

*International Edition*

Cost-free,  
electronical magazine  
for railroad enthusiasts  
in the scale 1:220  
and Prototype

# Trainini

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## The Red Arrow of SMZ

Advent Meeting in Zell (Mosel)  
Award-winning new releases

## Introduction

Dear Readers,

I hope you arrived well in the new year. I wish you above all health, but of course a lot of fun with your hobby. Shortly after the turn of the year, everything revolves around new products.

„New game, new luck „, one might say. We are preparing our reports for February. On the one hand, we are diligently collecting everything we have heard so far; on the other hand, we are also talking with manufacturers about planned features and features of the products that have been announced.



**Holger Späing**  
Editor-in-chief

This is how we always follow our motto: **Trainini®**- readers know more! This also applies to the few new articles that we have included in the news today. Common to them is that they are already available for publication in this issue.

But we do not seem to have really arrived in 2018, at least our topics suggest that. Today we present in detail two important new items that belong in the old year, and arrived shortly before the turn of the year.

We have extensively tested and measured these items, in order to be able to describe and evaluate them in some detail. That was so important because they appeared sufficiently significant to us for the new releases of 2017. And that's exactly the hurdle they took.

This is firstly the RAe 2/4 1001 SBB, better known as the „Rote Pfeil (Red Arrow), „ and converted to the scale 1:220 by SondermodelleZ ( „SMZ“). These fine motor coaches were allowed to test in the digital premium version, which he also fits perfectly to our annual focus theme which we will start in the spring.

The Bavarian van for local trains of the type GwL bay 88, with which Zcustomizer Sascha Braun has created another wagon that fits the three local steam locomotives of Z-Modellbau, also means closing the gap.

Of course, we will probably find smaller models on every model, it just belongs to it. No one is perfect, but some suppliers in our size are already damn close. This brings me to another topic that we are passionately dedicated to: honouring the new releases of 2017.

Let yourself be surprised which products and titles have earned the seal of approval. The decision is consistently narrower than the pure voice of just three editors suggests. Before the vote, there will be an exchange of ideas and often a passionate plea.

Our last important topic is the Advent meeting in Zell (Mosel). The 13th meeting took place on the 2nd Advent weekend and the number actually brought some bad luck. Although it did not detract from the good mood, the heavy snow and the onset of winter prevented many from participating.

But now we look at the new year and that starts with reading this issue. Have lots of fun with it!

Holger Späing

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We thank Claudius Veit for his assistance conducting the tests, Zcustomizer for providing the samples and the Eisenbahnstiftung for their image support.

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### Cover photo:

A good figure also makes in the model of the Red Arrow RAe 2/4 1001 of the SBB, to scale implemented by special models Z. For many years this popular vehicle was indispensable without Swiss special traffic. After all, it was just as popular as the elegant crocodiles.



A top model of SMZ

## The Red Arrow RAe 2/4

*The SBB light-weight CLe 2/4 wagons enjoyed great popularity right from the start. The Rote Pfeil (Red Arrows), they were as well known as the crocodiles on the Gotthard route. After several conversions and designation changes two copies of the Rote Pfeil (Red Arrows) remained as RAe 2/4 in the eighties in the service. SMZ has successfully converted the railcar with the last operating number 1001 to the 1:220 scale.*

1933 was a decision of the SBB to procure modern fast railcars, the first two copies stood in 1935 on the rails. SLM, BBC, MFO and SAAS were involved in the construction. From the beginning they were painted red, which was probably intended as a warning colour, as the new railcar was lighter, but also less robust than the rest of the SBB locomotive stock.

The very innovative railcars were characterized by consistently lightweight construction. Aluminum sheets were welded onto the steel framework, which helped the light railcars reach a top speed of 125 km/h, even with relatively low engine power.



The "Rote Pfeil (Red Arrow)" RAe 2/4 1001 from SBB Historic is on January 15, 2012 on a birthday trip around Lake Zurich. The picture shows him on the Seedamm between Rapperswil and Hurden. Photo: Kabelleger / David Gubler (<http://www.bahnbilder.ch>), CC-BY-SA-3.0,2.5,2.0,1.0

The first two copies with the operating numbers 201 and 202 were prepared for 2nd class, and then in the following year five copies 203 to 207 were put into service. These differed slightly and had only 3rd class with 70 seats and 30 standing places. The rapid further construction occurred because these railcars were a very early-on success.

Popularly known as the „Rote Pfeil (Red Arrow) „, it became one of the most popular rail vehicles in Switzerland next to the „crocodiles „, on routes with low traffic after the Great Depression in 1928. But

their success should be their biggest problem: they were popular and attracted many passengers who specifically chose to travel on these railcars.

At times, twice the allowed capacity of people was allowed to board the railcars. Since they only had auxiliary buffers and an auxiliary coupling for towing, no additional cars could be attached. They also did not have a luggage compartment. However, the passengers could find a bench for three passengers to the left side of the locomotive driver.

Because of the rapidly increasing demand the railcars were replaced by light fast trains and the railcars were used for special operations. By 1939 they had been completely withdrawn from the regular operations. The SBB then used them for demonstration rides in all parts of the country to offer all Swiss the opportunity to travel in the Rote Pfeil (Red Arrow).



A "Rote Pfeil (Red Arrow)" RAe 2/4 of the SBB, taken on July 28, 1981 at Wassen in the Saint-Gotthard Massif. Photo: Peter Elektro (CC-BY-SA-3.0)

Eventually they were rebuilt, given regular buffers and a tow hook. For this, the box skeleton had to be strengthened. This was to ensure that the previous individual runners could also take along support vehicles within the scope of narrow load limits. Nevertheless, their main task was still in excursion traffic, which ended abruptly with the beginning of the Second World War.

The increased loads also wore out the railcars faster than the SBB expected. Their reliability suffered, and so they often were not in operation. In 1947/48, the operating numbers were changed to 601 to 607.

In 1952, railcar 606 was rebuilt after a serious accident. The aim of this conversion was to create an upgraded comfort level. Thus, the body was extended by 2.6 metres to exactly 25.0 metres and the interior was renovated. Comfortable fabric seats with larger seat spacing were installed. 60 travellers now had room in the renovated units. Subsequently, this new second-class vehicle was designated RBe 2/4, with the class reform of 1956 then RAe 2/4). In 1954, SBB changed the number to 602.

In the following year, 1953, railcar 601 was rebuilt in the same manner, but with a „stretch” of 2.8 metres to 25.2 metres in length over buffers. A striking distinguishing feature of both longer conversion cars is the second, side driver's cab window.



The Rokuhan produced box slipcase has the vehicle illustration and increases the desire for the model.

The „Rote Pfeil (Red Arrows)” were used for many special trips, including during the World Expo „Expo 64 „.

Because of the previously mentioned operational unreliability as a result of the loads for which they were not designed, the removal of most trim took place very early.

Only the two RAe 2/4, with the running numbers 1001 and 1002, were used in active service in the eighties.

RAe 2/4 1002 was put out of service after a fire on April 29, 1984, „discarded „ in August of that year (= retired) and subsequently scrapped. Its sibling RAe 2/4 1001 has been preserved and has been in operation at SBB Historic since 1992, and was repaired using the RBe 2/4 1003.

## Testing the Model

SondermodelleZ („SMZ”) has implemented the several operating states of the „Rote Pfeil (Red Arrow)” RAe 2/4 1001 and RBe 2/4 1002 into the model since the beginning of 2017. We tested a digital premium model with sound decoder (Item No. 01720), which reproduces the appearance of the RAe 2/4 1001 of the Schweizerischen Bundesbahn (SBB) between 1973 and 1985.

When the model is removed from the box and placed on the track, it immediately makes a good impression to the viewer.

The proportions and shapes are harmonious; the clean and faultless finish in original shades contributes considerably to this impression.

The body is painted traffic red, the frame painted deep black, while the roof and folding doors are painted in a white aluminium colour.

The few company inscriptions have been reproduced largely flawlessly.

The chrome-printed ownership designation „SBB CFF FFS „ and of the Swiss railway cross on the two long sides is as in prototype, and the chosen way of implementation comes as close as possible to prototype.

### Dimensions and data for the "Red Arrow" RAe 2/4 1001

	Prototype	1:220	Model
Length over buffers*	25.200 mm	114,5 mm	114,7 mm
Largest width	2.905 mm	13,2 mm	14,2 mm
Height (to the roof edge)	3.355 mm	15,3 mm	15,3 mm
Bogie centres	18.000 mm	81,8 mm	82,0 mm
Bogie wheel base	2.500 mm	11,4 mm	9,9 mm
Wheel diameter	900 mm	4,1 mm	3,9 mm
Net weight	41 t	---	23 g
Axle arrangement	Bo' 2'	---	B' 2'
V <sub>max</sub>	125 km/h		
Power	394 kW / 536 PS		
Year of construction	1935 (also RAe 2/4 1002): 1936		
Number built	2 + 5		

\* after conversion with extension of the construction around 2.800 mm



The prototype has been well reproduced, with only the small buffer plates not fitting the massive look of the front of the model. The model does not have the simple coupling hooks without brackets between the buffers. Special features such as the horizontal strut in the left front windows, however, were reproduced correctly, as in prototype.



The RAe 2/4 1001 makes a very good visual impression. Its only minor weaknesses stem from the Märklin built parts: the buffer plates are too small, and the almost slapstick looking scissors pantograph.

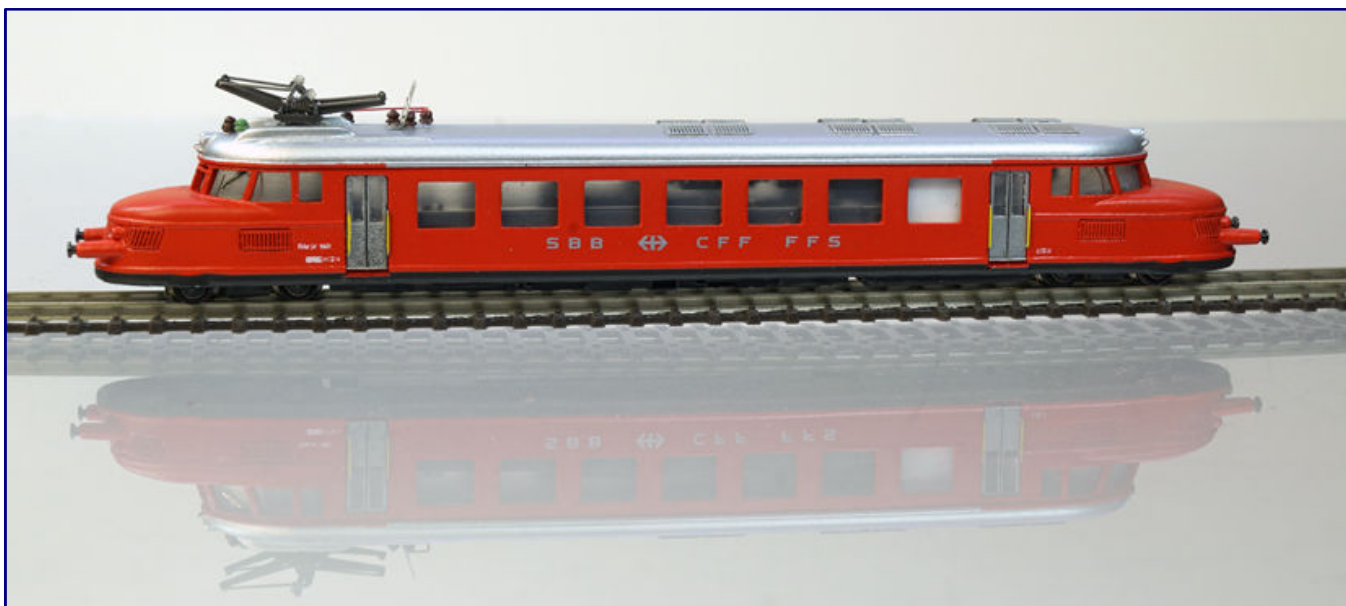
The printing is also very good. In addition, separately etched parts for handle bars by the doors, wipers on the driver's cab and the attachment behind the pantograph perfect the appearance. Even the roof line has been mounted in an astonishingly fine design.



All windows are mounted on the inside of the frame, which is not particularly important because of the fine body walls.

For reasons of space, SMZ from Vienna unfortunately had to do without interior fittings.

**Photo left:**  
Some of the fine engravings and the separate handles on the entrance doors can be seen in this picture.



The few company imprints indicate the right and left doors in this photo. The bogies are barely visible under the apron, which is also very deep in the model.

The only external criticism of importance is the too massive and too wide scissors pantograph on the roof of the railcar.

The prototypical narrow scissors pantograph Swiss type developed by FR Freudenreich Feinwerktechnik and Sommerfeldt in cooperation with the former Z-Bahn GmbH would have been a much better alternative, but at the time of construction it was not available, as was confirmed to us.

Although the Rote Pfeil (Red Arrow), with its flat design and large windows, places high demands on the manufacturing process, SMZ has succeeded in producing a model that is surprisingly close to perfect.

Almost all prototype sizes are kept within a tenth of a millimetre; only the bogie wheel base shows a small deviation, which is attributed to the base chassis of Rokuhan.

This also applies to the slightly too small wheels.



Successful imprinting, which can easily be read, is just as much a part of the model as the separate windscreen wiper on the driver's cab window.

The bogie frames are barely visible and there is no detailed comparison. We experienced no operating problems with regard to required movement of the bogies. It was enough to blacken the top bearings from the outside. If we bear in mind that the pantograph would also be substituted on request, the model does not present any external weaknesses. Therefore, we now look at its interior issues.



## The technical implementation

The chassis base comes from Rokuhan and has been significantly modified and rebuilt by SMZ to get the correct length. It ends at the front edge of the bogies; the bottom area of the bulbous stems belongs to the housing. Wheels, bogies and drive came largely unchanged from Japanese mass-production, while the frame had to be stretched considerably.

This also has an impact on the railcar interior. For example, the upper side of the chassis, which made the electrical contact with the bogies, had to be completely redesigned. It was possible to make the model suitable for a radius of at least 195 mm, although the chassis and wheels are very deep below the body.



In the interior of the aprons, the wall thickness in the bow is tapered to provide the wheels the largest possible pivoting range. The speaker with sound capsule is located to the right of the left bogie.

The analogue board for the Swiss lights change from 3 x (warm) white to 1 x red (right side) by means of SMD LEDs and the interior lighting or, as in our case, the corresponding digital board with a CT decoder under the roof of the railcar found a place. The decoder of the premium version is set up using the NEXT18 interface and could therefore be exchanged in principle - the analogue version dispenses with this interface.

In any case, the board is connected by cable and plug connection with the chassis. The loudspeaker with the largest possible resonator sits in the digital version at the bottom of the chassis and ensures a realistic reproduction of the railcar sounds. Of course, this is missing in the analogue version.

The model does not have to be tractive, because there is no need for a clutch to pull additional cars. This is justifiable, because this was also omitted in the model in the reproduced operating state, and no longer occurs in the museum setting with regard to the railcar.

There are two traction tires on the driven bogie, and the other bogie is for the power pickup, and the railcar is able to handle gradients up to 3%, as well. The power consumption is sufficient, because all eight wheels are used for it - but the two with traction tires contribute very little. A higher weight could improve electrical contact on slow turnouts.

Impressive is also the low power consumption, which is due to the frugal Rokuhan bell armature motor, and is also influenced by the decoder used. A quiescent current consumption of 25 mA was determined by measurement. This increases as follows when switching functions or driving operations:

Switch on the peak signal	18 mA
Switch on interior lighting	10 mA
Switch on operating sound	up to 12 mA
Ride at highest speed (level)	15 mA



Only the lighting functions of the Rote Pfeil (Red Arrows) can also be visualized: For switched-on interior lighting (function F1), there is a red tail light on the right side (Swiss taillight), which is switched according to the direction of travel with the head light (function F0).

The total result is a maximum total current of 80 mA, which is (understandably) higher than analogue Rokuhan models, but significantly lower than many previous Märklin models. With regard to the power consumption when turned on, it can be described as very moderate.

The owners of this fine small series work of art will have access to the following lighting functions and operating sounds:

F0	Front / rear light (depending on direction of travel)
F1	Interior lighting
F2	not used
F3	not used
F4	Engine sounds
F5	Horn long
F6	Horn short
F7	Conductor's whistle
F8	Station announcement
F9	Open doors
F10	Brake squeal
F11	Yodelling music (ca. 1 min.)
F12	Alpenhorn music (ca. 1 min.)

Also on the operating characteristics, there is little to criticize. Only a slightly jerky start and the same behaviour on the last few centimetres before stopping spoiled the digital railcars in comparison to models with other types of decoders. The manufacturer attributes this to the difficult fine adjustment of the CV settings for the decoder type used.



When changing direction, the well-known in Germany three-light peak signal appears on the Rote Pfeil (Red Arrow). The warm white light colour is also pleasing.

However, the built-Tran decoder has no alternatives, since it is the only suitable sound decoder available from this Austrian provider, and it currently offers the smallest decoder, which was a crucial criterion here.

Already in speed setting 1, the railcar begins to move with the factory-set configuration settings and immediately, without further increase, travelled a distance of ten centimetres in 35 seconds safely and without interruption. That corresponds to a minimum speed of only 2.26 km / h.

In the highest setting, we noted that it took eight seconds to a travel distance of 90 cm. That is the equivalent of 89.1 km / h, which unfortunately the model remains almost 30% below the maximum speed of its prototype (125 km / h). It is up to the buyer to increase the maximum speed over changes in the configuration variable (CV) 5.



## Summary and rating

This specialist for high-quality mini-series models has also made a big hit with the Rote Pfeil (Red Arrow). The experts at SMZ have made two models a year, and so far they have kept their targets surprisingly well, without losing any of the details.

So much top quality and attention to detail of course also has its price, which of course limits the customer base for these special models. If one finds his desired model here, he should not hesitate and start saving immediately. So far, for any vehicle that we were allowed to test or have been shown, the customer gets his money's worth without any doubt.



The final glance falls on the roof, for which there was probably the most to design. It shapes the first impression and is therefore also decisive for the overall impression of this model.

Fun is also the operation of the elegant vehicle, whether it is rolling slowly or at full speed. This is largely due to the correct lighting of train head and taillights, as well as the interior, but much more to the convincing operating sounds, which are included in the premium version.

These impressions are clouded only by the slightly jerky start and stop as well as the low top speed - at least the latter can be adjusted by the operator. We strongly recommend a change of the pantograph for a narrower version to our fellow model railroaders, but one should note that all Swiss Märklin models have the same issue.

To conclude, we would also like to recall the **Trainini Wunschmodellumfrage 2009** (Desired Model Survey 2009), in which the „Rote Pfeil“ (Red Arrow) was also mentioned and readers' voices knew how to unite. In summary, this results in a nomination for the new releases of 2017 in the category locomotives.

Manufacturer pages and reference of the model:  
<http://www.sondermodellez.at>

**Grenzenloser Modellbahnspaß in 1:220**

**7. Internationales  
Spur-Z-Weekend**



**ALTENBEKEN**

**14. und 15. April 2018**

**Samstag: 10.00 - 18.00 Uhr**

**Sonntag: 11.00 - 17.00 Uhr**

**Eggelandhalle, Gardeweg 8  
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Bavarian van from Zcustomizer

## Local Train Capacities

*The excellently successful and in many designs available local railway steam locomotives of Z-Modellbau were always very alone on the rails on the way. Matching short two-axle cars were available only in the freight car area. But then, in addition to Heckl small series and Zcustomizer has made to the gap closure. A Bavarian baggage (small goods freight) wagon now crowns this series.*

The term coronation may well be taken literally, because from 1910 until the end of the Bavarian kingdom in 1918 on cars of the K. Bay. Sts. a crown appeared over the coat of arms.

And it is exactly in this time that the model falls for the epoch I. The Zcustomizer, Sascha Braun has brought the Zetties. He has not forgotten a DB version for the era III, because after all, the first Glaskasten appeared for this most popular era of model railroaders. On request, wagons can also be lettered for the DRG.

But before we look at the models, let's take a quick look at the story of the role model.

Local railroads quickly spread in Bavaria after the legal framework for such routes had been created in 1879 and were repeatedly revised to keep up with the needs.

They required much less effort in maintenance and operation than main railways, which encouraged the connection of sparsely populated, more agricultural regions.

At the same time, legislators regulated the form of financing for such branch lines, which were initially built as neighbourhood, then secondary and finally local railways.



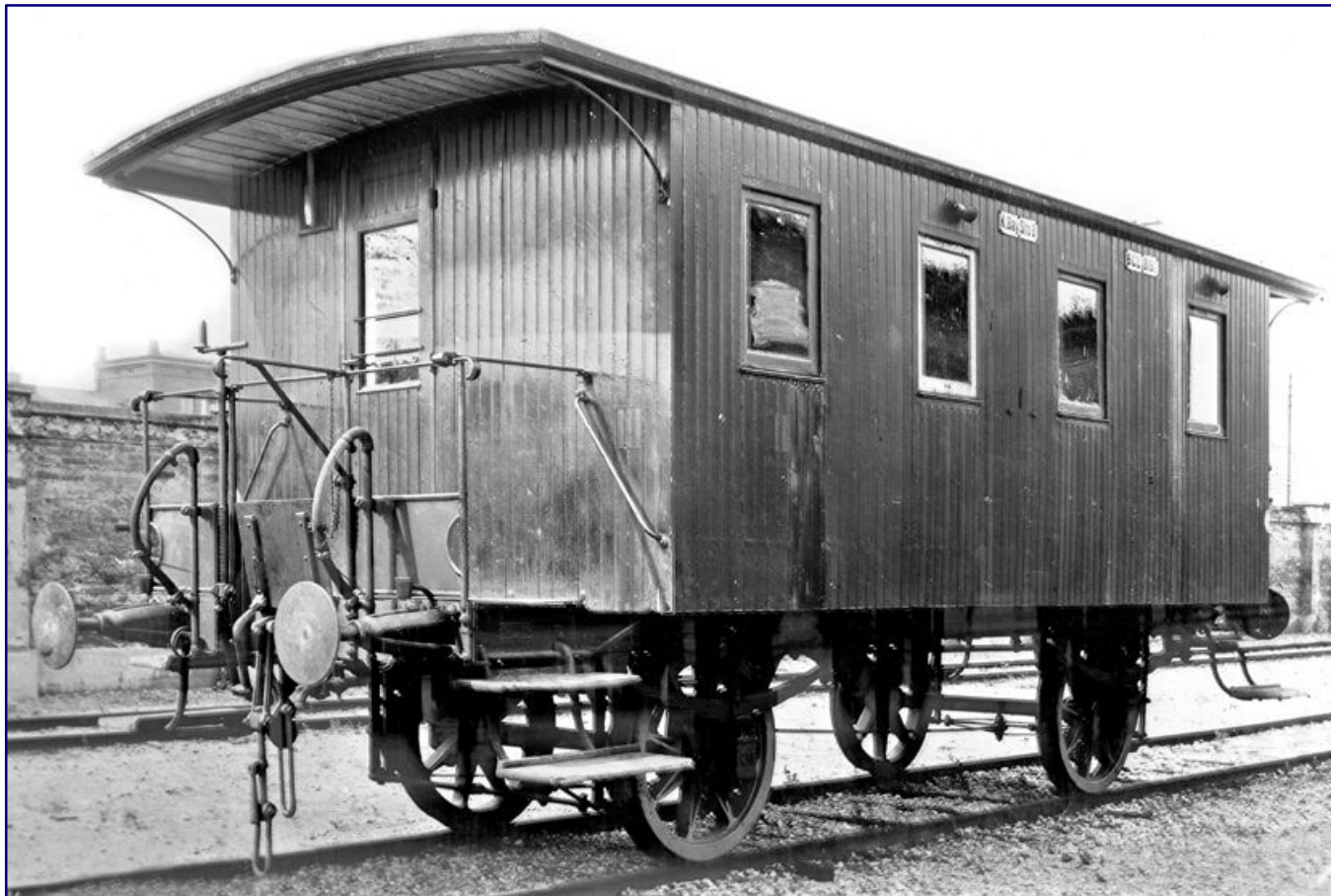
998 567 gives with P 8475 on June 8, 1939 the typical image of short passenger trains on contemplative local trains. At Auers the train was recorded on film on the 10 km long local railway Röthenbach - Scheidegg in the Allgäu. Photo: RVM-Filmstelle Berlin, collection of Eisenbahnstiftung

The K.Bay.Sts.B. procured many two- and three-axle passenger wagons of light types for these branch lines, in addition there were post and luggage wagons of similar construction. The cars were created according to various drawings, and were often constructed from available cars to form new versions.

Zcustomizer's local train baggage (small goods freight) model is based on the 629 drawing and is the second of three generations of local railcars. This type differs from the successor types mainly by a shorter wheelbase of initially only 3,800 mm compared to 4,500 mm in the replica copies and younger types.



This type was procured for the first time in the three-emperor year 1888 in two copies with the wagon numbers 18 665 and 18 666. One year later followed two further copies, 1890 then a final series of equal 14 pieces. All had a steam heating and lighting by kerosene lamps.



Photographed in 1907, the local railcar BCL 18150 of the Royal Bavarian State Railways, built between 1883 and 1885 according to drawing 304II, shows the addresses that were still valid at that time without coats of arms and with white enamel signs for railway administration and design / car number. It was not given sheet metal planking. Photo: Coll. G. Scheingraber, collection of Eisenbahnstiftung

At delivery, the provided with the generic GwL vans had the then usual spoked wheels and rod buffer, between the axles was mounted a small cattle box. Not uniform was the delivery of the brake system: In addition to five cars without brakes, there were three cars with compressed air (Westinghouse) and ten cars with suction brakes (Hardy).

The stock had already begun to shrink during the time of the K.Bay.Sts.B., with two cars decommissioned before the founding of the Reichsbahn. The 16 cars GwL received in 1925 operating numbers from 9 902 to 9 916. In 1930 there was a new numbering in the number range between 8 740 and 8 789.

Twelve other vans received new suspensions through 1940. Of the remaining four then only two came into the stock of the Bundesbahn, and were designated LGw Bay 88, the operating numbers 8 779 Nür (withdrawal in June 1956 in Bamberg) and 8 789 Reg (September 1954 in Passau).

## The models

As a model Zcustomizer, as the decrease of the dimensions of the models and their comparison with the prototype occupied, chose the two cars of the first series from the year 1888. They were already equipped ex works with the Westinghouse air brake.

The prototypes, especially the short wheelbase of the equivalent of 3,800 mm, were well hit.

The paint finish on both models was very clean and the lettering was very finely applied using the grinding technique. The build quality is free of any defect or optimization potential.

Correctly reproduced details include the handbrake and the swing-out banister railing.

Both have not been spread out by bending in the model, to prevent transport damage or damage when packing and unpacking. This also makes sense insofar as it does not stand out in the coupled wagon, and is also the only correct one at the end of the train. The fine axle bearings and the similarly filigree replica are also pleasing to the eye. There are block brakes in the wheel plane.

### Dimensions and data for the Bavarian local train van GwL according to drawing 629

	Vorbild	1:220	Modell
Length over buffers	8.624 mm	39,2 mm	40,8 mm
Widest point	2.900 mm	13,2 mm	14,8 mm
Height (roof edge)		3.315 mm	15,1 mm
Length of car body	5.800 mm	26,4 mm	26,8 mm
Loading door width	1.500 mm	6,8 mm	6,9 mm
Wheelbase	3.800 mm*	17,3 mm	17,5 mm
Wheel diameter	980 mm	4,5 mm	4,3 mm
Buffer length	612 mm	2,8 mm	2,8 mm
Net weight	7,3 – 8,0 t	---	7 g
Perm. top speed	unknown		
Years of construction	1888 - 1890		
Quantity built	18		

\* From the second series 4,500 mm (corresponds to 20.5 mm in scale 1:220)



In the heyday of its operation, we see the Bavarian local train baggage (small goods freight) wagon parked at the terminus of a branch line. Together with a Baden refrigerator wagon of the association type, it waits here for its next assignment.

Both cars are made entirely of metal (etched) and have been fitted with Märklin wheels. The couplings and the shafts come from FR Freudenreich Feinwerktechnik. The fine rod buffers, which could also be found on the DB specimens of the K.Bay.Sts.B. wagons, are turned parts.

As a result, both models have a good finish and run smoothly. This is important so that the three Bavarian steam locomotives from Z-Modellbau can pull appropriate local trains. Their weight and low frictional resistance in curves due to the short wheelbase allow prototypical trains to be formed with freight and up to three passenger cars.

But that was already the point of common ground, which is why we will discuss below the differences that result from the different eras.

## Bavarian state railway design

The first wagon corresponds to epoch I and belongs to the K.Bay.Sts.B., as shown in the period from 1910 to 1918. The choice of this period is to be welcomed insofar as it is also the one most model railroaders regard as typical of the Königlich-Bayerische Staatsbahn (Royal Bavarian State Railways).

This refers to the equipment with the crowned coat of arms, as it was used on passenger cars from 1910. In 1918, the coat of arms lost its crown again.

Because of the tiny, unimaginable size, the abbreviation K.Bay.Sts.B. in yellow, serially emphasized inscription and width of the coat of arms (1 mm) was omitted.



The design of the GwL according to drawing 629 for the K.Bay.Sts.B. corresponds to the operating condition between 1910 and 1918 and perfectly complements the three Bavarian three-stroke locomotives from Z-Modellbau.



Not quite error-free is the rest of the (white) addresses: As a type GwL is printed, as is the company number 629, which, however, the drawing number indicates.

Correctly the address colour would be yellow (without shadow), here however only in the form of the administrative assignment „München „, directly under the coat of arms.

Genus designation and company number belonged at that time on an enamelled enamel plate underneath. From about 1900, these signs were white with black letters, 1913 was converted to black signs with white letters.

### **Photo left:**

Macro shots expose every little mistake, because they are also enlarged - not so with the model of Zcustomizer. Especially the crowned coat of arms can withstand even the most critical eye, as the enlargement of the door shows!



The inscription of such a replica would have to be either „GwL 18665 „ or „GwL 18666 „. Below it would be yellow painted the note „Gew. d. W. 8000 kg.“

We gladly ignore this relatively small mistake because it can easily be changed in new editions and corrected for strictly model-oriented customers, if necessary, even in own work. The placement of the addresses on the loading doors is correct. On frame inscriptions with further operating information was, as with almost all other small series models, waived.



This enlargement, too, confirms Sascha Braun's excellent work: The flaps of the cattle box have been reproduced just as finely as the axle holders made of flat iron with their plain bearings. The backlit windows in the packing room and the brake replicas on the wheel plane also contribute to the overall picture.

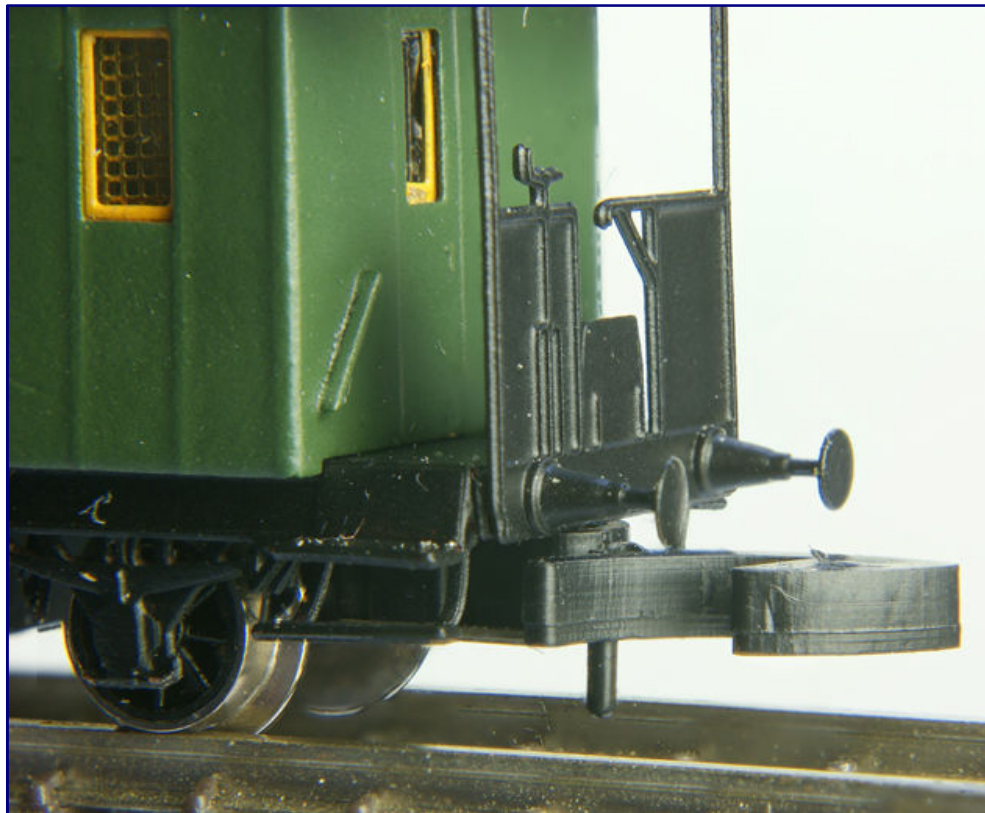
The prototype wagons featured spoked wheels, as here in the form of the nickel-plated version. Between the two axles is found a small cattle box, with which the prototype cars were once delivered.

They were used to transport small animals such as rabbits, which certainly did not find any pleasant traveling conditions there. The flaps of the box are well taken into account by etching and give the impression of their important role. The manufacturer let us know that not all models were delivered with this feature, because the boxes were also removable from the prototype.

Like the correct company addresses, the colours of the German state railways can only be determined with great difficulty retroactively and in some cases no longer with certainty. One reason is fluctuations and tolerance levels in the exact colour that was expected at the time.

The Bavarian railway used to go back to a colour called cinnabar green, to which mixing ratios of individual components are known. According to sources in the Bavarian main state archive, it contained to a significant extent probably not mercury oxide (cinnabar), but chromium oxide. Because of its aging behaviour, colour samples of old originals or models for remixing the appearance one hundred years ago are only partially suitable.

Since the original colours were applied more than a hundred years ago mostly with linseed oil varnish as a binder, and as with oil paints on artworks, a noticeable darkening was to be expected. By contrast, UV light can fade the pigments and lighten the overall shade.



Further details in the enlargement: Ascent struts, handrails, handbrake spindle, the fold-out transition railings and bar buffers are also among the subtleties of the model.

Railway historian Wolfgang Diener sees the correct colour on the basis of his research quite close to today's RAL 6007 bottle green and thus represents a different view.

Our discretion, however, this looks too dark for small models in the Z gauge.

It does not allow any noticeable differences to the greens of other southern German railway administrations that are said to have moved close to the brown-green and fir-green.

The Sascha Braun's choice of RAL 6020 chromium oxide green is therefore the right one from our point of view and, by the

way, also is used in many other models based on Bavarian models in the scale 1:220.

The paint is applied cleanly, evenly and covering the wagon without black contrasting cover strips and white settling lines. This corresponds to an already over-painted condition after many years of hard operational use. After all, the prototype model had already seen between 22 and 30 years of service during the period of service shown.

The chassis is jet black; the roof painted umber. All colours are silk matt applied. A further highlight of the model is the yellow-set wooden frames of the windows with grids behind the windows. In the roof area even the chimney opening of the stove has been modelled for the train driver.

## Last years at the Bundesbahn

The second model is the Bundesbahn version for the early epoch III. The last years of operation for this type of vehicle were from 1949 (foundation of the DB9 until the expiry of the last copy in June 1956).

Unlike its older brother, it had no cattle box and has lost the bars behind the windows. What remains is the stove, whose chimney opening passes through the roof. Otherwise, there are no differences in the shape of the wagon; we refrain from commenting on the black nickel-plated wheel sets.

Other local railway cars in this time had predominantly spoked wheels, but also individual company models were rebuilt. We have found in our research wagons with spokes or disc wheelsets.

Here the customer is free to carry out a swap of the wheel sets in case of doubt or on request. Spoked wheels on this fine model are definitely preferred.



The state-of-the-art Bundesbahn wagon, equipped with disc wheels and bottle green, is in no way inferior to its Epoch I counterpart. Only the labelling of the pattern provided to us are historically incorrect.

When it comes to painting, the DB model shows few similarities with the local railway wagon: deep black chassis and umber-grey roof in silky matt shades. Although the roof colour does not follow the paint scheme of the Bundesbahn, but reflects the usual operating condition with dirt.

The car body has been painted bottle green in RAL 6007 and picks up the then usual, dark tone of the young German Bundesbahn correctly, as it also used today Märklin for this operating era on its models. The fine wooden window frames are also yellow in the DB wagon. On frame labels were also omitted here.

On the loading door a DB-Signet is on both sides of the vehicle. It is implemented in the simplified form with a single border, as we know it later from locomotives of the V 160 family, but not of passenger and luggage cars.

At best, the 8791 Nür would have been the only model for this company. It was designed by Prof. Eduard Ege, and was introduced in 1955. From 1956, it preferred to equip it as an internationally operating car.



This circumstance makes the sign of the railway administration on the last remaining car of this genre very unlikely, since it had only a few months service left. Wagons already destined for retirement were no longer provided by the Bundesbahn.



For a good role model research also speaks of the peculiarity that on the side of the train driver compartment, recognizable by the chimney opening, the front door had to be moved from the centre to the left. Because of the internal bank distribution, this situation was also common in passenger cars.

The „Keks“ (biscuit) does not correspond to the model, but probably meets at best the expectations of unassuming model railroaders who know and often expect such a design from mass-production manufacturers. Märklin once again faced this decision with regard to the Prussian bogie compartment wagon and, despite our advice, incorrectly provided the models with the DB emblem.

Labelled is the pattern of the LGw Bay 88, the first, and in this case the last generic, designation of the DB, in each case in the left corner of the side wall at window height with „GwL „ and „629 „, in the line below. The generic name should have been written with LGw, the operating number would have been only 8 779 Nür or 8 789 Reg, as appropriate.

Correct labelling of the wagon would have looked like this:

8 779 Nür  
LGw  
8,0 t  
Ladegew 3,8 t  
Tragf 4,0 t  
Ladefläche 15,70 m²  
8,60 m  
Wsbr

Finally, we would like to state for the evaluation of this model that the design as a Bundesbahn vehicle can only be a compromise.



In this photomontage we show which designations the wagon should carry and where this information should be placed on the car body. The correct font is the center font according to DIN 1451.

At the beginning we had described that Zcustomizer used a car of the first series with the shorter wheelbase of 3,800 mm as a model. These still came to the Reichsbahn, but were retired before the Second World War.

Lucky here might have been a copy of the 16 cars of the second and third series. Especially in view of the large wagon shortage for the Glaskasten, we consider the missing 3 mm at the wheelbase as an acceptable compromise. Otherwise, the followers of the most prevalent epoch would still be without suitable passenger cars.

Although the dimensional deviation to be swallowed is already in the range of what is perceptible, it does not change the short and compact appearance of a local train carriage in the „Bockerl ... At best, a correction of the inscriptions and also the condition of retrofitting partially demolished Lokalbahn passenger cars of the numerous represented by type LC Bay 06b from the time after the turn of the century, is unknown.

## Our conclusion

We like the DB design of the LGw bay 88, but on the basis of the model we have chosen, it can only be a compromise. With only two copies in the existence of the Bundesbahn, it was, despite external similarity to younger and numerous types represented, a very exotic car - in the DB soon described as a splinter genus and deleted from the wagon inventory.

The situation is different with the Bavarian original model. Again, this was not one of the everyday representatives; visual material from the service should be correspondingly rare. For a small series



manufacturer, this means it was a high hurdle to research equipment features as well as finding the most appropriate labelling information.

Sascha Braun, who we are still allowed to call a small manufacturer, has mastered this hurdle surprisingly well and has delivered a model that impresses with perfectly kept dimensions, clean workmanship and impeccable finish. The sharp and clean lettering was quite impressive.



Bayerische (Bavarian) local train scenes like these are only possible with the excellent wagon models of the Zcustomizer. So may this motif of past secondary romanticism serve as a stimulus and a buying incentive for our readers.

The small error in the labelling in this context can be overcome. If it bothers you, it can be changed on your own. Maybe Zcustomizer can even outfit future production orders with these changes.

If you own one of the three Bavarian local train locomotives, you will not pass up this wagon -- only then will your train be complete. You will not regret this purchase.

The recognition for the program gap in the Bavarian state railway design in connection with an impeccable implementation, we reward with a nomination for the new releases of 2017 in the category cars.

**Manufacturer pages (with order possibility):**  
<http://www.zcustomizer.de>



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

Wiederbelebte Klassiker

## Luxusreisen auf Schienen

*Um Luxuszüge wie den Rheingold oder den Orient-Express ragen sich viele Mythen. Immer schon haben sie die Phantasie von Autoren, Filmemachern oder auch derjenigen, für sie immer nur ein Traum bleiben würden, beflügelt. Entsprechend groß ist das Literaturangebot, das zu ihnen geboten wurde und immer wieder wird. Die jüngste Veröffentlichung von Transpress haben wir uns genauer angesehen und berichten über unsere Eindrücke.*

Eberhard Urban / Kristiane Müller-Urban  
Das goldene Zeitalter der Eisenbahn  
Die Epoche der Luxuszüge 1850 bis 1960

Transpress Verlag  
Stuttgart 2017

Gebundenes Buch  
Format 30,5 x 24,0 cm  
160 Seiten mit 282 Farb- und 41 S/W-Bildern

ISBN 978-3-613-71544-8  
Titel-Nr. 71544  
Preis 29,90 EUR (Deutschland)

Erhältlich direkt ab Verlag  
oder im Fach- und Buchhandel

Dieses Jahr feiert der Rheingold als einer der bekanntesten Luxuszüge Europas sein 90-jähriges Jubiläum.



Was könnte da besser passen als ein Buch, das die Geschichte dieser rollenden Hotelbetriebe aufgreift und erläutert? Der Titel, den wir an dieser Stelle vorstellen, stammt bereits aus dem letzten Jahr, hat vor dem geschilderten Hintergrund aber sicher an Aktualität hinzugewonnen.

Der Verlag verspricht „einen Bogen von der Historie bis in die Jetztzeit „ in Verbindung mit Vorschlägen, wo es sich noch heute in diesem Stil reisen lässt. Das klingt erst mal gut, passt aber nicht ganz zum Titel des Buches, dass die Zeit zwischen 1850 und 1960 als „das goldene Zeitalter der Eisenbahn „ fokussiert.

In der Tat trifft die Verlagsbeschreibung den Inhalt deutlich besser als es Titel und Umschlag nahelegen. Das beobachten wir leider nicht zum ersten Mal und so war unsere Lektüre nicht frei von Enttäuschungen: Gerade mal 67 der 160 Seiten behandeln die Epoche, die dem Leser vom Einband so sehr ans Herz gelegt wird.

Explizit positiv ist da aber, dass der Einstieg gut gewählt ist. Er befasst sich mit den Anfängen und Entwicklung der Eisenbahn in England und später Deutschland. Ebenso wird kurz zusammengefasst, wie sie im übrigen Europa, Russland, den Vereinigten Staaten und Japan Fuß fasste. Das ist überaus interessant, wissenswert und zudem gut illustriert.

Die Autoren nehmen ihre Leser mit auf eine Reise in die Zeit, als es noch kein Auto und keine Flugzeuge gab. Wer reisen musste und es sich leisten konnte, der fuhr mit der Bahn. Als in der 2. Hälfte des 19. Jahrhunderts wichtige Fernstrecken gebaut wurden und Dampflokomotiven auch größere Entfernungen immer schneller zurücklegen konnten, begann die Zeit der Luxuszüge – allen voran der berühmte Orient-Express.

Doch auch anderswo gab es und gibt es (bis) heute luxuriöse Reisezüge; und damit treffen wir auf den Teil des Buches, der den größten Platz einnimmt und uns nicht überzeugen konnte. Dort werden äußerst viele Züge der heutigen Zeit vorgestellt, wovon Fernwehgetriebene mit Liebe zur Bahn profitieren werden.

Allerdings leiden diese Kapitel am (vermeintlich) fehlenden Fachwissen: Was wir da gelesen haben, hätten wir als Versprechen und Reisebeschreibung im Hochglanzprospekt der Veranstalter vermutet – bei Erfahrungsberichten und eigene Eindrücken herrscht Fehlanzeige.

Die von den Unternehmen zugeliferten, durchaus ansprechenden und gut wiedergegebenen Fotos stärken unseren Eindruck, dass hier lediglich Werbematerial aufgearbeitet und Inhalte nicht verifiziert wurden. Das ist für ein käuflich zu erwerbendes Buch zu wenig.

Mitautorin Kristiane Müller-Urban ist uns bislang eher als Verfasserin zahlreicher Kochbücher denn als Eisenbahnkennerin aufgefallen. Mag die Herangehensweise dort sicher eine andere sein, so wird auch da niemand fremde Rezepte ungeprüft abschreiben und weiterempfehlen.

Und so durchziehen das Buch auch in den durchaus gelungenen Abhandlungen historischer, berühmter Luxuszüge viele fachliche Fehler: Mal sind es verdrehte (und damit nicht korrekte) Jahreszahlen, anderswo werden Baureihen vermischt und dann durften wir bei einer Aufzählung berühmter TEE-Zugnamen auch den Alpen-See-Express wiederfinden, der eigentlich ein Reisebürosonderzug war, der früheren deutschen TEE-Garnituren lediglich eine Weiternutzung bot.

Im Zusammenhang mit dem abrupten Ende der Blütezeit durch den Kriegaufbruch und einen Neuanfang nach 1945 wagen die Autoren dann auch noch mutige, politische Behauptungen: Reichspräsident von Hindenburg habe Adolf Hitler „unter Umgehung der Verfassung am 30. Januar 1933 „ zum Reichskanzler ernannt. Wir hatten diesen Akt noch ganz anders in Erinnerung.

Auch die Aussage zu den Wahlergebnissen, „der Zulauf (...) nahm ab „ erweist sich als nur kurzzeitig und einmalig, weshalb er historisch als falsch zu werten ist: Am 5. März 1933 stand mit der letzten Reichstagswahl der Weimarer Republik mit 43,9 % der Stimmen zwar keine absolute Mehrheit, aber doch ein Rekordergebnis.

So fragten wir uns, ob die Ursache solch beschämender Unzulänglichkeiten lückenhafte Geschichtskenntnisse in Politik und Eisenbahnwesen oder doch nur Folge fehlender Sorgfalt sind? In der Gesamtbetrachtung stellen wir leider fest, dass der Titel viel verspricht und der Inhalt nur wenig dessen hält.

Trotzdem ist es angesichts eines durchaus moderaten Preises und allgemein guter Illustration ein interessanter Überblick über ein spannendes Kapitel luxuriöser Züge und ihres Entstehens. Wer um die Fehler weiß und darüber hinwegsehen kann, dürfte daran durchaus Gefallen finden.

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

Authentische Bahndokumentationen

## Geschichte erfrischend anders

*Eisenbahnfilme gibt es viele und niemand wird sie je gezählt haben. Doch auch heute wartet noch viel unveröffentlichtes Material auf seine Entdeckung. Der EK-Verlag hat einen guten Riecher bewiesen und mit seltenen und historischen, aber meist eben auch kurzen Dokumenten ein völlig neues Format geschaffen. Ob es den Erwartungen der Filmfreunde gerecht werden kann, klären wir in unserer Besprechung.*

Suder Film Production Frieding  
Die Eisenbahn in Nordrhein-Westfalen damals  
Teil 1 – Ruhrgebiet

EK-Verlag GmbH  
Freiburg 2017

DVD-Video  
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Sprache deutsch  
Laufzeit ca. 45 Min.

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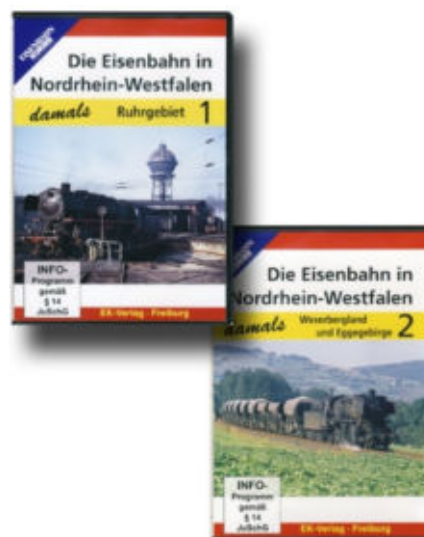
Suder Film Production Frieding  
Die Eisenbahn in Nordrhein-Westfalen damals  
Teil 2 – Weserbergland und Eggegebirge

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Die Eisenbahngeschichte bietet so viele Facetten und die meisten von ihnen haben wir schon gesehen, glauben wir zumindest. Doch Zweifel sind immer erlaubt und wer uns da zustimmt, sollte nun auf jeden Fall weiterlesen!

Eine unüberschaubare Auswahl an Eisenbahnfilmen der verschiedensten Verlage widmet sich seit Jahrzehnten der Geschichte von Baureihe und Strecken oder Dokumentation von Zeitabschnitten. Doch auch heute gibt es noch viel unveröffentlichtes Material auf Super-8-Filmen mit seltenen und teils einmaligen Inhalten, die in privaten Archiven schlummern.

Als Filmrollen und Ausrüstung noch teuer waren, gingen die Hobby-Dokumentare jener Zeit sparsamer und zurückhaltender mit ihrem Material um, als es heute der Fall ist. Das hat häufig dazu geführt, dass sehr zielgerichtet gearbeitet und nur kurze Sequenzen aufgezeichnet wurden; zu kurz, um daraus einen klassischen Eisenbahnfilm zu schneiden.

Der EK-Verlag hat nun einen hervorragenden Weg gefunden, auch solche Dokumente zu nutzen, besondere Filmschätze breit zugänglich zu machen und dabei nicht an Unterhaltungswert einzubüßen. So ist die bislang vierteilige Reihe „Die Eisenbahn in Nordrhein-Westfalen damals“, aus der wir uns exemplarisch zwei DVD-Angebote herausgesucht haben, vielleicht nur der Auftakt für eine viel breiter angelegte Dokumentation, wie es einst auf Deutschlands Schienensträngen zuging.

Genau das jedenfalls möchten wir uns wünschen, denn beide Streifen von je 45 Minuten Laufzeit und in Farbbeiträgen haben uns restlos begeistern können! Übrigens gibt es alle vier Filme auch zu einem deutlich günstigeren Bündelpreis direkt ab Verlag!



Die Struktur dieser Filme ist schnell erklärt: Die drehbegeisterten Eisenbahnfreunde, deren Material verwendet wurde, erläutern als Moderatoren ihre damalige Motivation und das Ziel ihrer Ausflüge. Sie erklären, was genau ihre Beiträge so besonders und einmalig macht. Eingblendete Kartendarstellungen veranschaulichen die lokale Zuordnung. Anschließend folgen die jeweiligen Sequenzen, bevor der Urheber der Dokumente wieder an der Reihe ist.

Teil 1 der kleinen Reihe schaut in das Ruhrgebiet der siebziger Jahre, wo Kohle- und Stahlzüge mit Dampflokomotiven der Baureihen 44 und 50 das Bild bestimmten. Beheimatet waren sie in Gelsenkirchen-Bismarck, Duisburg-Wedau und Oberhausen-Osterfeld Süd.

Der Bogen spannt sich dabei von der Niederrheinischen Tiefebene über Essen und Recklinghausen bis hin zum östlichen Bereich des Ruhrgebiets mit Dortmund, Hamm und Hagen. Zusätzlich werden der Moerser Kreisbahn, der Hafenbahn Wesel und der Hohenlimburger Kleinbahn Besuche abgestattet.

Sehr wichtig sind auch die Zechenbahnen des Steinkohlebergwerks Hugo oder der Zeche in Werne, wo sich die aus den Beständen der DB erworbenen Baureihen 80 und 94 noch antreffen ließen. Da freut sich dann ganz besonders das Herz jedes Zetties! Abgerundet wird dieser Film von eher nicht zu vermutenden Fahrzeugen mit kurzen Auftritten wie den Gasturbinen-Triebzug 602, die Baureihe 236 oder auch die Altbau-Ellok Baureihe 191, die ihrerseits auf den Wunschzetteln für die Spur Z steht.

Der zweite Teil blickt in den Osten des größten deutschen Flächenlands. Auf der Strecke Paderborn – Altenbeken – Ottbergen – Karlshafen leisteten die Baureihen 44 und 50 vor schweren Güterzügen auf Rampenstrecken harte Arbeit.

Neben bekannten Orten wie Ottbergen, Höxter, Altenbeken (samt Viadukt) oder Bad Driburg bildet aber auch das Eggegebirge einen weiteren Schwerpunkt, der von den Strecken von Herford und Bielefeld nach Langeland mit Orten wie Lage und Bad Salzuflen bestimmt wird. Ein Schmankerl mit nennenswertem Umfang bildet zudem Lippstadt, wo auch die Baureihe 03 in Aufnahmen der sechziger Jahre gezeigt wird.

Wie schon der erste Teil bietet auch dieses DVD noch ein besonderes Bonbon: Hier sind es etwa die private Westfälische Landeseisenbahn oder die Zuckerfabrik Warburg. Dort rangierte im Werksverkehr noch eine 1898 gebaute Werkslok in Form einer preußischen T 3, die ebenfalls ein großer Liebling aller Modellbahner ist.

Fazit: Wer einen Hang zu außergewöhnlichen und nicht alltäglichen Eisenbahnfilmen hat, wird an diesen beiden Filmangeboten nicht vorbeikommen!

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

# 16. Internationale Lahnsteiner Modellbahntage 2018

17./18. Febr.

Sa. 10-17 Uhr  
So. 11-17 Uhr



**Stadthalle am Salhofplatz  
56112 Lahnstein**

Große Tauschbörse für  
Eisenbahnen, Autos usw.  
Modul-und Schauanlagen  
Modellbahnworkshops

**Eintritt:**

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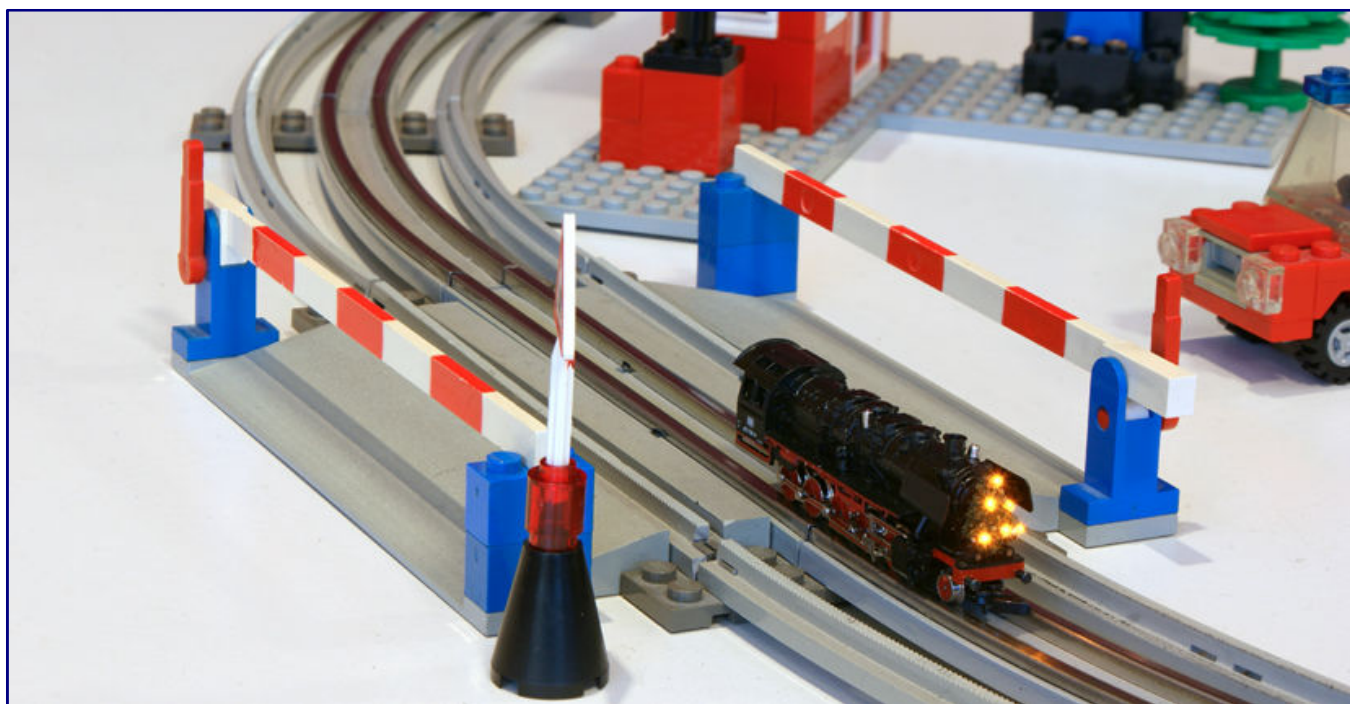
Advent meeting in small group

## Under adverse circumstances

*In the future, the Advent meeting in Zell am Mosel will only occur every two years, alternating years with the Spur Z weekend in Altenbeken. That should actually drive the Zetties in droves to the vineyard again, we would like to say. But the weather did not play and almost spoiled the journey. But even in a smaller round the year sounded cozy and atmospheric in a family atmosphere - also the visitors were pleased.*

With great anticipation we were looking forward to the 13th Modellbahnausstellung in Zell (Mosel) on 10 December 2017. The Advent meetings are valued among the Zetties and are a cozy end to the year. This was also true despite the fact that some of the previous exhibitors had only registered as visitors for various reasons.

Although the number of dioramas, installations and showpieces exhibited this time would be manageable, the quality of the exhibited was at least at the level of previous editions. But not on the bill for everyone involved was the snowy weather, which prevented the drive to Zell for many. This was true for exhibitors like Aspenmodel and Bahls model trains, as well as many visitors.



Christmas mood with a difference: Torsten Schubert's freight train steam locomotive class 50 has put on a lit Christmas tree. To the astonishment of many visitors, the little one could also run on the tracks of a Lego railway.

The sudden onset of winter with heavy snowfall on Friday and Saturday, especially in the Bergisches Land (North Rhine-Westphalia) brought the traffic on the highways at times almost to a standstill. The only guests at the assembly on Saturday and the evening Stammtisch with buffet were Claudius Veit (Velmo) and Andreas Hagendorf, who were looking forward to personal discussions and knew how to help with their digital knowledge.



The main focus of attention of the most recent exhibition before a tour of the hall, was undoubtedly the car system for Z gauge offered by the Polish company KK Producja. A test report on this car system was included in issue 11/2017.



As a model very impressive is the opened on 1 June 1957 main station of the Ruhr district city Bochum, which Rainer Tielke presented in Zell (Mosel).

At the booth of the formally organizing association Z-Freunde International there were test plates on which every visitor could convince themselves of the functioning of the vehicles and the stopping points, but of course they were also allowed to inspect the interior on request. Particular attention was paid here to the operating time, which can be achieved with a battery.

But also Rainer Tielke, arrived without his expected double-decker bridge, and convincingly demonstrated the system of self-driving cars. He was the first to demonstrate a roadworthy chassis for the Kibri truck models.

Incidentally, the background to his unusual presentation is a reconstruction of his bridge modules that has since begun: not only are the trains shown operating here, but also the road vehicles.

But the inventor from Norderstapel had to accept a partial demolition in order to access the lower bridge level and to lay a magnetic belt line there.

Their course over a tunnel entrance and through the background scenery should enable a future course, which will provide changing scenes.

Rainer also works together with the manufacturer to teach driving to car models, as well. We can certainly look forward to further developments that he will show at future exhibitions!



Junior work was a priority at the **Trainini®** booth. This was true for both the staff and the craft offer, which was supported by various companies with donations.

His most recent building, which he had milled on behalf of the customer, painted and first of all assembled temporarily in order to be able to show it for the Advent meeting, also provided astonishing glances. We are talking about the striking building of the central station of the Ruhr district town Bochum, which originated as a modern post-war building during the economic miracle and was inaugurated on 1 June 1957.

Also **Trainini®** was active again as an exhibitor at the 13th edition after a long break. This was made possible by the energetic help of Hendrik Späing, who supported his own stand, and offered handicrafts and invited children to control a Shinkansen train. This is what we previously reported in the December 2017 issue in connection with Model Railroading Day.



Photo above:

On our showpiece "Rothenzeller Weg" was temporarily the self-built 23 094 by Dirk Rohwerder to see, which pushed a Wendezug (commuter train) of Silberling prototypes, which were also made in-house.

Photo below:

How the junior work "On the Swabian railway" came to their title, is probably not too hard to guess. The next time this diorama in the scale 1:87 will be on display is 17/18 February 2018 at Lahnstein model railway days.

There was also something for the adults to see at this joint stand with Jörg Erkel. What a high level of creativity even children can achieve with a little practice and instruction was shown on the 38 x 38 cm track H0 diorama "On the Swabian Railway" which Hendrik and his sister Kristin built together.



An almost professional work is the “Rothenzeller Weg” showpiece designed by Dirk Kuhlmann. The diorama, which was equipped with the fine overhead contact line from HOS Modellbahntechnik, was the subject of the annual focus theme in 2017 and was on public display in Zell (Mosel) for the first time.

At the same time, it formed a perfect backdrop for the self-produced passenger train steam locomotive 23 094 from Dirk Rohwerder, including green Silberling prototype cars, as well as other unique items that had been brought along. Jörg Erkel presented his demonstration layout “Dörpede”, on which a lively



Photo above:  
Jörg Erkel presented the traffic-red fast locomotive of the 101 series, fresh from Märklin, in front of a long intercity.



Photo left:  
Günter Schubert skillfully reminded of the beginnings of many model railroaders. The children of today marvelled at this toy from Papa's childhood.

digital operation was displayed.

locomotive. Also an excerpt from the program of the 1zu220 shop was to be seen, the limited exhibition special car was to be acquired only here locally.

How it all began, referring to the model railway passion of many participants and visitors was shown by Günter Schubert. He demonstrated this vividly with a Lego railway from the seventies and early eighties.



He also astonished us when he demonstrated with a class 50 steam locomotive provided by Sohn Torsten outfitted with a lighted Christmas tree on the front, that the bus bar in the middle of the track had a gauge which was exactly the same size as the Z scale frame. As long as it does not encounter a turnout, the small locomotive could travel there.



In Torsten Schubert's darkroom display there were many items for viewing: These included the two Ziegler aircraft fire engines (photo above) from the house of Herpa and the well-known television show "Gas Monkey" (photo below).

Torsten Schubert had a lot of news to show in his "lamps shop". In addition to a 60 LED illuminated and over 22 channels with the light computer from Meier-Modellbau controlled ambulance in H0 scale, he also had some dioramas here, which were seen by many for the first time.

At a scale of 1: 220, there were spectacularly illuminated Herpa's illuminated Ziegler airfield fire engines, scenes from a „highway „ in the United States or the television company "Gas Monkey". A season-fitting show piece was Bethlehem Crib, which was shown a few years ago and cannot be missed at this event.



We were impressed by an idea from Günter Falkus, who had travelled with Manfred Forst. On a showpiece still under construction, he showed how he gets Saller's Feldbahn (Zf gauge) and a township of river ships, as they are in Artitec, in motion: the key to success is the Magnorail system which pulls vehicles on a smooth surface along with magnetic force.

Manfred Forst also embraces this characteristic and lets some car models in the city scene of a diorama pass the viewer. On its agricultural landscape we enjoyed again the sight of the bob head (class 64), which has a covered car of the former type Opole and some stake cars with tractor loads in tow - railway romance from long ago times!

Hans-Georg Kunz has put some of his Middle Rhine Valley modules into a facility on which he prefers the dense freight traffic, which runs daily along Germany's largest river and harasses residents with the noise.



Photo above:  
Passing the gate of Hans-Georg Kunz, one of the many heavy freight trains passes through the Middle Rhine Valley.



Photo left:  
Controlled by Heinrich O. Müller, the VT 085 made its rounds on the small layout of Stammtisch tables.

Of course, this is by no means the case in the model, so it's fun to watch the trains rush by on the prototypical replica of barracks or pass through one of the typical villages.

This time also Volker Töpfer, who was together with Heinrich Otto



Müller and other friends of the regulars' table Weilerswist at a Stammtisch board plant was to be found. The fully illuminated and digitally powered VT 08<sup>5</sup> new car produced life on the tiny modules with their unusual designs.

Peter Rogel and the Z-friends jumped the same way. Many of the beautiful motifs we have been able to admire in earlier editions and other meetings; it will not be boring anyway. The only drawback of the small show pieces is the lack of depth, which makes it not easy for photographers! Meanwhile, a large range of goods was waiting for Gerd Ricke (Saartrain) on interested parties.

Peter Sturm and Jürgen Williams could not pass that, because at their stand a Christmas tree could not be overlooked. Around the tree in winter landscape a class 103 locomotive with freight cars was running. We have already shown the individually redesigned Noch-Advent wreath by Peter as a Christmas greeting 2017 in the last issue.



Christmas tree stands of a different kind: At Jürgen Williams and Peter Sturm, the 103 series made its rounds with a freight train under the Christmas tree.

A highlight of this exhibition was surely the diorama "Catharinen Tief" by Dietmar Allekotte, whose signature was unmistakable. It was designed by Dirk Kuhlmann and thus fulfilled a sincere wish of the proud owner for coastal scenes. The peep box shows a small harbour scene with siding on the German coast.



Gerhard Maurer who had attended all previous Zell events was present. As usual, he presented his Gerharden modules to us, such as the barbach pit Clarashall and the Baumholder station with



Dietmar Allekotte showed the diorama "Catharinen Tief" (picture above), designed by Dirk Kuhlmann, on which he also showed the special exhibition car from the 1zu220 shop at the landing stage behind a Köf. Gerhard Maurer, the Baumholder station (Photo below) has already brought modern traction in the form of a rail bus and the V 200, but steam locomotives and utilities are still available.

connected locomotive station. There was a steam locomotive being loaded with coal, while the route was usually served with a V 200 and Silberlingen.

Klaus Moser has been an enthusiastic hobbyist for years. He has found special pleasure in 3D printing models, to his individual taste. He brought some of his works to Zell to put on his modules and show some of them at the same time.





Locomotive bodies, converted waggon models and special cars, including the “Zeller Schwarze Katz” (on the right of the factory premises), created the picture based on Klaus Moser's arrangement (photo above). Who can find the old lady on the park bench in the cityscape of Ulrich Günther's train station (photo below)?



A classic is Ulrich Günther's city station. It is always impressive, as he knows how to convey the impression of a pulsating city on a relatively small area, where the viewer looks across the track.

Nobody has been able to count the many vehicles and figures, because the eye keeps encountering previously undiscovered scenes and small groups.

We would like to draw your attention to the old lady sitting alone on a bench at the crosswalk in front of the town church on the edge of the traffic. Does she enjoy the image of passing trains, does she feed the birds, or is the elderly woman simply alone, because she has long since had to bury her husband and friends? We do not know, but scenes like these, when looked at closely, make us think.



The graffiti down in the photo reveals it: Birgit Foken-Brock has redesigned the Rhein-Ruhr station and its surroundings in 2017. On track 3, the 212 series with its passenger train has now exit, the freight train next to it must wait. The many people are apparently waiting for the entrance of the next train.

Birgit Foken-Brock (Trafofuchs) travelled with Peter Burgard, as his assistant and co-exhibitor. Together, they showed a module system, where many figures, car models and other works of Trafofuchs could be seen.

The handwriting at the station Rhein-Ruhr from the estate of Günther Guttenbach became particularly clear. Anyone familiar with this module should have noticed the numerous waiting railway customers, who livened up the platforms. It also became clear here how groups of figures are to be arranged in such a way that they convey life and tell stories.

The school approaches embodies the module system "Bunte Kuh" (coloured cow) by Wolf-Ullrich Malm. The retired head teacher has remained faithful to his motto in this work as well. So we found on the left edge of the plant a school garden, which serves school in Lübeck purposes and offers students vivid instruction.

Also worth seeing is the large sunflower field on the opposite side of the plant. Here, all plants turn their „face „ to the sun and create an unmistakable image together. Incidentally, this arrangement has its name from a district of the marzipan and Hanseatic city. If you look at the four skyscrapers and their façade painting, this will immediately assume.



Not at all for the winter weather outside fit the sunflower field, with the Wolf-Ullrich Malm drew the views of his plant "Bunte Kuh" (coloured cow)". The bright yellow flowers still held up their heads for the visitors.

The only question is: who came first, chicken or egg? Lübeck district name or colourful houses? This will be determined, but only in two years. Because this popular family meeting will take place in the future only in the odd years on the 2nd Advent weekend!

**Organizer pages:**

<http://www.z-freunde-international.de>

**Pages of exhibitors:**

<http://www.forstberg.de>

<http://www.gerhardingen.de>

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

<http://www.trafofuchs.de>

<http://www.zfs.z-insider.de/>

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

<https://www.shop.z-railways.de/>

<http://www.1zu220-shop.de>

**Video clips (Piero Sbiroli):**

[https://www.youtube.com/watch?v=L\\_KQUE4XLyk](https://www.youtube.com/watch?v=L_KQUE4XLyk)



2017 new releases

## Excellent top products

*At the end of a model year, the agony of choice overtakes the Trainini® editors: who should be awarded by us for special products and services? After all, the seal to be given has a signal effect and at the same time promotional effects for the manufacturer. 2017 was no less exciting and just as difficult as previous years. But now it's time to air the veil...*

We do not make it easy, which is true year after year. We consider every new form presented and every book or video title that we can discuss as critical as well as benevolently.

Often it then also has to decide whether we see a product novelty in the product or just a partially changed version. This exclusion criterion is not a question of quality, but an expression of a strict line that should open up equal opportunities for all manufacturers. The same basic model should neither be favoured nor disadvantaged; it can only rise once on the winners' podium.



Like the V 80, in the picture still the hand sample, many Märklin new items, which could have made our vote even more exciting, had not been delivered as originally scheduled.

Whoever manages to do so in the end, is not limited to the producer: the prerequisite is, of course, an excellent and impeccable implementation, but much of it only decides in the context of the competitors.

In that case, additional factors such as innovative equipment or production technology, and the general significance for the market as a whole (keyword: closing of the gap) and also the sales potential we estimate, count.

We would like to clarify the latter term that this is not only about our assessment in view of a known retail price, but about our expectations (espe-

cially from feedback from readers), how many people are interested in it altogether - regardless of whether they can actually fulfil their wish. Otherwise, small producers would probably have no chance to win.

But these are the salt in the soup of our scale and enrich our selection enormously. At the same time they arouse dreams and stimulate many Zetties to further enrich our world and attract attention through conversions, superiors or complete self-constructions.

So, in the introduction, we probably outlined the scope of our decisions and why we choose wisely after having discussed extensively and exchanging views. We would like to introduce every single candidate below and then we justify our choice.



## Category locomotives

In our first category, there seemed to be very little tension for far too long: not a single model from Märklin was delivered. The V 80 diesel locomotive did not make it to specialist retailers before the end of the year. Even the Insider model 2016, the Series 80 tender steam locomotive, and the Kittel steam locomotive of the same year, made a name for themselves only with delivery date shifts.

But a decision was also possible without Märklin! After all, we could rely on the small series suppliers. Bahls Modelleisenbahnen delivered the first models of its class 10 (item no. 5010) based on the earlier Märklin model 8889, and it made for many astonished faces.



**An extremely successful implementation with great potential in the core market of Germany is the series 10 of Bahls Modelleisenbahnen (item no. 5010), which was delivered in 2017 with fully movable detail control.**

Compared to Bahls' previous fine detailing put his model for the 60th anniversary of the model with a fully movable detail controls once again tremendously. After all, the "Black Swan" with two counter cranks and swing rods on the heater side is a very special engine.

For German model railroaders, it is particularly important because the 10 001 was considered the highlight and final conclusion of German steam locomotive construction. Apart from the lead battery in the tender for supporting the locomotive lights in the event of generator failure, it no longer offered any technical innovations. However, it was intended to summarize what was and could be achieved in steam locomotive construction with a new foundation.

The external expression of their special feature was the elegant design with partial cladding and decorative lines made of aluminium sheets. Although machines of the class 23 were still built until 1959, they were staged as the last steam locomotive (series) of the DB. After her, no newly commissioned steam locomotive received more attention, the series 10 for it all the more.

Their special role with acclaimed climax, short "life" and almost tragic end after just ten years of service made them a true legend. Beauty is known to be a matter of taste, but a German DB system steam locomotive without the series 10 is unthinkable.

In the environment of contemporary models with complete control, it threatened to get side-lined, because Märklin's solution does not fit under the apron. Thanks to Michael Bahls, who has a proven core competence for perfect steam locomotives, it is thanks to him that the Series 10 can and will continue to be there!

The Rote Pfeil (Red Arrow) RAe 2/4 1001 of the SBB (item no. 01720) from last year's winner SMZ (Special Models Z) from Austria is to compete against them. The specialists from Vienna show an impressively high level of innovation and have access to state-of-the-art production techniques, which makes them almost unique among the finest series of engravings and readable addresses among the small series manufacturers.

The most popular rolling stock from Switzerland besides the crocodile is further proof of how elaborate and loving SMZ designs its models. They also make targeted use of digital technology and have created another superlative with the lightweight construction of this vehicle.

SondermodelleZ is a motor and flagship for the Z gauge at the same time. Each of their new product innovations proves that technical development does not go beyond Z gauge, but on the contrary benefits considerably from it.

For followers of Austrian prototypes or, in this case, Swiss, are not rewarded as generously by Märklin. Here too, the Rote Pfeil (Red Arrow) provides a gap closure, whose meaning can be much appreciated.

But only one model can win: The editorial decision was ultimately unanimous on the „Black Swan „ of Bahls Modelleisenbahnen. Ultimately, Germany is the largest market for the Z gauge. And there weighs a domestic steam locomotive, especially of Epoch III, in view of the size of the circle of customers, which is able to address them, a little harder. The term „Sahneschnittchen“ (ice cream sandwiches) in this context would probably equally go to the Rote Pfeil (Red Arrow).

Our editor Joachim Ritter speaks in the voting process certainly many out of the soul when he called the newly constructed steam locomotive as „visually (...) a true eye-catcher with everything that is feasible and useful.“ On top of that fits the following quote: „I've had a Bahls 10er for years. It's great, but the new one is more than that!“



## Category cars

Three models competed against each other in the second category. Fortunately, Märklin is here, because with the DB Omm 52 open (high sided) freight car (Märklin, item no. 86238), an important and successful model is entering the race.

This type of car was already included in the initial 1972 programme, one always got sick of the visibly oversized length, because the body had been slipped onto a standard frame. For a long time it was not up-to-date, but alternatives did not exist in the program.

Existing forms belonged to considerably older models, which had their service time for the most part already at the appearance of this kind behind, or to documents, which were procured only after the end of the steam locomotive. Open wagons were at that time still the most common of wagons.



The last tested model should become a big favourite. The local train van according to drawing 629 of Zcustomizer is currently in the version for the K.Bay.Stst.B. a successful and equally important model.

Those who wanted to put together their trains in an exemplary way were therefore in a dilemma that could not be resolved without noticeable compromises. The only alternative was finally FR Freudenreich Feinwerktechnik with its Omm 55, which was only a few years younger than the original. In addition to the missing changeover levers for the brake system, this is the only thing that can lower the chances of the Märklin novelty.

But even the covered car Gr 20, a former „Kassel „ from the stocks of the DB (item no. 49.334.141) and implemented as a model by FR Freudenreich Feinwerktechnik, is not completely free of errors. It is based on the housing of the welded „Oppeln“ but received a new suspension. The completed wagon was of the exchange type, historically between the G 10 and the „Oppeln“.



This broadens the program in many ways, because the genus G was the second most common among the freight cars. Diversity is also welcome here and provides variety in trains. But in order to win in this category, often minor things also count. One such is that the model compared to the riveted model, the gusset plates have been omitted, because the dispenser models of the housing thanks to welding technology just had no more.

This weakness is the van GwL after Bavarian drawing 629 not. We have chosen for this award representative of the original variant of K.Bay.Sts.B, which had been procured between 1888 and 1890 in 18 copies. She has realized Sascha Braun, better known as Zcustomizer.

With spoked wheels, rod buffers and a small cattle box between the axles, he has really thought of everything that made this a template for the Länderbahn age. He also found a most appealing answer to the question of the "right" green.

This wagon gains importance in the market in two ways: First, Epoch I is rather underserved in the passenger car sector, and secondly, this especially applies to local railways. Of course, epochs II and III also benefit from this model.

A special circumstance is favourably added: When Z-Modellbau launched its 983 steam locomotive, better known and popular as the "Glaskasten", there was no suitable local railway car for this quaint steam locomotive.

MKC from Chemnitz wanted to remedy this, but apparently the proposed path did not lead to success. While Dr. Andreas Scheibe also replenished the matching counterpart as the "Motorlok" ML 2/2 and even the "Urglaskasten", the program gap in the wagon area continued.

It closed in 2015, thanks to Heckl small series producer; we consistently characterized the two-axle as a new release of the year. A little later, Sascha Braun also followed two Bavarian local train cars of a different design via the Zcustomizer brand.

But to a passenger train included (until era IV) and van, for which there was no offer for local railways unchanged. This gap was finally filled in 2017 and thus the three local steam locomotives can now be properly covered at least in era I.

For the German Reichsbahn Society (era II), there was also an execution that was made only to order. What is still missing are second-class or third-class local rail cars for the Federal Railways, which will only sustainably promote the sale of the matching luggage cart. This has prompted us to select the GwL's national railway version.



And that's exactly what the editorial vote won in the end. Again, the decision was even unanimous in the end. The gap closure was thus explicitly recognized, the Glaskasten now finally has a complete pull to draw - at least in epoch I.

## Category accessories

Perhaps the most difficult category for us is because of the very different candidates for the accessories. From figures to cars to buildings and other structures, almost everything that is not powered or equipped with technical features has to be considered here.

And so, in 2017, the candidates are again giving a very colourful picture. We started with the character package "Passanten" (passengers) by Noch (item no. 44202). For the anniversary in the Wangen range of accessories a whole assortment in the scale 1:220 appeared immediately.

While the cows did not like us so much in terms of shape and staining, we welcomed the different human imitations all the more: So we found previously unknown postures and body proportions. While Merten figures were traditionally scrawny and Preiser prefers slender figures, Noch relies on a more luscious body.

If the engravings of clothing and faces also remain behind Preiser, then the meaningful enlargement of the Noch selection convinced us.

After all, it is with figures as well as with trees; a model railroader needs in the end hundreds, if not thousands, to create a believable image.

A testimony to modern architectural kits is provided by the single-track Vorflut bridge (a bridge over the slope or area leading up to a river or valley) from Märklin (item no. 89759). With this model, Märklin has closed a gap in its programme.



Märklin's single-track floodgate, which is an example of the particularly successful kits of the year 2017, shows just how colourful the accessories category is.

In dark green colour and with fine gusset plates and filigree railings, it becomes a small eye-catcher. Their stability does not appear to be lower than previous polystyrene kits, and at the same time it is suitable as a beginner's kit. Heart, what do you want more?

A lot has happened in the area of this technology and it seems almost miraculous that not even the beautiful farm was nominated in the 1zu220-shop program, implemented by Archistories. After all, many readers consider it to be the most beautiful farm, which was ever produced in a scale of 1:220 and the quality from Hannover is beyond any doubt.

But he joins a long list of farms that already existed or are still available for Spur Z. The situation is different with the drinking hall or - depending on parlance - the kiosk of the Modellbahn-Union (item no. MU-ZH00037). Such a typical building of past decades previously did not exist at all.



That was really unimaginable, since many such outlets were still on every corner throughout the country. If the model is still so lovingly and successfully implemented, after an appealing template was found, then a nomination becomes mandatory, the candidate is the hot title contender.

But what would Bahls' 10-ers and much more an otherwise unsupported Märklin model of the last DB express train steam locomotive without the filigree and perfectly successful window inserts by HOS Modellbahntechnik?

That the way of implementing loose frames to stick to the window pane was good, can be seen from the fact that the steam locomotive specialist gratefully picks up on this approach. But Heinz O. Schramm still has enough models to handle his outfits. Not every Zettie will finally opt for fully movable detail controls.



Heinz O. Schramm has also developed the perfect accessory for those who do not want to completely supersede their Märklin model. The award goes to HOS Modellbahntechnik in the Accessories category.

And so we have selected and nominated the behind-glass version (item no. ZU21). Only with this small set, consisting of just four parts for both cab side windows and the adjacent door, wins the basic model from Märklin enormously. Thanks to HOS Modellbahntechnik, we can quickly forget the nickname of "unfinished".

The final evaluation of the nominated products required a lot of thought. After extensive consultation, however, the editors were also able to agree on a unanimous vote. We have decided in favor of the glazed window inserts for the series 10 of HOS Modellbahntechnik (ZU 21).

In a passionate lecture for Heinz O. Schramm the term „magic „ came to mind with regard to the small necessities, which he lovingly implements. Usually a demand is sufficient and wishes are implemented uncomplicatedly. So it was here, and many Zetties will hopefully benefit! The Series 10 will therefore be the clear winner of this year's vote in two ways.

## Category Technology

And what about the technology? Here, too, HOS model railway technology mixes vigorously! In the race here is the DRG unified catenary from 1928. Since Dieter Heckl apparently wants to withdraw from this segment, Heinz O. Schramm has set out to close this gap immediately.

He also opted for a catenary, which was not only to see at Bundesbahn times, but already found in the Reichsbahn increasingly widespread. Only Epoch I remains unaddressed, but in Epoch IV it was rarely seen again.

The fine design of HOS Modellbahntechnik is accompanied by good stability, which also forgives a touch, so that locomotives do not necessarily have to drive without adjoining current collectors - but there are also suitable hooks for fixing at this point. Fine workmanship, which takes into account the ability of as many modellers as possible, was part of the development.



The Z-Car system from KK Produkcja has moved and inspired the Zetties in 2017 in a way that has never been so much of a technology novelty.

The only thing that can be said about this product, therefore, is the selection of the same prototype construction that Heckl has previously offered in small series. However, it is not the role model offer to enormous comprehensiveness, unless concrete masts are to be selected for cutting-edge operations.

That does not have to worry about the second candidate. After all, a functioning Z-Car system is something very special and the innovation of KK Produkcja from Poland makes it possible to motorize just about every major road vehicle on a 1:220 scale.

Shortly before the turn of the year was the first chassis to see that fits under a truck model from Kibri. Even the Actros of Herpa should start moving so soon. To put it in a nutshell, this means that we have reached the same point as the nominal size H0 in gauge Z. Who would have thought that possible five years ago?



In no time at all, a tremendous dynamic has developed: only motion is no longer enough for most people, vehicle lighting has long since been implemented, while others are also exploring digital control options. A real boost to innovation has triggered the manufacturer here and accompanied him to the best of his ability.

Oliver Kessler has made our scale more socially acceptable and at the same time made sure that even the smallest car models will learn how to drive at a scale of 1:87 - a side effect of what we do here.

The impressive momentum generated by the Z gauge car tracking system on the many ongoing projects has also prompted the editorial board to vote unanimously for KK Produca. Among the technical developments of recent years, their new item stands out, in particular.

## Category Literature

In the field of literature in 2017 it was less the reviewed books that were so conspicuous that they had received a nomination. This does not speak against their quality, but above all for the fact that other works could bring the greatest benefit for Zetties.

The DVD "The DB in the 80s" by EK-Verlag (item no. 8406) is an excellent example of this. This period belongs to epoch IV, for which a large selection of models is available. But even the last years of this period are almost three decades ago.

Memories can deceive and nothing would be more embarrassing than having played something incorrectly on the layout as it really stands out. In addition to books, documentary film recordings can help to find their way back into past times and to examine their appearance. The nominated EK film contribution does that in a special way.

But with "Die Volmetalbahn" it has also managed to put a book from the Sutton-Verlag (ISBN 978-3-95400-849-0) in the circle of nominees. Thoroughly researched and neatly documented, the author reveals the history of the track and even provides unexpected surprises, namely the use of the class 96 from former Bavarian stocks in the Sauerland.

The book encourages you to dare something unusual if it is documented or credibly conveyed. After all, on the model railroad, artist freedom may sometimes prevail. How it looks but on the train or right and left of the tracks, can look in the nominated book.

We were pleasantly surprised by the DVD "Mythos Fischzug Sg 5321" by VG Bahn (ISBN 978-3-89580-964-4). Gerd Kramer had already dealt with this train in a photo book in the eighties, we had some pictures in our memory.

We think a refrigerated wagon train is something special, and that also applies to the implementation on a small scale. We were given the insight that a "fish train" does not have to consist of white cars alone



and can also carry other, extremely interesting and thus varied freight. Apparently, two freight trains were connected to each other for further transport.

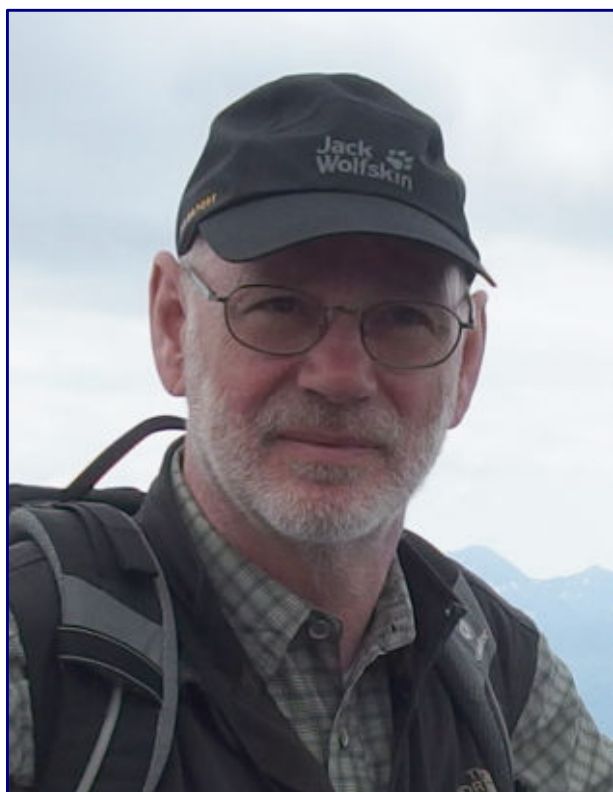
Also in the clothing we have gained insightful insights, so made the series 23 next to the fifties a good figure in the fast freight train service. Other beautiful shots of other series were added, but crucial was the learned to preferential treatment of the train with the perishable cargo. It quickly became clear that we are dealing here with a very special favourite.

In this category, the decision seemed very close, and that there would be a stalemate, if each editor decided for different titles. So we had to go in and weigh ourselves: who read or looked at himself, reviewed, who sat down almost second-hand?

Thus, the head-to-head race resulted in a commitment to two editors and one voice posture despite the trend, which, however, also went to the winner: the DVD "Mythos Fischzug Sg 5321" from the VG Bahn prevailed.

## Category "Complete Works"

In recent years, we have almost regularly found a person or company whose use for Z gauge can be characterized as a complete work. We want to pay special attention to them and appreciate their actions.



**This is our award winner, whose entire work we to honour today. It surprised him, because his portrait photo, we had a pretext for the provided photo. Photo: Self-portrait**

regulars' brother Hermann Kemmler has dealt with and finally made the breakthrough.

Nevertheless, we attach importance to the fact that every now and then we will miss years. After all, we are not looking specifically for someone, but we are waiting for the right occasion.

This can be the retirement, in which someone says goodbye or even a special anniversary. Only one thing we really do not want: Our honour should not be posthumous, because we want to let the award winner we already know and personally congratulate.

In 2017, it would have been obvious to award the entire Stammtisch Untereschbach e.V. as a legal entity - the club would have earned it anyway. We almost wrote the eulogy in the report about your anniversary. And yet we have to write: you have to wait!

The reason for this is not the one and on the other hand with you. The first written refers to a development and a breakthrough that was not recognizable or foreseeable at the beginning of the year. But a significant part of what came our way has its origin in your ranks.

In the category of technology, we have aptly described it, which has particularly occupied us and will also create awareness outside of our circle. For years, your with what is now available for purchase, fiddled with it



Under the flag of your club, he was able to present his work, an adaptation of the Faller-Car system for the interests and special requirements of Z gauge, to the public for the first time.

On the basis of many attempts, he has ventured further development and created the basis for a small-series solution, which we believe will spread quickly.

To dear Hermann Kammler, we acknowledge this achievement expressly and unanimously and award your "basic research" and development work as a complete work in 2017.

The personal congratulation with certificate and photo will be given to you in Altenbeken.

Today we hope to have surprised you, with our most unexpected award.

## Conclusion

We would like to honour deserved products and services here. But do not forget that it is not just commendable who or what has made it to the podium. A nomination is already a tribute to the abundance of new items.

It is not enough to create a good product, but its market importance and the potential we value. But in the end, only one can win, as it is often in sports.

The award was also difficult for the past year 2017 and required a lively exchange before the vote. Some of the award winners will again proudly advertise the seal, which is also both desired and encouraged.

It is intended to provide you, dear readers, with orientation that will make the excellent people proud and motivate them to new top performances. Anyone who has failed at the last hurdle should not be despondent and courageous for new attempts.

Anyone who carefully follows the articles of the last few years will soon know the title contender. To convince ourselves of the choices among the new items has almost become a discipline in an almost athletic race for the best products.



And that is exactly what we are a bit proud of, because we can promote high and ever increasing quality of model railroad items, as well. We are always curious which products will be in the race in each category in 2018! Until then, it's time to congratulate all the award winners!

**The pages of our winners:**

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

<http://www.hos-modellbahntechnik.de>

<https://shop.vgbahn.info>

<http://z-car-system.de/>

<http://www.zcustomizer.de>





## **Manufaktur für Kleinserien** **CMK Modellbau Klingenhöfer**

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**Webseite: [www.klingenhoefer.com](http://www.klingenhoefer.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 see 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 image is our goal. Likewise, here we note any events or meetings with a significance to Z gauge reference, if we are informed in time.*

Traditional New Year greetings from Switzerland:

You set the bar very high again in 2017, thanks for the informative reports in the magazine - I wish you all a happy new year!

Martin Zimmermann, per E-Mail



Perfectly staged was the superimposed class 132 of the Deutsche Reichsbahn next to a sister locomotive class 243 for the traditional New Year greeting to our editors and readers. Photo: Martin Zimmermann

Our annual focus topic 2018:

As in previous years, in 2018 we want to put a special focus on a topic in the context of our reporting. This time, we have chosen one that is gaining in importance even in gauge Z and, despite its interest, still creates uncertainties for one or the other: digital technology.



After introducing and testing Rokuhan's "e-Train Controller" as the first digital centre of our full-range full size range, we found many controversial discussions. It quickly became clear that digital technology is becoming an increasingly important topic, especially for Z gauge, since Märklin still has not released a digital product 30 years after its announcement.

For a long time now in all scales it is digitally driven and controlled "out of factory", in the Z scale alone, customers are still reliant on digital specialists and self-installation. In Japan, the premium was made to change just that.



Digital technology is becoming increasingly important - even in gauge Z. But not all model railroaders are picked up on the way there and provided with basic knowledge. We would like to change the 2018 with our annual focus topic.

But this also shows us all the more clearly that there is a great need to catch up and explain with many Zetties: Many model railroaders do not feel "picked up" by the media because too much knowledge is required. On the other hand, they experience the benefits of digital control almost every day and would like to adopt them themselves. That's exactly where our starting point will be!

As a competent author for this series, we have been able to win over Andreas Hagendorf, who has been acquainted with Editor-in-chief Holger Späing since childhood, and who, as a friend of Claudius Veit, today actively supports his company Velmo, a digital pioneer in Z gauge.

We will begin the topic of the annual focus in April with basic knowledge: we will delve into the fundamentals of electrical engineering, explain electrical units and illustrate the difference between direct and alternating current.

Building on this, we want to convey how information (data) can be encrypted in an electric current before we compare the different digital protocols and identify their advantages and disadvantages.



Later, we will also take a look at the market and the existing offers to show which products are suitable for Z gauge or could be interesting, in perspective. With Stephan Bauer, we have another person who can contribute competently here.

It will be glad for the editors and our authors, if you send us wishes and opinions, gladly again and again accompanying to the individual articles of this row. Finally, we would like to clearly show that at this point many of the manufacturers, especially Märklin, have unidentified potential for future developments and are looking for close contact with prospective suppliers.

**New before the fair at Archistories:**

Frank Drees could not wait and has introduced his first new item in 2018 into electronic sales. The model is available in Europe, but can be ordered only on his website (<http://www.archistories-shop.de>), and is not offered through partners!

The architecture kit "Cooling tower 'Sanders-Werke'" (item no. 701171) is a very special model, because with the imposing and widely visible building, the still relatively new topic of plant construction is expanded.



Archistories has now made steaming cooling towers available in a scale of 1:220. In keeping with the Sanders works, the plant construction theme is meaningfully expanded. Photo: Archistories

The mighty, but with elaborate components elaborately designed building structure conveys an impressive industrial character, from which benefits activities on both sides of railway lines. As a special feature, the kit is equipped with a Seuthe steam generator (including 10 ml steam distillate).

Like all kits from Archistories, this too has been made of high-quality, through-dyed hard cardboard. Traces of condensing steam do not penetrate through the cooling tower walls, as the manufacturer's own test series have shown. The dimensions of a finished tower are about 85 mm × 110 mm (diameter × height).

## News about the new Märklineum:

At the tourism trade fair CMT in Stuttgart, Stuttgart-Marketing, the city marketing Göppingen and Märklin presented the new company museum, name Märklineum, which Märklin has under construction as a future tourist attraction with information boards and a model railway layout.

The world brand Märklin must be mentioned in the same breath as the Mercedes World and the Porsche Museum in Stuttgart, said the authorized representative of Stuttgart marketing, Andrea Gehrlach, the common goal to the Stuttgarter Zeitung.

Märklin's Managing Partner Florian Sieber announced cooperation with the Steiff Museum in Giengen an der Brenz, as well as the application of a tourist information sign on Bundesstraße 10 as the main access road for Göppingen.

The participants of the trade fair presentation see visitor potential above all with guests from the Anglo-Saxon area, who are attracted by the subject of luxury cars. The marketing is therefore to be focused in the coming years on Märklin and Göppingen as a toy city.

The first section of the Märklineum is scheduled to open in July 2018 shortly before the summer holidays. At the beginning it includes the museum shop with the treasure trove, a point of contact for repairs and a bistro. At the end of 2019, the exhibition space will follow and also company treasures from the tower room will be shown. As we have reported, the final stage of development also includes a two-story mountain railway.

## The latest news from American Z Line:

As the first colour variant of the new GE ES44AC diesel locomotive in the new year, AZL has delivered a Union-Pacific version with the inscription "Building America" and a large US flag on the side walls. Three operating numbers of the UP locomotives are offered by it (62400 - 1 to - 3). It continues with a nostalgic paint of the NS for the former Norfolk & Western (62411-7).



The RDC railcar will be released this month in the design of the Canadian Pacific. Photo: AZL / *Ztrack*

The smaller EMD GP30 comes with two operating numbers in a white colour embossed SOO line design (62114-1 / -2) on the market. It is joined by the appealing design of the RDC Budd railcars with addresses of the Canadian Pacific (62219-1 to -3).

The covered 40-foot trolley with outboard box body now has the design for CB & Q with a single-car (903104 - 1), a twin (903174 - 1) and two four-pack (913104 - 1 / - 2).

It also goes on to the covered with the current AZL clutch and now repackaged into single cars, covered 60-foot Gunderson freight cars from the first year of delivery 2008 (91403 - 1 to - 4). This high design is available in reddish brown lacquer with Union Pacific addresses.

One of the most successful and high-priced moulded new items is the ML-4000 diesel-hydraulic locomotive, which was built by Krauss-Maffei in a first edition of six and exported to the United States - three each to the Rio Grande and the Southern Pacific.

AZL produces 90 models in a single edition, which have been implemented with brass construction and spread over the two railway companies and three operating numbers. Each 10 copies per D & RGW and

20 per SP company number are available. As part of our trade fair coverage, we shall cover this model and the AZL product in more detail in the February issue.

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



In a high-quality brass version, two new versions of the Kraus-Maffei ML-4000 are being released. Photo: AZL / *Ztrack*

#### News about FR Freudenreich Feinwerktechnik:

In February, a new light board developed by Passmann for the 1960 Talsvagn series by FR Freudenreich Feinwerktechnik is to be available. It had been shown that the originally provided board Z12 is not optimal and periodically develops shorts.

Although it fit in the roof recess, the interior had to be reworked for it in some places. Parts of the board were thus visible in the windows and also the illumination of the interior was uneven due to the compartment partitions. This is corrected with the new product!

In the future, 11 warm white LEDs will ensure evenly distributed light in the compartments of the Swedish passenger coaches. Even a Goldcap capacitor can be stowed in the windowless vestibule of the toilet, which makes it invisible. Any modeler can do the installation himself, with a little work on the interior and with the help of the enclosed instructions. It also explains how to open the wagon body.

For an additional charge, illuminated models of this series can also be ordered directly from FR Freudenreich Feinwerktechnik.

#### Good luck for the year 2018 wishes C-M-K:

New Year wishes and greetings to customers cannot be better conveyed: at the beginning of the year Creativ-Modellbau Klingenhöfer have launched a chimney sweep with ladder and lucky pig (item no. SD02) and placed it on their website:



Schornsteinfeger, Glücksschwein und Kleeblatt verpacken Neujahrsgrüße in besonderer Weise. Foto: Klingenhöfer

<http://www.klingenhoefer.com/epages/63410805.sf/?ObjectPath=/Shops/63410805/Products/SD02>

In addition to the chimney sweep with ladder and pig, a shamrock sticker is also part for delivery, as all good things are known to be.

#### Märklin deliveries at the turn of the year:

Only with the end of the Christmas business Märklin shipments have regained momentum. The heavy freight locomotive E 94 in black livery, launched as a Nuremberg fair model in 2017, was completed on the occasion of the 200th birthday of company founder Theodor Friedrich Wilhelm Märklin (item no. 88228). It is powered by the new bell armature motor with a flywheel.

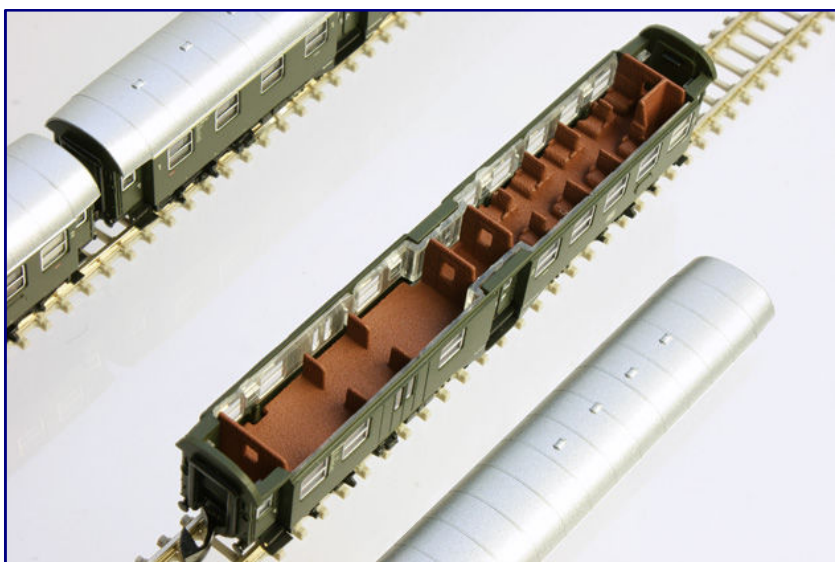


Also available to roll on the rails is the purple perennial burner V 100<sup>20</sup> of the DB, which in this latest edition pulls two old construction low-floor cars X 05 (81699), one of which has a brakeman's cab. As a suitable load you will find on them a red and a blue three wheeled van of the type Tempo Hanseat, but these three wheeled vans were no longer in production at the appearance of the locomotive.



The shortest freight train that Märklin ever brought out is towed by a V 100<sup>20</sup> (Item No. 81699). On the two low side cars of the type X 05 are loaded two three wheeled vans.

Much appreciation has been shown for the four-axle conversion car. They now feature 3D printed interior designs that reproduce the brown imitation leather seating. The wagon package (87530), which was launched with the V 80, contains four examples which still have Minden Deutz bogies. In addition to the earlier Westerland pack, they are the only ones to date with Epoch III lettering and bottle green paint.



The Umbauwagen in its most recent edition (87530) is painted bottle green and now has interior fittings.

locomotive was one of only three machines of the class 220, which were designed with the colour concept of 1975. All three locomotives also had a different labelling.

Something special is the 220 012-9 in ocean blue-ivory livery (88202), once called the "Easter Egg". Their suspension has been redesigned and is now powered by the new bell armature engine with a flywheel.

By the way, the correct DB logo is the DB logo on the sides, which is different from the manual model: it lacks the second, thinner frame, which makes the display look more like a purple-coloured vehicle in the V 160 family.

We would like to give a few example information to this model, which is supposed to pull a (yet to be delivered) rear cable. The original

The model of the Märklin model received already on March 4, 1975, a main investigation, in the context of which she was repainted. Like her sister loco 220 023-6 she had a small front flap, from 220 056-6 a larger one was installed. The size and vents in these flaps created problems with mounting the DB biscuit and company number, resulting in deviations.

The mentioned addresses were at 220 012-9 on ocean blue ground. The company number could be attached to the front but only in the lower part of the flap, the DB biscuit chute above. The reason for deviating from the rules with the biscuit design on the sides, however, is not understood.

However, we still need to correct a description from the last issue: Contrary to the explanations by Märklin during the Int. Toy Fair (see **Trainini®** 2/2017) and our first impression of the delivered model, the tender from the freight train package 87371 does not run on the significantly better detailed undercarriage of the oil tender.

Not only was the construction of the 46-year-old tender, which had long since been marked by many weaknesses, used to be “married” to its breakthroughs right from the start. Thanks to the patina at the factory, its engravings are better this time, but we were initially fooled.

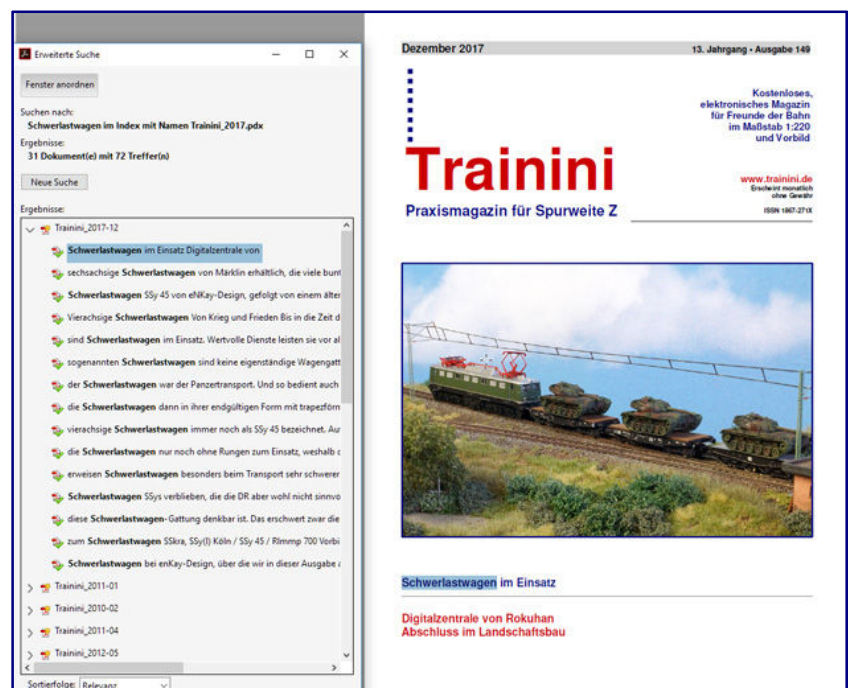
#### **Trainini Index 2017** provided:

The electronic tool for the contribution search in the meanwhile thirteen completed years of **Trainini Praxismagazin für Spurweite Z** is the **Trainini Index 2017** provided by Axel Reimann (<http://www.ersatzteile-1zu220.de>).

The required ZIP archive has been available for download for about two weeks on our website. The content, a file named Trainini\_2017.pdx and a folder named “Trainini\_2017” with two included index files should be stored on any computer drive.

Monthly issues are then placed on the same directory level in folders separated by year. For example, the folder should be named “2017” for the most recent year, and similarly for preceding years.

The **Trainini Index 2017** is started by opening the PDX file, which can also be opened from an available desktop link. In the opening input window, the desired search term with possible additional information is specified, and the index search is started by a button.



The **Trainini Index 2017** by Axel Reimann will help you find the items you are looking for in all 13 years, so far.

As a result, all **Trainini®** editions since August 2005 are displayed, in which this term was found - the individual success depends on meaningful and precisely chosen terms and correct spelling (in German).

If the annual folders are created and filled with the supporting files, the articles found can be opened by page from the index.

**New distribution sites at Oesling Modellbau:**

Oesling Modellbau (<http://www.oesling-modellbau.com>), a specialist in low-pollutant water-based modelling paints, has redesigned its electronic distribution operations at the turn of the year. Some product photos and shipping costs to foreign countries are still missing, but the customer data were imported and are therefore available for orders.

Bernhard Oesling offers on its pages a wide range of acrylic paints for model making, which contain only very small amounts of solvents and heavy metals and dry quickly. This also prevents dust inclusions very effectively. With its colours even foamed plastics can be painted and we also like to use these colors in our projects.

There are many RAL shades used in the railway environment, not just German railways, but also some blends that are typical of US railways. In addition to the water-dilutable colours with glossy, semi-matt and matt dry properties, there are also available primers in various shades.

**Attractive Spur Z representation in Lahnstein:**

At the 16th International Lahnstein Model Railway Days (see also event poster in the advertising section of this issue) on 17-18 February 2018, the Z gauge will again be well represented. Rainer Tielke will show his revised double-decker bridge, on which the cars on the lower level will be driven.



For the model railway days in Lahnstein, the cars on the lower level of the Bullay bridge should be moving across the bridge.

Successful model making will also be shown by Jörg Erkel, supported by our editor Dirk Kuhlmann. His demonstration layout Kallental is to offer there long trains outlet in a scenic backdrop. The dioramas displayed will include "Auf der schwäb' schen Eisenbahn" (On the Swabian Railroad) in H0 gauge, which shows a branch line scene almost perfectly designed by elementary schoolchildren.

**Friendly gesture in Miniature Wonderland:**

With its 1.4 million visitors, the Miniature Wonderland in Hamburg has been able to announce a new record for the 16th year in a row. The success of their attraction causes the

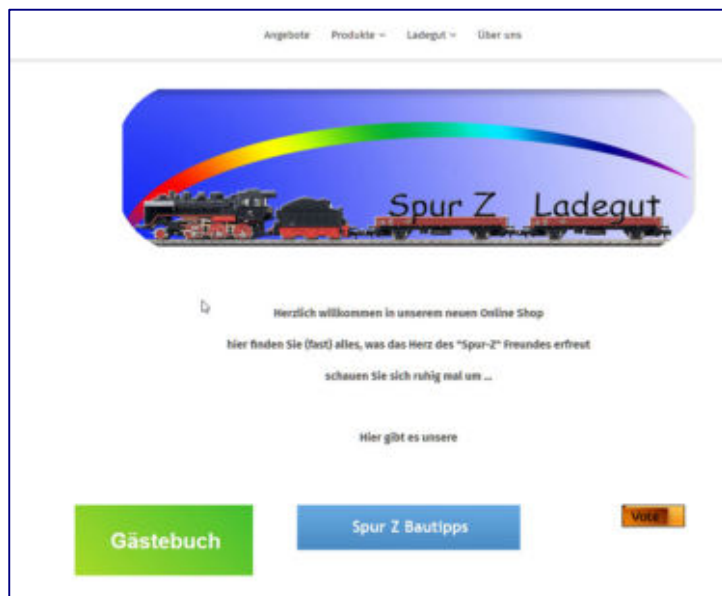
leaders of the largest attraction in the Hanseatic city to repeat a special offer.

With her again to be addressed those people and families who are not doing so well economically and who cannot afford a movie, theatre or even Wonderland visit.

Their neediness is not checked or otherwise evaluated; staff relies solely on the honesty of all those who feel themselves addressed by this action free entry on selected days. They say at the entrance just "I cannot afford it" or put forward a note with such a hint.

On the following page you can find all dates and further information: <http://www.miniatur-wunderland.de/leisten/> - in Miniatur-Wunderland, Frederik Braun and his colleagues are looking forward to every non-paying guest!





#### Newly designed sales department at Ladegut Küpper:

The Aachen-based accessory specialist Spur-Z-Ladegut Josephine Küpper has redesigned its webpages. There are some technical improvements and increased clarity, as we have found.

A simpler structure provides a much better review and easier finding of the various products. During January, more updates are planned. As part of this redesign, the pages (<https://spur-z-ladegut.de>) are now reached only encrypted. This makes shopping even safer. Take a look again!

#### Trainini®- news for English-speaking readers:

It took a long time until the English-language version of our popular calendar with the US

bank holidays was online. But now the **Trainini Photo Calendar 2018** is offered in close cooperation with **Raildig** and **Ztrack**.

Interested readers can find it free of charge at the following URL of **Ztrack Magazine**:

<http://www.ztrackmagazine.com/trainini-2018-photo-calendar/>

Another piece of news at the end will certainly please our readers in the English-speaking world, but also elsewhere, where a standard international business language is better understood than German: beginning with the year 2018, starting with this issue, we will also offer an English version of **Trainini®**.

Of course, it is also free of charge and will be available for selection from 10 to 14 days after the original German version. In terms of content, it covers the same topics, but does not include translation of the articles discussing books and films that are only available in German. We will market and offer the English version under the different name **Trainini German Magazine for Z Gauge** called our *International Edition*.

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