

International Edition

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

www.trainini.eu

Published monthly
no guarantee

ISSN 2512-8035

Trainini

German Magazine for Z Gauge



Train Formation in five Eras

Useful Aids for clean Wheels
Modellbau Laffont in Portrait

Introduction

Dear Readers,

This year is already coming to an end at a rapid pace. As soon as we look forward to the first trade fairs and exhibitions and await our personal reunion, the number of infections goes up through the roof again.

With each passing day, our worries grow as to whether the scheduled events ahead of us will be allowed to take place at all, and if so, what they will look like. Nevertheless, we don't want to let the fun of the hobby be spoiled, because the modelling season is now really kicking off.

I, too, am looking forward to spending a whole month working intensively in the basement. This will certainly result in many more contributions for this magazine, with which we want to enhance the anniversary year 2022.

Hopefully, the topics of this issue also fit in well with the main season of our hobby: Dirk Kuhlmann concludes his small beginners' series (at least for the time being) and releases our newly added readers of this year's edition into their own projects.

At the request of many readers, who have approached us from various angles over the years, we dedicate a separate article to the topic of train formations. After looking at F-trains and InterCitys in the last few months, we have chosen more curiosities for this time.

We have tried to cover as many eras as possible for this article. With the exception of Era I, for which the material offered is very limited, we have succeeded in doing so. Please let us know how you like this contribution and where exactly your wishes lie.

The more comments and requests we receive, the easier it will be for us to continue our work in a focused manner and to prepare similar articles for future years. This is what we mean by "Zetties and **Trainini** in dialogue", the permanent article title for our announcements and letters to the editor. After all, this magazine is meant to please you, not us!

But this time we are also looking a little outside the box: as part of the annual theme, Modellbau Laffont, an important accessories provider that is also active for some manufacturers and listens carefully to its customers, introduces itself.

Two new tools from the Modellbahnunion provide safe operation and clean wheels. We tested the cleaning tools and were delighted. Those who are still looking for exciting books for Christmas presents are just as well served in this edition.

All in all, we hope this will once again be a colourful and appealing mix to get you through Advent entertained and in good spirits. Take care and remember the dialogue!

Sin-Z-erely,

Holger Späing



Holger Späing
Editor-in-chief

Editorial

Introduction 2

Model

Colourful Trains of all Ages 4

Prototype

Currently no items

Design

Subtle Work on the Design18

Technology

Useful Aids for clean Wheels.....27

Literature (not translated - only in German)

On to the big Steam Finale.....38

Special Topic among Freight Wagons40

News

Modellbau Laffont – Z Gauge in the Blood42

Zetties and Trainini in Dialogue.....49

Imprint61

We thank Bruno Georg, Norbert Schmitz and Eisenbahnstiftung for their photo support.

Date of publication of the German language version of this issue: 27 November 2021

Cover photo:

The short D 811 is hauled by 110 226-8 on a September day in 1986 and performs its important connection function between the intercity hubs Dortmund Hbf and Frankfurt (Main) with high-quality coaches.

Train formation proposals

Colourful Trains of all Ages

Time and time again we receive requests from readers to submit train composition suggestions in Trainini®. We regularly comply with this request in our reports on tested new products, but there is also a need for individual wagon models or unusual prototype compositions. Therefore, we have collected and compiled some ideas for different eras.

When we wanted to respond to various readers' requests to work out and publish one or the other train formation proposal, many thoughts ran through our heads. There are plenty of suggestions, mostly for (once) everyday things, in the literature, in the various monthly publications of the trade press and also in a special series at Miba.

So, if we are nevertheless approached with requests, we need to clearly define what is to be shown here, what is helpful and what has not already been presented elsewhere in the same form. This resulted in the following key points for us:

- Due to the core of our readership, we consistently focus on material offered for Z gauge.
- Both high-volume and low-volume products should be included.
- Our proposals should cover as many eras as possible.
- A touch of something special away from "typical" model trains seemed to us to be indicated.



A train formation closely aligned to the prototype can be a factor for atmospheric model railway operation. In any case, it also conveys a piece of history to the viewers of a layout.

We certainly do not need to list here and document in photos what model railroaders across all gauges combine almost instinctively because it corresponds to what they have seen themselves or to the manufacturers' suggestions. Because that is nice, but probably does not need an article.

And, so, we sat down, researched, browsed and received ideas until we had seven proposals ready for publication for model railway eras II to VI. They are either the result of train formation plans and photo documentations or are freely combined, but then closely oriented to templates of the big world. Let us now work our way chronologically through the world of Z gauge.

Unlucky pioneer

V 32 01 (renamed V 120 001 in 1930) was built in 1927, put into service by the Deutsche Reichsbahn-Gesellschaft in 1929 and tested for two years. It was assigned to the Rbd Stuttgart, where it was taken out of service in 1933 after it failed to prove itself.

It is one of the pioneers of diesel traction, whose breakthrough failed for a long time because of the question of power transmission. It received an ordinary steam locomotive chassis similar to that of the class 78, which forms the basis of the model. The diesel engine acted on a compressor whose generated compressed air was temporarily stored and filled into the pistons of the steam cylinders as needed.



We have equipped V 32 01 with an express train of Reichsbahn wagons, for which meanwhile old Märklin models and three wagons from the small series were used.

As the DRG's first large diesel locomotive, intended for use on main lines, it deserves a special role in railway history. The short episode of its use falls in epoch II. There, among the prevailing steam locomotives, the model is able to attract attention due to its unusual appearance.

For the Märklin model (art. no. 88065) we have chosen a passenger train consisting of coaches of the former K.Bay.Sts.B. In view of the low top speed of V 32 01 (80 km/h) we do not like to call it a D-train. After about twenty years of service, the already somewhat aged carriages with wooden clad walls are unlikely to have been in such high-quality service.

The proposed train is made up of all three car classes of that time. The Märklin models are not sufficient for this. Behind the locomotive runs the former Bavarian express train baggage car (8732), followed by the Heckl small series specimens of a three-part pack (without item number) and the express train car 3rd class (8731), which was also chassis donor for the mixed class Heckl models.

The post express

One of unfortunately several “stepchildren” of Z gauge are mail coaches. Although railway post wagons once belonged to the everyday photo and were part of many fast trains, the offer of our scale is so far limited to two pre-war designs. Not a single new-build Deutsche Bundespost car that can run in fast passenger service has been put on the tracks so far.



On 22 September 1961, 41 031 waits in Fulda in front of a post express train to Frankfurt Hgbf. The fast multi-purpose steam locomotive seems predestined for a train of this type. Photo: Herb Clearley / Eisenbahnstiftung

Therefore, in order not to have to completely exclude this chapter and to present it effectively, a thoughtful and creative approach is needed. That is why we have taken one of the earlier express freight and mail express trains as a suggestion.

What is already no longer possible in epoch IV, we can at least recreate for epoch III: Fast-moving steam locomotives were mostly used as draught horses. Options for the small scale therefore arise for the series 01 (88011) and the various versions of the 03 that Märklin has produced up to now.

Only the original model from 1972 (8885) is not suitable here, as it bears the lettering valid from 1968 onwards, which does not match the wagon models that form the core of our train. We have chosen the 41 356 (88275), the latest steam locomotive model on offer. The universally usable locomotive with a speed of 90 km/h in the prototype was a versatile talent and therefore also considered suitable here.



From *Bahnhofsstraße*, the view falls on Bebra station, where a class 01 express steam locomotive is waiting on the platform with a Postexpress train, which is very close to our train formation suggestion. In the foreground, a class 44 oil locomotive rolls through the photo (1964). Photo: Ludwig Keller / Eisenbahnstiftung

We have attached four wagons to it in which letter and parcel post is sorted and other parcels are transported without sorting: Behind the locomotive hangs an apron mail wagon Post4 (from 87350), followed by two covered wagons Glmhs 50 (from 86000) and the short Post2 (from 87670). This combination also breaks up the appearance somewhat due to the two different wagon colours.

Nevertheless, the covered wagons can also be replaced or extended by the post's own constructions. Almost ten years ago, FR Freudenreich Feinwerktechnik converted the parcel post coach Post 2ss-t/13 (49.341.11), which also fits in well with our train with the addresses of this first edition – and several times, too.



Our Post express train is made entirely of Märklin material. However, wagons from FR Freudenreich Feinwerktechnik can also be used here as an alternative or supplement.

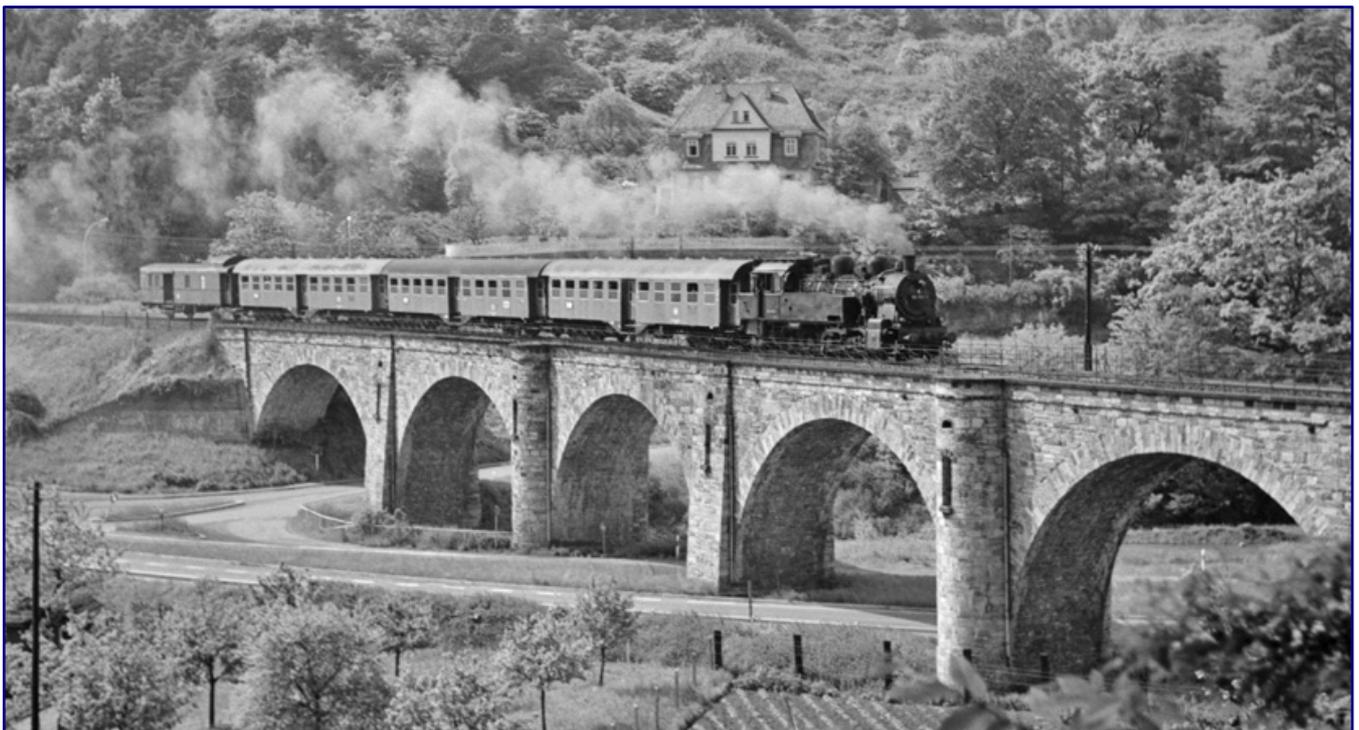
In the direction of Märklin, we leave here the suggestion to take a look at the in-house Minitrix assortment and to have the recently released newly constructed cars of the type Post 4mg-al/26 (later Post mr-a) also follow for Mini Club.

There should be a great demand here, because such models could be used both individually and in pairs in D trains or combined with several of the Bundesbahn's pack wagons. This would result in further mail trains, which in the past ensured that letters were delivered nationwide on the following day. Back then the world was still in order and the postal service had not been privatised.

Locomotives on the move

We have now arrived at epoch IV, whereby we are taking up two ideas, at this point, that can in principle also be represented in epoch III. They are therefore intended to create a transition from the previous proposal (epoch III) to the next one (epoch IV), i.e., to build a bridge.

We used combinations that were commonplace, but also very limited in regional terms. In this respect, they represent something unusual that an outsider would probably not expect.



094 652-5 from the Dillenburg depot is on the Niederschelder Viaduct with P 3218 to Gönnern on 6 June 1970 (06.06.1970). Photo: Gerhard Moll / Eisenbahnstiftung

What these suggestions, documented by photo and train formation plan, have in common is that locomotives are used that were intended for shunting service, and, at best, freight traffic with short transfers. Nevertheless, there were reasons for the Bundesbahn to use them for other purposes.

The first of the two examples take up the former Prussian design of the T 161, which was in service as DB class 094 during the period under consideration here. Due to its high frictional weight and a Riggerbach back-pressure brake, this tank steam locomotive was excellently suited for steep track service.

The Deutsche Reichsbahn had already recognised this before the war and used this steam locomotive to save cost-intensive cogwheel operation and to be able to work with adhesion. In this way, this prototype also found its way into passenger train service, which was also continued by the Bundesbahn and DR after 1945.

In the DB sector, the class 82, which was conceived as its successor, can also be used in the same way. Should this new locomotive ever follow as a Z-gauge model, the slender beauty would be an appealing alternative for the identical line-up of passenger coaches.



Our model proposal for the P 3218 takes up the train formation of the summer of 1970 and uses the conversions of Märklin (wagons) and Bahls Modelleisenbahnen (superimposed locomotive renumbered with signs from HOS Modellbahntechnik).

The P 3218 and the P 3214 (Dillenburg - Gönnern - Wallau) on the Scheldetalbahn from the timetable years 1970/71 became the concrete template for our model idea. We chose the Bahls superstructure of the class 094 (5094) for this, since Märklin has not yet offered the basic model with a current control system.

In tow, the steam locomotive has three Byg 514 2nd class conversion coaches (8754 or from 81400), the 1st class is conspicuously not represented in the original train. If you like, you can of course also add an AByg 503 (8753 or from 81400). The luggage car at the end of the train is an old "Donnerbüchse" D2ie (8752), which has not had an update of its service number in its last years of service.

Bahls also offers its locomotive superstructure for the East German state railway, the coaches are replaced by those from the Donnerbüchsen pack (87513) which appeared this year. All in all, this results in a passenger train, such as was on the road with the later traditional locomotive 94 1292 near Suhl.



The well-maintained 260 112-8 waits for passengers to Gefrees at Falls station on 31 August 1970 with N 3823. Photo: Dieter Junker / Eisenbahnstiftung

But there is also something much more curious! The N 3823 from Falls to Gefrees was not only on 31 August 1970 with an extremely strange-looking crew. The only 5.3 km long branch line at the edge of the Fichtelgebirge was about to be discontinued at that time.

The Bundesbahn reduced the service for such candidates for closure to usually only two or three train pairs daily. Thus, there were no longer any meaningful connections that would have attracted passengers. A single passenger coach was usually sufficient for the modest number of people willing to travel.

On this short branch line, this was the last platform car of the DB, which once formed the transition to the standardised design of the Donnerbüchsen. And we will also use one of these for the model reproduction.

This model has been available in the Märklin programme for many years. A pure 2nd class car Bi-28 (8751) is suitable here, because the DB also did without the upholstered class in the original. This short train is hauled by a class 260 diesel locomotive, which was already available in 1972 (8864).

When there was an “increased number of passengers”, as for example on Whitsun Saturday 1972, a pair of B3y conversion carriages (2 x 8707) reinforced the presented train to a total of three carriages. However, it was always the case that only 2nd class was offered.

One year later, this was finally over, as the DB discontinued passenger services between Falls and Gefrees in September 1973. Since the class 260 did not have a train heating system, the blunderbuss (“Donnerbüchse”) was previously warmed up in winter with the coal stove.



If it were not quite known as a curiosity of railway history, the model realisation of the N 3823 would probably cause astonishment. Arrived at the destination station, the only two passengers have left the train, the train driver also gets off on the open platform.

This proposal offers variation possibilities by exchanging the locomotive for a 236 (from 81772). And the combination could also be taken back to the late Era III, because both the V 36 (from 81770) and the V 60 (from 81564, among others) belong to the lettering versions already offered.

The V 45, which was also photographed in front of such a train and originated in France, is not available as a 1:220 scale model. The train could be transferred to another region by changing the leading locomotive. Comparable passenger train performances have also had to be provided by small locomotives of performance class 2 (Köf 2; Z-Modellbau) and 3 (Schmidt and Z-Modellbau). In the case of the earlier Schmidt model, however, a motorised ghost car would be required for operation.

At the Intercity level

We only have to look back two months to come up with a proposal that fits perfectly into Era IV and is also suitable for small layouts. Fittingly for the fiftieth anniversary of the Intercity, we found a very short train that was formally classified as a D train, but offered its guests IC standards except for the missing dining car.

The D 810 / 811 ran for two years from the summer timetable 1985 between Frankfurt (Main) and Dortmund and used the Ruhr-Sieg route via Hagen - Siegen - Gießen. On this connection between the two end points, which is admittedly much shorter, the journey times were otherwise significantly higher than on the Ruhr axis.

Thus, the new express train's main function was to increase the attractiveness of this route. That is why Siegen-Weidenau and Wetzlar were the only intermediate stops. In summer 1987, further intermediate stops were added, the route was shortened to Hagen - Frankfurt (Main) and the train pair was finally operated as D 2810 / 2811 from summer 1988.



Photo above:
110 406-6 of the Bw Dortmund Bbf passes through Finnentrop station with D 811 on 10 September 1986. Photo: Bruno Georg

Photo below:
A Eurofima car Avmz 207 can also be seen in first place in D 810 behind 110 343-1 as it passes through Dillenburg station on 1 August 1986. Photo: Norbert Schmitz

When the IC-like connection was introduced in 1985, the Bundesbahn wrote in the timetable: "With this train pair, a fast daytime connection between Dortmund and Frankfurt is now offered. The trains only stop in Siegen-Weidenau and Wetzlar in route. This allows a travel time of less than 3 hours."

DB had also thought of a good connection with its IC network: The D 811 offered a connection to the IC line 3 in the direction of Mannheim in Frankfurt (Main) Hbf, the counter-train D 810 took passengers from this line and had a connection to the IC line 1 to Hamburg in Dortmund Hbf.

For model railways, the D 810 / 811 offers the attraction of having a layout-friendly length and still being made of the highest quality car material. We can reproduce it with the class 110 box locomotive, for which we fall back on the first Insider model 8834, which reflects the modern Bundesbahn of that time with red instead of black Ege biscuit.



Our model proposal for the D 810 also received a Eurofima car from the latest Märklin production as a 1st class car.

If you do not own this model, you can fall back on normal catalogue goods with item 8839. A variation is usually documented on prototype photos, but Märklin has not yet offered it in blue livery with Era IV inscriptions.

The train consists of a 1st class compartment car Avmz 111 (from 87281) and two 2nd class large capacity cars Bpmz 291 (8759 or from 87282). Since the Avmz can be seen in prototype photos in a modernised version with swinging-sliding doors instead of hinged-folding doors, a Eurofima car Avmz 07 (87409-04) would be an appealing alternative, which is also documented in the photos.

Colourful border crossers

The following suggestion for early Era V goes back to suggestions we received from readers in Austria. The trigger was the ÖBB's DDM car transport wagon, which Märklin delivered this year – certainly also against the background of other models of the recent past.

It was explicitly pointed out that the prototypes of these wagons were also used across borders and thus also reached Germany. This is still true for the DDM of the ÖBB today, only no longer in the Jaffa colour scheme.

Therefore, we looked at different train formations for the traffic between Austria and Germany before ICE and Railjet dominated here. From this we have derived the following proposal, which does not follow any concrete train formation plan, but does correspond to the practices of the two state railways.

The fictitious section on the tracks of the Bundesbahn is shown. The rolling stock is provided jointly by ÖBB and DB. ÖBB is responsible for the double-decker car transport wagons and an air-conditioned 2nd class wagon.

This is no coincidence, because DB always had a shortage of such wagons due to a misguided procurement policy and was happy that the Austrians stepped in. Otherwise, the railways are obliged to

compensate for kilometres, which can also be compensated monetarily, but was usually compensated for by the provision of vehicles.

And so it is that the train formation appears quite balanced: This train is also hauled by the class 110, in the ÖBB section a model of FR Freudenreich Feinwerktechnik or SMZ would certainly also be conceivable.



With the ÖBB car transport wagons and a “Bügelwalze,” that has long since been out of its original condition, we formed an international motorail train between Austria and Germany for the early nineties.

This time, however, a “Bügelwalze” (pleat) was chosen and, with model 88412, one that falls precisely into this period due to its special features. The sleek electric locomotive still wears its original colour scheme, but no longer the continuous fan band. With the individual fans it also received a central engine room window – previously not a feature of this substructure series.

Behind the locomotive run the two DDm (87095), on which we have placed some contemporary cars (Märklin 8952). The demand from motorists for this train is apparently limited, as it apparently runs on the edge of the holiday season and not on a typical arrival or departure day.

The paying guests can take a seat in the three compartment coaches from pack 87211, which we chose because of the matching lettering (fonts and pictograms). Between them we have placed the Eurofima 2nd class coach from pack 87343.

If you have enough space on your layout, you can also extend this train with the other cars of the ÖBB pack and add a little more colour and even high quality to the layout. This border crosser is certainly classified as a D or FD train.

Modern jubilarian

Our proposal for Era VI provides plenty of colour variety and at the same time honours this year's jubilarian: Lokomotion Gesellschaft für Schienentraktion mbH, based in Munich, started operations in 2001, now twenty years ago.



Founded a year earlier, it provides international transport services to and from Germany, Austria and Italy. The company's two major hubs are München (Munich) and Verona.

DB Cargo is also one of the shareholders with a 30% stake, which is why DB Cargo unit locomotives were repeatedly contributed to the company as a contribution in kind: Classes 139, 151 and 212 as well as small locomotives. For the model, this gives the option of generating eye-catching splashes of colour from familiar shapes.



With the Vectron 193 772 and a class 189 machine, two Siemens locomotives can be seen here in intermodal traffic. Photo: Lokomotion

The reason for this is the striking design of the locomotives, which earned them the nickname “Zebra:” An unmistakable striped pattern is applied to the white base colour, set off only in the area of a driver's cab by a black bar, as a unique selling point of the company.

These stripes are supposed to represent rails and points in a stylised way, the colour of which indicates a location of the company, for example the national colour blue of most of the machines indicates the location Munich in Bavaria.

The main transport axis for Lokomotion is still the Alpine crossing over the Brenner Pass, where modern multi-system locomotives have been running through since 2005. Our train formation proposal is therefore equally suitable for Germany and Austria. However, today's destinations also include Slovenia (via the Tauern axis), as well as the Czech Republic and Hungary (via the Danube valley railway).

continues on page 17



212 249-7 "Clärchen" (photo above) and 151 074-2 (photo below) are two former DB engines in service. Photos: Lokomotion



For our train formation proposal, we have chosen a transalpine container train that also features a former DB unit class 139 locomotive at the head.

Trains of combined transport are often hauled. In addition to containers, however, sliding wall wagons, steel loads or motor vehicles can also be found being towed by these locomotives.

We would like to commend Lokomotion with a train hauled by the Märklin model of the 139 133-3 (88384). As a suitable consist we have used the contents of the wagon pack "Container Transport" (82665), which includes two different types of wagons and is strikingly colourful in terms of container selection.

For those who want a little more variety, we would like to refer to the other series produced by Bombardier and Siemens, whose basic forms are available in 1:220 scale and some of which have already been offered by Märklin in suitable printing: 185, 186 (both Bombardier TRAXX), 189 (Siemens), and 193 (Siemens Vectron). The 151 and 212 series also appear to be within the realms of possibility, and there were suitable designs for the Köf 3 from Schmidt and Z-Modellbau.

Manufacturer large series production:

<https://www.maerklin.de>

Small series manufacturers:

<http://www.bahls-modelleisenbahnen.de>

<http://www.fr-model.de>

<http://heckl-kleinserien.de>

<http://www.z-modellbau.de>

Prototype:

<https://www.lokfotos.de>

<https://www.lokomotion-rail.de>

The first driving tests (part 4)

Subtle Work on the Design

It is often the little things that make a big impact. But a lot doesn't help much, which is why it depends on the considered and thoughtful use of the finest details. But if chosen deliberately and often modestly, they do not fail to make an impact. And they don't always have to cost a lot of money because some of them lie around unused in the household or can be found in the spare parts box. Dirk Kuhlmann sharpens the senses of our newcomers and returners in the last part of our series.

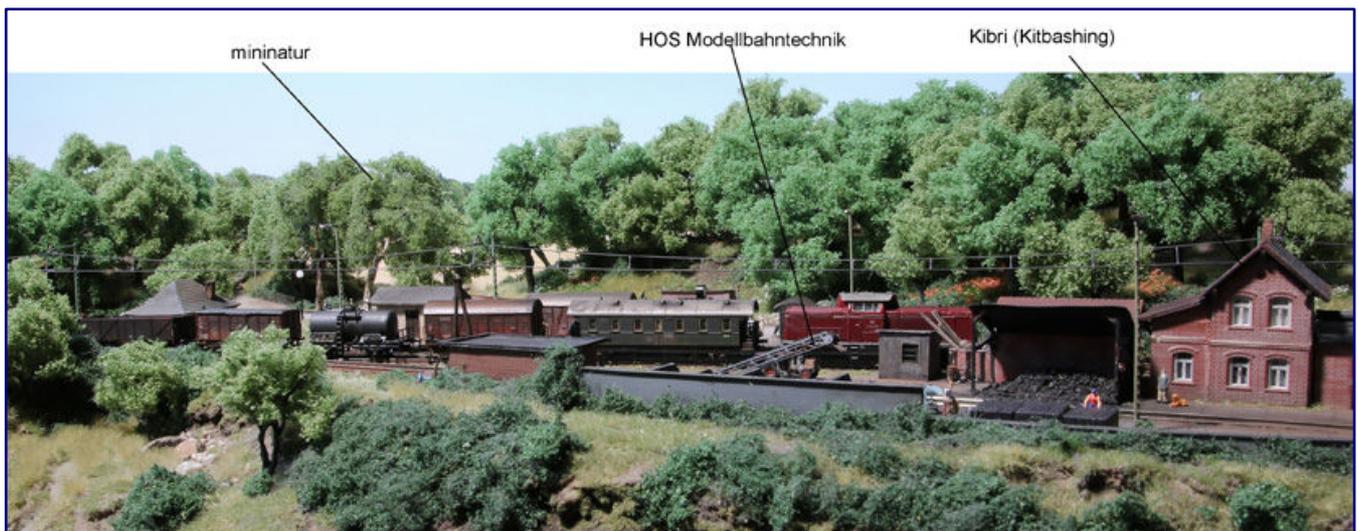
The last part of our small series for beginners and returners starts with a short report about the meeting of three Z-gauge railroaders, of course in relation to the subject.



In the middle of October 2021, two Zetties that I have known for many years have announced their visit to the club rooms of the FdE Burscheid. Both are with their layouts right at the point where the small details are supposed to bring a whole scenery to life – so exactly fitting for our fourth part.

This starts with the placement of model figures and ends with tiny suitcases on the platform. Typical for a long model railway life in 1:220 scale is the “hunter-gatherer quality.” In two large boxes they showcased

their acquirements to me and in the end I was very amazed. Among them were the finest products from companies that have long since disappeared, some of which I had not seen with my own eyes for years.



Picture above:

Welcome to Wakenfeld, a small railway station in the Rothaargebirge, where things are still tranquil at all times of the day. Life only comes into play when the commuters take over the platform and a “coming and going” dominates the scenery.

Picture below:

The train pulls in and the train passengers rub their eyes in amazement. But no, this is not a GmP (freight train with passenger transport), but only the daily local freight train Ng 2334. The V 100 has a rather rusty passenger car on the hook, which is only destined for the local scrap yard.

For our **Trainini®** report, this meeting was a real stroke of luck; the written word, nice pictures – all very important for a manual. However, a personal meeting cannot be topped. The probing questions of the two model railroaders had to be answered somehow and finally found their way into this report.

continues on page 22

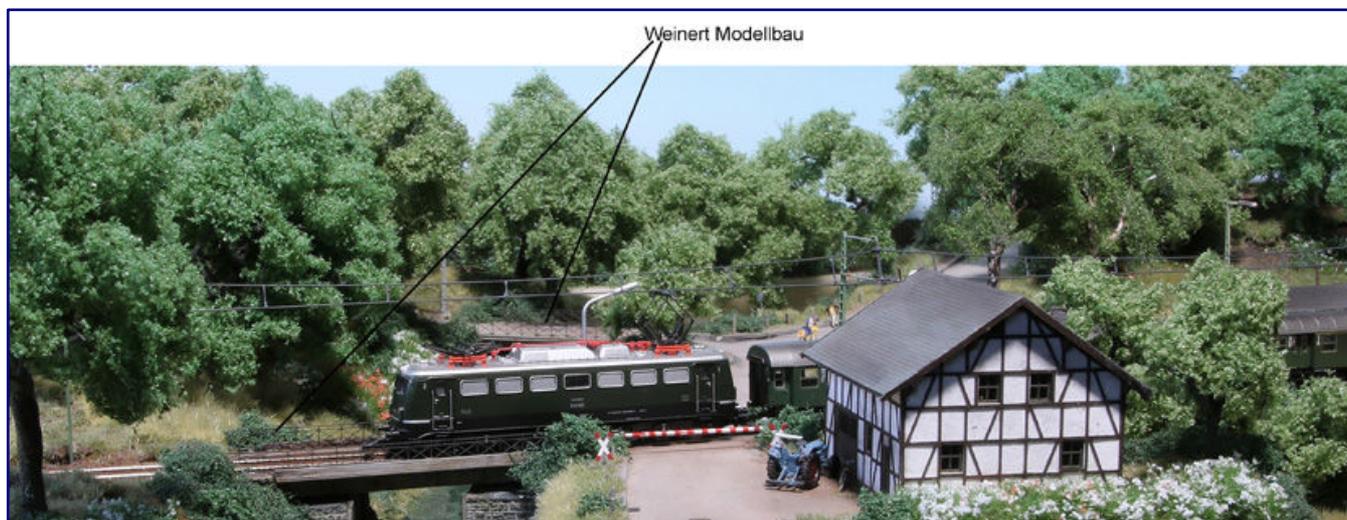
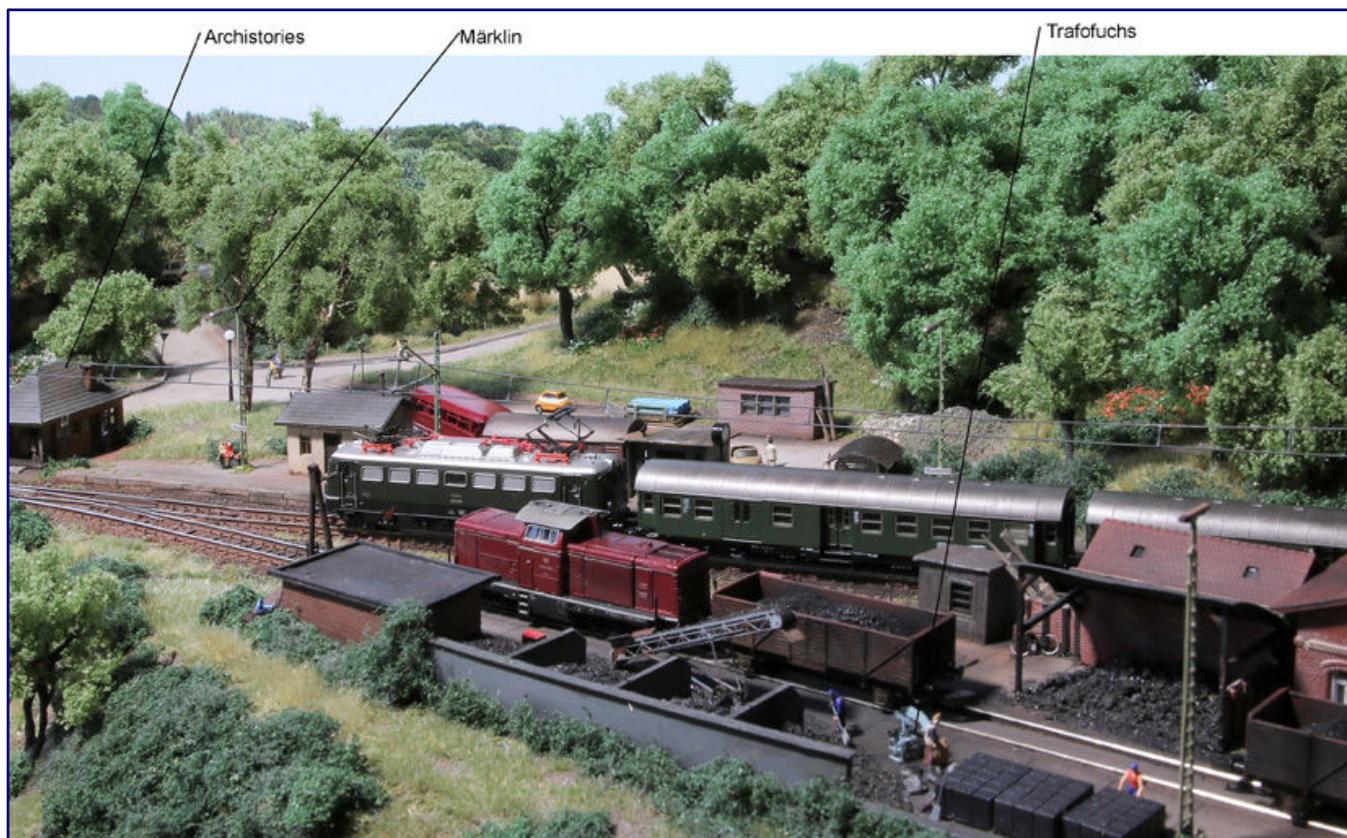


Picture above:

After the V 100 has placed its load in the turnout track located 300m to the east, the two Omm 34s loaded with "black gold" are transferred to the "Kohlen Schmitz" company in a movement into a closed section.

Picture below:

Now the crew of the V 100 has to uncouple and wait, because the N 5678, a typical slow train in this region, has priority. Mrs. Schmitz has already brought the coffee; there's got to be time for that.



Picture above:

Our N 5678 is setting off again. However, the driver of the V 100 has to continue to wait on the area of the coal yard according to the instructions of the local train dispatcher. Another passage is made. According to the schedule, no other train should actually block the line for the next hour.

Picture below:

The catenary wire has only been hanging here for two years. According to the Bundesbahn, this is an alternative route for many through trains, e.g., the famous "Heckeneilzüge" (hedge train). Alongside it can be seen that the E 40 was often also in passenger train service in earlier times.

Of course, we then took a look at the “Kniephaven” Z-gauge island layout, which has recently been on display here in the club room for the first time since OnTraXS 2017 in its finished state, combined of course with its almost unbelievable variety of small parts added there.

Here, the Z-gauge fans first noticed that the distribution of the smallest parts and decorations is very finely balanced and many items are only caught on second or third glance.

Exactly now, we are at our today's and very important point: the exact amount of the final decoration. This is of course done in accordance with the locality chosen by the original and the sequences of the railway traffic.

A little imaginative story around your exhibit and “life comes to life”. We have consulted with the editorial team and have come to the conclusion that small pointers and corresponding manufacturer's names at the edge of the picture should be enough to support your research.



Unbelievable! A Klv 20 (full of seven men) rushes through the station at high speed. Somewhere, according to the dispatcher, there is a problem on the line.

Nowadays, with the technical possibilities available, almost everything can be bought for the 1:220 scale. Product gaps are recognised and implemented quite quickly by small series manufacturers, 3D printing technology alone is a decisive point for this.

In order for you to be able to dream a bit, there is also the little story around the station as a bonus, in the form of somewhat longer captions. I would like to give you a few implementations, but if you need further suggestions, feel free to let the editorial team know.

As a template, let's take a few pictures of the real world and take a close look at the positions and sceneries in which the little figures are standing. Looking with your own eyes on the spot can also be very helpful in portraying the so-called interpersonal scenes.

The accessories, such as cars and two-wheelers, will then almost come naturally. If you are still a little undecided, the temporary glue from Noch (art. no. 61121) would be the first choice. For the final gluing, I always use a gel-based superglue or as well wood glue. The dispensing is done with a very thin metal wire or a toothpick. Good tweezers for placing should be another prerequisite.

Unfortunately, we are currently experiencing a somewhat sparse supply of street lights, since Brawa, a major manufacturer, withdrew from production a few years ago and the delicate Märklin lights are also mostly not (or no longer) available.



The track is clear again and the V 100 now collects its parked freight cars to serve the next customers. After that, there is a little rest in Wakenfeld again.

In the large-scale production, only Viessmann currently offers Z-gauge lights, but these look very clunky and oppressive to the viewer. At the latest after placing them on your layout, these disproportionately bulky products stand out.

Fortunately, small-series manufacturers such as HOS Modellbahntechnik have some wonderful and, above all, scale-appropriate lights in their portfolio, and it is also worthwhile to take a look outside the box: the company Beli-Beco offers a very (very) delicate light in 1:160 scale, these often fit our gauge because of their extraordinary filigree character or, because they are hand-made, they can be adapted to 1:220 scale on request.

Do you still see small parts in the photos that you can't identify? There is the famous tinker's box with its many leftover small parts from previously built structures and houses.

But it gets even better; in every household there are things lying around that are no longer functional. The inside of a lighter, for example, holds some surprises, e.g., my maritime lifebuoys are made from their seals.



Dusk has fallen and soon life will come to rest in this tranquil hamlet. With this picture and two add-ons on the following page, we bring our little newcomer series to a close.

An old wristwatch contains many gears that, with a little applied rust paint, are good as individual parts for the scrap heap on a small corner. I could probably continue the list endlessly, but just go on a journey of discovery yourself. It's worth it.

And yet, of course, there is the one important destination for an on-site overview: with the Spur-Z weekend in Altenbeken 2022, you could take a look yourself at almost all the products that enhance our scale. Most of the manufacturers will be on site.

It is also worth taking a look at our **Trainini®** pages, where you will find a list of suppliers under the heading "Z World," which is constantly being updated and expanded. You could research this for hours...

This brings us to the end of our series of reports. We hope you enjoy the hopefully new insights and the implementation of what you have learned. Perhaps in the near future there will be a nice layout portrait here in **Trainini®** – of your work.

Websites of supplier as recommended in the report:

- <https://www.archistories-shop.com>
- <https://www.artitecshop.com>
- <https://beli-beco.de>
- <http://www.fr-model.de>
- <http://www.hos-modellbahntechnik.de>
- <https://www.maerklin.de>
- <https://www.mininatur.de>
- <https://www.modellbau-laffont.de>
- <http://www.trafofuchs.de>
- <https://viessmann-modell.com>
- <https://weinert-modellbau.de>

Trainini® supplier list:

- <https://www.trainini.eu/z-world/suppliers>

Two additional picture add-ons to demonstrate the showcase principle and its effect - here also in conjunction with a decorative element as the top finish:



Ihre Bildsammlung braucht einen sicheren Hort!

Unsere Aufgaben:

Bildsammlungen:

- **bewahren**
- **bewerten**
- **veröffentlichen**

Eisenbahnprojekte:

- **fördern**
- **initieren**

Unsere Garantien:

- + **personenunabhängig**
- + **sicher**
- + **gemeinnützig**
- + **steuerlich privilegiert.**

**Sie möchten
eine Sammlung
der Nachwelt
erhalten?**

0173 / 295 19 21

Rufen Sie uns einfach an!

**Sie möchten
unsere Arbeit
unterstützen?**

Spendenkonto:

Sparda-Bank West

Kto.: 579 484

BLZ: 330 605 92

EISENBAHNSTIFTUNG

JOACHIM SCHMIDT



www.eisenbahnstiftung.de

Maintenance & Care (Part 10)

Useful Aids for clean Wheels

Clean wheels are a precondition for the smooth running of model trains. Two new devices from the company Modellbahn Union have recently come to the rescue. And because we know that there is a great demand for such cleaning aids, we have taken a close look at both, tested them and present them in this article.

Clean wheels, along with equally well-maintained track, are the be-all and end-all of model railways. Z scale is no exception in this respect, although its rolling stock is by no means as prone to electrical contact problems as many outsiders assume.

Especially newcomers to our scale often wonder, however, about the best method for cleaning wheels. Aggressive cleaning substances should be avoided and one should also be careful with mechanical cleaning methods. What is needed are gentle but thorough methods and techniques.



Modellbahnunion offers two devices for a surface-friendly but effective cleaning of Z gauge wheels.

Märklin itself markets its locomotive wheel cleaning brush (art. no. 66623) from the N-scale Minitrix range, also for Z gauge. Its usefulness is controversial for many, however, and we too have reservations about working nickel-plated wheel surfaces with a brass brush.

What if this method of cleaning leaves fine scratches on the surfaces, on which new dirt can adhere all the more? Can it be ruled out that the brushes remove the extremely thin nickel coating from a rotating wheel?

For all those who share these concerns, the company Modellbahnunion offers bought-in proprietary products that are equally suitable for analogue and digital railway enthusiasts and also offer solutions for cleaning locomotive and wagon wheels. The auxiliary device for non-motorised vehicles also comes with a cleaning felt for the track.

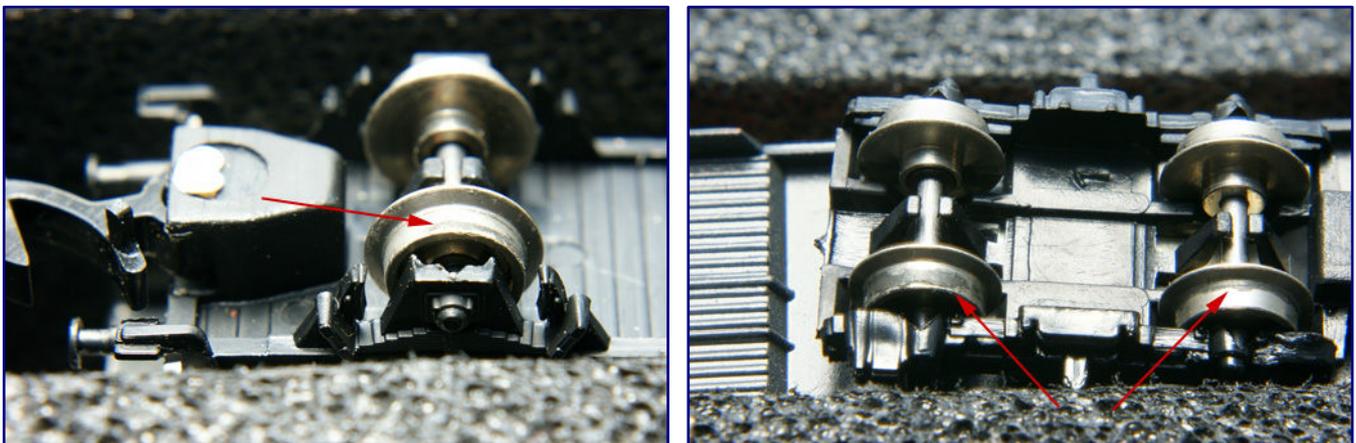
It is precisely these tools that we would like to present, try out and test for their usefulness today. But before we get to that, let us look at the symptoms of dirty wheels, because not everything is obvious at first glance.

Dirt-related failures

An electric transmission wheel usually reveals contamination very quickly: the motor is only supplied with interruptions, the locomotive stutters, and often the lights on the locomotive or on wagons are flickering.

However, these symptoms can remain undetected for a while, provided that buffering with capacitors bridges the interruptions or in the case of a small-series model with an effective flywheel mass.

Derailments are another tell-tale symptom of dirty wheels that mainly affects wagons, but sometimes also powered locomotives.



Dirty wheels (left, freight wagon) cause poor running and contact problems. Derailments are a typical consequence once thick coatings of dirt have accumulated on the wheels (right, dining car).

They do not always occur in the same place and are therefore not necessarily reproducible, as the technicians would say. Often, affected model railroaders wrongly suspect that the derailments are due to a misaligned gauge and start thinking of ways to measure and correct it, if necessary.

Those who are now on the proverbial wrong track may be driven mad by the persistent breakdowns. And the darker the wheels are – think not only of today's black nickel-plated metal axles but also of the plastic wheels of the pioneering days – the less noticeable the true cause.

Already in part 6 of this maintenance and care series (**Trainini®** 8/2016) we dealt with the problems of dirty wheels and gave simple tips for cleaning wagon wheels. Today, we now also include powered axles, because often enough it is not necessary to disassemble a model.

A one-time investment into a cleaning device saves us manual effort and is much easier to handle. And dirty cleaning felts are quickly replaced with spares that are also sold by Modellbahnunion.

A useful tool

Whereas in our first article on cleaning techniques we used kitchen paper as a cleaning aid and rails as a guide, we now have devices that combine both in one cleaning pad. In the version for powered wheels, it also transmits the power – it couldn't be easier.



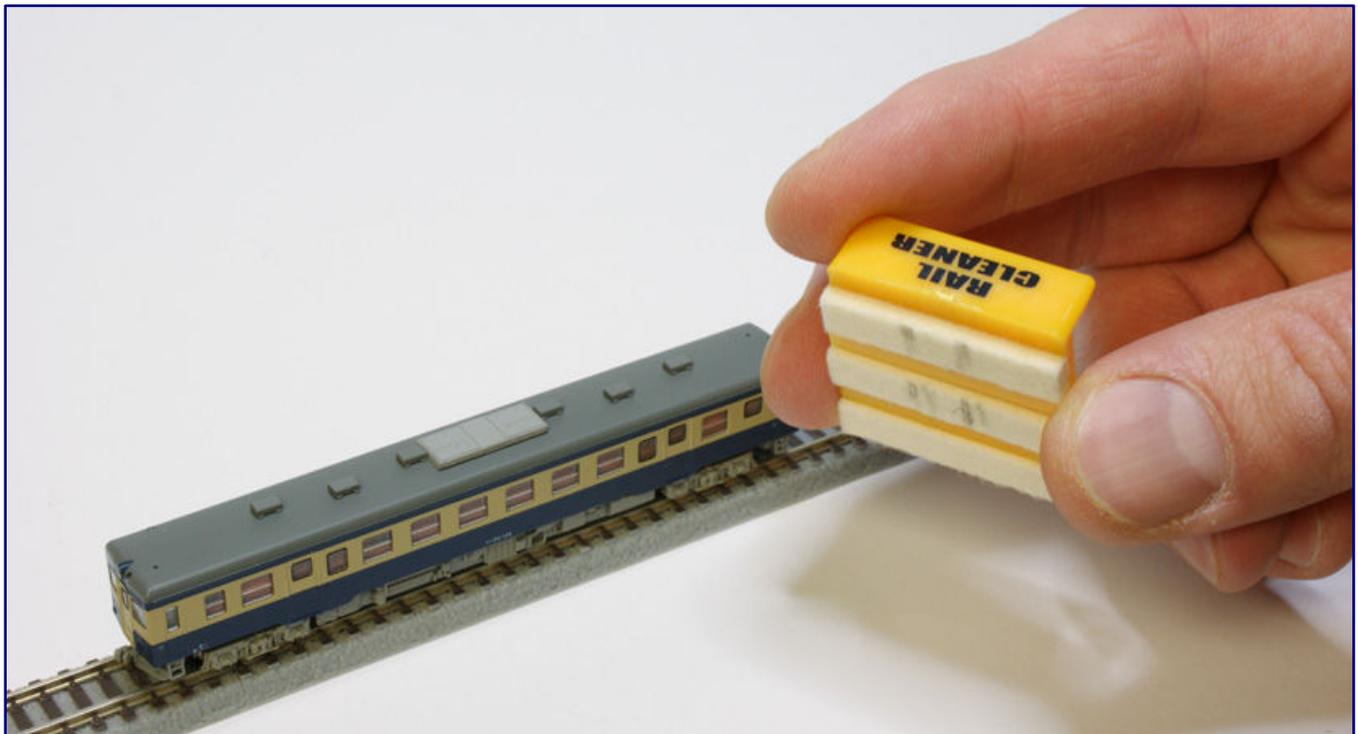
The device comes in two versions: one for motorised (top) and one for un-motorised models (bottom).

Nevertheless, we still had some questions and so we simply tried out the two new devices from Modellbahnunion and tested them extensively for their practical suitability. The German importer and supplier sources them from the Japanese manufacturer Tsugawa and offers two versions:

- Z gauge wheelset cleaning system (item no. MU-Z-A12508), and
- Wheelset cleaning system for vehicles without motor (MU-Z-A12509).

Both devices are about 205 mm long, the usable length as communicated by Modellbahnunion as about 180 mm. This is easily enough for all locomotives and wagons ever found in the Märklin programme.

Only the 18-axle torpedo ladle car (86200 ff.) almost exhausts the space on this tool with its length of approx. 154 mm. But the remaining three centimetres are still enough to clean all around its wheels as well. Only a little caution is required, so that the model is not accidentally pushed off the cleaning pad and possibly damaged.



The version for non-motorised vehicles comes with an additional hand tool carrying three cleaning felts to remove dirt and debris from the track.

The wheelset cleaning system is not suitable for the extreme outliers among locomotives: for example, the class 3900 “Challenger” and the 4000 “Big Boy”, both once produced by AZL, exceed the usable length.

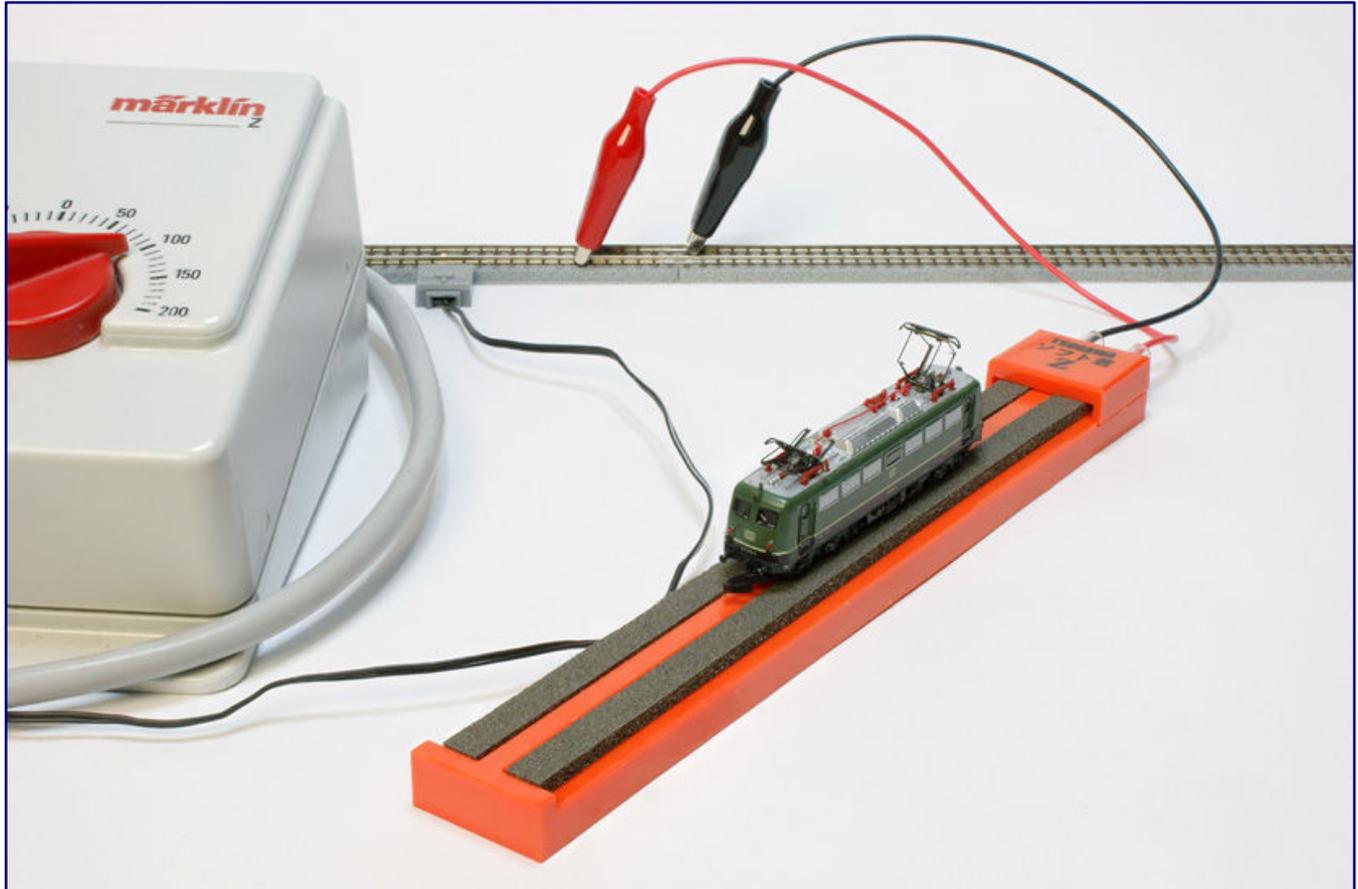
Both versions of the wheelset cleaning system have in common that their polishing pads, a cleaning foam rubber or a cleaning felt, are exchangeable. They sit very firmly on the plastic base, which is why this is not obvious. To loosen them, they only have to be pulled off with a little force.

The adhesive power of the pads is even retained, which is helpful if the positioning doesn't work right away. Since the Modellbahnunion offers replacement sets, nothing stands in the way of a long-term use of the devices.

Easy and effective to use

It is very easy to use, which is all the more welcome because there are no instructions in German or English. All text is written in Japanese, but are accompanied by small illustrations that are quite comprehensible. We do not consider another document necessary.

In the case of the electrically powered tool, two alligator clips are connected to the rails on the layout or the transformer, the speed controller, or the digital control unit.

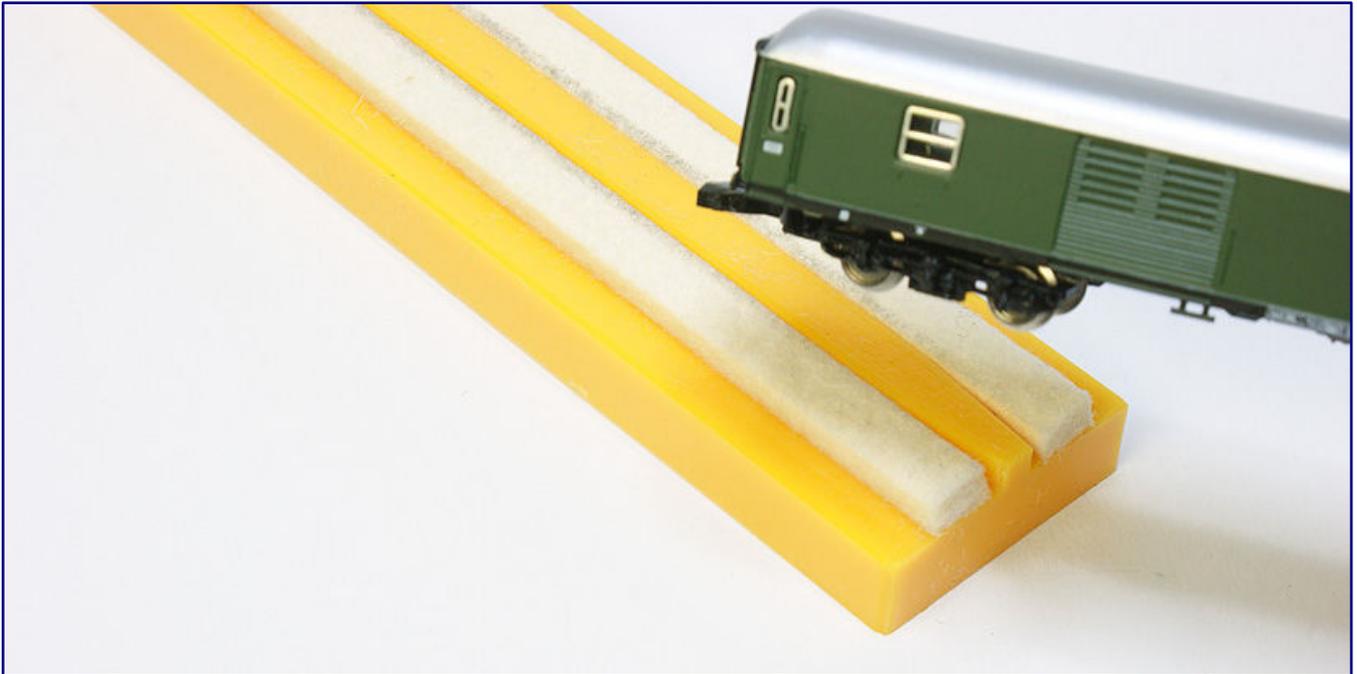


The wheelset cleaner's alligator clips are simply clamped to the rails or attached to the transformer connections in order to draw the traction voltage from there.

As soon as the locomotive is positioned on the wheel cleaner, it is held in place with light pressure and supplied with traction current. The rotation speed of the wheels is determined by the voltage or speed level setting (digital operation).

As unpowered wheelsets cannot be cleaned by this system, the second tool is available without electrical connections. It is suitable for running wheels of locomotives and all unpowered models.

For this purpose, the locomotive or wagon is rerailed in the same way and then pushed backwards and forwards by hand under slight pressure. In this case, rerailing is even easier because a rerailing aid is integrated at one end.



The yellow cleaning device has a guide at one end to guide the wheels cleanly onto the felt. Once in position, the model is pushed back and forth under light pressure.

Dirt that sticks to the felt or foam is gently cleaned without any scratching. The second cleaner just mentioned comes with a small additional tool: A small plastic profile with the inscription "Rail Cleaner" indicates what it is for.

The three felt strips glued to it are placed crosswise on the track, also pressed down lightly and then moved over the head of the rail profile, from which they then also pick up dirt. It works similarly to the cleaning felts from System Jörger, and therefore requires similar access spaces.

Under catenary, on the other hand, things can get difficult. A certain degree of care and repeated reaching around will be unavoidable, which is why a cleaning trolley according to the Jörger system (Märklin 86501) can be an alternative here.

Cleansing additives?

Dry and stubbornly adhering dirt can drive model railway enthusiasts crazy. Therefore, sooner or later the question arises whether the cleaning performance can be increased with liquid additives?

Here we should first think about which type of product can be used: Soaps should be discarded because of a smear film; spirit cleaners and petroleum ether should also be discarded. They also contain gelling agents and other chemical components whose material compatibility and complete evaporation leave room for doubt.

The only remaining solution is pure simple alcohol, such as isopropanol 99 %, which can be obtained from a pharmacy or possibly a drugstore. It degreases, dissolves many substances, cleans well, evaporates completely, and, according to experience, does not damage traction tyres.



We also test whether the cleaning effect can be increased with alcohol, which we apply to the felts with the help of a pipette until they are thoroughly soaked.

So, the questions that remain to be answered are whether an added value can be established and whether problems (short circuits) are to be expected in the electrical design? We got to the bottom of this with some practical tests.

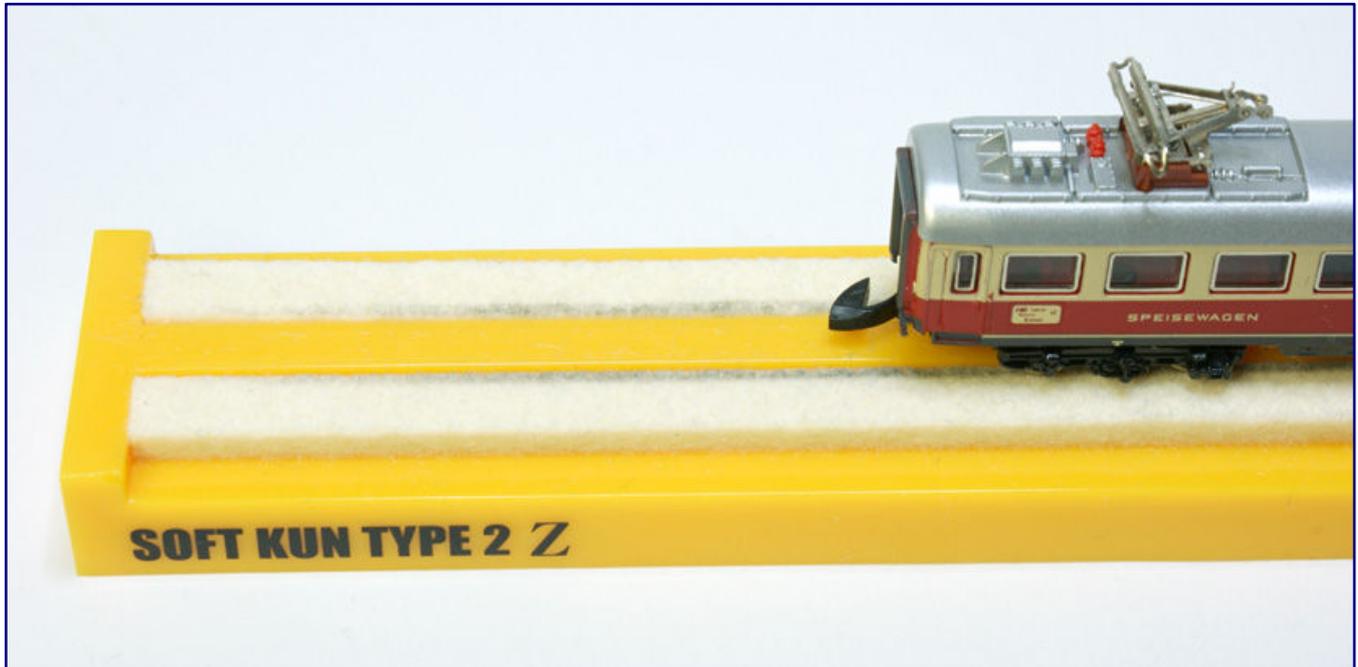
We chose different models in order to make it not too easy for the testers: Locomotives of all traction types (i.e., different construction characteristics), with and without traction tyres as well as coaches in different states of dirtiness.

Particularly in the case of the passenger coaches, specimens were used that showed extremely dirty wheels after many hours of operation at exhibitions and no longer ran reliably. They were to pose a special challenge and to clarify whether the new devices could cope with any condition.

The first test run was for the yellow tool for non-driven vehicles. Here we tested a rolling stock model of the 8970 series, cleaned a steam locomotive tender, a refrigerator car and several long passenger coaches with heavily soiled wheels.

Already after some pushing back and forth, traces of dirt appear on the light-coloured cleaning felt. A check on the wheels shows that the less dirty ones have regained their shine. However, we also notice fibres that have come loose from the felt and are now sticking to the wheel, bogie or wagon floor. Fortunately, they can be blown away and do not pose a problem.

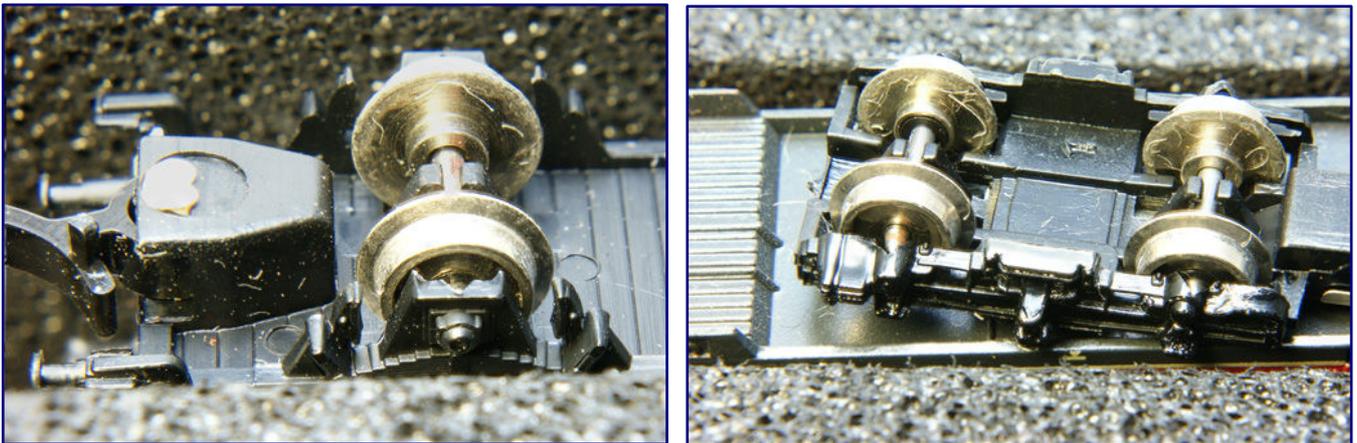
We have noticed improvements on the more heavily soiled axles, but not yet an all-round satisfactory solution. We had expected this, which is why the question of an additional cleaner arose.



Even when dry, the felt removes some dirt (top), but, in combination with isopropanol, the cleaning performance increases even more rapidly (bottom).

So, we applied isopropyl alcohol to the felt with the pipette (available from Faller or Tamiya) until it was well soaked. Afterwards, we repeated the cleaning runs with the test candidates that had been measured.

The cleaning effect increased significantly once again, even these wheels now became completely shiny again without suffering a scratch, as evidenced by our macro photos. The adhesion of the fibres has also increased, due to the moisture of the alcohol.



After cleaning with the help of simple alcohol, the now shiny wheels of the freight car (left) and the dining car (right) shine again - for comparison, see the photos on page 28, which show the condition before the procedure. Only the adhering felt fibres disturb the overall picture somewhat, but they can simply be blown away as soon as the alcohol has completely evaporated.

But as soon as it had evaporated, they could be completely blown away again. This tool impressed us and definitely proved its practicality. Only one question remains in view of the dirt now clearly visible on the cleaning felt: How long can the wheelset cleaner be used?

The Modellbahnunion seems to have asked itself this question as well, because the cleaning felts are also offered as spare parts. This makes the tool a permanently usable investment. Even if one of the felts does not fit perfectly, it can be pulled off, realigned and pressed back on. And felts that are dirty on one side can be turned over and used on both sides before replacement is required. The adhesive strength is high enough in any case.

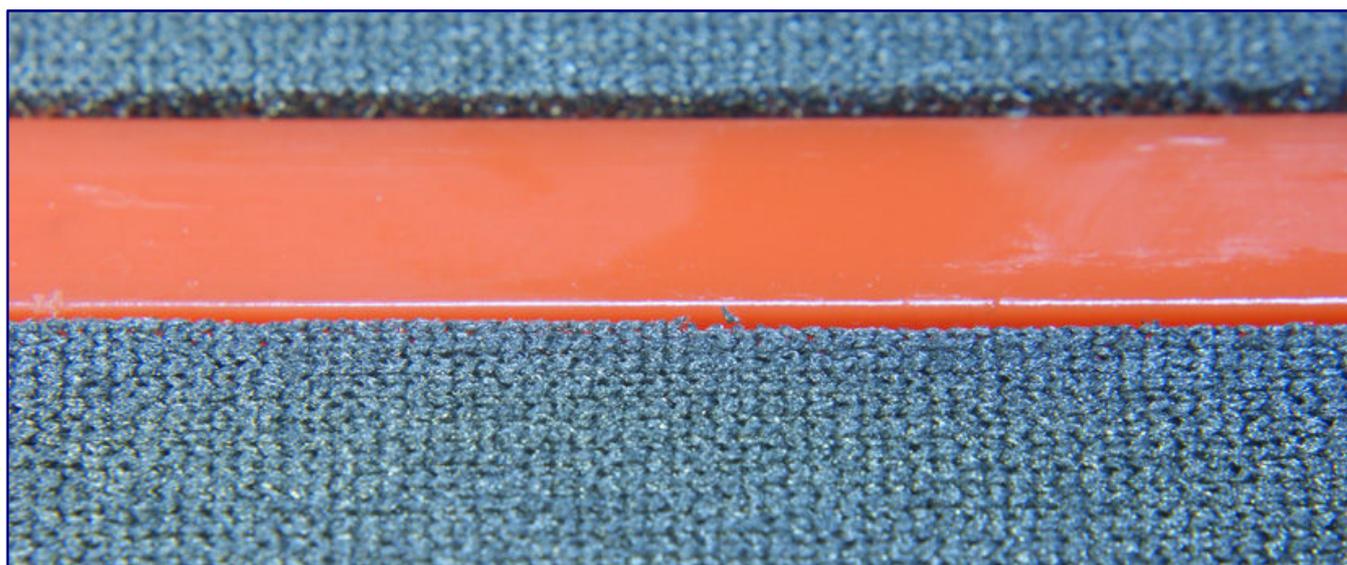
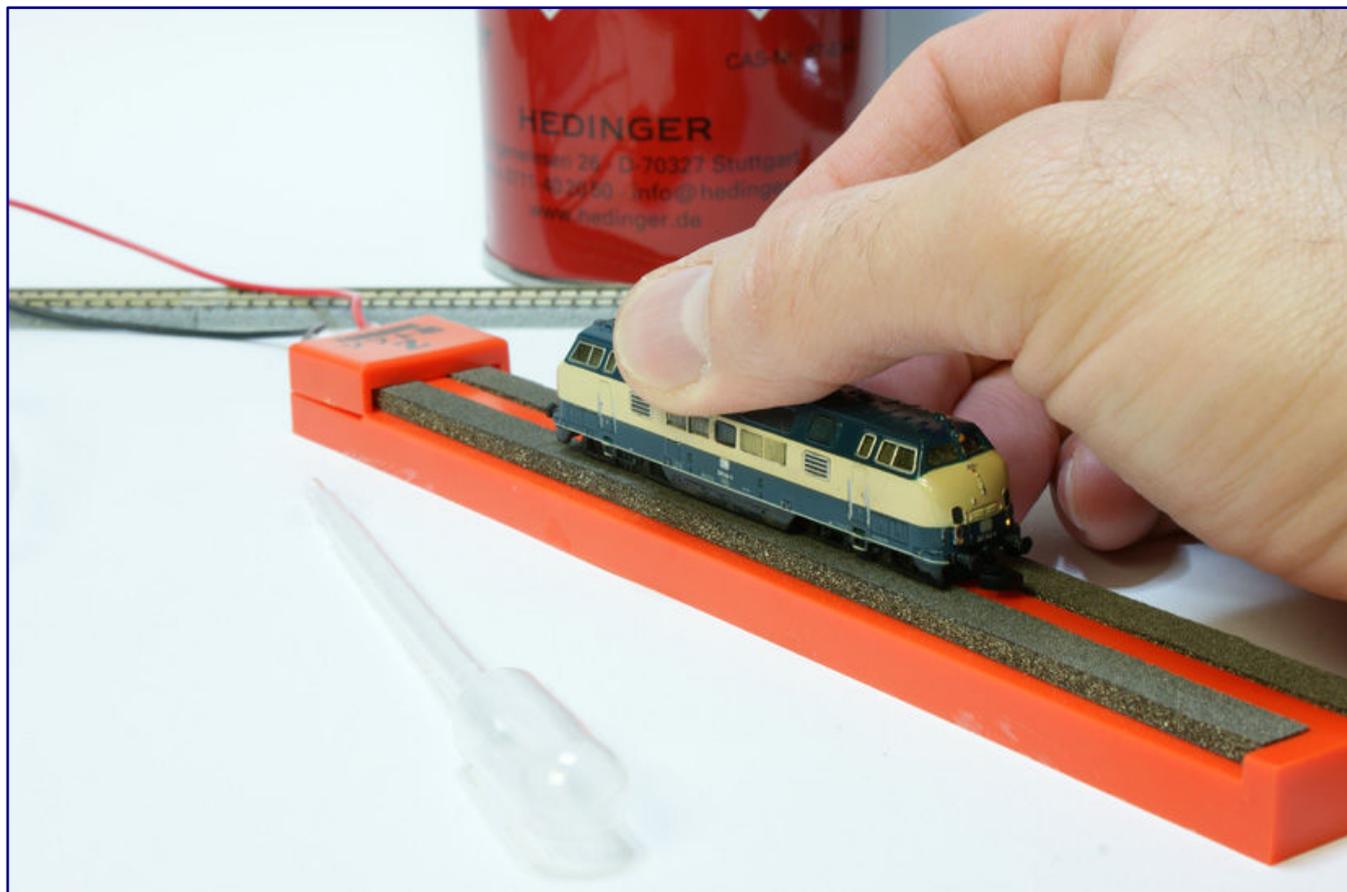
The cleaning dynamometer

We would like to casually refer to the orange tool as a cleaning dynamometer and thus distinguish it from the previously tested model. It is intended for motorised vehicles, because here the rotation of the wheels from the motor is used for the cleaning process.

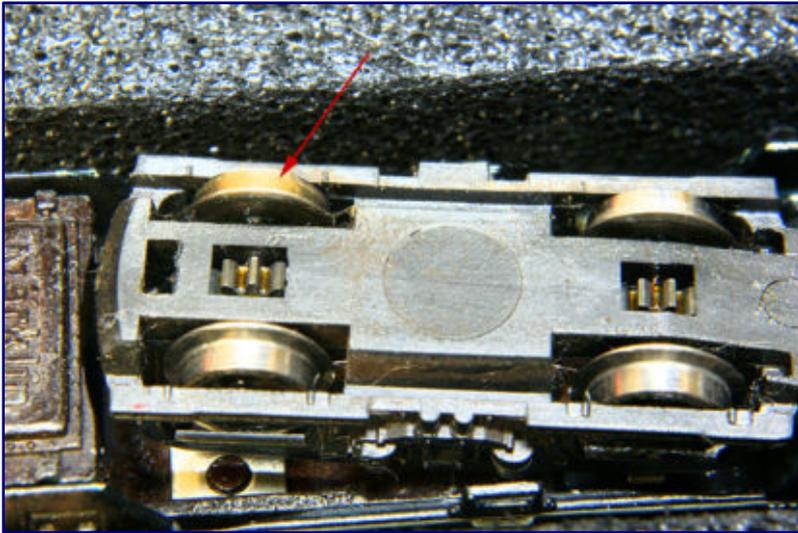
Instead of felts, it has a conductive surface that also performs the polishing function. In the lower part, it consists of a soft foam material that ensures the largest possible surface area on the wheel is cleaned at the same time. On the surface sits a textile-like material that can absorb dirt.

In the macro shot, it looks like the finest fibres containing metal, but it feels far too soft for that and doesn't scratch either. Our guess is a microfibre that is not so easily saturated with dirt. And off we go with another attempt.

After the first impression that this fibre cleans even better than the felts of the previous device, we also started a test with isopropyl alcohol. This tended not to be necessary, because most of the wheels were already very thoroughly cleaned without the adding alcohol.



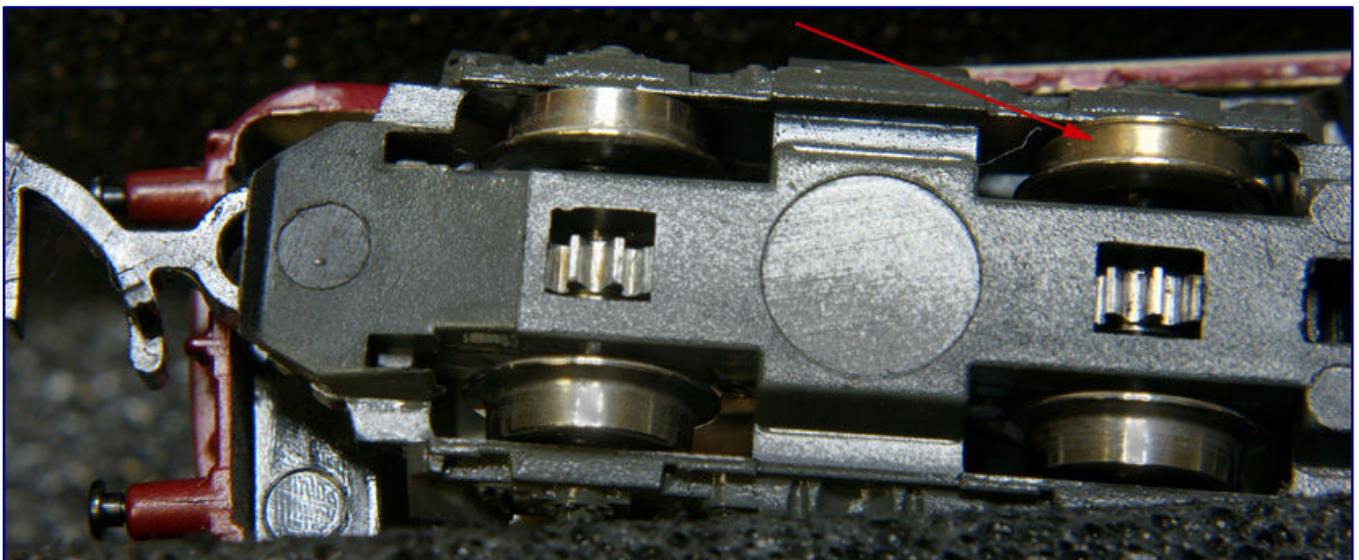
The electric version of the cleaning device also is tested with isopropanol, which produces promising results with this Class 221 equipped with traction tyres (top). Its cleaning strips look like tiny metal fibres when magnified (bottom), but they are not and are also completely scratch-free, which is why they do not leave any grooves on the wheel surfaces and do not damage traction tyres.



However, at least one locomotive wheel still required some additional cleaning and so the anxious question of whether the electrical device would provoke a short circuit when alcohol was used could also be clarified. Proceeding with caution and using exactly the right amount of cleaning alcohol from the pipette, short circuits could be avoided without any problems.

Even the last wheel was spotless, while the traction tyres were not damaged at all. It couldn't be easier to clean a locomotive wheel, which is sometimes necessary at home.

The additional use of isopropyl alcohol seems sensible and possible to us, we can even attest to its added value. At the latest in combination with this, both wheelset cleaners become valuable aids for model railway maintenance, whereby we would even like to give preference to the orange tool for powered models.



The wheels of the Class 221 (top left) and the 218 have also been completely cleaned. The traction tyres of both models (see arrow markings) have not suffered any damage.

The reason for this is that the cleaning power of the surface is higher and also seems to work when a unpowered model is pushed back and forth on it, for example to clean the running axles of a steam locomotive. The fact that no fibres are transferred to the model is an additional advantage, because otherwise they could get into the gearbox when the wheels turn.

And so, the Z-gauge wheelset cleaning system (MU-Z-A12508), as a simple-looking, but nevertheless extremely well-thought-out auxiliary tool, now also receives a nomination for our 2021 best new releases of the year award in the technology category.

Supplier of the cleaning devices:
<https://www.modellbahnunion.com>

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.

Das letzten Aufbäumen der Dampflok **Auf zum großen Dampffinale**

1973 sollte in Westdeutschland Schluss mit der Dampflok sein. Doch 1970 trat ein ungeahnt starkes Wirtschaftswachstum ein, dass der Dampflok noch eine Gnadenfrist bescherten sollte. Viele Eisenbahnfreunde nutzten dies, um die verbliebenen und wieder aktivierten Maschinen auf Filme zu bannen. Einer von ihnen war Rainer Schnell, der seine Erlebnisse in einen packenden Bildband zu fassen wusste.

Rainer Schnell
Schluss-Akkord
Der Bundesbahn-Dampfbetrieb 1970 - 1975

Geramond Media GmbH (VGB Geramond)
München 2021

Gebundenes Buch
Format 22,8 x 29,6 cm
260 Seiten mit ca. 450 teilweise farbigen Abbildungen

ISBN 978-3-96453-294-7
Preis 39,99 EUR (Deutschland)

Erhältlich direkt ab Verlag
oder im Fach- und Buchhandel

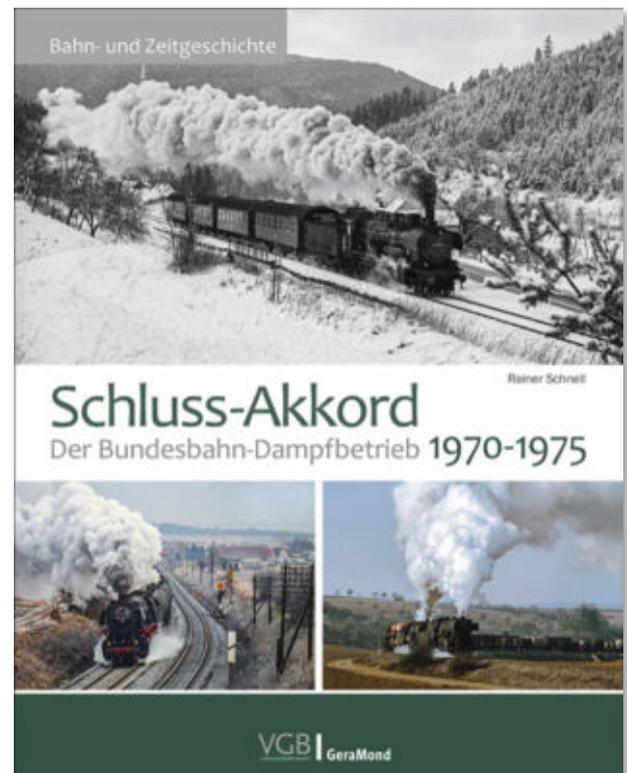
Autor Rainer Schnell hat schon als Jugendlicher Interesse an der Fotografie gefunden. In Verbindung mit einer Passion für Lokomotiven und Züge ergeben sich beste Voraussetzungen für ansprechende Dokumentationen längst vergangener Zeiten.

Zu Gute kommt den Lesern dabei ebenso, dass er nicht Wert auf möglichst vollständige Bildreihen aller Baureihen gelegt hat, sondern auch besondere Freude daran hatte und hat, die Eisenbahn in ihrem Umfeld oder in der Landschaft zu zeigen.

Bereits aus seinem früheren Band „Bundesbahn-Tour '68“ im gleichen Verlag ist er uns als Teil der selbsternannten „Hamburger Fotomafia“ bekannt – es gibt allerdings noch weitere Titel aus seiner Feder. Das vorliegende Buch schließt etwas zeitversetzt an die zuvor genannte Lektüre an.

Inzwischen sind die jungen Fotografen erwachsen(er) geworden und vor allem auch mobiler. Ihre Fotoziele erreichen sie nicht mehr nur per Bahn, sondern sie können Zügen auch hinterherreisen oder sie fallweise verfolgen. Spannende Dokumentationen in einer Zeit, in der der Dampflokbestand rapide abnehmen sollte, sind garantiert.

Möglich machte die vorliegende Zeitreise aber trotzdem nur eine Entwicklung, die dem herangewachsenen Autor und seinen Freunden „außerplanmäßig“ entgegenkam: Nach ihrer ersten



wirtschaftlichen Depression erlebte die Bundesrepublik Deutschland ab 1970 einen rasanten Aufschwung, in dem zeitweise sogar wieder Vollbeschäftigung erreicht wurde.

Dieses außergewöhnliche Wirtschaftswachstum zog derart erhöhte Transportleistungen nach sich, dass die Bundesbahn ihr ehrgeiziges Ziel, die Dampflok ab 1973 endgültig abzustellen, außer Reichweite rückte. Sie musste sogar von der Ausbesserung zurückgestellte und teilweise gar ausgemusterte Maschinen wieder in Betrieb nehmen.

Und so erlebte die Dampftraktion eine letzte und unerwartete Renaissance, die mit der Ölpreiskrise 1973/74 ihren Höhepunkt erreichte. Nach Umbau einzelner Exemplare auf Ölhauptfeuerung folgte nun die Wiederinbetriebnahme kohlegefeuerter Dampflokomotiven.

Im Betrachtungszeitraum des Buches, also von 1970 bis 1975, erlebten Dampflokfreunde einmalige und zutiefst beeindruckende Jahre, die hier in einem ausführlichen Abriss, der sich von der Küste bis an die Alpengrenze erstreckt, wiedergegeben werden.

Rainer Schnell nimmt seine Leser mit auf eine Reise, die im Norden beginnt und, immer nach Osten und Westen blickend, in den Süden der Republik führt. Wir erleben also das große Dampffinale in einzigartigen Ausnahmen, die mit Bedacht ausgewählt und hervorragend reproduziert sind. Dass auch viele Farbbilder ins Buch gefunden haben, lässt es umso lebendiger erscheinen.

Und der Autor hat sich auch nicht allein auf seinen eigenen Bildbestand zuzüglich Aufnahmen seiner mitreisenden Freunde, von denen einer leider bereits verstorben ist, verlassen. Lücken in dieser Deutschlandreise konnten mit ebenso ansprechenden Aufnahmen befreundeter und bekannter Bildautoren bestens gefüllt werden.

So ergibt sich hier ein buntes Sammelsurium an Eindrücken und Geschichtsdokumentation: alle damals noch bestehenden Dampfvierere fanden Eingang und sämtlich Baureihen, die noch aktiv waren, sind auch im Buch wiederzufinden.

Hinzukommen Einzelstücke, Raritäten auf Schienen, einige DR-Fahrzeuge und Splittergattungen – übrigens auch abseits der Dampftraktion wie etwa in Form der 232 001-8 (ex V 320 001). Jedes Dampfvierer wird in einem einleitenden Text kurz vorgestellt.

Über dargestellte Besonderheiten, Erlebnisse, Vor-Ort-Planungen und Randerscheinungen wird der Leser ins Geschilderte und Dokumentierte eingebunden. Er oder sie taucht sprichwörtlich in die Geschichte(n) ein und meint, dies mitzuerleben.

Vor uns liegt deshalb ein erfrischend geschriebener, äußerst unterhaltsamer und bestens bebildeter Band, den wir im Regal gewiss nicht mehr missen möchten. Für Dampflokfreunde sollte er deshalb auch das perfekte Weihnachtsgeschenk sein.

Dies honorieren wir zum Abschluss deshalb auch mit einer Nominierung für die Neuerscheinungen des Jahres 2021 in der Kategorie Literatur.

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

Chemietransporte und die Eisenbahn Spezialthema unter den Güterwagen

Mit Sehnsucht warteten viele Eisenbahnfreunde auf die Fortsetzung der beliebten Güterwagen-Reihe von Stefan Carstens. Während wir hier nun den ersten Band dazu den Chemiekesselwagen vorstellen möchten, ist Band 2 zum Thema bereits im Druck. Wessen Lesehunger also nicht gestillt werden kann, braucht nicht lange auf Nachschub zu warten.

Stefan Carstens / Harald Westermann
Güterwagen Band 9.1
Chemiekesselwagen Länderbahn und DRG

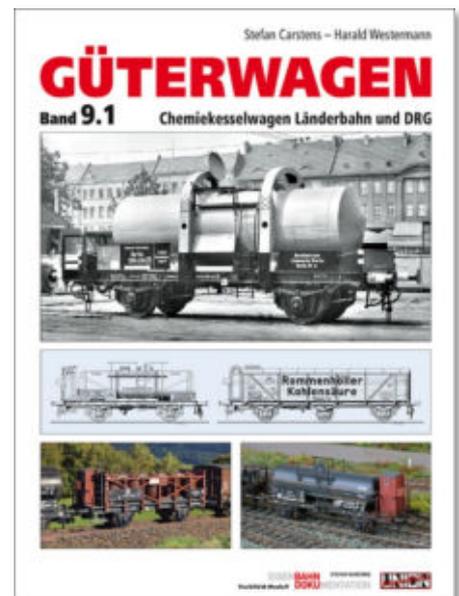
Stefan Carstens Eisenbahn-Dokumentation
Hamburg 2021

Gebundenes Buch
Format 21,8 x 29,7 cm
144 Seiten mit 370 teilweise farbigen Fotos und 90 Zeichnungen

ISBN 978-3-9823-2220-9
Preis 33,50 EUR (Deutschland)

Erhältlich direkt ab Verlag
oder im Fach- und Buchhandel

Buchautor Stefan Carstens brauchen wir wohl kaum mit vielen Worten vorzustellen: Eisenbahnbegeistert von Kindesbeinen an, in jungen Jahren auf Fotopirsch, dann Berufseisenbahner und seit 2011 ausschließlich Buchautor. Das ist die Kurzform einer Vita, die ausführlicher auch auf seinen eigenen Verlagsseiten nachzulesen ist.



Auch der Rezensent des heute vorzustellenden Buches schätzt diesen Autor durch persönliche Kontakte und durfte schon für eine seiner Broschüren selbst tätig werden. Wie kein anderer Autor in Deutschland gilt Stefan Carstens als hervorragender Kenner von Güterwagen, was er Band für Band immer wieder unter Beweis stellt.

Aber wir wollen auch seinen mehrfachen Co-Autor Harald Westermann nicht vergessen, der mit ebenso viel Herzblut und Fachkenntnis dabei ist. Allein wären die Mammut-Aufgaben dieser einmaligen Reihe wohl nicht zu schaffen, was auch der „Hamburger durch und durch“ immer wieder betont.

Doch auch in kühnsten Träumen hätten wir nicht geahnt, wie vielseitig und schwierig aufzuarbeiten die Geschichte der Chemietransporte auf Deutschlands Schienen sein könnte. Aus einem geplanten Buch wurden zwei, aber selbst darin lässt sich nicht alles unterbringen, was es zu berichten gäbe.

Dem gegenüber steht eine Modellbahnseite, die mit solchen Wagen in allen Baugrößen stark unterversorgt ist. Woran das liegt, wird bei der Lektüre schnell deutlich und helfen kann hier wohl nur der Eigenbau, der sich längst auf den 3D-Druck als perfekte Umsetzungstechnik stützen kann.

Solche Eigenbauten bestimmen auch den Modellteil der Kapitel. Sie sind quasi ein Wink an die Hersteller, welche unentdeckten Tätigkeitsfelder es hier noch so gibt. Auch die Spurweite Z macht hier keine Ausnahme, wobei dies eher einen Aufruf an die Kleinserienhersteller darstellt.

Doch der Reihe nach: Wohl kaum ein Wagenthema ist so vielfältig wie das der Chemiekesselwagen, schreibt auch der Autor. Ein Waggon, der Laugen, Säuren oder andere flüssige Rohstoffe der chemischen Industrie befördern soll, braucht mehr als nur einen Stahltank auf Rädern.

Säuretopf-, Flaschen- und Weinfasswagen als frühe und bekannte Vertreter dieser Spezialgattung sind wohl jedem Modellbahner bekannt und finden sich selbstverständlich auch in diesem Buch wieder. Doch die Ansprüche und auch die Zahl der Transporte wuchsen mit den Jahren, denn die Chemiesparte erlebte, unter anderem durch das Erfinden von Kunstdünger und vielen Kunststoffen, einen erheblichen Aufschwung.

So mussten neue Lösungen her und vor allem entstand auch ein Bedarf an besonderen Werkstoffen, die beständig gegen aggressive und giftige Inhalte waren oder hohen Drucken standhalten konnten. Ein besonderes Problem bereitete auch die feste Montage von Kesseln auf den Wagengestellen, denn Schweißen war hier (noch) nicht möglich.

Die beiden Autoren beschreiben in ihrem Buch die gesamte Geschichte dieser Spezialwagen über alle ihre Erscheinungsformen auf zwei (oder drei) Achsen. Im Fokus stehen spezielle Werkstoffe oder, wo diese noch nicht entwickelt waren, auch die Innenauskleidungen der Kessel. Ebenso wenig fehlen Wagen zum Transport von Druckgasen, Kohlensäure und flüssigen Sauerstoff.

Allen gemein ist, dass sie – mit nur ganz wenigen Ausnahmen, das dann oft kriegsbedingt – in kleinen Wagenserien gebaut und bei privaten Einstellern im Dienst waren. Hier liegen die Ursachen, warum die Dokumentationslage eher schlecht ist und solche Vorbilder auch selten ins Modell umgesetzt werden. Dafür werden die Eisenbahnfreunde teils auch mit bizarren Bauformen belohnt, die umso größeren Reiz für eigene Projekte bieten.

Traditionell wird diese Lesergruppe besonders gut bedient: Es fehlt nirgendwo an Maßangaben neben anderen Betriebsdaten und Beschreibungen und vor allem auch nicht an Zeichnungen, die für Umsetzungen ins Modell unverzichtbar sind. Und natürlich haben beide Autoren all das auch wieder mit umfangreichem Bildmaterial vor allem aus den eigenen Archiven angereichert.

Herausgekommen ist ein erster Band, der die Entwicklungsgeschichte bis etwa 1950 behandelt und mit einer Fülle von Informationen solche Wagen behandelt, die sich erstaunlich lange und teilweise bis in die Neunziger behaupten konnten. Deren Umbauten werden sich zusammen mit den Neubauten ab 1950 übrigens im zweiten Band finden, der noch im Dezember erscheinen soll.

Für wen ist dieses Buch also nun gedacht? Wer die Reihe bereits im Regal stehen hat, wird auch diesen Titel längst erworben haben, denn bereits vier Wochen nach Erscheinen war schon die halbe Auflage verkauft.

Lohnenswert ist er darüber hinaus für alle diejenigen, die sich für diesen wichtigen Wagentyp interessieren, ihre Modellzüge ansprechend erweitern möchten und auch vor dem Umbau nicht zurückschrecken.

Und wer sich einfach für Eisenbahntechnik und -Geschichte interessiert, wird hier ebenso gut bedient. Wir können das auch so zusammenfassen: Wer unser Magazin gern liest, der wird auch an Stefan Carstens neuem Meisterwerk seine Freude haben.

Nur lange warten sollten er oder sie dann nicht, denn lange wird dieser Titel wohl nicht mehr verfügbar sein, sofern sich nicht eine zeitnahe Nachauflage lohnen sollte. Wir belohnen die beeindruckende Arbeit, die hier geleistet wurde, mit einer Nominierung für die Neuerscheinungen des Jahres 2021 in der Kategorie Literatur.

.....
: Publishing pages with reference possibility: :
: <https://www.stefancarstens.de> :
: <https://www.modellbahnunion.com> :
:.....

Staying in the conversation (part 7)

Modellbau Laffont – Z Gauge in the Blood

Modellbau Laffont has been active for years with its own programme for the Z gauge, but was, for many, surely unnoticed, also, previously as a supplier to well-known manufacturers such as Märklin. However, the kits are always produced with the help of laser-cutting technology and are sent around the world from Aachen. Today, Stefan Laffont introduces himself, his company history, and his philosophy.

By Stefan Laffont. Born in a big city, I became acquainted with railways and tramways at a very young age. Steam trains under large street bridges with tall and spacious buildings had an impressive effect. There were a large number of level crossings with barriers in the city area, at which, to my delight, people often had to wait.

Most fascinating at first were the trams with their bobbing pantographs, constantly moving slightly up and down under a tangle of wire that was completely confusing at crossings.



Stefan Laffont (Modellbau Laffont) has skilfully combined his youthful passion and profession.

That was also the first thing I wanted to try out on a model with friends and acquaintances, but was rarely allowed to. I wasn't allowed to do it with the few friends of my parents who owned a model railway: a child would destroy it immediately. That was how it was in the seventies...

After so much research, studying engineering was not far away. Of course, after a lot of nagging, I finally got my own first model railway at the age of five, a class 89 with K track and, finally, sometime later, a 103 with the corresponding carriages, which had constantly lost its pantograph springs after a lot of bobbing.

I wanted to build an overhead line out of strands and sprue remnants of the usual building kits, of course that couldn't work, but the will was there. The railway grew with me and was extended with the rolling and kit material known from that time.

At the end there was not much space in my rooms and at the then still small, but now very well-known dealer, I got into Z gauge.

I had enjoyed looking at these in magazines in the seventies and eighties, but had not seriously considered them because of their tininess. Also, there were mostly (from my point of view at that time) rather amused fathers and mothers pictured, around whose hats Z-gauge trains were circling.

But now the tininess of this nominal scale came in handy and many landscapes with buildings for more and more trains were built. Of course, an overhead line was always obligatory here as well.

Eventually, however, H0 gauge came back into play and was expanded by the technical and optical improvements that had become available in the meantime. With a lot of passion, I built here as well. There were also smaller excursions into the 1 gauge and N gauge world for a variety of reasons.

But how do you become a series manufacturer of architectural model kits for large and small model building companies?

The leap to manufacturer

With the then emerging laser cutting technology and some stops and coincidences, it suddenly became possible that corresponding activities for the model railway industry were possible, and still are today. In the last fifteen years, numerous kit series for building and bridge construction have come into being.

It is very exciting for me to always find ways and means, not only through technical tricks and aids, but also through planning and optimising organisational processes in terms of production technology, to enable economic operation.



Modellbau Laffont now has a wide range of products, including these rural buildings for Z scale.

It is a blessing to be able to develop creativity. Here, the model railway offers not only for the hobbyist, but also for manufacturers an undreamt-of wealth of design possibilities that always give me a lot of pleasure.

Already during construction, a model is first created in the mind. I already consider how many layers of cardboard the model should be comprised of, in order to achieve as three-dimensional of an effect. as possible.

At the same time, however, I must not lose sight of the cost side. Every model is an interplay of emotions and technical possibilities. At the same time, every model is inevitably a compromise between what is conceivably possible and what is realistically required due to its reduction in size.

The most beautiful thing is when a pattern emerges for the first time from the idea I always have at the beginning. When I see it, it is always a special moment. Through a creative process, the model in my head finally becomes a structure with which I am either satisfied, or to which I still want to make changes and improvements in the construction.

The locomotive line (left) complements the roundhouse designed for Märklin to the latest version of the turntable. The small town station is also likely to strike a chord with many Zetties. The colours available as architectural hardboard also play a major role here; colour nuances are to be specified, as are board thicknesses and substructure materials. Surfaces of façades, i.e., plaster, brick, quarry stone, and sandstone façades, look best made of solid-coloured hardboard, which “by nature” appears dull and matt.



The locomotive management (left) complements the roundhouse designed for Märklin to the latest version of the turntable. The small-town station is also likely to strike a chord with many Zetties.

For some models, plastic parts are also useful, e.g., the coal chute in Hunt's large coaling system. Close cooperation with appropriate partners is then required here.

3D printed parts made of plastics as well as high-strength ceramic material are also used for various models. Advances in detailing are now reaching the next smaller gauge, i.e., what was considered the

finest detailing in N gauge 20 or 30 years ago can now be implemented in Z gauge. The same applies to the other nominal scales.

From my point of view, the special thing about Z scale is that generous building ensembles can be created, even with the finest details. Landscaping, with a pleasantly wide view, is possible here, whereas in other scales this can only occur on show layouts.

When using high-quality machines, laser cutting technology largely avoids undesired colour changes, i.e., small burns on surfaces and edges. This has a very positive effect especially with Z gauge, as the components are sometimes very small. Very realistic surface structures can also be created with the finest micro-engravings.



This photo shows a selection of the buildings based on urban models, including the arcade sections for an elevated railway line, which also remains visible between the rows of houses.

Especially for the scale 1:220 a large effort is justifiable, as the areas to be engraved remain relatively small. For the larger gauges, the surfaces to be treated multiply and are very time-consuming, especially for gauge 1.

All in all, hard cardboard models cannot be produced more cheaply than plastic kits, even though the necessary moulding costs are eliminated. The reason for this is that the number of pieces is usually lower, or even significantly lower in the case of small series.

This means that the construction costs per piece are much higher. Smaller quantities are a consequence of the lower demand, at least in recent years (due to age), but in the same way, also of the increased desire for more individual structures.

This is where laser cutting technology comes into its own. That is why I am not only a specialist for Z gauge, but also serve other scales that benefit greatly from the technology I use.



The various industrial buildings form a previously unmentioned thematic focus. With the administration building (far right) and the machine hall (2nd row left), Modellbau Laffont entered the Z scale market.

A lot of important preparatory work

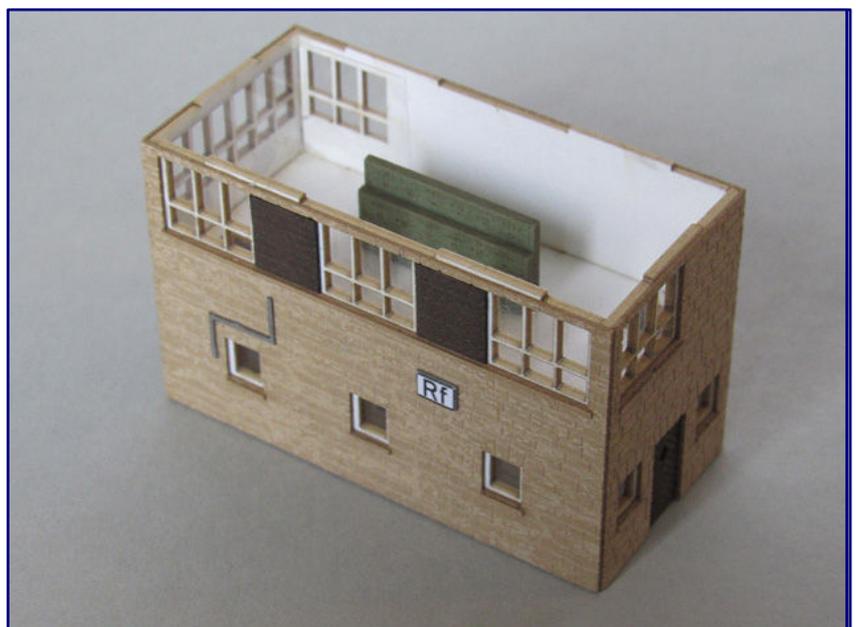
I attach great importance to carefully documented building instructions based on numerous 3D drawings.

All components are numbered and shown three-dimensionally.

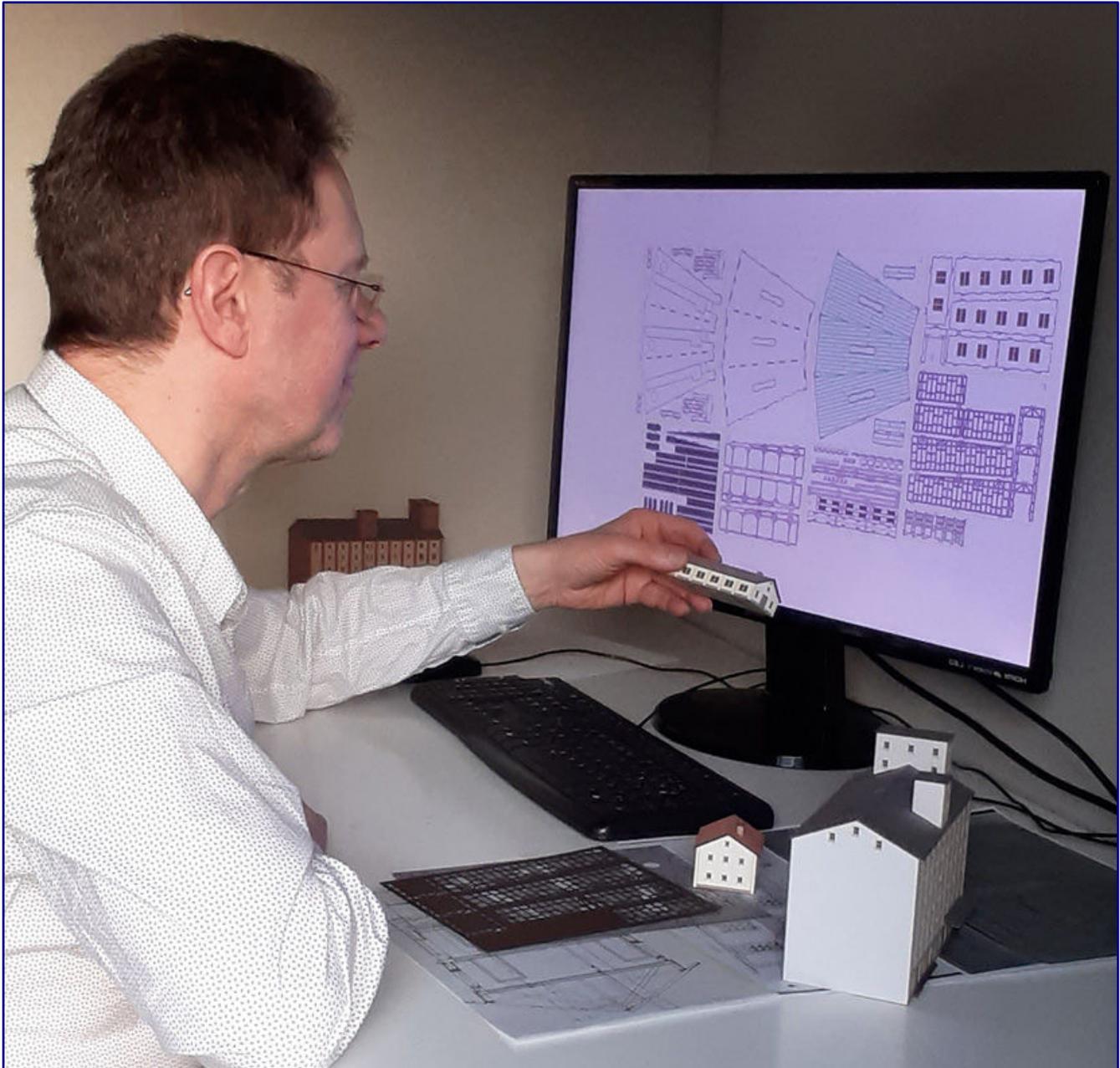
Marked with the exact position by (mostly coloured) arrows, I usually show the component numbers in a different colour. The assembly sequence is clearly visible.

In the next construction step, the correspondingly assembled components are integrated in the next 3D drawing.

Depending on the complexity, the model is completed more and more in numerous steps in the building instructions, so that the hobbyist can compare his own building progress with the result of the drawing.



Visible substructure of the Rodalben signal box with the electromechanical lever mechanism depicted as interior equipment.



The construction of the kits is done by CAD on the screen. The three-dimensionally illustrated instructions are also created with the help of this technology. A constant comparison of the drawing and test constructions leads to an optimised and market-ready product.

By the way, this method also serves my control, because each component is fixed in the CAD programme at exactly the intended position, so that dimensional or other errors are noticed immediately, because the components are transferred with the original dimensions from the 2D drawing into the 3D data. Of course, several samples are also built in each case!

In addition to my extensive activities as a subcontractor, I constantly come up with numerous ideas of my own. And I'm always happy to finally be able to realise some of them. Two very recent new products are the two signal boxes from the Pfälzer (Palatinate) Forest, which can be used in almost all of Germany and even for other countries due to their design:

1. Signal box Rinnthal with plastered facade and colour-contrasting window surrounds (item no. Z3401), and



2. Signal box Rodalben with quarry stone facade and wooden boarding in the window row (Z3501).

In the case of Rodalben, in particular, no further colour treatment is required thanks to specially developed micro-engravings for the representation of the quarry stone and slate roof structures and the resulting colour effects on the façade. The installed window sills also create a visible sculptural effect.

For the future, I would like to implement as many ideas as possible, whereby I always place great value on customer opinions and ideas.

After all, I am particularly pleased when my customers also have fun with the model and thus confirm to me that the described efforts up to production and delivery have been worthwhile.



The two latest ideas from Modellbau Laffont are the plastered signal box Rinthal (art. no. Z3401, photo at the top) and the quarry stone façade variant "Signal box Rodalben" (Z3501), which are announced as new products with this report.

All photos: Modellbau Laffont

Manufacturer and own sales pages:
<https://www.modellbau-laffont.de>
<https://modellbau-laffont.com>

Readers' letters and messages

Zetties and Trainini in Dialogue

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

We received the following comment on the test report in **Trainini®** 10/2021:

Many thanks for the test of the class 042. It came just in time for the "rotational" repainting of the Märklin buffer planks. At first, I was horrified by their photos of the front. But when I looked at the proportions on my loco and weighed up how often I would see it from the perspective shown, I decided on two small splashes of colour as an alternative.

I'll leave the sandboxes as they are and hope for Kuswa or Ladegut Küpper. Suggestion: Exchange part with 2 boxes each on the old bore... In this sense, once again, always steam under the boiler!

Christian Liebau, per E-Mail

Editor's reply: The old holes from the factory will not be usable for correctly placed sandboxes, as these were not only positioned twice in the 042 series (ex 41 oil), but also in a different place.

But we have already thought about a solution and have also placed a possible solution with a suitable supplier, where this is now being examined. If our proposal is successful and we can implement it successfully, then you will read about it again in **Trainini®**!

Anniversary at the 1zu220-Shop with special trolley:

On the occasion of its tenth anniversary, the 1zu220-Shop had an edition of 150 copies of the tank car "malZ" (art. no. 98183) produced by Märklin. The advertising here can be read twice as "Malz" (for this non-alcoholic beer drink) or also as "mal 2", because two types of malt (barley and wheat malt) are used in it.



A few brush strokes already bring a clear upgrade of the Märklin model.
Photo: Christian Liebau

The capitalised final letter in the product name of the Westheim brewery also creates an intentional connection to our gauge and the trader's business model. We now let Managing Director Jörg Erkel have his say in person to introduce his latest idea:

"Ten years ago, I was still a tender 40 years young, we as the company HRT Informationstechnik GmbH applied to Märklin as a dealer. My own local dealer had closed his shop at that time and it was 30 km to the next one. Moreover, he could only be reached while I had to work myself.



As we were already an IT company with an electronic sales department, we had everything we needed for the planned business.

All that was left was a brand and since we wanted to concentrate on Z-gauge, the 1zu220-Shop (<https://www.1zu220-shop.de>) was born out of the idea.

In the following years we grew steadily, also thanks to many interesting projects and partnerships with various manufacturers. So, the 1zu220-Shop really became what it was supposed to be: the specialist dealer on the net for Z-gauge.



We solved the quickly cramped space conditions by moving into the administration building of the Westheim brewery. We used the first Corona lock-up to create a showroom for our Z gauge layouts.

It's great fun for us and we really hope that our customers enjoy it as well. Now we can look back on ten years and wanted to honour the anniversary with a special car.

It was clear to us from the first glance at the Westheimer malt beer logo, that the wagon would be suitable for this special celebration.

And now here it is, the wagon for '10 years of 1zu220-Shop': Curtains up for the tank wagon 'malZ'!"

Märklin donation for flood victims:

The campaign launched by Märklin in July 2021 for victims of the flood disaster to generate a corporate donation from the sale of a special H0 scale model generated a total amount of 210,000.00 euros. This amount corresponds to the net proceeds from the sales of the model.



Handing over donations at Märklin (from left to right): Ingo Radtke (Federal Commissioner Malteser Fluthilfe), Edmund Baur (State Commissioner of Malteser Baden-Württemberg), Wolfrad Bächle (Managing Director Märklin) and Florian Sieber (Managing Partner Märklin). Photo: Märklin

Managing Partner Florian Sieber and Technical Managing Director Wolfrad Bächle presented a cheque to Malteser Cologne on Monday, 25 October 2021 in Göppingen, who will use the donation to rebuild day-care centres for children in the flooded areas of Rheinland-Pfalz (Rhineland-Palatinate) and Nordrhein-Westfalen (North Rhine-Westphalia).

A first joint aid project, into which 110,000.00 euros from Märklin's donation pot will flow, is now starting with all-day child care in the flood relief centre in Kreuzberg on the Ahr.

Still excellent for user-friendliness:

The accessories manufacturer Noch received an award for the user-friendliness of its electronic sales on 22 October 2021. The new pages that received the award went online only a short time before, namely one month before the award was given.

The “Shop Usability Award” has been awarded since 2008 and is considered the most prestigious award in electronic commerce in Germany. Dr. Rainer Noch was correspondingly proud when he received the award at the company headquarters in Wangen (Allgäu).

In this case, Johannes Altmann and his team drove all the winners off in a bus tour. Usually, however, the award is presented at a gala. The scenes of the visit to the Allgäu can be seen under the following link from minute 50:15:
<https://www.youtube.com/watch?v=S-cEqWDBLVw&t=3016s>.

Many beautiful new products at NoBa-Modelle:

We could fill several pages with the latest new products from NoBa-Modelle (<https://www.noba-modelle.de>), because the pace of new products development continues to be amazing. We are pleased to note that the high-resolution residual print has gained considerably in importance and is producing many very sophisticated models.



Awarded for user-friendliness. Photo: Noch

One of them is the prototypical four-part realisation of the RAm TEE diesel multiple unit train of the SBB, built in five units (2 copies), in identical design classified at that time in the Netherlands as DE IV (3 copies). Blanks are offered as kits (item no. 5214R) and finished models (5214RF).

The drive is located in the dining car. Modified Rokuhan Shorty bogies are used there as well as in the compartment and driving trailer. The three-axle bogies of the motor coach, on the other hand, are the coach's own design, which also has a power pick-up. The wagons are coupled to each other with magnetic couplings.





Hot new products at NoBa-Modelle are the RAM TEE (art. no. 5214RF; photo above and page 52 below) and its Canadian version as Northlander (5215RF). Photos: NoBa-Modelle

The superstructures of this model are printed in resin, the undercarriages in the PLA process. In the meantime, the "Northlander" version, equipped and produced in the same way, was also added to the range (5215R / 5215RF), which was in use in Canada.

Other car models and versions of well-known vehicles have also found their way into the programme. Examples include the Mercedes-Benz O 405 G articulated bus (6315R) or the GT 4 motorised articulated railcar (5711R).



The Mercedes-Benz O 405 G articulated bus (6315R) finds space on modern layouts. Photo: NoBa-Modelle

The excavators with crawler tracks and movable booms (6502R & 6509RN) are interesting for construction sites. We have also found an illuminated excavator team (9013) in the assortment.

To be added are three turnout lanterns (5506R), the Magirus D 256 three-way tipper as a blank (6316R) or finished model (6316RF) and the motor yacht (10477R / 40477RF) offered in the same versions.

With the other new products, it starts to get Christmassy: Four fir trees (10321R) are waiting for their own design, a stand for the Christmas market (4078) frames it appropriately. For many, the Cola Christmas wagons (8080) or the "Christmas truck" (9028) of the well-known beverage brand are also part of it.

Customers should already make a note of the brand's fifth anniversary, which is to be celebrated at the beginning of 2022, because NoBa-Modelle is also planning a campaign for this.

The current new deliveries by AZL:

The EMD SW1500 shunting and mainline locomotive, which has just been introduced as a new mould, is already appearing in further variants: two running numbers for the Reading (art. no. 62712-1 / -2) and Conrail (62710-1 / -2) as well as triple for the Burlington Northern (62707-1 to -3).



The EMD F7 is currently rolling out for the Canadian National. Available are an A-/B-double (63010-1) and a single A-unit (63010-2). Its sister EMD E7, meanwhile, shows a smart exterior in the design of the Great Northern (64614-1 / -2).



The 8,000-gallon 1917 tank car is offered in Texas Company black livery single (915007-1), double (915037-1) and quad (905007-1).

EMD SW1500 Der Reading (Art.-Nr. 62712-1; Bild oben) und Zweierpackung Kühlwagen der ATSF (914833-1; Bild unten). Fotos: AZL / Ztrack

And, so, they also cut a fine figure for Gibson Wine, set at GATX (915004-1 / 915034-1 / 905004-1). ATSF's R-70-20 refrigerated trucks are offered in identical configuration (914803-1 / 914833-1 / 904803-1).

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

Christmas at Ladegut Küpper:

The load specialist from Aachen (<https://spur-z-ladegut.de>) draws attention to Christmas decorations for the model railway layout in 1:220 scale. Available there is a fir tree with a chain of lights made of ten LEDs or also a colourful chain of lights for outdoor terraces or as house decorations.

New Faller catalogue:

Faller has delivered its new catalogue "Modellbahn 2021/22" to the specialised trade. In addition to the special articles for the Z scale such as figures and buildings, it is certainly also very interesting for Zetties because of vegetation material, adhesives, lighting elements, electronics and tools. After all, this manufacturer has been one of the most active for our scale for years.

Furthermore, the responsible persons from Gütenbach have left a hint on a new model railway portrait for the joint image advertising "We model railway enthusiasts:" <https://wirmodellbahner.de/tobias-baumert>.

Striking refrigerated wagon at Full Throttle:

A 34-foot refrigerator car with wooden walls based on a reconstructed prototype (item no. FT-9011) is new at WDW Full Throttle (<http://www.wdwfullthrottle.com>). The wagon with silver-coloured side walls stands out due to the load "ICE" written in capital letters. The model is delivered in a double pack with two operating numbers.

In Germany, products from this manufacturer are available from Case-Hobbies (<http://case-hobbies.de>), among others.

Trainini Photo Calendar 2022 published:

On 16 November 2022, the long-awaited **Trainini Photo Calendar 2022** was published in German and English. It is intended to be a first framework for the upcoming anniversary "50 years of Z gauge" next year.



Traditionally, it can be printed at home or in a copy shop itself up to DIN A3 (landscape) format.

The 13 different motifs, including the cover page, are intended to give as representative a cross-section as possible of Z gauge.

The aim was to include as many large-series manufacturers, selected small-series suppliers, many epochs, all types of traction and railways from the most important markets of the small gauge as possible in order to show the diversity of our scale in beautiful photographs.

It can be accessed either via the messages on the start page or alternatively on your own target page under the menu item "Magazine".

French small-series manufacturer new to the market:

Distributed by O.L.D Modèles (<https://old-modeles.mozello.com>) in France are new small-series models by Azar Modèles (<https://old-modeles.mozello.com/store/category/azar-modeles/>), another French small-series manufacturer that recently entered the market.

On the mentioned pages you can see very appealing 1:220 scale miniatures of modern grain silo wagons "Transcéréales CTC" (also available in packs of three) and "Herforder Pils." The covered wagon G4 for cattle transport is based on a French model.

In addition, the SNCF diesel locomotive of the BB67400 series, which is to appear as a motorised model, is shown on its webpages. All products are based on 3D printing and are refined with metal add-on parts.

Other vehicles are also available on the supplier pages as 3D printed blanks for your own projects.

Märklin deliveries since the last issue:

Not quite a year after the Insider model, an ordinary catalogue variant of the class 280 (item no. 88804) has been delivered. In this case, 280 005-0 was selected in the operating condition around 1970.

The main difference to the Epoch III model is the painted decorative lines in RAL 1014 light ivory. After rusting appeared on the prototypes in the area of the white aluminium-coloured decorative strips, the Bundesbahn replaced them in this way during repairs.

This difference is also easy to recognise on the new delivery in comparison. What has remained unchanged is the rather tight coupling with a new guide, which sometimes makes automatic coupling difficult, as well as the limited freedom of movement of the bogies due to the design.



The new delivery of the class 280 (item no. 88804) serves era IV and has differences in the trim lines compared to the predecessor model.

Also delivered is the Christmas coach 2021 (80631) in the form of a Christmas printed 3rd class blunderbuss. Placed in a transparent wrapping, it can also be used as a tree ornament.

Also available is the popular steam railcar type Kittel in wine red/light ivory of the Deutsche Reichsbahn-Gesellschaft (88146) from the autumn new products of this year. Due to the great demand and short delivery time Märklin has rationed the deliveries to the dealers.

At the time of going to press, the DR's express train apron car pack for Era II (87352) was still on its way to dealers. The five apron cars consist of one 1st/2nd class (AB4ü), two 3rd class (C4ü), one 1st/2nd/3rd class (ABC4ü) and one red Mitropa apron dining car type WR4üe.

Archistories follows up:

Archistories has developed a modern maintenance hangar as the “Intermediate Service Facility” (art. no. 102211) on behalf of the US dealer Z.Scale.Hobo and is now delivering it. In Germany, the hardboard kit made of high-quality and solid-coloured sheets can be ordered from the manufacturer (<https://www.archistories-shop.com>) and its dealers.



The building proves that modern industrial hall architecture is simple, but does not have to be boring: The hall can be individually varied for two tracks. For example, the side extension can be arranged as desired or omitted altogether.

The main hall allows a variation for driving through or with a closed rear wall. The interior is also varied and worth seeing, as office fixtures and trusses determine the appearance. Skylights and fume cupboards shape the roof.

An application option for this kit is also the function as a warehouse in industrial areas, where it can appear, however, epoch IV. The basic colours light grey, sand colour, olive green, and light blue are available.



Modern maintenance hall in light grey (art. no. 102211; photo at the top) and a look inside the light blue version. Photos: Archistories

New Shorty at Rokuhan:

Noch, as European general importer of Rokuhan (<https://www.rokuhan.de>), presents the new Shorty based on the Shinkansen Series 0, the original unit from 1964. The three-piece unit is offered in the fresh green painted Shorty in the livery it later wore (item no. 7297647). The original livery has been on sale since September 2021.



Shinkansen der Serie 0 als dreiteiliger Z-Shorty in der Lackierung „Frisch-Grün“ (Noch-(Art.-Nr. 7297647). Foto: Rokuhan

From January onwards, the EF 65 1000 electric locomotive in JRF test livery (7297648) with the road number 1059 and in the renewed JRF colours (7297649) will also be available as locomotive 2127.

New from Micro-Trains:

In the Sweet Liquid series, it is now the turn of wagon number 9, a black McCahan Sugar Refining Co. tank car (item no. 530 00 580). An Amtrak passenger car set (994 01 270) comes in four pieces for delivery, including two baggage cars.

Furthermore, there are six 61-foot flat cars with fixed end walls in the designs of the TTX (527 00 083 / 084 as well as 527 00 191 / 192) and the Canadian Pacific (527 00 201 / 202).

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

Smallest Christmas tree in the world on display again:

While the operators of Christmas markets everywhere are worried that another closure might come their way in the middle of the ongoing business, we don't need to worry about a special exhibit: The world's smallest Christmas tree will once again be on display in the shop window of Dortmund's Galerie Lamers, Kleppingstraße 8, from the 1st Sunday of Advent (28 November 2021) up to and including 30 December 2021.

At the edge of the Christmas market there is enough space and no crowds, which is why it can be viewed (and photographed) safely around the clock. Visitors are always out in the open, and, so, do not need to risk their health.

We still recommend putting on a mask, as it is compulsory in queues anyway. If several people arrive at the same time, no one needs to worry too much about minimum distances and is still protected in the best possible way.



The world's smallest Christmas tree is once again on display in a Dortmund shop window for everyone to see during the Advent season.

In this way, the gem that now holds the recognised world record for the 15th year can hopefully once again contribute to the small joys of a pre-Christmas season that unfortunately remains rich in deprivation and restraint.

Insider models 2022 presented:

Die Märklin used the Intermodellbau Dortmund to present its Insider Models for 2022. For Z gauge, the well-known and popular DB loner V 320 001 (item no. 88320) was chosen for the anniversary year. It had been built by Henschel on its own account in 1962 and was leased by the Bundesbahn for ten years after successful testing.

The completely new design rolls Insider Models 2022 presented the Era III in 1965 operating condition. About 105 mm long, the club members can look forward to a metal chassis with plastic superstructure, in which a contemporary drive works with a bell-shaped armature motor.

Both bogies are powered, we expect four of the six axles to be included here. The LED signal at the ends changes from warm white peak to red end signal depending on the direction of travel.

An imitation engine room with lighting has also been announced. We are curious to see if the driver's cab lighting, which is also planned, can be made so discreet that it corresponds to a dark room with switched-on instrument lighting in the prototype. Customers are also promised a high level of detailing, fine and elaborate painting and printing, attached handlebars and good tractive power due to the high dead weight.

While these new products will certainly please many customers, the annual wagon already included in the club price seems rather unimaginative: Here they are treated to a covered freight wagon (80332) with brakeman's cab of the later G-10 type in light grey with inscriptions of the former paper factory Salach.

The model is labelled according to epoch I and reproduces a wagon used by the K.W.St.E. This wagon already existed in an almost identical design: With a stamped and embossed metal sliding door instead of the now chosen closer to prototype version, it was already the museum car in 1996.

In the meantime, the 2021/22 catalogue has arrived in the shops, which is also part of the already paid services for the customer club members and was ordered via a voucher from the dealers.

International Model Railway Day:

Not easy to implement in Corona times is the International Model Railway Day on 2 December 2021, but as usual the activities are to be extended over a whole week as a campaign period.



Model Railroading Day

2. December

Contact sought with a busy Zettie:

Our editorial team is looking for contact with the model railway enthusiast who appears under the alias "Der Z-CRACK" and publishes film contributions., We would be happy to exchange ideas with this gentleman, recommended also by various readers of our magazine, and to report on his projects and conversions.

Therefore, we very much hope that he reads this appeal and gets in touch with editor-in-chief Holger Späing via the contact channels mentioned in the imprint or the e-mail address given in the name entries of our pages (under "Team").

If this works out or someone from the circle of readers can establish this contact, we say thank you very much!

Imprint

ISSN 2512-8035

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

The publication of **Trainini Praxismagazin für Spurweite Z** is voluntary and non-commercial. **Trainini German Magazine for Z Gauge** does not aim for any sources of income. This publication is governed exclusively by German law.

Contributions marked by name exclusively reflect the personal opinion of the author. This is not necessarily the same as that of the editor or publisher. Unless otherwise indicated, photos are taken by the editor.

Board of Editors:
Holger Späing (Editor-in-Chief)
Dirk Kuhlmann
Joachim Ritter

Correspondent North America:
Robert J. Kluz

English translation:
Alexander Hock, Christoph Maier, Martin Stercken

Further voluntary work: Stephan Fuchs, Torsten Schubert

Licensed **Trainini Discussion Group** (<https://www.facebook.com/groups/1597746057122056/>): Michael Etz (**Trainini Locomotive Doctor**)

Publisher and V.i.S.d.P. is Holger Späing, Am Rondell 119, 44319 Dortmund; Contact: 49 (0)231 9598 7867 or by e-mail to [redaktion\[at\]trainini.de](mailto:redaktion[at]trainini.de).

Advertisements of events and advertisements of third parties are free of charge, but will only be accepted after availability and recognisable track Z reference. They appear separately from the editorial part on the sole responsibility of the advertiser. Advertisements from small series providers always have priority.

Letters to the editor must be submitted in writing by post or e-mail to [leserbriefe\[at\]trainini.de](mailto:leserbriefe[at]trainini.de), stating the full name and address of the responsible reader, and are always welcome. Publication is reserved to the editorial staff. The editorial team always endeavours to present a representative picture and therefore to take every submission into account.

By submitting pictures, photos and drawings, the sender agrees to the publication and indemnifies the publisher against any possible claims by third parties. This expressly includes a future repetition in the magazine, annual video as well as in brochures and posters.

All company names, trademarks and designations mentioned in this publication belong to the respective manufacturers or rights owners. Their reproduction takes place without guarantee of the free usability. For misprints, errors, price quotations, product descriptions, building specifications or transmission errors of any form whatsoever, the editorial staff and publisher assume no liability.

Trainini Praxismagazin für Spurweite Z is published monthly (without guarantee) and is available to all interested model railroaders, especially friends of gauge Z, to download free of charge and for a limited time from <https://www.trainini.eu>. Downloading may incur third-party connection and network service provider costs. The placement of only the complete magazine on other domains is expressly permitted after it is no longer available on **Trainini**'s own pages, and as long as the download is not offered for a fee.

All contributions, photos and reports are subject to copyright. Translation, commercial printing and any other form of reproduction, even in part, require the prior express consent of the publisher. Unauthorized commercial use will not be tolerated.

Trainini® is a legally protected trademark, registered in the register of the German Patent and Trademark Office (Munich), No. 307 30 512. The trademark is owned by Holger Späing, Dortmund. Misuse will not be tolerated. All rights reserved.