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German Magazine for Z Gauge



Small layout with format

Move to Mannheim
US Railroading Meeting

Introduction

Dear Readers,

I guess winter's over for good. Look outside and see how trees and bushes bloom, grow new leaves and bees buzz again.

The short time of the cockchafer (May bug) is now upon us. For the model railway, this means a temporary turning away for many, because instead of modelling in the basement, the warmer weather pulls them outside.



Dirk Kuhlmann
Editor

Holger Späing
Editor-in-chief

Enjoy this time, breathe in the spring air and think about what a spring layout might look like? Far too seldom this beautiful season finds its way into our creations. But what could be more impressive and fascinating than a flowering horse chestnut with its white, candle-like inflorescences?

As editors, we have resolved to spoil you again this year with the ideas and works from our readers. Axel Pieke introduces us to his small layout Torstburg, which he himself quite simply calls "Test track on a square metre (Mark II)".

It is a successful proof of starting small and drawing new motivation from the result. Such a manageable project is also ideal for trying out new techniques or products as it is for gathering and deepening one's own experiences.

If you do it like our author and venture to one's own works, we will gladly report about it! In the further course of the year, we will also contribute a number of suggestions for layouts with which we would like to stimulate and inspire your imagination.

By the way, temporarily putting the model railway aside is not a good idea: Märklin has just delivered a striking dream model with its class 236 diesel locomotive with roof cockpit in Nuremberg design, which is equipped with matching and still very recent freight cars. We took a close look at these in the latest issue.

The season of spring fairs and exhibitions is not quite over yet. After the Faszination Modellbahn moved to Mannheim, the new products from the International Toy Fair were on show, and at the beginning of April they were also on show in Dortmund. Today we report on the premiere of the Faszination Modellbahn at the new location and next month on Intermodellbau.

Also worth a visit are the many club exhibitions, one of which is sure to be near you. Markus Gaa and Jörg Hausmann have summarised how a trade fair was transformed into the Z scale meeting of US railways.

The large modular system around the segments, most of which were designed by Peter Simon, was both an attraction and a meeting point. That's why it deserves its pages in this issue. Have fun reading!

Sin-Z-erely,

Dirk Kuhlmann and Holger Späing

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We thank Markus Gaa, Jörg Hausmann und Axel Pieke for their reports und the Eisenbahnstiftung for photos

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Cover photo:

V 200 020 arrives in Torstburg with its passenger train. The station's reception building seems familiar in its structures and yet somehow strange. Axel Pieke has consciously redesigned well-known kits for his layout and is now proud to present his results.

Shape variant of the series 236

From the roof cockpit down

The V 36 series brought a wide variety of variants to the tracks. Märklin has benefited from this and so do its customers, who are now allowed to put the fourth version on the rails. The latest version with the striking roof cockpit certainly arouses the appetites of many a Zettie. We have taken a look at the locomotive and cars from the newly delivered compilation and report herein our impressions.

Märklin seems to be fully exploiting the wealth of variants of the diesel-hydraulic diesel locomotive of the V 36 series from earlier Wehrmacht stock. With the unique "Light Freight Train" (Art. No. 81772) for the MHI, the fourth version was recently launched on the market.

Since the cars also still have an almost "fresh" construction, we take this as an opportunity for a closer look at the train set mentioned above. We have already extensively presented and tested the basic construction of Märklin's V 36 in **Trainini®** 9/2016. The strengths, weaknesses and mistakes of this model also apply in principle to this latest implementation.



236 123-6, the template for Märklin's latest V-36 model, helps with the electrification work at Eutingen station on 4 September 1973. Photo: Wolfgang Bügel, Eisenbahnstiftung

This means, for example, that the locomotive as a whole has a cohesive look, but its wheels are still too large in diameter and therefore seem out of place. The engine is driven unchanged by a bell-shaped armature motor with a small flywheel, which gives the model good slow running characteristics. After all, the model with a maximum speed of 60 km/h, and later only 55 km/h, was not a racing machine.



236 123-6 also stands out clearly as a model from the first Epoch IV model in this series. It is accompanied by three low sided wagons of the Klm 441 type, to which suitable agricultural cargos are also supplied.

As with all previous editions, the direction-dependent lighting, with warm white and red light-emitting diodes, is also convincing this time. The main lighting illuminates three lanterns in an exemplary manner, while the tail light illuminates just as correctly only the two lower lamps.

As with the first edition for Insider Club members, the focus this time is also on Era IV.

Nevertheless, there were still enough possibilities to distinguish the model from both halves of the "doppeltes Lottchen". On these deviations we want to focus in large part our discussion today.

But let's start with the acid varnishing in silk matt appearance and correct colours.

The white operating labelling and the (still existing) factory plate in silver colour are applied to it by pad printing.

The latter could no longer be printed flawlessly, but it is good to be able to recognize as such the Berliner Maschinenbau-Aktien-Gesellschaft (BMAG, formerly L. Schwartzkopf). Its model was built there in 1940 with the factory number 11382.

The imprinted last inspection date shows an investigation U2 in the AW Bremen, which was completed on 28.7.74. The inspection was completed on 28.7.74. The read off home at the BD Stuttgart fits to this



This time, too, the flawless printing is beyond any doubt. Only the BMAG factory nameplate (detail enlargement above) is no longer flawless due to the larger metallic pigments.

last section of operation of 236 123-6: It was put back in the Bw Stuttgart on 14 December 1977 for repair and finally taken out of service on 30 March 1978.

It is also worth mentioning that this time the high voltage electrical warning signs were printed on both sides of the engine hood and even in two colours with a red high-voltage sign on a white background. Whether it should be on the right side without a ladder remains open. The selected font of the locomotive number appears unusual, which already has caused some customers to doubt its correctness.



The high voltage electrical warning sign on the right long side at the front end of the bonnet makes no sense, because there is no possibility for personnel to climb up and therefore no danger of electric shock under contact wire (see also model photo on page 4).

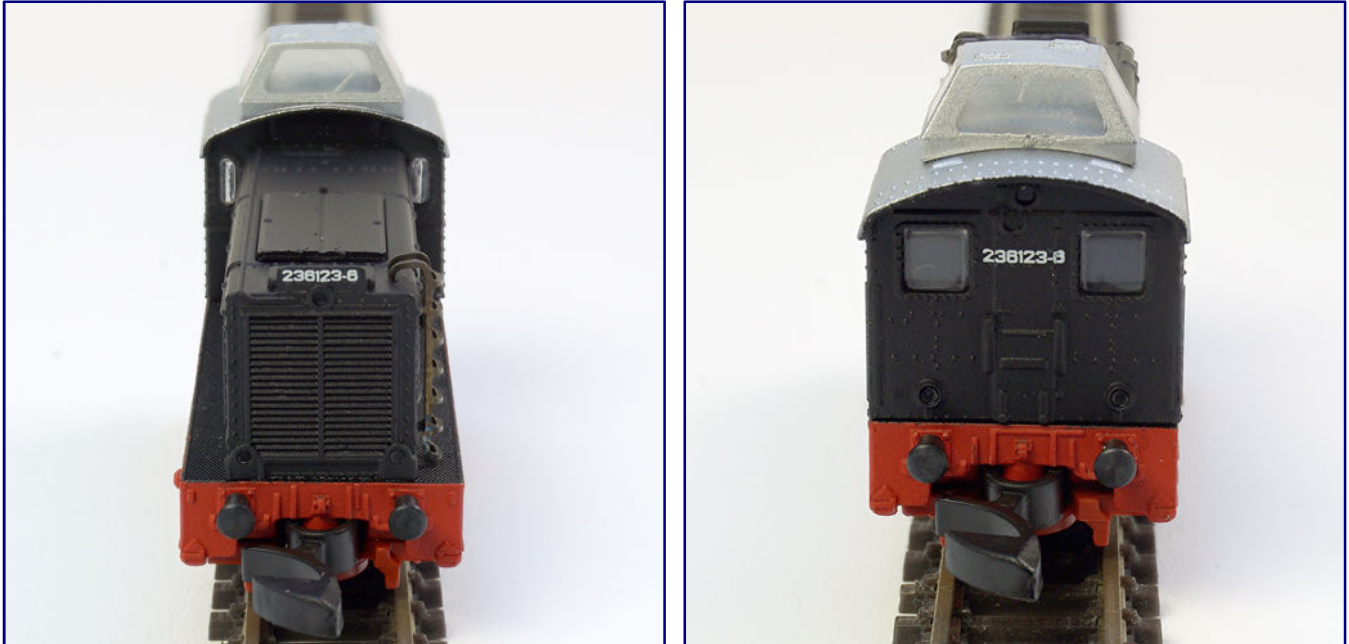
The default standard font was DIN 1451 "Mittelschrift DB", but it was precisely this font that was frequently not used in the V 36. This even applied to this template, which even received its computer number in wide font. Märklin correctly took this into account on all four sides. The missing gap between the series number and the company number, which is also documented, also deviates from the standard.

By the way, with this model Märklin has for the first time converted a locomotive of the V 361 subclass series from DB stock. Compared to the V 362 subclass, however, there are no external distinguishing features, as the number range was once assigned according to the type of engine used.

A striking external feature, however, is the design of the cooling water expansion tank. In order not to restrict the locomotive driver's view, 236 123-6 had a flat design in front of which the locomotive number plate was emblazoned.

In our opinion, Märklin made a mistake with the ladder on the left side of the vehicle: The DB retrofitted their machines with flaps, which covered the rungs and prevented a careless ascent under contact wires. The high voltage electrical warning arrow sign was always on the flaps.

The flap is unfortunately missing from the Märklin locomotive, although there is a suitable stamped part from the previous versions. The warning symbol is printed on the hood under the ladder instead. However, this error can certainly be overcome, otherwise it could be remedied by retrofitting parts. After all, this is a special prototype version, that should be in high demand.



The windscreen wipers have also been printed on the roof cockpit. Correctly, they are guided from below on the front side and from above on the rear side. However, Märklin forgot the horn of the prototype directly in front of the driver's cab, which was placed at a right angle to the direction of travel (photo left: cf. photo on page 4).

After all, 236 123-6 has a special feature that cannot be overlooked from afar: Its model was converted to one-man operation and was therefore from 26 February 1954 operated with a roof cockpit of the type Nuremberg. Since then, the locomotive has been at home throughout Bavaria at various depots before coming to Stuttgart in 1972.

The prototype for the new model is, by the way, the only one of 21 prototype locomotives with a roof cockpit that survived. Today, it belongs to the Dampfbahn Fränkische Schweiz (DFS) and is used there for museum trips. Thus it fits, we see beyond the operating labelling of the seventies, and also it could be used as a locomotive in front of the passenger cars from the starting pack "Museum Passenger Train" (81871).

Märklin has skilfully implemented this cockpit. It is a colourless, transparent injection-moulded plastic part that is cleverly printed or stencil-painted to reproduce the roof and window frame correctly. Even the windscreen wiper was inscribed on both front sides of the cockpit. At the front the wiper is guided from below, and at the back it has its pivot bearing at the top.

The windows are quite matt in order to prevent a view into the cockpit, which is placed on the roof by snap tabs. The reason for this is probably that the cab ceiling has no opening in the area of the cockpit and the clear view could otherwise rob the illusion of an elevated control station.

However, it seems attractive to us that the light from the locomotive lighting does shine through into the cockpit. If the model moves backwards, it looks like driver's cab lighting. If, however, the model is moving forward, the red light shimmering into the roof cockpit certainly raises questions.

Another question also arises as to how the locomotive driver should acoustically draw attention to the approach of his train? With the V 36, there was a true variety of acoustic signalling devices: Compressed air whistles, later horns on the cab roof and mostly a bell on the long hood.

The latter was mandatory for approaching unsecured level crossings on secondary lines. Since the class 236 had hardly been used in line service in the last ten years of operation and had long since disappeared from local passenger traffic on secondary lines, this made the bell superfluous. 236 123-6 does not properly have this horn any more.



The overall impression of the model is very good, but it is not free of minor mistakes. One such is the missing protective flap on the ladder, where the electrical warning sign would have appeared.

But what about a pipe or a horn? Without one of them, it would not be approved by the railway authorities in Germany. In order to resolve this, you should note that: The prototype had a modern horn lying across the hood directly in front of the driver's cab. Unfortunately, in the model it is missing. So there is also a fine detailing potential for the MHI one-time edition at this point.

Three low sided cars

The delivered set also includes three low sided cars, which deserve a brief look. These are further versions of the Rmms 33 stanchion cars, which were redesigned last year.

Three examples are included in the train package as later representatives of the genus Klm 441 and are used here for agricultural transport. All three models appear here without a handbrake platform and aptly reproduce the later version with steel sideboards, which were probably the only ones still on the road in the seventies.



The low sided cars in the train pack "light freight train" (Art.-No. 81772) belong to the genus Klm 441 and were until 1978 only without stanchions (photo above). But the grey painting of the loading area was considered. In addition to a hay bale load insert, the package also includes a new, very convincing tractor model with matching trailer (photo below).

Contrary to the product illustration in the catalogue and on the Märklin pages, however, the three new models have firmly glued forehead stanchions again. That's no big deal, but it doesn't fit in with the design, which is now only available as a low sided car. It would therefore be desirable if they could be removed, because it is precisely in this form that the excellently designed models fill an important gap.

For the sake of completeness, it should also be mentioned that matching side stanchions are also included in the package. They are inserted as complete mouldings for self-separation under the deep insert of the carton.

Märklin has also thought of suitable loads. We already know the load of hay bales from the first edition, and it proves to be a good idea here as well, because it is refreshingly different from the usual transport loads.



On the low sided cars it is worthwhile to highlight the finer details (photo above): perfect engravings and also flawless printing on the wagon frame. The finely designed tractor also deserves a look from the front (photo below). The eyelet instead of the perhaps expected eye on the trailer drawbar is by the way no mistake, and allows coupling to the tractor.

Also worth noting is the tractor with a flat trailer. Painted red and equipped with profiled tyres, the rolling cast models also look good off the track. The tractor also has a high, black exhaust.

Märklin has put a lot of effort into this successful addition with the colour differentiation of the radiator inlet and a beige decorative strip on the engine hood. It's almost too bad to load the tractor and trailer onto the other two Klm 441s. The only thing that speaks for itself in this respect is their brand new appearance due to the absence of any dirt.



There is no need for a separate train formation recommendation, because Märklin has already thought of everything. In the seventies, the class 236 diesel locomotives seldom went on main lines and, if so, then safely with short freight trains like this one.

So a busy farmer on a scale of 1:220 can look forward to his new agricultural equipment. However, the complete set of the "light freight train" will certainly continue to run for a few rounds on the layouts of its buyers.

Manufacturer of the models:

<https://www.maerklin.de>

Operator of the operational examples:

<https://www.dampfbahn.net>

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Axel Pieke's small layout

Test track on a square metre (Mark II)

Axel Pieke has been meddling in Z gauge for a long time. But a true model railway enthusiast never stops learning. And so he began working on a small-sized layout to implement new ideas and to hone his skills. In fact, the project presented here is already part 2 of a test series. Today, the native of Bremen, shares with us the aims and specifications of his project.

By Axel Pieke. How did this project's working title "Test track on a square metre (Mark II)" come about? Well, this simple, matter-of-fact name just reflects the fact that this layout serves the purpose of testing new techniques, kits and ideas which I had not tried or used before, for example, kit bashing and working with resin kits.

The version name "Mark II" simply means that there was a predecessor to this layout. And just like this latest layout now, the previous one also adorned the shop window of my brother's business "Optik Pieke" in Bremen-Vegesack.



View of the small town of Torstburg across the station roof: We are presented here with a harmonious panorama of structures and landscape whose construction is described in the text.

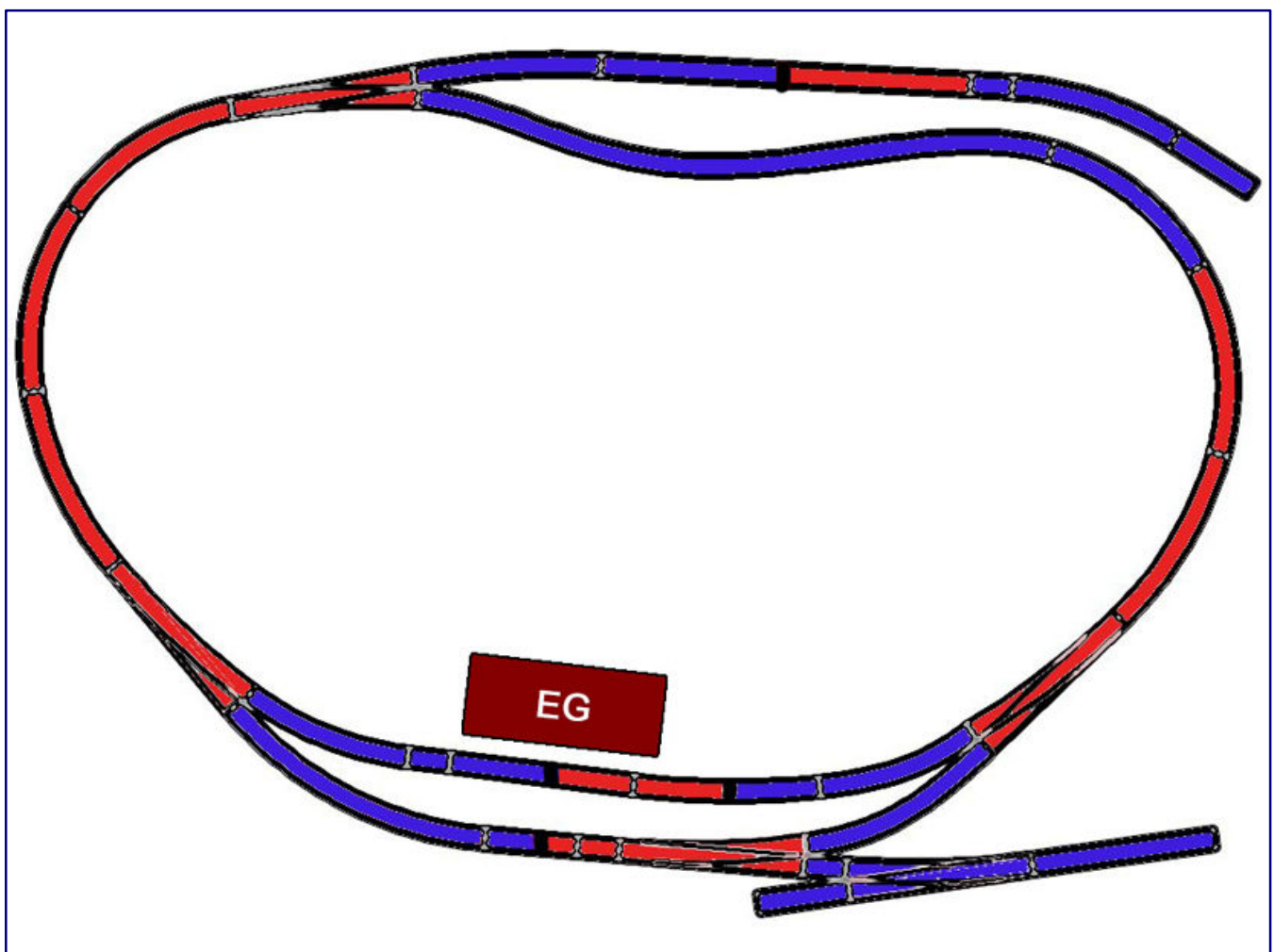
However, that first layout had some teething troubles, which I wanted to avoid with the new project. The main problem was the gradients with its figure-8 track plan. Given the limited space in the shop window, they were quite steep. For the new layout I decided, therefore, to stick to a track plan on a flat base.

In addition, I wanted to include the following elements with the layout:

- a castle,
- a small town with a church,
- a station with a small siding,
- a small farm, and
- a tunnel with a small staging yard, more like a siding.

Thematically, I envisaged a single-track main line or branch line with diesel traction. The system was to be controlled and operated fully automatically and digitally using the Rocrail programme. The FCC central control unit and function decoders are from MTTM, i.e., Selectrix is used for switching.

In the end, I came up with this track plan:



The design of the track diagram also takes into account the block division (highlighted in blue). Illustration: Axel Pieke

Baseboard and track

With the track plan decided upon, I could finally start with the construction of the layout. The frame of the baseboard was assembled from square pieces of timber. A plywood track bed was then fixed upon the frame and covered with a layer of 2 mm cork for noise reduction and in order to facilitate track laying.



The midday passenger train arrives on track 1 at the Torstburg railway station. Some passengers will use it as an important link in the long-distance connection from the next larger city to reach more distant destinations.

I then converted the points to under-table drive by first removing the black solenoid mechanisms and then drilling the necessary holes into the baseboard. Following that, I used pins to temporarily attach the tracks to the track bed, always making sure that the joints were perfectly aligned.

The tracks were then ballasted and permanently fixed with a mixture consisting of wood glue, water and liquid detergent. The pins were removed once the glue had dried.

The ballasting of the points was left for a later stage, given that this work requires extra care. For point operation, I installed servo motors below the track bed.

In order to be able to carry out a fully automatic digital train operation, each track block had to be connected to an occupancy detector.

Once this was done, I had reached my first milestone: operating trains, albeit still with provisional wiring.



Image showing the baseboard frame with the track bed and laid tracks. Photo: Axel Pieke

At this stage, it was still possible to test extensively tracks and points and to eliminate errors before some sections of the track were to disappear under the terrain. From this point on, the Rocrail control software was also set up and tested for various automatic operating routines. This was the moment when the fun of playing with trains already started...

Terrain modelling

The terrain of the layout was to consist of three levels. The trains are running on the lowest level and stop at the fictitious "Torstburg" station. From the station, a connecting road leads up to the small town of "Torstburg", located on a plateau on the left side of the layout.



Along the road are a small farm and two residential buildings. A hiking trail on the far end of the layout connects the town with the ruins of its namesake, Torstburg castle.

A small gorge between the castle and the town opens up views of a short stretch of track, thereby adding movement and extra visual interest to the back of the layout.

While working on the middle level of the terrain, I realized that I had planned for too much space for the hiking trail. This was corrected in the next steps.

As for constructing the terrain structure I went for the classical approach: the supports for streets and buildings were cut from plywood and bent into shape with water and an iron, in order to avoid tension in the plywood panels once I would fix them onto the layout structure.

In the right rear corner of the layout I also prepared a level area for the castle ruins, before constructing the rest of the landscape with sheets of paper and wire mesh.

The terrain surfaces were now formed with plaster. I applied coats which were sufficiently thick as to avoid piercing the underlying structure when modelling the dried plaster with a small chisel.



In the meantime, the second level for the small-town settlement has been inserted onto the frame (photo above). The rough terrain contours are then created with paper covered wire mesh (picture below). Photos: Axel Pieke

And if one should nevertheless break the surface, it can be easily repaired using the same materials.



The final forms of the terrain were modelled with plaster (picture above). With the colouring of the rock structures, the landscape increasingly acquires a "face" (photo below). Photos: Axel Pieke

When designing the terrain, I always follow a rough plan: I have an idea where to place the buildings, roads, tracks and tunnels. The approximate structure of the terrain is created when the wire mesh is formed and attached to the wooden supporting structure. The exact topography of the terrain, on the other hand, only takes shape once the plaster is applied and has been worked with a chisel.

In the next steps, I coloured the background and the rock structures. For the backdrop, I opted for a cloudless blue sky. As I wanted to use spray colours, I first covered and sealed the layout with tape.



One can only guess how much work went into this layout: Here is a view of the elegant and quite effectively designed S-shaped road leading from the small town down to the train station.

I then applied a coat of primer to cover up the wood structure of the backdrop board, followed by an even base coat of blue colour. Afterwards, I sprayed white colour onto the blue, starting with plenty of white cover on the horizon and increasingly less white the higher the sky, with just a faint of white mist in the uppermost part of the backdrop.

Realistic looking roads

The road is divided into two parts. The first part is the one running through the small town and required sidewalks, kerbs and manhole covers. The second part, the connecting road to the railway station, is more like a country road.



Modelling sidewalks and streets: 3 x 3 mm squared timber with notches imitating joints was used to create the kerbsides. A placeholder was installed to reserve some space towards the back of the layout in order to later insert a low relief row of houses (top left). The next step (top right) consisted in removing the placeholder and levelling the tarmac with a spatula. This was followed by painting the road (bottom photo) and fixing the final position of buildings and the cemetery with the help of their plastic bases. Photos: Axel Pieke

For constructing the town street, I took a 3 x 3 mm square timber and, with a saw, cut notches every 4 mm. Afterwards, the road was modelled with plaster. Since I planned for adding a relief with a row of houses along the backdrop, I made sure to leave some extra space for that when modelling the street and sidewalk.

Reserving a bit of extra space was necessary, because this section of the urban backdrop scene was to be glued onto a plywood panel in order to create some illusion of depth. This also was going to give me some room for installing lights behind individual windows. More detail on how I designed this background scene follow below.



After completion of the design work, the small town street shows itself with visible kerbstones, realistic colours, manhole covers and lanterns (photo above). The relief houses with their front gardens can only be perceived as such from close up. The connecting road to the railway station (photo below) does not need sidewalks and has only unpaved side strips. Photos: Axel Pieke

After completion of the design work I used their base plates as placeholders so that the houses would not appear to have been added later. The result was a flat surface with plaster pavement, where the pavement seems to be made of one piece. As soon as the plaster had dried through, the base plate could be removed and used for building the houses. The street, the sidewalks and the curbs were painted with acrylic paint.

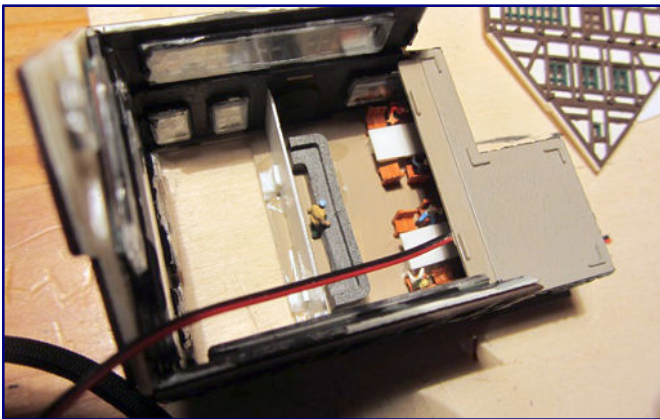
Street lights, fences, manhole and drain covers were sourced from "Rolf's Lädchen." For the installation of the manhole covers, I drilled small recesses of a suitable size into the street and placed the etched parts inside, making for a flat surface.

The rural connecting road did not get a sidewalk, but it was also constructed with plaster and coloured with acrylic paint. The unpaved sides of the road were modelled with grey gravel.

Modified buildings from standard kits

The residential and commercial buildings used for this layout are well-known kits from Kibri, Vollmer and Faller. Generally, I maintained the original forms of the buildings. I did add to most of them, however, small interior rooms in order to be able to illuminate only individual groups of windows instead of the entire building or floor.

Individual parts of the buildings were painted with acrylic paints before assembly, in order to prevent that unnatural plastic look. For additional variety, some buildings also got some details and colour schemes different from the ones proposed by the manufacturers. I also added interior details to some of the rooms. Unfortunately, these were not always visible once the buildings were placed on the layout.



A lot of effort went into the construction of the interiors of individual buildings (top left). Unfortunately, not much of that effort is visible later. The tower clock of the Faller church received a new clock face (top right). Vollmer buildings were arranged in such a way that they form a short promenade with shop windows (bottom). Photos: Axel Pieke

While constructing the small town, I also started my first attempts at kit bashing. For example, I built a small row of houses with shops from the Vollmer kits with the article numbers 9544, 9552 and 9553. These are kits for half-timbered buildings, and since this was the style I wanted to use for the town, I did make use of the timber-frame parts from the kits.



This image shows the lively small-town atmosphere of Torstburg with the short row of shops in the back which was kitbashed from Vollmer kits.

But first I had to think about the order of the houses in the row and how to achieve a harmonious looking ensemble. Could all shops be entered from the street side or were there any doors missing?

For example, the shop in the middle has a new entrance. Another example is the roofs: Here only the ones on the far sides of the row could remain as they were, all others had to be cut to size with my small milling machine.

During the assembly, I always had to plan several steps ahead and adjust components accordingly. If something had gone wrong, I could have bought another kit. But, for the modifications which I made, no additional parts were necessary beyond the ones already included in the kits.

Modelling the vegetation

All the vegetation on this layout was modelled according to established and conventional techniques. I used model trees with etched armatures from Modulor, a provider of architectural and artistic modelling supplies, and static grass and flowers from Mininatur (Silhouette).

Turf, in varying degrees of coarseness, and track ballast were obtained from Noch. Gravel in different colours and sizes for the roads and the landscape are from Minitec.

Any green areas were first given a base coat of brown and green colours. This was followed by a layer of different sizes of turf upon an adhesive coat of my home made wood glue/water/liquid detergent mixture. In doing so, I applied coarse turf only in some specific areas, and fine turf across all green areas.



The finished green areas consisting of different types of turf and static grass applied according to the procedures described in the text. Photo: Axel Pieke

The reason for this uneven application of different turf sizes was to create a more natural looking scrub like undergrowth. Once sprinkled upon the surface, I recommend lightly pressing the turf into the glue for better adhesion. Just make sure to work a limited surface area at a time, in order to prevent the glue from drying before the turf is applied.

Once dry, I removed any excess turf with a vacuum cleaner. Putting an old sock over the nozzle of the vacuum cleaner allows you to collect and reuse the loose turf. I found this modelling tip quite helpful and would like to pass it on here myself.

In case that too much turf should come off when vacuuming, or if the ground cover should not be dense enough, just repeat the procedures.

Once I had achieved a nice irregular looking ground cover of various shades of green, I applied another layer of glue and brought into action my static grass applicator. Unlike working with the turf, I applied the short grass fibres first, and the longer ones only at the end. I also mixed different colours and lengths in order to avoid the appearance of a closely cut English lawn.

The etched trees from the architecture and artists' supplier can, in principle, be used without further adjustments. I have, however, refined the tree trunks with a sawdust wood glue paste and brown colours.



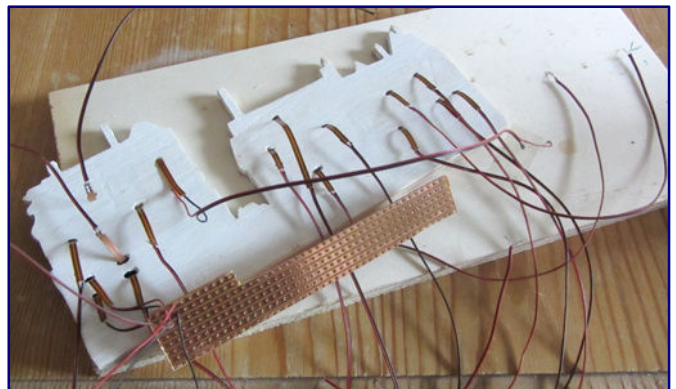
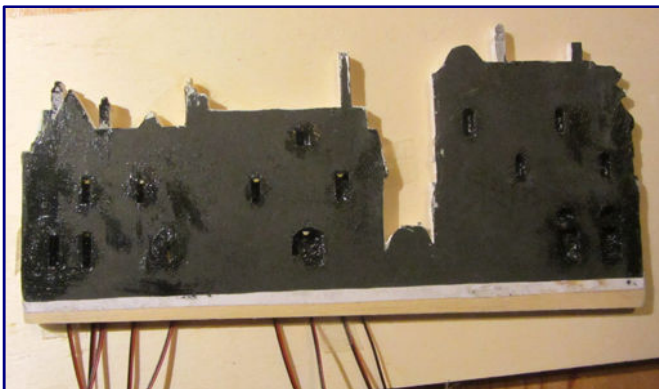
The trees are from a supplier of architectural modelling supplies and were slightly modified in order to attain more natural looking tree trunks.

The logs, which are smooth on delivery, have been given a rougher bark structure. The smaller trees, which had previously only been supplied with a semi-circular trunk, were given a real life like round trunk. The brown painting then took care of the rest.

Adding specific tweaks

In my introduction, I had already announced that trying out new ideas and kits was one of my main objectives with this project.

In addition to the blue sky, I also wanted to have a row of low relief houses at the back of the layout. The aim was to install LED lighting into the relief so that the houses would, during the “night,” visually match with the overall atmosphere of the illuminated layout and not appear as a black surface. Using different layers of plywood added to the three-dimensional effect.



The cut out relief with the milled window openings was pasted with black cardboard on the back side (photo left) and afterwards the LED was inserted and connected from behind (photo right).

I proceeded in the following way: First, I made a copy of scenic townscape backgrounds from MZZ, a railway modelling provider, and placed them onto 6 mm plywood. I then selected the position of the windows which I wanted to be illuminated and milled them out. In order to prevent any undesired light shining through on the sides of the windows, I made a stencil from black cardboard with holes for the lights and glued it onto the plywood.

I decided to use small SMD-LEDs as a light source, as they fit easily into the milled recesses. I soldered them at a distance of 2 cm onto an ultra-flexible circuit board.

One side of the circuit board was then cut in such a way that always one LED stood directly at the end of the board. In this way, a strip remained on the other side which was then pushed through a small opening which I had cut into the upper part of the window areas. The LED boards were then fixed with superglue and the overlay with the houses finally glued onto the plywood panel.



Photo above:
So the relief with the coloured background and illuminated windows looks at dusk.

Photo on the right:
The cemetery from Modellbau Luft is finished and awaits its installation on the layout.
Photos: Axel Piek

I then arranged groups of four to five LEDs, which were to be controlled together by an MTTM decoder module, thereby adding some extra effect to the lighting.

I also added some additional structural effects to the relief buildings by applying some flock in those areas where the two dimensional print indicated the presence of vegetation.





The cemetery from the supplier Modellbau Luft was combined with Faller's village church to form a harmonious ensemble.

I continued with the construction of the cemetery. Like the "Drachenfels" castle ruins, the kit also comes from "Modellbau Luft." Tombstones, crosses and gates were included with the kit. The etched parts still had to be painted, whilst the small gypsum tombstones were ready to use.

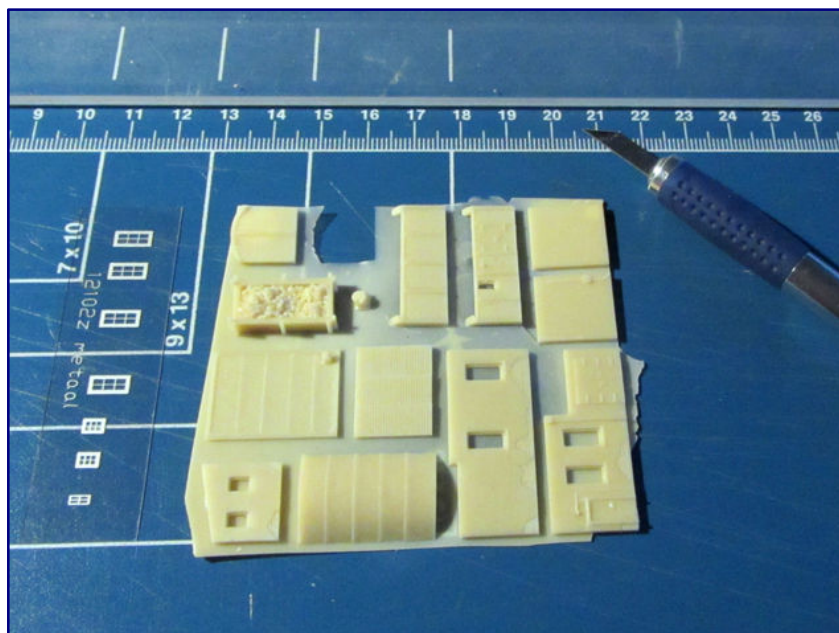
The pathways were modelled with fine gravel, because I did not like the aspect of a plaster surface. Material for blossoms came from Mininatur, which I used together with coarse turf to model flowers and bushes.

In the broadest sense, I made another small attempt at "rededicating" a kit by combining the cemetery kit, which normally includes the ruin of a church, with the village church from Faller. Altogether it was very easy to design the cemetery, because the good quality parts from Modellbau Luft. Combining them with the Faller church was a piece of cake.

Working with resin kits was a completely new experience for me at that time. In order to test this type of kit I decided to use Artitec's railway utility building.

A suitable place was also quickly found next to the siding at the station. Even though I had owned this kit for a long time, I had never really dared to put it together. As a first step, the individual parts had to be separated from their casting base.

In contrast to the other kits, I decided to assemble this one first and then colour it. At the end the windows were inserted and glued into place with superglue.



When painting the windows, I started with the large areas. For the plastered walls I applied the paint relatively thickly, in order to add structure and some flaking effect to the plaster on the walls.

I also carefully dry brushed the surface details in order to add additional depth.

The most delicate details were painted with a wooden toothpick.

Since the buildings were to be later illuminated from the inside, the walls had to be prepared to prevent light from shining through in the wrong places.

Initially, I tried to use cardboard templates. As this did not really work, I ended up applying a thick coat of black paint to the inside.

Only then did the light exit through the window openings as desired. Finally, the window sheets were glued into place.



The resin parts had to be cut from the base plate and reworked (top) before painting. The windows were attached only at the end. The finished result compensates for the effort (bottom). Photos: Axel Pieke

Finishing touches

Another beautiful kit is the one of a bus shelter, which, if my memory does not deceive me, was once produced by Roy Bergauer. I have actually used three of them for this layout. They are easy to assemble and paint, but these bus shelters do add an extra note to the overall atmosphere of the layout

The colouring was done in the same way as I did with the resin kit. The advantage of this etched metal kit, however, is that the material is not translucent. I used figures from Preiser and SMD LEDs for lighting.

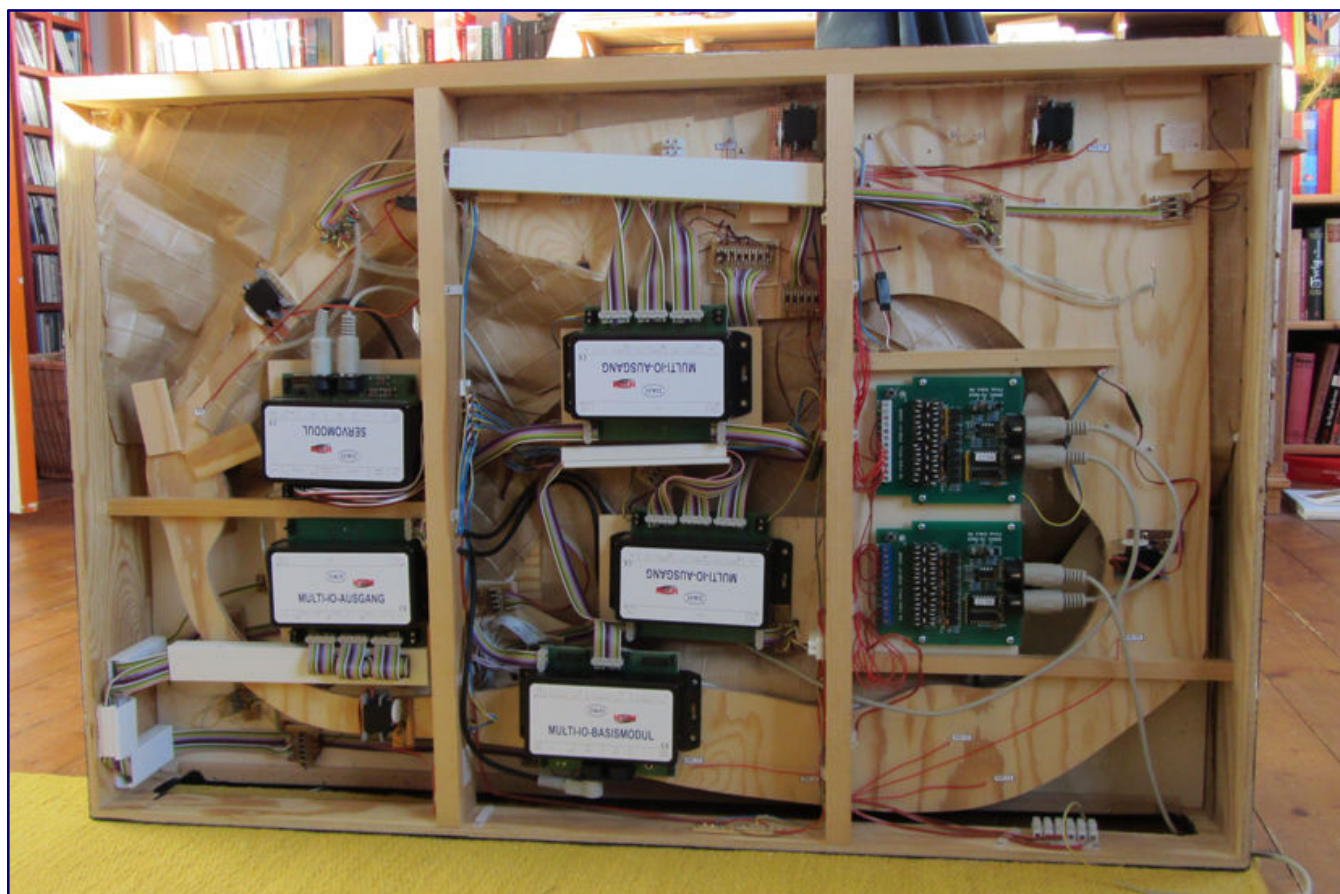


Photo above:

Three of Roy Bergauer's bus shelters have found a place on the Torstburg layout. Equipped with benches and occupied by different figures, each of them tells its own little story.

Photo below:

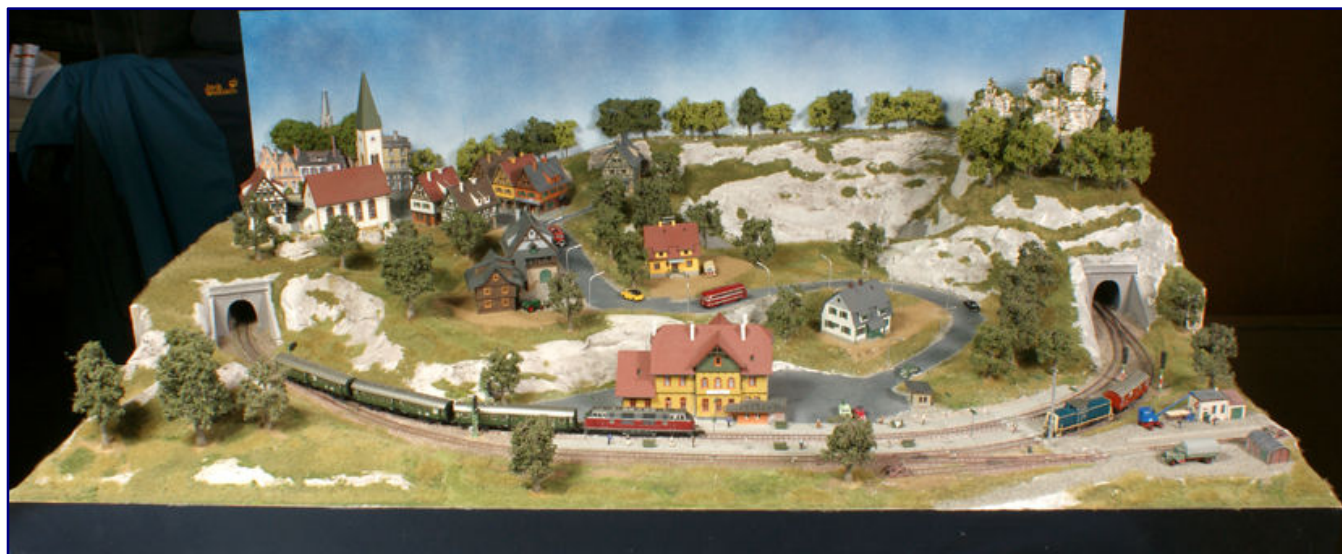
A lot of technology for a small layout - the purpose of each of the individual electronic components is described in the text. The right-left assignment of the descriptions in the text corresponds to the perspective of this image. Photos: Axel Pieke

Finally, let's have a look beneath the layout. The occupancy detectors from the producer Stärz are placed on the right side, the decoder module in the middle, and the light and signal controls on the lower left side.

The upper module in the left compartment controls the point motors. In the course of the construction process, the decoder modules were installed and the necessary wiring was added step-by-step. In the end, I was surprised myself how much electrical equipment one can fit beneath such a small layout!

With this, let me end my engineering report with a few atmospheric night time photos of the layout.





This overall view of the Torstburg layout will help our readers to identify the scenes described in the report.

Photos on page 29: Axel Pieke

QR-Codes to watch the video sequences:



Video sequences of this layout:

https://youtu.be/S7oQ_OYcZxQ
https://youtu.be/3Jw6_37Th6Q
<https://youtu.be/T97G7KKC-xk>
<https://youtu.be/dlNnohRVqvA>

Suppliers:

<https://www.aktionshaus-mzz.de>
<https://www.artitec.nl>
<https://www.faller.de>
<https://www.luetke-modellbahn.de/>
<https://www.mininatur.de>
<https://www.modellbauluft.de>
<https://www.modulor.de>
<https://www.mo-miniatur.com/>
<https://www.noch.de>
<https://www.preiserfiguren.de/>
<http://www.rolfs-laedchen.de>
<http://www.sceneryproducts.de>
<https://viessmann-modell.com>

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

Bahngeschichte des Sauerlands

Strecken mit Herausforderungen

Das Sauerland ist landschaftlich reizvoll, dünn besiedelt, aber keinesfalls frei von industrieller Geschichte. Erst spät und umständlich fand die Eisenbahn den Weg hierher, schuf aber eine wichtige Grundlage für die weitere Entwicklung. Der vorliegende Titel spürt der Geschichte nach und stellt dar, wie sich mit und dank der Bahn die Region veränderte.

Christoph Riedel
Eisenbahnen im Sauerland
Die wichtigsten Strecken und Fahrzeuge

Sutton Verlag GmbH
Erfurt 2019

Gebundenes Buch
Format 17,0 x 24,0 cm
106 Seiten mit ca. 150 überwiegend farbigen Abbildungen

ISBN 978-3-96303-003-1
Preis 24,99 EUR (Deutschland)

Erhältlich direkt ab Verlag
oder im Fach- und Buchhandel

Das Sauerland gehört zu den landschaftlich reizvollsten Gegenden Nordrhein-Westfalens, doch genau das macht es topologisch auch äußerst anspruchsvoll. Zu Beginn der industriellen Revolution war es deshalb wirtschaftlich benachteiligt: Es zeigte sich verkehrsfeindlich und gleichzeitig wollte nahezu jeder Ort einen eigenen Bahnhof haben.



Trotz der geringen Bevölkerungsdichte gelang es schließlich, auch hier ein dichtes Verkehrsnetz zu ziehen. Es bestand sowohl aus Normalspur- als auch Kleinbahnen, wobei gerade einmal zwei Verbindungen den Namen Hauptbahn verdienen. Neben der Ruhr-Sieg-Verbindung ist das vor allem die obere Ruhrtalbahn.

Über die vielen Jahrzehnte von der zweiten Hälfte des 19. Jahrhundert bis zur Gegenwart verliefen die Entwicklungen spannend und abwechslungsreich. Dem schnellen Wachstum von Strecken und Stichbahnen folgte die Verstaatlichung, eine Konsolidierung und Rationalisierung des Betriebs, aber auch das Leben mit Kompromissen und Einschränkungen.

Während auf einigen Strecken der Verkehr zunahm, zeichnete sich für andere ebenso schnell das Ende ab, zumindest im Personenverkehr. Erst die Übergabe von Nahverkehrsbestellungen in die Hände der Länder scheint eine Wende zu bringen.

Autor und Bahnfreund Christoph Riedel aus Lüdenscheid war es eine Herzensaufgabe, das eisenbahngeschichtliche Erbe seiner Heimat und Region aufzuarbeiten und in diesem Buch zu verarbeiten. Das Ergebnis sind rund 160 Bilder der schönsten Strecken und wichtigsten Fahrzeuge aus immerhin vier Jahrzehnten.

Die Frühzeit der Eisenbahn konnte hingegen nicht bebildert werden, was dieses Buch sonst noch einiges wertvoller gemacht hätte. Was der Autor zusammengetragen hat, ist sehenswert und auch gut reproduziert worden. Schade ist es nur um einige lange Textpassagen, an denen das Bildmaterial aus der Pionierzeit der Fotografie schmerzvoll vermisst wird.

Die beeindruckenden Aufnahmen, auf die ein Zugriff bestand oder die vom Autor selbst stammen, dokumentieren hingegen den Wandel im Personen- und Güterverkehr eindrucksvoll. Nicht behandelt werden die Kleinbahnen des Sauerlands, wie etwa jener in Plettenberg mit ihren bekannten Kastendampflokomotiven.

Die Posse um die Dortmund-Märkische Eisenbahn, mit der die Volmetalbahn wieder zum Leben erwachte und die dann per Ausschreibung aus dem Verkehr gedrängt wurde und ein schnelles Ende fand, hätte ebenfalls etwas Raum in diesem Werk verdient gehabt. Immerhin zeigt dies auch die Schattenseite der Folgen einer Bahnreform. Sie wird aber nur kurz als Betreiber von Dieseltriebzügen erwähnt.

Nahezu lückenlos dokumentiert scheint aber der Einsatz von Lokomotiven und Triebfahrzeugen zu sein. Auch der Rezensent fand hier einiges für ihn Neues. Froh war er auch über einen Bildbeleg des nur kurz währenden Einsatzes der Baureihe 96, ehemalige bayerische Gt 2 x 4/4, im westfälischen Brügge.

Ein besonderes Kapitel ist gewiss der Neubau der Nebenbahn entlang der Biggetalsperre. Wird der Begriff eher mit Hochgeschwindigkeitsstrecken in Verbindung gebracht, hat es hier Mitte der Sechziger im laufenden Nebenbahnsterben eine eingleisige Strecke zur Neutrassierung gebracht. Hilfreich war dabei die touristische Bedeutung des Naherholungs-, Freizeit- und Trinkwasserspeichergebiets.

Der neu gebaute Abschnitt von Kraghammer zur Kreisstadt Olpe verläuft teilweise über eine in Betonbauweise errichtete Doppelstockbrücke, bei der aber, im Gegensatz zu Bullay, die Züge unten und die Autos oben fahren.

So ließ sich neben den schwierigen Finanzierungsverhandlungen auch gut auf übliche Einwände eingehen, die solche Bauvorhaben mit sich brachten und bringen – bisweilen auch derartige Projekte behindern oder ganz scheitern lassen. Die Sorgen richteten sich damals auf mögliche Rauchbelästigungen und Sichtbeeinträchtigungen der autofahrenden Menschen.

Gutachten der Bundesbahn, unter welchen Ausnahmbedingungen das auftreten könne, halfen nichts. Erst die eingeleitete Verdieselung des Bw Dieringhausen machte den Weg frei für die geplante Umsetzung des Vorhabens.

Zusammengefasst bedeutet dies ein ansprechendes Dokument zur regionalen Eisenbahngeschichte mit Anekdoten und Schilderungen, die auch mal einen Blick auf den vorherrschenden Zeitgeist zulassen. Hervorragend bebildert, erfreuen vor allem die gesammelten Aufnahmen aus der Vergangenheit das Herz der Nebenbahnfreunde.

So hilft das Buch sicher auch beim Umsetzen des Betriebs auf der heimischen Anlage, während es für Bahnfreunde und regional am Sauerland interessierte Leser sicher als ein Muss zu bezeichnen ist.

Publishing pages with reference possibility:
<https://www.suttonverlag.de>
<https://verlagshaus24.de>

Filmportrait der Baureihe 03¹⁰ **Nur für Anspruchsvolle**

Sie sollten, mit Stromlinienschale verkleidet, ein neues Zeitalter des schnellen Reisens einläuten, doch der Krieg verhinderte ihren Vormarsch. Nur 60 von 140 geplanten Lokomotiven der Baureihe 03¹⁰ wurden gebaut, 26 von ihnen kamen nach 1945 zur Bundesbahn. Ein Filmportrait von Rio Grande stellt dieser besondere Schnellzuglok vor, die mit neuem Kessel zur Vorlage für Märklins Insidermodell 2019 wurde.

JS-Filmproduktion
Folge 16: Die Baureihe 03¹⁰
aus der Reihe „Stars der Schiene“

VBG Verlagsgruppe Bahn GmbH
Fürstenfeldbruck 2006

DVD-Video
Bildformat 4:3
Tonformat Dolby-Digital 4.0
Sprache deutsch
Laufzeit ca. 44 Min.

ISBN 978-3-89580-658-2
Best.-Nr. 6316
Preis 16,95 EUR (Deutschland)

Erhältlich direkt ab Verlag
oder im Fach- und Buchhandel

Der Titel dieser Besprechung zielt nicht auf unsere Leser, sicher passt er aber zu den Käufern dieses Films auf DVD (oder zur bezahlpflichtigen Ansicht bei Leitungsverbindung zum Verlag). Doch gemeint war mit der vielleicht zunächst provozierend klingenden Überschrift die portraitierte Dampflok selbst.



Vor der Neubekesselung war sie eine tickende Zeitbombe, zugleich aber gleichzeitig auch ein willkommenes Zugpferd für die neuen F-Züge. Die Filmmannschaft um Joachim Schmidt hatte sie daher bereits 2006 für ein Portrait der Reihe „Stars der Schiene“ in den Diensten der Bundesbahn auserkoren.

Nachdem sie bei ihr den auch für die Baureihe 41 entwickelten Hochleistungskessel erhalten hatte, war das Risiko des nicht alterungsbeständigen Kesselstahls gebannt, dafür hatte sie nun aber ihre Tücken und Eigenarten, mit denen längst nicht jeder Lokführer zurechtkam.

Meist waren es die jungen Personale, die mit ihrem schwierig zu bedienenden Heißdampfregler zurechtkamen und ihre Leistungsfähigkeit zu schätzen wussten. Der Wasserstand im Kessel war stets extrem niedrig zu halten, sonst neigten die Maschinen zum Wasserüberreißen. Besonders bei der Fahrt in Steigungen führte das dazu, dass keine Wasserstände mehr angezeigt wurden. Hier war Erfahrung und gute Kenntnis der Baureihe gefragt, sonst drohte beim Nachspeisen ein Kesselzerknall.

Dass es zu einem solchen Unglück nie kam, beweist das Geschick und Können der Heizer und Lokführer vom Betriebswerk Hagen-Eckesey. Denn dorthin kamen die Schnellzuglokomotiven ab 1958 mit den neuen Verdampfern, wo sie bis 1966 blieben und sich durchaus bewährten.

Glauben wir selbst eingesammelten Augenzeugenberichten, dann verlangten die Hochleistungskessel der DB einfach nur eine völlig andere Feuerungsweise, um optimal zu arbeiten und nicht so stark zum

„Rotzen“ zu neigen. Das erklärt dann auch, warum ältere Bedienstete, die auf den DRG-Einheitslokomotiven erfahren waren, keine Freundschaft mit diesen Maschinen schlossen.

Auch die Kohlennachschubeinrichtung im mit Drehklappen versehenen Tender besaß ihre Eigenarten und war beim Fahrpersonal wenig beliebt. Daher fuhren die Lokomotiven meist mit geöffneten Klappen. Wohl ebenso an dieser Stelle waren Toleranz und Geduld gefragt, die nicht jedem gleichermaßen lagen.

Vieles von alledem ist auch dem zu besprechenden Rio-Grande-Filmwerk zu entnehmen, das erst durch die vielen Berichte und Ausführungen ehemaliger Bediensteter aus Hagen-Eckesey lebendig wird. Nicht vergessen werden darf, dass keine der 26 Vorbildmaschinen aus dem DB-Bestand erhalten blieb. Für ein Filmportrait ist das eine nicht zu unterschätzende Hürde.

Die JS-Filmproduktion hat dies jedoch meisterhaft gelöst und die elegante Schnellzuglok mit seltenem historischem Filmmaterial in Szene setzen können. Erst dadurch werden die Erlebnisse der alten Lokführer für den Betrachter nachvollziehbar.

Selbstverständlich ist den zeitgenössischen Film- und Tondokumenten das Alter anzuhören und anzusehen. Das reproduzierte Super-8-Material hat schließlich seine typischen Eigenschaften und Schwächen wie Staubpartikel auf dem zu belichtenden Film oder weniger gut belichtete Ecken.

Trotzdem erscheint es in der Gesamtbetrachtung gut, dass hier beim Aufbereiten nicht übertrieben wurde. Zum einen hätte dies auch Auswirkungen auf den Preis haben müssen, zum anderen hätte es aber auch der authentischen Wirkung geschadet.

So wie es gelöst wurde, weckt es nostalgische Gefühle und ruft auch im Zuschauer die eine oder andere Erinnerung wieder wach, die uns aufzeigt, warum wir der Eisenbahn (zumindest einen Teil) unsere(r) Liebe geschenkt haben.

1966 kam dann das unerwartete Aus für die Baureihe 03¹⁰. So ist es hier auch nach bereits rund 44 Minuten. In 03 1001, der Vorlage für Märklins Insidermodell 2019, erlosch als letztes das Feuer. Einige Jahre konnte der Dienststellenleiter sie noch für die Nachwelt hinterstellen und so erhalten, bevor auch sie dem Schneidbrenner zum Opfer fiel.

Was bleibt, sind Erinnerungen, Fotografien und eben dieser Film. Er verkürzt auch die Wartezeit für alle, die sehnsüchtig auf die Spur-Z-Umsetzung warten und mit ihrem Modell einem eleganten Dampfross ein eigenes Denkmal setzen wollen.

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<https://www.riogrande.de>
<https://shop.vgbahn.info>

Successful premiere in Mannheim

When model railways fascinate

Moving a trade fair from one location to another is certainly not an easy task. The Faszination Modellbahn, as the first spring exhibition after the International Toy Fair, faced exactly this challenge. Our employee Stephan Fuchs was on site to capture pictures and impressions. So we can take a look back here for our readers and see what will await us at the new location in a well-known region in the future.



It is often claimed that the premiere will be a success if the dress rehearsal goes well and truly wrong. We do not know whether this also applies to the fascination of model railways.

The fact is that it moved from Sinsheim and took place for the first time in the Maimarkthalle Mannheim. In any case, our magazine representative Stephan Fuchs was enthusiastic and had the impression that the fair was better attended than in Sinsheim.

This gives us the opportunity to take a closer look at the official figures and explanations: Between 15 and 17 March 2019, almost 18,000 visitors

attended in rainy weather, which certainly favoured the event. 143 exhibitors from nine countries presented more than 20 model railways from Germany, Belgium, the Netherlands and Luxembourg.

With a spectrum ranging from sheet metal to digital high technology, they covered almost the entire spectrum of what our hobby has to offer. And Z gauge also played a special role, because it had the largest representation of all of the gauges (see the following report in this issue) and also impressed with trains up to six meters long, pulled by three locomotives. They exceeded even the longest train (in H0 gauge) in Hamburg's Miwula!

"The quality of the systems was extraordinarily high", Sascha Bürkel, project manager of the trade fair, reflects, referring not only to the exceptionally good Z gauge participation. And this is exactly how he hits the nerve of the satisfied visitors.

Only the lighting in the hall was not satisfactory, which is why exhibitors with good additional lighting of their own were clearly at an advantage. Improvements have been planned here for the future, so let us be surprised.

"The relocation of our model railway fair to Mannheim was crowned with full success with its kick-off event", summarised Andreas Wittur, who was born in Mannheim and has full power of attorney.



Project manager Sascha Bürkel was enthusiastic about the quality of the exhibited systems.

And he continued: "The urban infrastructure with a direct motorway connection, sufficient parking space and excellent rail connections also contributed to this".



Photo above:
Ulrich Günther (left) and Andreas Hagendorf (right) were in charge of the digital demonstration system, which also served as an explanation for last year's focus topic.

Photo below:
Peter Simon made by far the largest contribution to the US facility, which is impressive in its dimensions. When steering the passenger train powered by a Challenger, he was happy that visitors looked over his shoulder.



Claudius Veit (Velmo) proudly presented the first exchange decoder for the series presented in the last issue. E 41.

Jan Goschmann, Managing Director of Mannheimer-Hallenbetriebs GmbH, emphasised the diversity of the hobby and welcomed the fact that the trade fair was intended to remain in the region. It sounds as if two partners have found each other here. If this is the case and if this exhibition can be permanently established near France, the model railroaders will be happy!

Besides the ideal enthusiasts, also well-known manufacturers like Märklin, the big railway publishers, dealers, and for Z gauge the important small series manufacturers like Aspen-model, Luetke Modellbahn and MBZ took part in the exhibition. The participation and play offers of the manufacturers for children were gladly welcomed.



Gerhard Maurer operates his dream loop module system with the warm autumn colours (photo above). But it's also worth taking a look at the details here: the 050 class steam locomotive with its tender has come to a standstill with its train before it stops (photo below).

Claudius Veit (Velmo) was also present, and demonstrated his digitally controlled and further revised container terminal at the ZFI booth, and was able to show his first prototype of his decoder board for Märklin's brand new E 41.



Manfred Forst provided for busy traffic on small roads with dioramas like this one. Also, he brought along his small layout with an agricultural motive.

The fact that the guests at the stand of nominal size Z could not get bored was also due to Manfred Forst, Andreas Hagendorf, Gerhard Maurer, Ingo Sindermann and a play oval for children. The fascinating dream looping facility and the imaginative dwarf train for children's dreams could be admired here.

The fact that Axel Hempelmann cancelled due to a storm could be tolerated, since moving cars were also presented by Manfred Forst.

Two of his works were full of road traffic, but propulsion was not provided by the Z-Car system, but rather was provided by the Magnorail principle: the vehicles do not have their own drive and are pulled under the roads by a magnet.

Due to the location of the ZFI stand, fewer children than usual took advantage of the games offered, but despite this, the Z-Freunde International stand was never empty at any time: visitors who asked questions were sent here specifically. Often it was about technical advice or tips for perfect and gentle track cleaning.



The fire in a house on the Maasbuurtspoor grounds looked deceptively real.

The Zetties' always good mood was praised throughout. After all, they see themselves as a cosmopolitan and friendly community that looks forward to visitors, likes to exchange ideas and unites and integrates people of all preferences and track gauge choices. No matter how the exhibitors are thrown together, it's simply true! The impression of a large family has not disappointed the participants and visitors in Mannheim either.



Motivated by Lorient, the people of Oranienburg built the Hoppenstedt power plant on their layout in TT gauge (top photo). Ulrich Günther was visibly impressed by the water design on some modules of the exhibited N gauge layout (photo below).

The expected highlight was, of course, the large US style layout. This was due to the imposing dimensions, the almost unmanageable length of the trains, and also to the very impressive design, which

perfectly conveyed the vastness and diversity of the “land of unlimited possibilities”. But the smallest gauge is as simple as it gets.

However, the premiere exhibition only became complete in interaction with the other gauges and “departments”: Here, real steam-driven models could be seen, as well as a burning house on the Maasbuurtspoor facility.

The fire here was really amazingly realistic and had nothing in common with the transparent flashing of light-emitting diodes.

Stephan Fuchs also found the idea of the Oranienburger company to build the Hoppenstedt, power plant funny, starting with Loriots Hoppenstedt family and their Christmas party.

It was also nice to see that some of this plant was still under construction, so that it was also possible to obtain tips for one's own layout construction here.

The well-known Ulrich Günther was enthusiastic about the presentation of the water on some modules of the N gauge layout. Who knows what ideas germinate from it and will perhaps soon be admirable on a scale of 1:220.

And so the final conclusion is almost thoroughly positive: the trade fair was appealing, well attended and still has potential for the coming years.

The somewhat rustic charm of the Maimarkthalle will invite visitors again next year: Make a note of the 13th to 15th March!

All Photos: Stephan Fuchs



Finally, a night photograph of Claudius Veit's container terminal: the newly installed and unmistakable highlight on this digitally operated layout was the heavy truck-mounted crane with a high boom.

Web pages for this exhibition:

<https://www.faszination-modellbahn.com>

Eisenbahnmuseum Dieringhausen



Einzigartig in Europa

*Spur Z Ausstellung
im historischen Güterwagen
im Eisenbahnmuseum Dieringhausen*

Die Sonntags-Ausstellungstermine:

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

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

Infos unter: www.stammtisch-untereschbach.de

Through the vastness of America

A meeting of US Model Railroaders

A layout consisting of 57 modules based on US prototype was the largest single layout at Faszination Modellbahn in Mannheim. Three regional divisions of the US Z Lines Europe group of Z gauge model railroaders, which call themselves US Z Lines Europe, had come together here in order to operate unusually long trains for the viewing of fair visitors. Markus Gaa and Jörg Hausmann report on this event.

By Markus Gaa and Jörg Hausmann. In March 2019, the US Z Lines Europe had met again in Mannheim in the context of the Faszination Modellbahn after about 5 years in order to assemble known as well as new modules to a large, digitally controlled module system. With a track length of over 150 metres, this was certainly one of the largest module systems in Europe.



The 22 x 6 meter module system of US Z Lines Europe guided visitors through the vastness of America on a scale of 1:220.

US railway enthusiasts who work with standardized module interconnections and digital control according to the DCC standard (usually with Digitrax products) gather under that name. They are easy to recognize by their well-designed modules.

Almost exclusively models of the two American manufacturers American Z Lines and Micro-Trains Line are driven. The locomotives are digitalized in order to realize long trains with several hitched up locomotives.

Switches and signals are usually also controlled digitally. However, there is no automatic control: Each train is personally accompanied and controlled by a "locomotive driver". Divided into different divisions,

the US Z Lines unites its own module standard and the freedom to implement its own ideas. There are no limits!



The landscape spectrum of the 57 modules shown ranged from rugged rocky landscapes (picture above) to green forests (picture below).



The 180° curve with the long freight train is almost smothered by the barren mountain massif (picture above). Here, too, the scenic diversity and vastness of America can be seen. In the industrial area (picture below), on the other hand, a small exchange of a letter turns a beer brewery into a bear brewery.

Further information on the ideas and work of US Z Lines Europe is best found on the websites mentioned at the end of this article. They can also be used to get in touch with us.

An exhibition or model railway fair - as is now the case in Mannheim - offers the opportunity to present a large number of modules and run unparalleled long trains. The 57 modules, coming from three divisions, were largely equipped with two tracks, i.e. they functioned as so-called "siding".

continued on page 48



Rail traffic in the United States is colourful thanks to the many railway companies. The modular layout featured locomotives and trains of various classes, transported goods, tractions and rail companies, including the large Union Pacific (bottom picture)

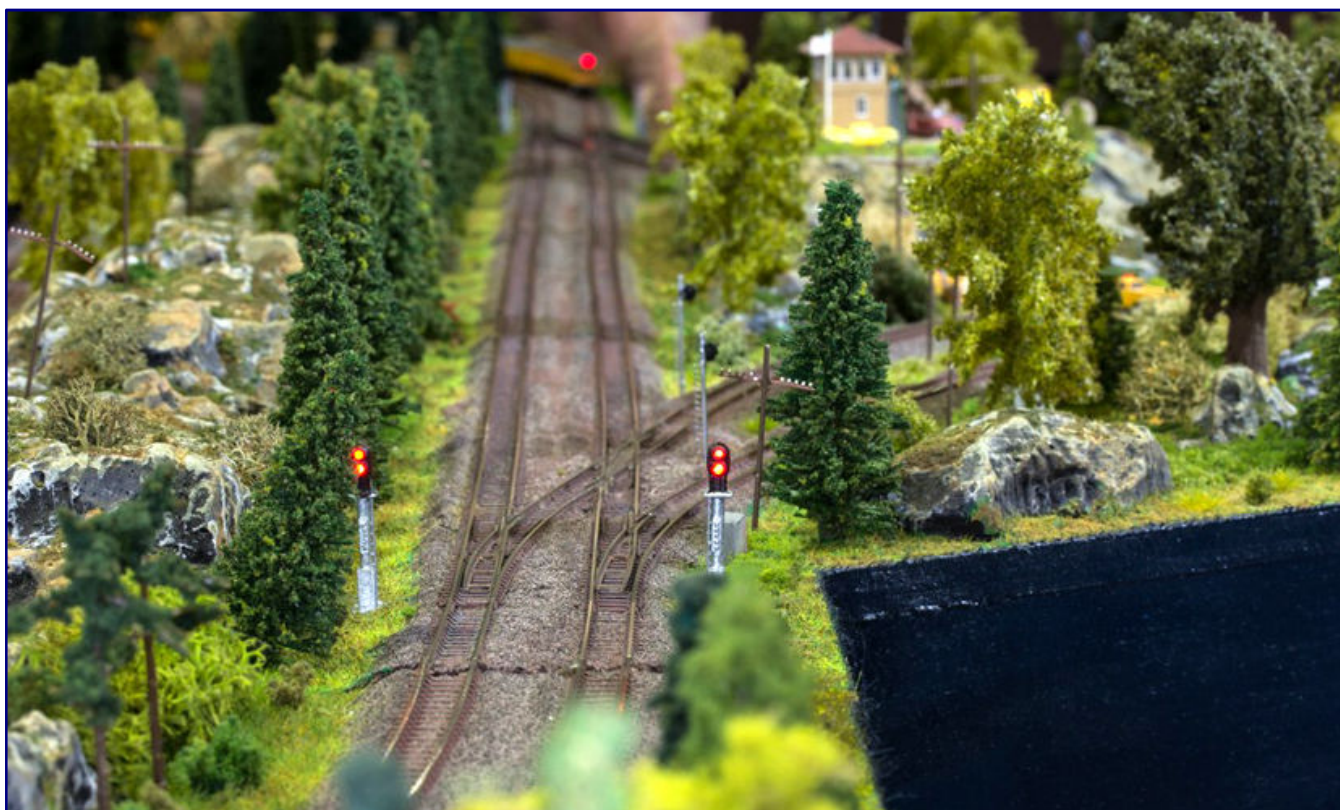


In Orange Grove (picture above), oranges are packed into crates after harvesting and loaded onto trains such as the Pacific Fruit Express for onward transport. The "Rail Budd Car" is a counterpart to the German rail bus and served secondary lines, such as the strikingly designed representative of "Trinity Railway Express" (bottom picture).

However, there were also three single-track sections distributed over the plant. This increased our driving pleasure, as the locomotive operators or dispatchers had to coordinate with each other when trains came towards them or were to be overhauled

From the steam locomotives Mikado, Big Boy, Challenger and Pacific to ultra-modern diesel locomotives of the type EMD SD70Ace and even a pair of small shunting locomotives, everything was on the way. The fun of the game culminated in trains up to six metres long.

This year, our exhibition area of 22 x 6 metres was almost as large as the areas reserved for other tracks. In comparison, the modular system seemed even larger. This allowed Z-gauge to consciously get away from the impression of being just a minor railway.



The 22 x 6 meters of the exhibition complex were also filled with branches secured by signals such as this one. The operation was completely digital. Each "locomotive operator" can accompany the train with his hand-operated control unit and connect his controller to the control centre again and again at the plug-in points along the modules.

The audience was surprised that so much more is possible with this size than is generally thought. Children as well as adults watched the trains with excited glances over the complete module layout. The enthusiastic remark of a little boy to his father also matches: "Look, the locomotives are here in the front and the wagons are there in the back".

All in all it was a very successful performance of the Z gauge! Our personal thanks therefore go to the main organiser, Sylvester Schmidt, who once again organised the trade fair participation for Z-Freunde International e.V. in an excellent manner.

All photos: Stephan Fuchs

Information of this model railway group:
<http://uszlines.eu>

Readers' letters and messages

Zetties and Trainini in Dialogue

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

Reminder for the announcement of the Klv 20 by Märklin:

It's hard to believe that this tiny model would appear to be powered: the Klv 20 (88025) from Märklin. This was described in the Trainini issue 163 of February 2019.

It had long since been forgotten that the Trainini reader Hilmar Weber was allowed to present "A little miracle on wheels" in the August 2015 issue 121. Among other things one could read there:

"Motorized Klv 20 by Hilmar Weber - and yet it runs. For Hilmar Weber from Frankfurt (Main), making tiny standing models operate is always a new challenge. Finally, the inventor ventured to the railway service vehicle Klv 20. The vehicle based on a VW Transporter T1 was considered before, but it was decided that it was not possible to install a motor in it. In this respect, with this model he quite rightly achieved the first place in our conversion competition, which we had started on the occasion of our 100th edition."

Bernd Petry, by E-Mail

Answer of the editors board: Thank you for reminding us of this extraordinary and, to our knowledge, unique self-built model! The fact that the technical masterstroke required by this tiny vehicle was very impressively demonstrated here, and makes Märklin's product decision even more impressive and admirable. After all, the assembly steps have to be carried out there hundreds of times a day.

A product recommendation from the readership:

I would like to draw attention to a HO innovation from Kibri that has recently been on the market and is also suitable for Z-gauge. A sound-proof wall is offered under article number 38623.

The wall can be assembled in three different heights from coloured and transparent segments.

For Z gauge, two segments on top of each other are perfect. For a passing passenger train you can still see the car roofs. As examples I, have added some photos.

Rainer Hecker, Düsseldorf



The sound insulation wall from Kibri can also be used for this purpose on a scale of 1:220. Photo: Rainer Hecker

Report from our reader Raffaele Picollo (Genoa) from Osaka Z Day:

“Osaka Z Day” is a biennial model railway exhibition in Osaka organized by the local group of Z-gauge enthusiasts “Baden-tani9” (<http://www.baden-tani9.com>). The name of this group is derived from the title of the first model Baden produced and the name of the nearby subway station.

It's an exhibition known throughout Japan, and many enthusiasts come to Osaka to share their passion for Z gauge.



Raffaele Picollo (left) is happy about the friendly reception and the hospitality in Japan. In the picture you can see his opened suitcase system with motives of a Japanese Manga series. Photo: Raffaele Picollo

The exhibited installations, inspired by both European and Japanese landscapes, are fitted with rail vehicles by Märklin, Rokuhan, Tenshodo and others. Japan has always been an optimal market for the small Z gauge.

The common feature of all the systems shown and their builders is the high precision in the details. And above all, there is a strong sense of sharing and shared fun; factors that unite friends everywhere across all events dedicated to the Z gauge.

The organisation was also flawless and everything went perfectly: from the preparation the day before, to the end of the event, including the usual farewell dinner.

In this last edition, which took place on 24 November 2018, I had the pleasure of participating with my suitcase system, which covered a total of around 22,000 km by practically all means of transport. The hospitality of the whole group was wonderful, for which I would like to take this opportunity to thank you.

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The organizers proudly presented their works based on German prototypes, which have everything from beautifully designed landscapes to exciting track plans to offer. On one of the layouts (photo below), the airplane moves through the sky (photo below).
Photos: Raffaele Picollo

Of course Osaka Z Day was also the starting point for a holiday in Japan, which obviously required trains! As we know, the train is the most important means of transport there. The many railway companies operate countless lines to reach almost every part of the country.



A last example of a layout based on German models should not be missing (picture above) before the obligatory group photo follows at the end: Raffaele Picollo (picture below; 1st row, 2nd from right) with his suitcase and wife, surrounded by the organizers and hosts of Baden-tani9. Photos: Raffaele Picollo

The railway culture is incredibly deep rooted into the Japanese mentality, and the technology, organization, maintenance and punctuality of the railways in the Land of the Rising Sun is known throughout the world. There are also many railway museums to visit:

Omiya-Saitama Railway Museum (Tokio) / <http://www.railway-museum.jp>

Tobu Museum (Tokio) / <http://www.tobu.co.jp>

SCMAGLEV and Railway Park (Nagoya) / <https://museum.jr-central.co.jp/en/>

Kyoto Railway Museum (Kyoto) / <http://www.kyotorailwaymuseum.jp/en/>

Tsuyama Railroad Educational Museum (Tsuyama) / <http://www.tsuyamakan.jp/en/index.html>

Kyushu Railway History Museum (Fukuoka) / <http://www.k-rhm.jp>

Spring comes to Trafofuchs:

Trafofuchs (<http://www.trafofuchs.de>) will soon be offering the Beckert bee transport wagon as a finished model. It naturally also includes a beekeeper in protective overalls with hat and net. Further new items should follow in time, and we will report in due course.

New products from Märklin:

This year's Insider special model of the elegant express steam locomotive 03 1001 (Art. No. 88850) of the Deutsche Bundesbahn can only be ordered from specialist dealers until 30 April 2019.

With the exception of the chassis of the locomotive and tender, this is a completely new design.

Our film tip in this issue makes you want to see this model, the model of which was the last representative of this series. The video also shows how the originals were used on the Bw Hagen-Eckesey and how they will be shown to their best advantage on the layout.



Den Bienenwagen der Modellmanufaktur Beckert gibt es bei Trafofuchs als Fertigmodell zusammen mit einer passenden Imkerfigur. Foto: Trafofuchs

But until then we still have to wait. This year also applies to the summer new products, because Intermodellbau Dortmund apparently occurred earlier this year, in order to already replenish here. Märklin is innovative and increases customer excitement.

If you want to be the first to know, you can experience the presentation the Märklineum or follow it simultaneously on the Internet from 18:00 CET at:
https://www.youtube.com/channel/UC_ulAkE0RxHUEhvpWf49pRQ.

Until then there will be speculation and oracles, because the date of publication on 9 May 2019 does not seem to have been chosen by chance: It is the 175th anniversary of the merger of the transcontinental railways in the United States of America. This already has a well-known significance for LGB, but customers are already surpassing themselves with their assumptions and expectations.

The world's largest steam locomotive 4014 of the UP, better known as the "Big Boy," which has only just been rebuilt, is also considered a possible new product. Let's wait and see! Already in a few weeks we will know more...

(Model railway) trip into May:

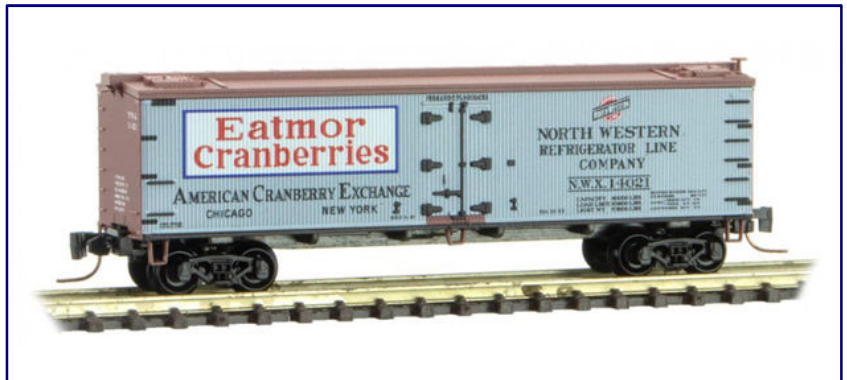
Our reader Siegfried Grundhöfer drew our attention to an event that is also worth visiting for Zetties. The Modelleisenbahner Soest 03 e.V. invite you to their May exhibition on Wednesday, May 1, 2019.

From 11:00 to 18:00 there will be a ride on all facilities (including gauge Z), a stock exchange with surplus club material, coffee and cake as well as advice and talks about the hobby of model railways.

The location of the meeting is the association area in Neuengeseke, whose address is to be found on the association sides (<http://www.mes03soest.de>) only with difficulty. This reads: Neuengeseker Heide 1, 59505 Bad Sassendorf.

The following MTL models are currently arriving:

Also, from Micro-Trains some new products are currently arriving at the dealers. Among them is the EMD SD40-2 diesel locomotive from CSX (Art.-No. 970 01 261 / 262), which is overdue one year, and will now be available soon. Also in mid-April, the four-pack of 40-foot flat wagons (994 00 108) of the UP should arrive, which has interesting cargoes with diesel engines and generators.



The farm-to-table series is currently being continued with wagon number 3: The 40 foot long, brown refrigerator car with wooden walls from 1927 carries the advertisement "Eatmor Cranberries" (518 00 730) on the light blue side walls and was rented from the North American Refrigerator Line.

In the model, the modern 40-foot wood transport wagons (538 00 180 / 190) often come from their own workshops. They are used to transport freshly cut tree trunks, which are also loaded onto the models, to the sawmill. The delivered models have normal-gauge models.



Refrigerator car "Eatmor Cranberries" (Art.-No. 518 00 730; photo above) and aged NATX tank car (530 44 440; photo below). Photos: Micro-Trains Line

50 feet long and equipped with double sliding doors are the templates for the covered freight cars of the UP (50600411 / 412), which are currently being delivered. On the side walls they carry the striking advertising set "Be Specific - Ship Union Pacific." The two 39-foot long tank wagons of the NATX (530 44 440), which were registered for delivery shortly before the editorial deadline, have been factory aged.

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

Deliveries from Freudenreich Feinwerktechnik:

FR Freudenreich Feinwerktechnik can now supply the new Xas73 ballast wagons from the BLS stock (Art.-No.: 41.345.32), limited to 24 packages. Two all-metal models each are included in the sets.



The Xas 73 new ballast wagons are currently being delivered as BLS rental vehicles. Photo: FR Freudenreich Feinwerktechnik

The models for these cars were leased by SBB to BLS between 2000 and 2005. For this reason, they retained their previous addresses, but were also given large logos of the Bern-Lötschberg-Simplon-Bahn.

The models are available directly from the manufacturer: <https://fr-model.eshop.t-online.de>.

New products from Ladegut Küpper:

Spring also brings a breath of fresh air to the Z gauge cargo of Josephine Küpper. In addition to used goods and spare parts, the Aachen-based specialist is also offering new loads for two Märklin car types.

Broken bricks as construction site rubble to be removed is certainly one of the more unusual and rarer goods to be transported by rail, but it is precisely for this reason that it provides a welcome change and draws attention. Especially in epoch III it should fit well into the phase of reconstruction.

The new inserts "Ziegelbruch" are offered by Küpper for the (old) Märklin models of the open car Omm 52 (Art.-No. Z-1-1) and for the younger, four-axle brother Eanos (Eanos 9). They weigh about 2.5 and 5 grams.



For two different wagon types there is now broken bricks (here Art.-No. Z-1-1) as cargo. Photo: Spur Z Ladegut Josephine Küpper

As usual this supplier attaches importance to original material for a perfect effect also in the model. Therefore, no granulate, plastic or other foreign material is used, but real canal bricks.

As usual, the fine and quite inexpensive inserts can be purchased from the supplier himself: <https://spur-z-ladegut.de>.

New Products from American Z Line:

Our summary of deliveries also includes models that were delivered to dealers in March but were no longer covered by the editorial deadline.

For the NJ Transit there is the diesel locomotive GE P42 Genesis with two operating numbers (Art.-No. 63505-1 / -2) including a matching passenger train car of light-weight construction (73752-0). Other wagons of this type in various designs are offered as Phase III triple packs by Amtrak (72076-1 / -2) with a matching baggage car (73650-1).

The Commuter Railroad will also be equipped with a GE P42 Genesis in two variants (63506-1 / -2) and a matching passenger coach (73753-0). On the side walls the vehicles bear the inscription "Metro-North Railroad."

Light passenger coaches of the various types from the already well-known form stock in the brown-red paintwork of the Canadian Pacific (73041-0 to 73941-2) are among the new deliveries, a matching EMD E8A diesel locomotive with three different operating numbers has been in AZL's range for some time.



Diesel locomotive GE P42 Genesis of the NJ Transit (art.-no. 63505-1; photo above), matching passenger car (73752-0; photo middle), and observation car of the Canadian Pacific (73841-0; photo below). Photos: AZL / **Ztrack**

40-foot AAR cars of covered design with Chesapeake & Ohio logos are also currently being delivered. Available are a single wagon (904302-1), a double wagon (904372-1) and a quad wagon (914302-1).

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

Interesting addition at 1zu220-Shop:

As already mentioned in our "Messeausgabe" (fair issue) 2/2019, the 1zu220-Shop (<https://www.1zu220-shop.de>) offers the customers of the Märklin insider model 2019 (express steam locomotive 03 1001 of the DB, art. no. 88850) a free addition in the form of a blue corner cap truck.

The Magirus-Deutz 230 D 22 AK 6 x 6 were manufactured exclusively by Wespe-Models and have since been delivered to the 1zu220 shop. Anyone whose interest has been aroused should hurry: The blue-red dump trucks are not available individually and will not be put on regular sale.

In the meantime, it has been decided that such supplements will continue to be used in the future. Vehicles in the same colour scheme are planned for the time being. The first samples of two vehicles from Krupp's former production facility are already available and will whet the appetite for further work.



This Magirus-Deutz 230 D 22 AK 6 x 6 corner hood dump truck from the 1zu220 shop has been exclusively designed by Wespe Models. It is only available as a free addition to an ordered Märklin Insider model 2019 in Z gauge.

However, they will only be presented to the public shortly with the Insider Club models in fall 2020 and 2021.

Sand and gravel from Wangen (Allgäu):

The fine natural products sand and gravel from Noch are ideal for creating realistic country lanes or sandy beaches by the sea or dredging lake. For Z-gauge, of course, this only applies to the much finer grained sand, while gravel is used for other purposes.

Noch supplies the sand in the two grain sizes "fine" (Art. No. 09234) and "medium" (09235). The gravel (09237) is much coarser, but matches the sand in colour.

Märklin deliveries in April:

In addition to the "Light Freight Train" (Art. No. 81772) for Era IV presented in detail in this issue, another compilation from the 2018 summer new products has made it onto the dealer shelves.

The ICE 3 MF of Deutsche Bahn AG, which belongs to the class 406 (88715), also required product maintenance. Now, it is presented after the revisions with air conditioning units and redesigned car transitions. The standard also includes a new current-conducting close coupling and the well-known bell-shaped armature motor for improved operating characteristics.

Depending on the direction of travel, the lighting of the end cars is provided by warm white and red light-emitting diodes. The interiors of the two end cars and the 2nd class middle car are also illuminated with maintenance-free warm white LEDs. The high-speed train requires a minimum radius of 195 mm (R2).



The multi-system train ICE 3 of the Märklin 406 series (art. no. 88715) now has short couplings, redesigned car transitions and air conditioning attachments that were later retrofitted to the prototype, in addition to other innovations.

The four-part basic package of the multi-system version in international ICE traffic consists of an end car 406.0 (1st class), the unlit dining car 406.3 with the drive, a middle car 406.8 (2nd class) and the end car 406.5 (2nd class). The four-part extension for a prototype long train has not yet been delivered.

New Herpa Wings aircraft for July/August 2019:

From the Herpa innovations announced for the months of July and August 2019, we have again selected interesting aircraft suitable for the usual system dimensions. The first of these is the new Douglas DC-4 Skymaster (Art.-No. 559799), which will be available for the first time in the civil version with the registration PH-TAR and the baptism "Rotterdam." It was flown by the Dutch KLM.

The Aeroflot Tupolev TU-154B-2 "Blue Tail Livery" (559812) was at home behind the iron curtain. The Boeing 737-200 of Malév Hungarian Airlines (559782), on the other hand, has its model in the time after the collapse of the Eastern bloc.

In the present the Flybe Bombardier Q400 in new colours (559829), the Airbus A320neo of the Lufthansa in the similar current paint scheme (559768) and the Airbus A220-100 of Swiss International Airlines (558471-001) reissued with small deviations belonging to Flybe.

In the broadest sense of a reissue is also the following new product, which has only minor differences in the so-called parabolic paint compared to an earlier model: This Lockheed L-1649A Super Star (559805) is the last aircraft of this type delivered to the German Lufthansa, as its identification D-ALOL reveals. The age of jet aircraft was also introduced here and outstripped its piston engines.

The announcements are supplemented by two military models: The Tupolev TU-160 "Backjack" / "White Swan" of the Russian Air Force (559867) and the Lockheed C-130H Hercules of the transport units of the Belgian Air Force (559843), which were painted to commemorate the 70th anniversary of the foundation of the 15th squadron and the 45th anniversary of this aircraft type.

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