Vorgängerbuch sehen wir bei der Bildauswahl keine Änderungen. Neu ist bis hierher lediglich das gewählte Format, das nun auch einen festen Buchdeckel bekam.

Auffallend ist dennoch, dass der Seitenumfang und vor allem auch die Bildanzahl gestiegen sind. Das kann ja angesichts der Gemeinsamkeiten kein Zufall sein und verdient ein genaueres Hinsehen. Immerhin sind seit der genannten Auflage auch fünf Jahre ins Land gegangen.

Schauen wir auf den deutschen Markt, dann hat die Diesellok in dieser Zeit teilweise eine Renaissance erfahren und neue Typen hervorgebracht. Treiber dieser Entwicklung ist meist der privaten EVU dominierte Güterverkehr. Deshalb war es erforderlich, vorhandene Manuskripte zu prüfen und fortzuschreiben. Eingang fanden in der Folge neue Baureihen wie der Eurodual von Stadler oder der Vectron DM (inklusive Vectron DM Light) als Hoffnungsträger von Siemens.

Da die chronologische Sortierung beibehalten wurde, sind neue Typen am Ende des Buches leicht auszumachen. Auch Zweikraftlokomotiven, mit denen der chinesische Hersteller CRRC (über Vossloh) in den Markt zu drängen versucht, finden wir dort.

Verantwortlich für die Ergänzungen ist Bernd Keidel, früherer Redakteur der Zeitschriften Eisenbahn-Journal und Modelleisenbahner tätig. Wir kennen ihn seit einigen Jahren zunächst als Ansprechpartner der Presseabteilung von Transpress, mittlerweile arbeitet er dort (auch) als Lektor. Das erforderliche Fachwissen steht also nicht in Frage.

Trotzdem sind einige Kritikpunkte bestehen geblieben, festmachen wollen wir unsere Bewertung aber am Verlagsversprechen, das sich etwas geändert hat: „Dieses Buch bietet in bewährter Form prägnante Informationen über Entwicklung, Geschichte und Einsatz der wichtigsten Diesellokomotiven sowie ihre technischen Daten.“

Das klingt bescheidener und trifft es besser als das Attribut „alle“. Immerhin setzt das Buch, das gleichzeitig auch Nachfolger der schon 2004 erschienen „Typenkunde deutscher Diesellokomotiven“ ist, unverändert 1929 ein und lässt so einige Versuchsmaschinen ab 1878 aus. Explizit wird auf eine subjektive Auswahl hingewiesen.

Lobenswert ist auf jeden Fall, dass dieses Bestimmungsbuch in lexikonähnlicher Art nicht nur Fahrzeuge deutscher Hersteller enthält, sondern auch Importmaschinen sowie solche, die speziell für Privatbahnen entwickelt und gebaut wurden.

In diese Neuauflage herübergerettet haben sich leider auch einige Fehler des Vorgängers, die vermutlich übersehen worden sind. Ein wenig bedauerlicher ist allerdings, dass die Chance vertan wurde, solche Fotografien auszusortieren und zu ersetzen, die von schlechterer Qualität waren, beispielsweise wegen unzureichender Ausleuchtung. Hier hätte die Neuauflage einen deutlich größeren Sprung nach vorn machen können!

Schon die Formaterweiterung bewirkt nämlich eine spürbare Verbesserung. Den Bildern kann dadurch mehr Raum gewidmet werden, was die Lektüre angenehmer macht, wo die Fotos die erhoffte und zu erwartende Qualität zeigen. Und dies ist, das sei explizit erwähnt, die Regel und nicht die Ausnahme.

Sehr zu unserer Freude beibehalten wurde der einleitende Teil zur technischen Entwicklung der jüngsten Traktionsart, die einst zu lösenden Probleme der Kraftübertragung, einer Übersicht zu den Herstellern und der Funktionsweise moderner Diesellokomotiven. Ein gutes Siebtel der Inhalte machen diese Kapitel aus, die kurzen Lokportraits schließen sich an.

In die Materie geht auch schon das Vorwort, in dem nicht nur erläutert wird, warum diese Überarbeitung erforderlich wurde, der Autor gewechselt worden ist und an wen sich die Inhalte richten, sondern äußerst gelungen in knapper Form auch skizziert wird, in welchem Umfeld die Diesellok heute anzutreffen ist.

Es geht darin um die Entwicklungen seit der Bahnreform, den Stillstand der Diesellokentwicklung in Deutschland der achtziger und neunziger Jahre sowie das Einhalten strengerer Emissionsvorschriften auch im Kontext des aktuellen Abgangs auf den Verbrennungsmotor samt der Folgen, die daraus resultieren.

Dieser Titel liefert einen guten Überblick, der hilft, die Diesellok in ihrer Bedeutung historisch und aktuell einzuordnen, und eröffnet einen Querschnitt über die Fahrzeuge, die in Deutschland anzutreffen sind oder waren.

Natürlich kann hier nicht der Tiefgang eines spezifischen Baureihenbands geboten werden, aber das war auch nicht das Ziel von Verlag und Autor. So dürfte das Buch die Masse der Vorbildkenner und Modellbahnfreunde ansprechen, die schnell Überblick gewinnen oder etwas nachschlagen wollen.

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

## Die Baureihe 614 im ausführlichen Portrait **Nachfolger des Quadratschädels**

***Rund 50 Jahre liegt der Bau zurück, 35 Jahre lang waren die 42 Einheiten im Einsatz, vor etwa zehn Jahren wurden sie bei DB Regio ausgemustert: Die Rede ist von den Dieseltriebzügen der Baureihe 614 / 914. Zeitlos elegant und formschön blieben sie als Vertreter der Popära vielen in Erinnerung. Nun haben sie auch endlich Platz in der EK-Baureihenbibliothek gefunden!***

Ferdinand von Rüden  
Die Baureihe 614  
DB-Dieseltriebzüge für den Nahverkehr

EK-Verlag GmbH  
Freiburg (Breisgau) 2021

Gebundenes Buch  
Format 21,0 x 29,7 cm  
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Zum Jahresende tragen wir immer wieder mal Ideen an die Leserschaft, welche Wunschmodelle es für die Spurweite Z so geben mag und Erwartungen an die Spielwarenmesse Ende Januar oder Anfang Februar begründen.

Eine Rolle spielte hier auch schon der dreiteilige Dieseltriebzug der Baureihe 614, der besonders in der Popfarbenlackierung der ersten Serie, die in Nürnberg beheimatet war, vielen Modellbahner hervorragend gefällt.

Für ihn spricht sicher auch, er in seiner Gesamtlänge anlagentauglich bleibt, auf Haupt- und Nebenbahnen anzutreffen war und dank zusätzlicher Zierlinien auch im Ozeanblau-Elfenbein der zweiten Serie (beheimatet in Braunschweig) noch ansprechend wirkt.

Überhaupt ist es wohl so, dass es sich um eines der wenigen DB-Fahrzeuge handelt, denen jede Lackierung, die sie im Laufe der rund 35 Dienstjahre erhielten, gut zu Gesicht stand – das stellt auch Ferdinand von Rüden in seinem Baureihenportrait fest. Die kantige Gestaltung war zeitlos und ist auch heute noch schön anzusehen.

Zwei Gestaltungsstudien der MAN für die Bundesbahn sind in Farbe am Ende des Buches wiedergegeben. Sie belegen eindrucksvoll, dass die endgültige Form- und Farbgestaltung ein Glücksgriff und richtige Entscheidung waren. Wohl nicht zufällig hat sich der Autor an sein umfangreiches Werk gemacht, dass Ende des letzten Jahres beim EK-Verlag erschien.

Deutlich ist jeder seiner Zeilen anzumerken, wie sehr er diese Fahrzeuge selbst mag. Seine Begeisterung ist spürbar und er versucht auch nicht, sie zu verbergen. Trotzdem hatten wir beim Lesen nicht den Eindruck, dass die Dieseltriebzüge hier romantisch oder qualitativ verklärt werden.



Dass sie leistungsmäßig eher „schwach auf der Brust“ waren und als vierteilige Einheit kaum noch ein akzeptables Beschleunigungsvermögen boten, wird im Buch schließlich auch nicht ausgeklammert. Ein kleiner Lobgesang auf ihre Zuverlässigkeit scheint hingegen nicht übertrieben, denn mit dieser Baureihe konnte die DB AG klare Verkaufserfolge nach Polen und Rumänien erzielen, wo sie heute noch – rund 50 Jahre nach dem Bau des ersten Exemplars – im täglichen Einsatz stehen.

Zuvor standen sie in Braunschweig noch bis 2008 und in Nürnberg bis 2010 mit einzelnen Verstärkerleistungen in den frühen Morgenstunden im Dienst. Heute sind nur noch zwei Vertreter als Bahndienstfahrzeuge der Baureihe 719 in Deutschland mehr oder minder aktiv.

Neben der Vorgeschichte, Erfahrungen mit ihren direkten Vorgängern der Baureihen 624/634, Entwicklung, Technik und ersten Erprobungen liegt der Schwerpunkt der vorliegenden Lektüre natürlich auf dem rund 35-jährigen Betriebseinsatz der 42 gebauten Einheiten. Die außergewöhnliche Kontinuität in der Beheimatung sorgt hier auch nicht für Langeweile, obwohl sie dem Autor die Recherchen sicher erleichtert hat.

Lücken blieben dennoch, auf die der Autor offen hinweist. Besonders betroffen sind die Auslandsverkäufe, die nach Neuzusammenstellungen der einzelnen Einheiten, Umbauten und Modernisierungen für Dokumentationslücken gesorgt haben. Sein Anliegen ist es, diese auch mit gezielten Hinweisen künftig schließen zu können.

An anderer Stelle verweist er auch auf Widersprüche offizieller Daten und seine Arbeitsweise, um den korrekten Schluss durch sinnvolles Vorgehen ziehen und im Buch hinterlegen zu können. Für Außenstehende war es kaum zu erwarten, wie schwierig die Geschichte dieser Fahrzeuge, die für ein EK-Baureihenportrait noch auffallend jung erscheinen, doch aufzuarbeiten sein könnte.

Doch es ist Ferdinand von Rügen geglückt: Vor uns liegt ein weiterer Band der Buchreihe, die immer und zu Recht als Standardwerke unter den Baureihenbüchern gelten. Stoff für spätere Neuauflagen inklusive Erweiterung und Überarbeitung wird es gewiss geben, doch für den Moment ist es auf jeden Fall rund.

Ansprechend ist auch die Bildauswahl, die hier aufgenommen worden ist. Das verarbeitete Material ist handwerklich gut, gelungen ausgewählt, phantastisch reproduziert und gedruckt worden. Einzig der Farbbildteil am Ende des Buches hätte nach unserem Geschmack noch etwas ausführlicher ausfallen dürfen, denn an den Zügen können wir uns nicht satt sehen.

Einen sehr persönlichen Kritikpunkt möchten wir gleich als „Meckern auf hohem Niveau“ relativieren: Als Bildwahl für den vorderen Buchdeckel hätten wir uns ein Exemplar im klassischen Kieselgrau-Blutorange gewünscht. Es kennzeichnete die längste und eindrucksvollste, für viele sicher auch schönste Einsatzzeit.

Einen nicht unerheblichen Teil der Fotos und Abbildungen hat der Autor übrigens selbst eingebracht, was unerschwinglich auch seine persönliche Verbundenheit dokumentiert. Es sind Beispiele für kleine Dinge, die das vorliegende Werk so lesenswert und auch unterhaltsam machen. Die Lektüre ist einfach auf jeder Seite ein Genuss.

Das Werk ist in Summe eine gewollte und gelungene Reminiszenz an die soliden Dieseltriebzüge der Baureihe 614. Zehn Jahre nach ihrem Einsatzende bei DB Regio schließt es mit meist unveröffentlichten Abbildungen eine wichtige Lücke innerhalb der EK-Bibliothek und auf den Wunschlisten auch der Zetties.

Wer auf ein Modell dieser zeitlos eleganten Züge wartet, dem empfehlen wir diesen Titel ganz klar zum Vorbereiten und Überbrücken der Wartezeit. Diese wird nicht langweilig, der persönliche Wunsch aber gewiss umso größer!

**Publishing pages:**  
<https://www.eisenbahn-kurier.de>  
<https://www.ekshop.de>

# 1. Modellbahn Ausstellung mit Börse der IG SWWS In der Turnhalle Dörflas

**Samstag 10.12.2022 10-18 Uhr**

**Sonntag 11.12.2022 10-17 Uhr**



**Ausstellungshalle:  
Dörflaser Hauptstr. 41  
95615 Marktredwitz-Dörflas**



**Zu bestaunen gibt es:**

- **Europas größte Modul US-Z-Anlage**
- **Eine riesige H0m Anlage nach Schweizer Vorbild**
- **Andi's Kirmes**
- **Weitere Spur 1, H0 und N Anlagen**

**Parken:**

**Parkplatz am Skaterpark Marktredwitz, gegenüber dem Naturbad in der Roßlermühlstraße.**

50 years of Z gauge (part 5)

## Kind of perfect for Japan

*Apart from T gauge, which also originated in Japan, model railway enthusiasts there do not have many alternatives for their hobby in view of their extremely small living spaces. At 3 mm gauge, almost no details can be reproduced, let alone recognised, while N scale already demands too much space for many. The only sensible solution is our Z gauge.*

Because of its small size, Z gauge is predestined for a country like Japan, where lack of space is a pervasive theme. The lack of space for a model railway layout at home clashes with an enthusiasm for technology and railways that is only found in a few places in the world.

This makes the Land of the Rising Sun interesting for our scale, and also creates a basis for international networks to exchange information with Japanese railway enthusiasts. However, the empire has remained dominated by the somewhat larger N scale until today. Nevertheless, this does not mean that Z scale does not exist or is not appreciated there.



Japan is a country that is passionate about technology and railways, and the lightning-fast Shinkansen trains of various generations and designs are a major contributor to this. After all, the land of the rising sun also has the oldest high-speed transport system in the world.

That is why, as part of our 50th anniversary focus theme this year, we are also taking a look at the other side of the globe – at least, from the perspective of our editorial office in Germany, where this article is currently being written.

Despite domestic manufacturers such as Kato, whose programme was and is an important inspiration also for our small scale, Japanese customers naturally are also familiar with our “house and home supplier” Märklin whose fame enabled it to gain a foothold on the Japanese market some decades ago.

The fact that their products still were only of rather marginal significance is probably only down to the product range from Göppingen, which, to this day, has never included a single item of Japanese rolling stock. Thus, the offer was reserved for those who were enthusiastic about European rail vehicles.



The affinity for model building and especially for model railways is also evident every year at the well-attended trade fairs and exhibitions, such as the Shizuoka Hobby Show. Meanwhile, most of the Z-gauge suppliers also are inspired by the product range of Japan's top N-scale producer Kato.

Next to prestigious and internationally known trains such as the ICE, these are, already clearly outranked, the ones that a Japanese tourist may encounter during on a trip to Europe and that seem distinctive enough to catch his eye and create lasting memories. So, it is certainly no wonder why we had to look hard to find the Märklin brand at local model railway shops during our visit to Japan in 2016.

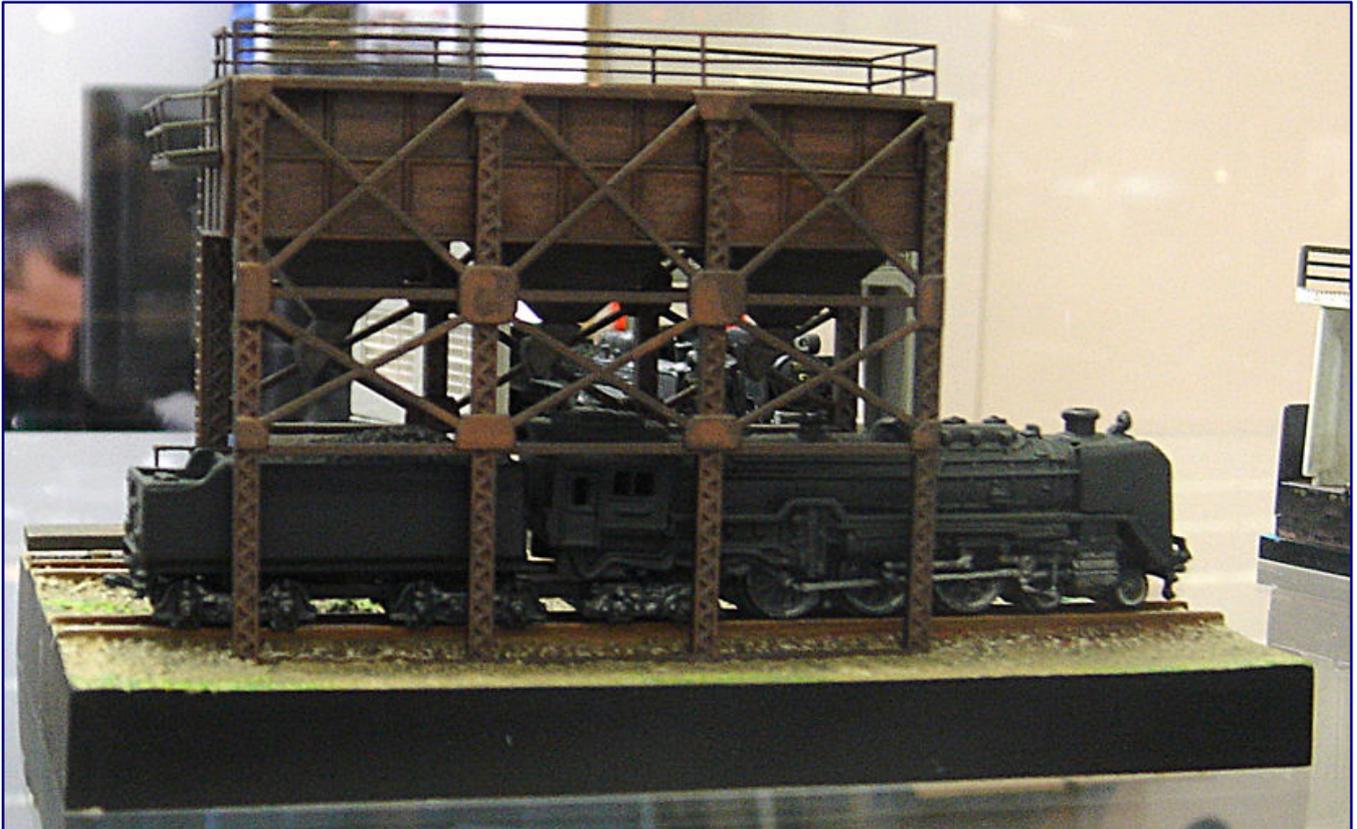
And, so, in this report we want to investigate the question of where and how people in Tokyo and other cities come into contact with the Z gauge, what products they find there and deduce how the future might look there for the most beautiful of all scales.

## A brief look back

In Japan, too, there were and are model railway manufacturers who specialised in Z gauge and created an appealing range of models based on typical Japanese prototypes. Only small parts of this range became known in Europe, presumably due to the lack of an importer or distribution partner.

We will remember the so-called “candy toys” that found their way to Germany around 2005. These “candy toys” were a speciality for adults, related in its basic idea to the Kinder Surprise egg: In this case a small cardboard box contains a piece of chewing gum and a small collector's item from a thematic series.

Which one it is cannot be determined from the outside, which is why it comes with a surprise effect. Only after the purchase and with the unpacking does the secret reveal itself. In the period mentioned, the dioramas were small 1:220 scale pieces approximately the size of a larger beer mat.



**Surprise egg for adult model railway enthusiasts: Some dioramas and static models from the "Candy Toys" series also found their way to Germany, such as this large coaling station.**

They depicted a building or landscape motif such as a platform scene or a locomotive shed cut-out, on which a static steam locomotive model, also enclosed, could be placed. The attraction for enthusiasts in Europe was also that not all motifs in the series were immediately recognisable as Japanese and, were similar to a locomotive from existing European stock, could also appear domestic.

Another 1:220 scale railway themed series followed a few years later. Under the F-toys brand, the individual cars of the Shinkansen Series 0 followed, whose prototype started its service for the 1964 Olympic Games.

This train was offered in its original colour scheme as well as in the “Doctor Yellow” version (track maintenance train in yellow) and in the later standard livery. The end or intermediate car was always accompanied by a matching piece of track, that could be easily connected with others.

The quite elaborate realisation of these inexpensive static models was impressive. The superstructure showed separately inserted windows, printed prototype inscriptions and a chassis that could be separated from the rest. Eisen Platz, one of the Japanese model railway brands and presumably also the originator



"Doctor Yellow" by F-toys, based on the Shinkansen Series 0, also came from the surprise packages mentioned above and could even be upgraded to a drivable model with bogies from Eisen Platz.

of these surprise packages, offered matching exchange bogies with and without drive, with the help of which an electrically operable multiple unit train was created.

But all this represents only a part of the Japanese market. From a distance, we will hardly be able to capture and list all the tinkerers who have puzzled over, designed and also built in our size. Among them, as in Europe and the USA, there will be some who also offered their small-series products for sale.

Long before the class 98<sup>3</sup> "Glass Box" ran at Z-Modellbau, Zetties could already see in a film from the pioneering days of the Internet how a Japanese enthusiast had built this quaint locomotive.



A classic of Japanese plastic modelling on a scale of 1:220 is undoubtedly the Neuschwanstein Castle by Doyusha.

With regard to the drive used, there was still a need for optimisation, but the model was presented in such a way that a small-scale production project could be assumed.

Years later, a long and beautifully running model of the same series appeared from Chemnitz and so this project was probably forgotten. We have also not been able to find the film sequence mentioned above.

In the field of accessories, we can immediately think of a model that also made it onto German shop shelves. Japanese tourists travelling to Germany have always been fascinated by the fairy tale castle of Neuschwanstein.

Therefore, it was a good idea to produce it as a plastic kit. And, the scale of 1:220 was a natural choice for the model because it fits our model railway and the dimensions of the layout remain manageable (42 x 15.5 x 23.3 cm).



And this is what the beautiful kit looks like assembled and subsequently painted. Ulrich Günther regularly shows his artwork at exhibitions in Germany.

At the same time, it also was beautiful to look at and made for a faithful rendering of its appealing construction style. The supplier of this kit, which was already available in the nineties, was Doyusha. In Germany it was imported and distributed by Railex. Today we find it for example in the programme of the company Modellbahnunion.

### Already on the road for a long time

Besides Eisen Platz, three other suppliers have been present on the Japanese market for a long time. First, we would like to mention Pro Z, a brand of the supplier Tokyo Marui. This company still exists today, but it seems to have discontinued its model railway activities about ten years ago.

Tokyo Marui is known in Japan and also in foreign markets as a manufacturer of toy and air guns. As such, it has experience in construction and plastic injection moulding, presumably the decisive competences for its entry into the nominal size Z market at the time.

It seems not atypical for Far Eastern culture that a sufficiently wealthy industrialist or tradesman expands his business to include a branch that knows how to serve his personal passions.

Tokyo Marui has apparently done the same and has, for example, launched plastic kits of luxury sports cars in much larger scales. For a certain period Pro Z even became a full-range Z scale supplier: Locomotive and car models were followed by complete packs with multiple units (series E231-500), tracks and speed controllers.



Tokyo Marui offered under its Pro Z brand, among other things, a night train pack consisting of this EF65-500 engine and six sleeping cars. The models were finely detailed, which is also visible in the delicate and scaled pantographs.

Between about 2007 and 2009, even complete small layouts, some of them even expandable, were part of the programme. These little gems, which kept to formats suitable for suitcases, may well have appealed to Japanese model railway enthusiasts. But already around 2010 things got more quiet around Pro Z and we could not find any more new products.

The PRMLOCO brand, owned by Crown-Models, also seems interesting. The assortment we were able to view in May 2016 at the Shizuoka Hobby Show, one of the most important model building fairs in Japan, was impressive.



The exhibition layout by PRMLOCO (Crown-Models) not only shows insights into the company's own Z gauge programme, but also the high art of model making as it is also appreciated in Japan.

At that time, own figures were introduced as an absolute novelty. Car and bus models (for the left-hand traffic common in Japan), buildings and platforms had already been in the programme for some time. The range also included its own ballast track, which looks familiar and very close to the prototype.



Rokuhan (left) and Tenshodo (right) goods, including the Japanese C62 class steam locomotive, await buyers at a model railway dealer in Tokyo.

The many rail vehicles - including locomotives and wagons - were almost impossible to keep track of. All of them showed fine details, especially for the pantographs, as well as cultivated driving characteristics. PRMLOCO, like Pro Z, is therefore one of the model railway brands that can be found in the specialist shops of large cities.

Founded in 1949 and still active today, the manufacturer Tenshodo is also one of the well-known Japanese suppliers and has also been offering Z gauge for many years. Although it has become very quiet in recent years, many sophisticated and well-known designs can be traced back to them. The Japanese passenger train steam locomotive with tender of the JNR class C51 was such a model.

## Rokuhan as the new guiding star

When we look from the motherland of Z gauge to the Far East, there is one manufacturer we can no longer ignore today. With its sales partner Noch, it finally reached Germany, and quickly made a name for itself. We do speak, of course, of Rokuhan.

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Railway station, buses, various car models and figures (photo above) are part of PRMLOCO's Z-gauge range, along with a ballast track system whose multi-coloured ballast reproduction looks quite realistic (left margin in the top photo). A representative of the Eisen Platz programme is the Japanese diesel multiple unit KIHA 40-2000 (photo below).

Rokuhan is not a company, but a brand for 1:220 scale model railways. The rights to it are held by Toytec Corporation in Tochigi, whose history we would like to briefly illuminate. The company was founded on 17 April 1992 by Tony Ichikawa (managing partner) and Hiroshi Kebukawa (chief designer).



Hiroshi Kebukawa (left) and Tony Ichikawa (right) are the founders of Toytec Corporation and in this capacity also the fathers of the Rokuhan brand. Here they are standing proudly at the company headquarters in front of a showcase in the sample room, which provides an overview of the large product range.



At the headquarters of Toytec Corporation in Tochigi, not only Z-gauge novelties are designed. The company's portfolio is much larger.

The two had been in the toy industry for some time and had knowledge of the North American market in particular.

They then went into business for themselves with Toytec to develop and produce ordinary toys.

Many products were and still are developed on behalf of other companies, which they then marketed under their own name.

In the company's own rooms, however, developments can also be seen in the meeting and demonstration rooms that belong more to the category of household supplies and tools.



It started with a ballast track system, rolling stock followed. Today, Rokuhan is a full-range supplier whose programme also includes bridges, such as this double-tracked novelty that has not yet been delivered. Photo: Rokuhan

The origin of Z scale at Rokuhan, then still run as a separate company, also lay in the production of models for other companies.

Locomotives and track systems came from Toytec production and we have certainly seen them somewhere before. For their own company, it was a chance to build up the necessary knowledge about these precision-engineered functional objects.

In the background, preparations were made to enter the Z gauge market under their own name.

The necessary market analyses revealed that

there are not many companies in the world that serve Z gauge on a larger scale, not even in Japan. Based on their own knowledge and skills, the decision was therefore made to enter the market under the Rokuhan brand.

Immediately on April 1, 2010, since Rokuhan became part of Toytec, the preparatory developments for the company's own range began. Before tools could be built and models moulded, many designs had to be produced.

For the selection of the range and the basic idea for their own bedding track, the N gauge manufacturer Kato, which is very successful in the Japanese market of the next larger scale, was a regular inspiration. The sale of the first own track components started in Japan on 30 November 2010, i.e., within a remarkably short period of time after the start of development.



The DD51 diesel locomotive was Rokuhan's second vehicle under its own brand name and at the same time the first model that was also offered in Germany via Noch. Here it is part of a heavy-duty train set based on a prototypical transformer transport.

Just under a year later, on 29 October 2011, the first rolling stock followed with the 113 series electric multiple unit (item numbers T001-1 / -2), offered as a four-part basic and five-part extension set.

Another milestone, Noch was the general importer for Europe, was the JNR diesel locomotive DD51, of which there were further editions in the last year. Other locomotive, multiple unit and wagon models followed steadily. The focus was also on the famous and popular Shinkansen multiple units, of which the

500 series made it into the programme in no less than three versions. The latest new release in this area is the modern “Mini-Shinkansen” series E6.



JR West's Shinkansen Series 500 has made it to three editions, so far. Shown here, is the second one in the special design "Evangelion" after a Japanese fighting robot series.

Rokuhan has high hopes for its Shorty series, whose launch date in Japan was 8 February 2018. The manufacturer does not see the highly shortened models on short chassis with two two-axle bogies as a realistic model railway, but not as a toy either.

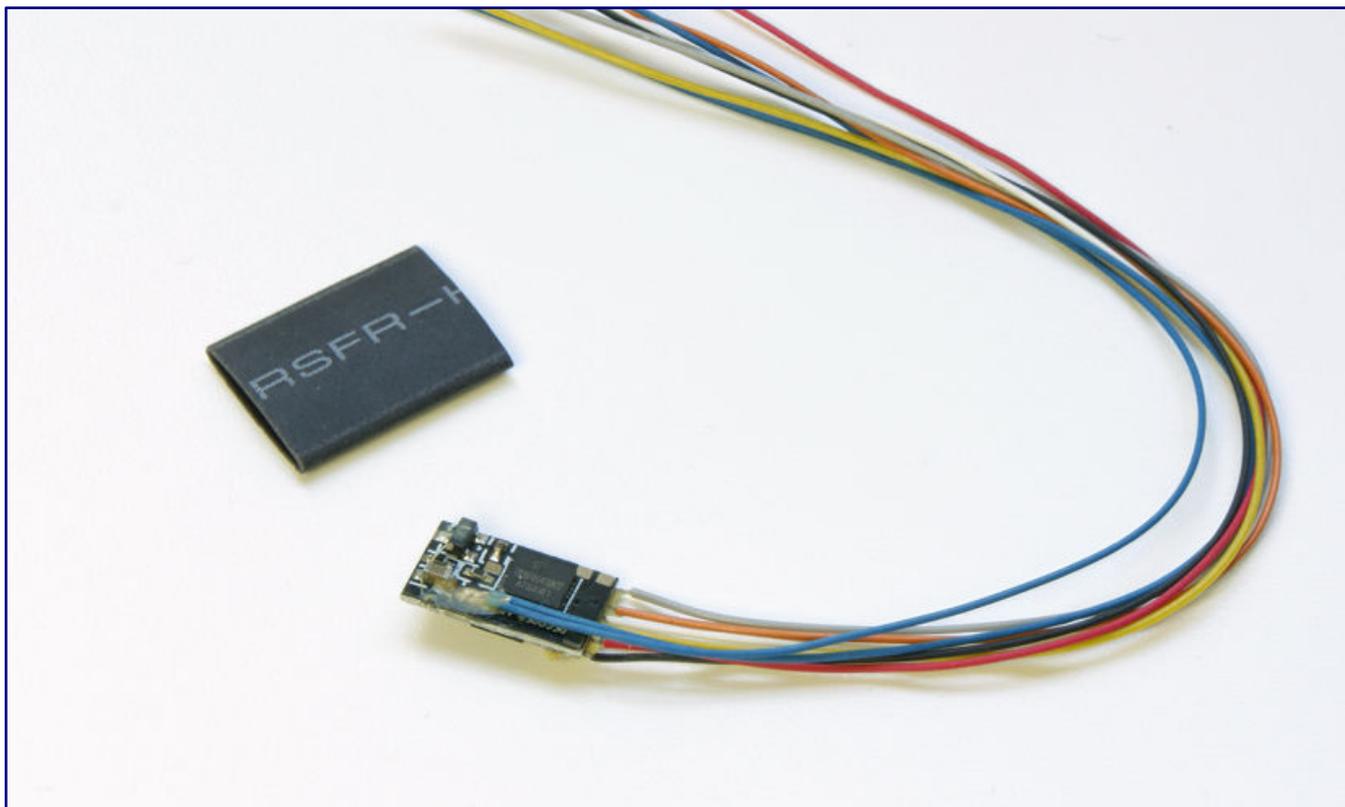
Since they are cheaper than highly detailed models, they are a good introduction to Z-gauge. The response has been correspondingly good, not only in Japan, but also in foreign markets. They could therefore help to expand the circle of Z gauge enthusiasts.

From their own point of view, the idea for this product line is epoch-making in that vehicles of this type and design already have a history in H0 and N gauges and enjoy great popularity among the Japanese because they very much meet the requirements of small homes.

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Rokuhan has high hopes for the greatly shortened and simplified vehicles of the Shorty series. Their rigid bogies can be exchanged for rolling, as well as powered bogie bases, and, thus, put into service. Photo: Rokuhan



With its own programme consisting of a digital control unit and, so far, three decoders, here the DCC universal decoder A053 (photo above), Rokuhan became the first large-scale manufacturer of Z gauge with a digital range. The rolling stock range today also includes Japanese rail classics such as the KURO481/485 series electric multiple unit (photo below).

This segment is occupied exclusively by Rokuhan, whose management is trying to give these tiny things as many prototypical features as is possible in view of the changed proportions.

The decisive factor is that they can also run on ordinary tracks and layouts and on tiny curve radii. Recently, decisive steps were not dependent taken with them into the important foreign markets: For North America, the EMD F7 appeared as an A and B unit in this series (and in two designs).

**T001-1 113系2000番台**  
**湘南色 4両基本セット**

本体価格 13,800円



クハ111-2000 ヘッド・テールライト点灯

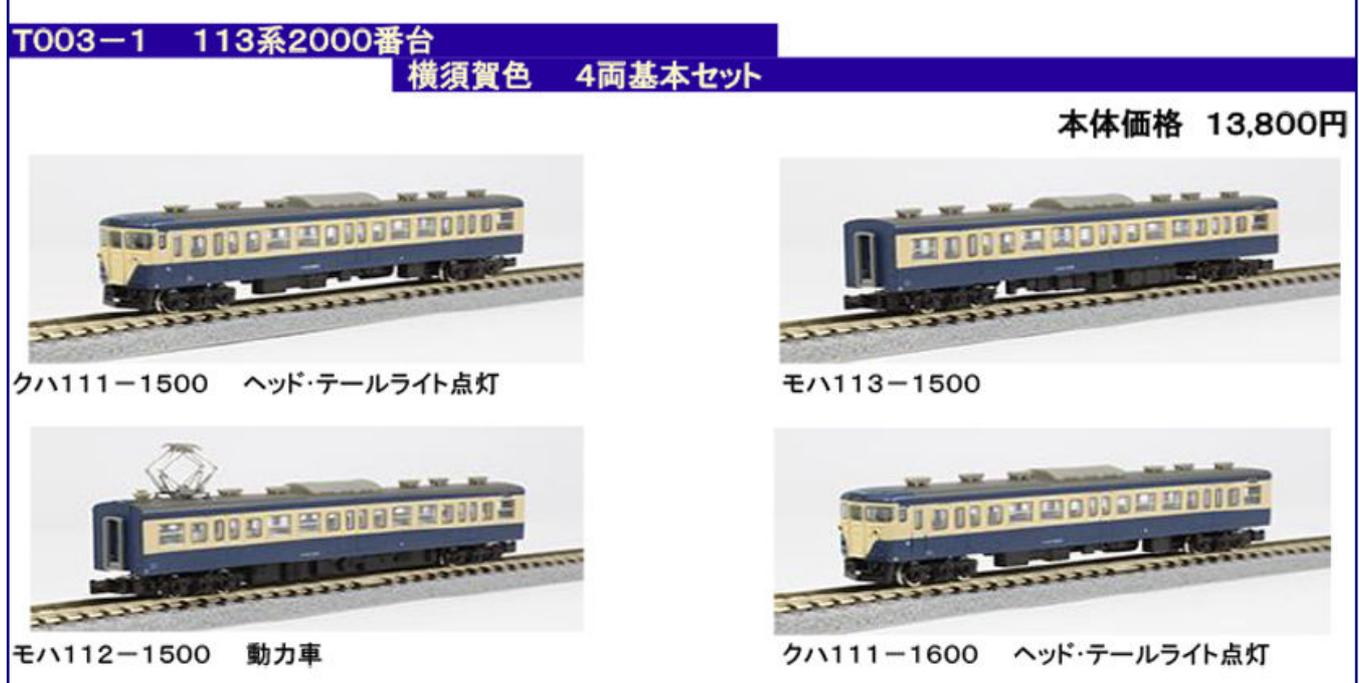
モハ113-2000

モハ112-2000 動力車

クハ111-2100 ヘッド・テールライト点灯

**T003-1 113系2000番台**  
**横須賀色 4両基本セット**

本体価格 13,800円



クハ111-1500 ヘッド・テールライト点灯

モハ113-1500

モハ112-1500 動力車

クハ111-1600 ヘッド・テールライト点灯

This is how it all began: Rokuhan made its debut with the 113-2000 series electric multiple unit (above) at the end of 2011. Illustration (from the 2014 catalogue): Rokuhan

And Hiroshi Kebukawa also hinted at further innovations in the summer interview with our editorial team: “We will also produce the ICE 3 and the DB series 491 in Z-shorty design. We plan to start selling both products before the end of 2022.”

This has been successful with the ICE 3, as it has already been presented and delivered in three different designs. Let's be surprised if the “glass train” will actually be ready before the International Toy Fair.

The Japanese ambitions were and are aiming high: “Initially, we started with the production and sale of the Z gauge, first on the Japanese market. But, we considered selling our products on the world market as well.” The motivation for this was the Märklin and Micro-Trains ranges, which are well-known on at least two continents.



Currently, still the newest Shinkansen design in Rokuhan's programme is the modern E6 series in its appealing colours.

One problem, however, is that customers in Europe almost equate Z gauge with Märklin. The brand is a synonym for them like Kleenex is for the handkerchief. It therefore seems important to design all products in such a way that they are compatible and can also be used on MTL and Märklin tracks.

The plan to produce more foreign locomotives remains unchanged, if only they can. One obstacle is that Märklin in Europe, and AZL in America, have already produced models of most of the most interesting prototypes would reduce the success for models of similar looking series and types.

We are curious to see how the Z-Shorty series will continue to develop as an alternative and building platform and whether there will be new products in the professional series for Europe or, for the first time, even for the USA. Without any question, Rokuhan will continue to work its home market. The latest announcement is the JNR's heavy EF58 electric locomotive, whose axle arrangement is strongly reminiscent of the American GG1.

**Japanese Z gauge manufacturers:**

<http://www.crown-model.co.jp/fprmloco.html>  
<https://www.rokuhan.com>

<https://www.tenshodo.co.jp>  
<https://www.tokyo-marui.co.jp>  
<http://www.platz-hobby.com>

## 50th anniversary of the author **In the Footsteps of the Emperor**

***Bruno Kaiser is not just one of many authors in the model railway trade press. By the way, he has also written for Trainini®, but this is not a unique selling point. His merit is to have stood out from the crowd early on and having built a strong reputation with innovative approaches and ideas. In 2022 he celebrates his 50th anniversary as an author and still is far from slowing down. Dirk Kuhlmann pays tribute to his work.***

Being born in 1972 and 50 years on, Z gauge continues to inspire many model railway enthusiasts.

In the same year, a four-page article appeared in Miba magazine 11/1972 about a wonderful and richly detailed layout.

We are not talking about Märklin Mini-Club here, but about a Märklin H0 scale layout that has subsequently attained cult status among readers to this day.

The “Mückeba” or correctly, the Müngersdorfer Kellerbahn, an ultra-modern model railway layout by the standards of the time, was now the focus of public attention and set standards for many hobbyists across all scales.

The then 25-year-old builder had simply struck a chord with the times and would remain loyal to the print media to this day.

He developed into a specialist in all aspects of building construction and an outstanding landscape designer.

Whether they know it or not, many of the Z gauge railway enthusiasts have also eagerly taken up his reports over the past decades and transposed many a beautiful H0-gauge scenery into the 1:220 scale. Of course, we are talking here about Bruno Kaiser from Cologne, whose last name translates into emperor.



Jubilarian Bruno Kaiser illuminating a club facility at the IMA Cologne.

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Bruno Kaiser, the man in the grey smock, is fully in his element during his design work on the "Durlsbach" club layout (photo above). Bruno Kaiser's typical presentation in the trade journals can be seen in the photo below.

In my eyes, he is the only “grand master” who brings his model railway world closer to the viewer with a very quiet presentation. I know Bruno, like many others, from his articles in various magazines and chance observations at the model railway fairs in Cologne.



The result of the work from the previous page can be found on "Tillmanns Loch", the small exhibition layout of the FdE Burscheid.

In the middle of a crowd of people, where the burning hot halogen lamps were doing their job, Bruno Kaiser was busy with his photo work for Miba magazine. Usually, a helping hand had to keep the inquisitive crowd away from him so that at least a few photos on the previous colour film would be sharply focused.

At that time and in allusion to his last name, he had already received a title of honour within the industry that a true Cologne resident usually holds in high esteem: "Backyard Emperor".

Highly detailed backyards have simply become a must on every model railway in this day and age. You were always looking for the originator? Here he is!

Despite his notoriety, to this day he vehemently avoids the spotlight to possibly sign autographs for his followers. Of course, he knows and knew the other stars of his field, but he does not seek any kind of self-promotion.

In autumn 2013, a great wish came true for me. I was allowed to meet Bruno in person. The invitation of myself and the layout for 2014 at the "Model Railway Days" of the model railway club FdE Burscheid was confirmed, and I wanted to get to know the active people already half a year in advance.

The then chairman Erich Walle showed me the premises and introduced me to the members present. We entered the room a little off to the side last and it was explained to me that this medium-sized gentleman in the grey smock was the club's "design officer".

All the members, including other well-known "scribblers" of the guild who were present here, radiated a friendly and highly personal atmosphere. Now that was a thing! I set off in the footsteps of the emperor!



This is an "original emperor" piece: backyards in the popular Era III, which became his trademark and earned him his thoroughly honourable nickname.

Already here, I noticed Bruno's acceptance of fans of smaller gauges. At some club evenings, he always jokingly says that he has built a small Z gauge layout twice in his life, because the first one was also his last.

In the seventies, there was not so much design material available, not to mention the overly fast running locomotives. Nevertheless, he made an excursion into 1:220 scale with an architectural model for the planned new building of a Cologne beer brewery. Here, of course, he also helped himself to the slowly growing Z gauge market.

The fact that Z gauge has seen increasingly beautiful, detailed buildings and fine materials for landscaping on the market in the last ten years, and thus more faithful design to the prototype, thrills him.

Bruno is, of course, a professional, but without the spotlight mentioned above. He naturally knows all the "artists" by their first names and a normal visitor or even a newcomer to the club or exhibitions is greeted warmly and as a matter of course the technical discussions take place in private.

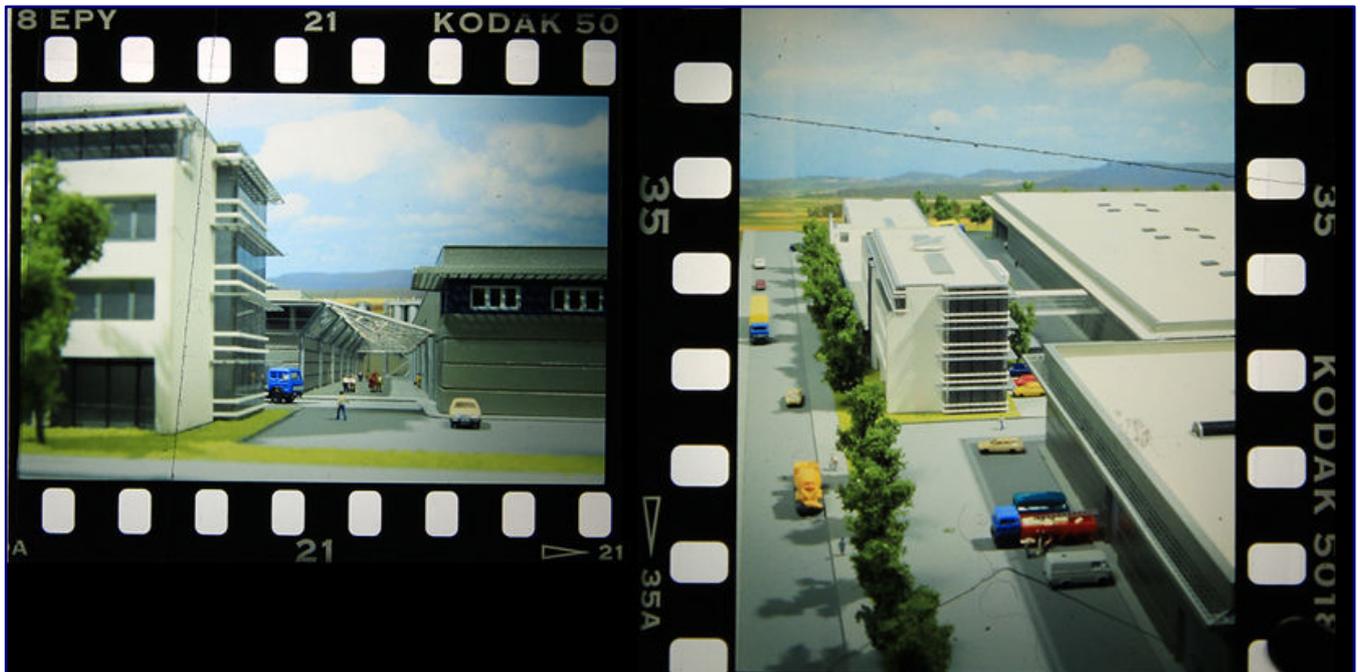
There is no posturing about his person. In other branches, one would speak of a "star to touch", usually in his preferred wardrobe, the aforementioned grey work coat (washed several times, of course). He inspires with his cordiality, helpfulness, and great naturalness.

Over the many years, I have of course been able to look over Bruno's shoulders more often and get to know his working methods. He highly appreciates a meaningful cooperation and the results speak for themselves.

After all, the two new segments for the large "Durlesbach" club layout, into whose build I was also involved, were to be presented to the viewer as if from a single mould, and not become a scenic (green) patchwork quilt because the own sensitivities of the collaborating designers would be more important.

But it gets even better. Bruno does not rest on his laurels or declare his handwriting to be the highest level of design development that can now be achieved. No, his interest in new techniques and products continues unabated. Therefore, it is not surprising that in the spring of 2020, the smallest FdE club layout was presented to the public.

"Tillmanns Loch" is a 140 cm long and drivable light railway layout with 6.5 mm track. Bruno and I have partly such big different design approaches that the H0f layout was a wonderful test object. Bruno's great experience played a role here.



Reminiscent of an earlier work in 1:220 scale: Bruno Kaiser's architectural model for a Cologne brewery. Nevertheless, he should remain faithful to H0 scale until today.

Each of the participants took a step back here and all of a sudden, the project came together. Bruno demonstrated the good piece at the Lahnsteiner Model Railway Days. The visitors were not only happy about the layout, but also about a little talk with the master!

An elderly gentleman approached me and said that he knew all of Bruno's articles, so he was all the more surprised to meet him here. Maybe everything fitted together here, especially as a few days later the "Covid-19" crisis started and with it a superficial sense of inactivity.

During this time, Bruno was certainly not idle and continued to provide readers with photos and reading material. And then, there is the construction of a Märklin H0 show piece, which is used for photo purposes in-house in Göppingen. If you want to see the result, just take a look into the Märklin catalogue 2022/23. Don't scroll, it starts immediately with the title page!

Bruno is currently busy writing new reports for Miba and tinkering with the layout model of the Cologne "Allweg-Bahn", which will probably be presented to the public in autumn 2023. You can also look over the shoulders of the "backyard emperor" on our club visitor days.



Pure atmosphere is conveyed by the winery on the FdE-Burscheid club site "Durllesbach." This is also unmistakably a typical "BK work." May there be as many years as possible that Bruno Kaiser delights us with his ideas and creations!

Just be forewarned, after 10 minutes at the latest they'll be tinkering along!

To the silent power from the Rhine, the man in the grey smock, the entire **Trainini®** team wishes many more productive years and wonderful articles about our model railway hobby!

Club pages to create:  
<http://fde-burscheid.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.*

**The knot in the handkerchief:**

We would like to thank our readers for their participation in our anniversary appeal. The letters we received testify to enthusiasm, passion and creativity.

We are currently examining how we can best fulfil our promise to adequately acknowledge the congratulations of as many participants as possible and to publish their contribution. The aim is to avoid repetition on the one hand, but also to reproduce the ideas in such a way that a representative photo is preserved without exceeding the scope of our magazine.

As communicated in the last issue, the deadline for participation was 31 October 2022. Submissions were requested on one of the following questions:

- With what words would you like to congratulate Z gauge on its 50th anniversary?
- What special experience do you associate with Märklin Mini-Club when you think of this year's anniversary?
- What is it about our small gauge that fascinates you so much?



In the next few days we will be giving away a total of ten anniversary books from Märklin, "All about Z Gauge," worth EUR 22.90 each. As a chronicle, this booklet is intended to serve as a long-lasting reminder of a special year. For this purpose, many impressions of our size have been collected and reproduced in the work.

**Fine deliveries from Artitec:**

The Dutch accessories specialist Artitec (<https://artitec.nl>) has delivered two new models and, in view of the rather slow process this year, has also informed us that exciting models are planned again for next year.

But first, let's take a look at what is coming to the Zetties from the Netherlands. The shoeing stand with horse and farrier (art.-no. 322.039) proves to be an attention-grabbing figure scene, which provides the horse with new horse shoes in a way that is clearly visible to the observer.

The car ferry (322.034) promises to add variety on the layouts, which we want to look at again in one of the coming issues in its many and very successful details. The model, which is now also available for TT, N, and Z scale, has been available for some years in 1:87 scale.



The newly delivered car ferry (art. no. 322.034) from Artitec also looks very well done and we would like to present it to our readers in more detail in a future issue.

There, however, it was designed as a yaw ferry, which certainly few readers can relate to. Such a ferry does not have its own drive and is only guided by two ropes around a circular centre in the course of the river. The movement from one bank to the other is only affected by the current, which acts on the ferry when one of the two ropes is shortened.

For us Zetties, Artitec has modified this basic model and, for example, added an exhaust pipe to create an ordinary ferry that can travel freely or along chain guides.

This means that this means of transport can be used more flexibly and, making full use of the advantages of the small scale, can also be used credibly on a larger river course with shipping traffic.

#### **Double-tracked steel arch bridge at Rokuhan:**

We learned from Ztrack that Rokuhan has announced a new steel arch bridge (art. no. R094) in the basic colour grey. In contrast to the previous models of steel bridges of the same shape in different colours, the new product is designed to accommodate two parallel track sections of main line tracks.

#### **Faller autumn new products for the anniversary:**

The Gutenbacher Häuslebauer quite consciously and openly points out that the Z gauge is 50 years old. He congratulates it with two new kits. The "Feenbach Station Set" (art. no. 282713) is a polystyrene classic that reminds us that Faller has been there almost from the beginning and has always played an important role in our scale as well.

Based on the former Schönblick station, this light railway station with glass platform roof is joined by a goods shed with sliding gates and a signal box with a small wooden extension. The goods shed has a canopy and is wood-clad on the upper storey. The ensemble is recommended for Era III.



The three-part Feenbach station set (item no. 282713; photo above) represents the reissue of a classic, while the three-sided farm (282800; photo below) is a new development as an anniversary model with many additional parts. Photos: Fallner

A real birthday surprise is the three-sided farm (282800), which is consequently also identified as an anniversary model. This modern kit consists of multi-coloured and light-cut hard cardboard parts. The three-part half-timbered farmstead consists of a dwelling house, stable, and barn shows different infillings



The mini hot air (blower) fan (170555) is one of a series of new tools in the Faller range. Photo: Faller

and roof coverings. The three free-standing buildings can be connected to each other using the wall and picket fence elements included.

Among some new tools that will also be added as autumn new products, we have found two that we would like to specifically point out here: a plastic deburrer (170551) for assembling (not only) plastic kits and the mini hot air (blower) fan (170555).

It helps to shrink tubing precisely in places that are more difficult to access or to speed up the drying of adhesives and paints. A stand for standing is integrated and a heat-resistant glove is also included.

**Trade fair in Friedrichshafen coming soon:**

The Faszination Modellbau exhibition will once again be held at Messe Friedrichshafen from 4 to 6 November 2022. All branches of model making will present

themselves there (<https://www.faszination-modellbau.de>), and model railways will play an important role as usual.

After it has been a fact for several years that the traditional trade fair location of Köln (Cologne) has come to an end for the International Model Railway Exhibition, its last organiser now adorns the show at Bodensee (Lake Constance) with this promotional title. However, we did not notice any changes in the concept of the exhibition in the border triangle.

Z gauge will be represented by the Z-Freunde International on a 12 x 8 m exhibition area. Several layouts are to be shown there, probably including the Hirschsprung layout by Jürgen Walther, which was recently portrayed in Miba.

**New Designs from AZL in October:**

American Z Line is entering the market this month with its new Maxi IV container wagon units. The first edition is dedicated to the Florida East Coast (FEC), whose brown triple units are offered in three different compositions (Item No. 906554-1 to -3), which differ with regard to the operating numbers and loaded containers.



This MAXI-IV set (art. no. 906554-3) is a mould novelty. Photo: AZL / Ztrack

For the first time, AZL uses 53' corrugated sheet containers. The 40-foot specimens are also from new moulds. A minimum radius of 220 mm is recommended, and a rerailing aid is used for rerailing. The second run also comes in brown and runs for the Massachusetts Central (906560-1 / -2).



The C&O's "Pere Marquette" as a locomotive-car set (64617-1\_SET). Photo: AZL / Ztrack

Another new product is dedicated to C&O's "Pere Marquette". Two four-car sets with diesel locomotive EMD E7A (64617-1\_SET / -2\_SET) as well as three single cars (73529-9 / 73729-9 / 73929-9) are available. The two locomotives with the road numbers 95 and 97 are also available individually. (64617-1 / -2).

The ALCO PA1 of the Missouri Pacific (64414-1 / -2) also looks appealing as painted. This type is also available as PA1 (64419-1 / -2) and PA1 / PB1 (64419-1\_SET / -2\_SET) in the PRR's Brunswick green. They are joined by A-B combinations of the EMD E7 for New York Central (64603-1 bis -3).



ALCO PA1s are available in October for Missouri Pacific (64414-1; photo left) and Pennsylvania Railroad (64419-1; photo right). Photos: AZL / Ztrack

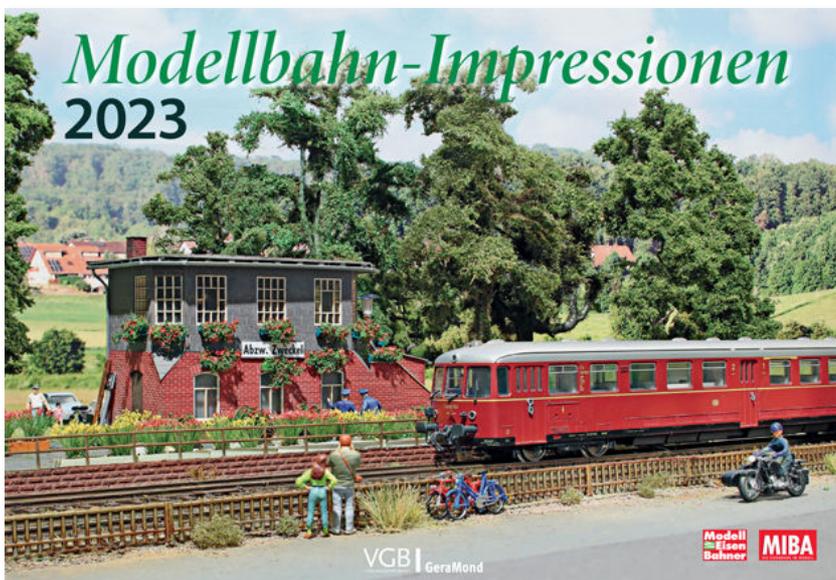
Manufacturer photos of the current deliveries can be found at <https://www.americanzline.com>.

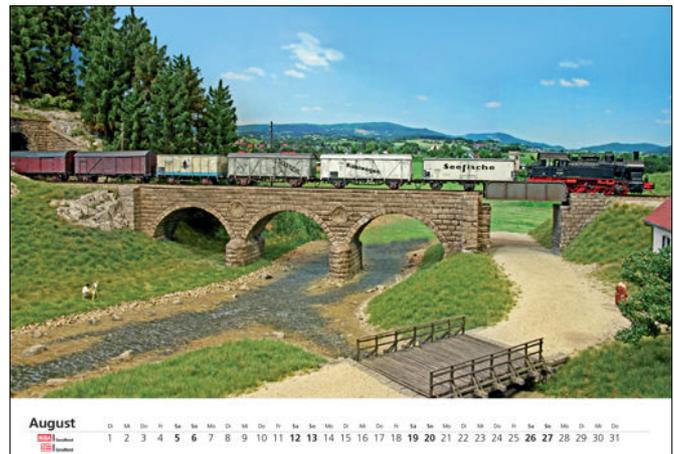
#### Calendar 2023 from the publishers:

The major publishers are now courting the favour of model railway enthusiasts for their choice of calendar for 2023.

Both Eisenbahnkurier / EK-Verlag (<https://www.ekshop.de>) and VGB (<https://www.vgbahn.shop>) have extremely interesting themes to choose from.

Steam locomotives in various combinations are traditional for both. Special railway lines, museums or tourist railways as well as country-





specific themes are also on offer. Modern traction types also have their own calendars, and VGB also offers the Märklin and Trix brands.

An obvious topic for us is of course model railways, for which one (EK) or two (VGB) calendars are offered. Unfortunately, none of them contains a Z gauge motif. Nevertheless, we particularly liked the “Modellbahn-Impressionen 2023” published by the magazines Modelleisenbahner and Miba.

Its title is adorned with a beautiful photo by Bruno Kaiser, whom we honour in this issue and who has already appeared here as an author. The other selection, of which we would like to give a small impression, is also well put together, varied and well photographed in terms of craftsmanship.

#### Märklin deliveries in October:

Yes, is it Christmas already? This question arises in view of one of the two latest Märklin deliveries: The Z-gauge Christmas wagon (item no. 80632) has now reached the dealers.



The chrome oxide green Bundesbahn version of the class 150 electric locomotive (art. no. 88579) has now been put on the market by Märklin.

The Donnerbuchse is packaged as usual and can also be used as a tree ornament. It complements the blue model of the previous year very successfully in the choice of model and design. Deviating from this, the new wagon now shows a green base coat and is printed slightly differently on both sides (language of the Christmas greetings).

The also delivered class 150 electric locomotive (88579) is equipped with a bell-shaped armature motor, warm white top lighting (LED) and an inwardly relocated switching screw. This new product is painted chrome oxide green and shows a modernised version of this freight locomotive without a surrounding rain gutter and with one-piece engine room windows.

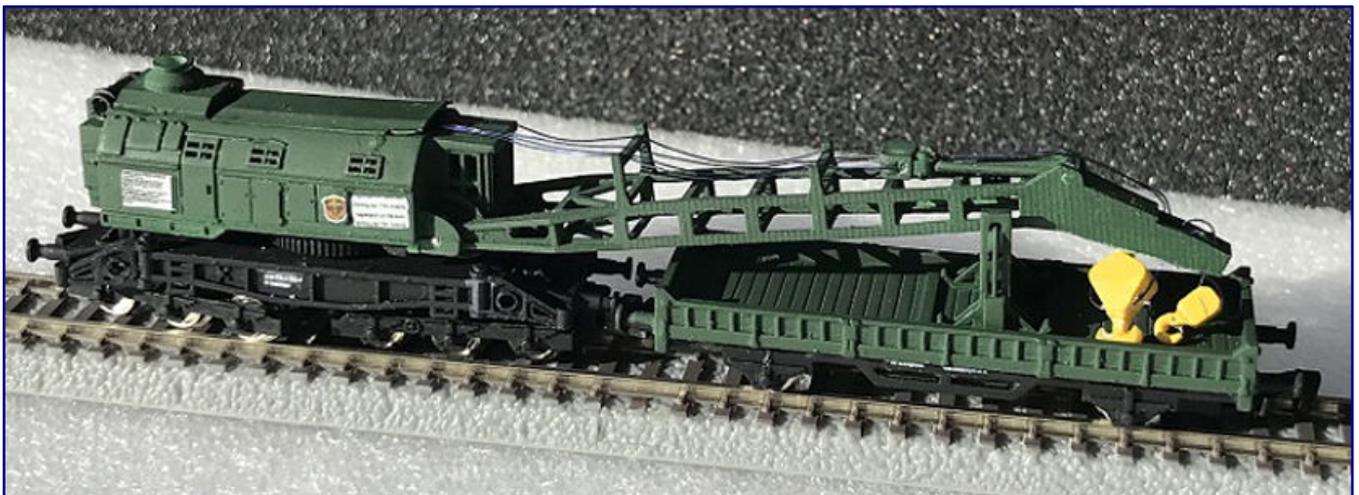
According to the changes on the roof edges, the green paint also extends to the roof, only the superstructures there are set off in prototypical umbra grey. The high-performance fans still correspond to the first design and are therefore not designed as angular slatted fans. Märklin has made good use of the options of its mould construction kit.

A point of criticism on this model is only the cast block, which was not painted over again in black in the area between the bogies. So, it shows with its matt appearance also a colour deviation compared to the black-glossy bogie covers.

This cost saving effect is unfortunately disturbing, because the rigid middle part also serves as a dummy bogie, because this series had strikingly long bogies reaching to the middle in the prototype, which could not be implemented without compromise with the chassis basis of the 103 / 151 series. Yes, is it Christmas already? This question arises in view of one of the two latest Märklin deliveries: In the meantime, the Z gauge Christmas wagon (Art.-Nr. 80632).

#### Two items from NoBa-Modelle:

The Ardelt steam crane 57 ton is now available from NoBa-Modelle (<https://www.noba-modelle.de>) as a finished model (item no. 5318RF). However, interested parties should be patient, as the delivery time has recently increased to three months due to the high demand. The tinkerer duo therefore asks for your understanding.



The Ardelt steam crane 57 ton (5318RF) as this year's new product highlight is now also available as a painted and lettered finished model. Its boom and the lateral supports are movable. Photo: NoBa-Modelle

New to the range are three high voltage pylons (10339R) supplied as blanks for self-painting. All models are, as usual, well-constructed and printed cleanly, as well as in high resolution.

## 100,000th Yullbe visitor in Hamburg:

Almost half a year after its opening, the Miniatur Wunderland celebrates the 100,000th guest of “Yullbe Wunderland”, its virtual reality attraction. It was created in cooperation between Germany's two most popular attractions, Europa-Park Rust and Miniatur Wunderland Hamburg.



Ben Lennart Endres (centre) was the 100,000th visitor to "Yullbe Wunderland" on 27 September 2022. Photo: Miniatur-Wunderland

The initiators Sebastian Drechsler and Stephan Hertz welcomed their anniversary guest Ben Lennart Endres in the late morning of 27 September 2022. In addition to gifts from the old world, a very special surprise awaited the jubilarian: he was scanned by photogrammetry and cloned twice – once on a scale of 1:87 into the Miniatur Wunderland and once digitally into the virtual world.

Wunderland founder Stephan Hertz is happy about this success: “Ever since the Miniatur Wunderland has existed, our guests (...) have dreamed of actually being able to be part of our miniature world one day and strolling through the streets of Knuffingen or climbing the Swiss Alps as a small figure. We had to wait a little more than 20 years for this dream to come true (...).”

## Current deliveries from Micro-Trains:

The ongoing Railroad Magazine series and the upcoming Halloween festivities are the focus of two new products at MTL: Car number 8 is delivered with a historical motif (item no. 502 00647). The special model for the fright and costume clambake (548 00 140) is also a covered wagon adorned with the company mascot Micro Mouse.

Modern container flat cars appear in different colours for different adjusters: TTX (540 00 015 / -016), Burlington Northern (540 00 023 / -024), Southern Pacific (540 00 043 / -044), BNSF (540 00 061 / -062), CSX (540 00 113 / -114) and ATSF (540 00 153 / -154).

Lasered wooden wagon floor replicas for the flat wagons with end walls presented in the last issue are now also available separately for retrofitting as packs of four (799 43 232).

#### Herpa new products for the end of the year 2022:

Herpa Miniaturen let its customers know which new products they can expect in November and December 2022 from Diethofen in Franconia. We are limiting the new aircraft models to those in 1:200 scale that do not exceed an overall length of 30 cm and can be found at European airports and airfields.

This is only the Boeing 737 Max 8 “Proud of Poland's Independence” of the Polish LOT (item no. 613675) from the Snapfit series in flight display. More extensive, on the other hand, is the list of Wings models with designed landing gear:

Deutsche BA Fokker 100 (572279),  
German Airways Embraer E190 (572378),  
British Airways Airbus A320neo „BA Better World” (572392),  
Lufthansa Airbus A321neo “Naumburg” (5724115) and  
Luftwaffe Eurofighter Typhoon, TaktLwG 74 „Bavarian Tiger” (572507).



The British Airways Airbus A320neo "BA Better World" (Item No. 572392) is one of the new products planned for November and December 2022. Photo: Herpa

The military models are complemented by the following trio from the Swiss Air Force:

Northrop F-5E Tiger II, Fliegerstaffel 6 „Ducks” (572514),  
Northrop F-5E Tiger II, Fliegerstaffel 8 „Vandalos” (572521) and  
Northrop F-5E Tiger II, Fliegerstaffel 19 „Swans” (572538).

#### New products at the editorial deadline:

Shortly before the editorial deadline, EtchIT Modellbau (<http://www.etchit.de>) announced another new product for Z gauge. In best resolution, this manufacturer offers a pack of six hydrants (art. no. XD002\_Z), which may be painted by the customer.

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