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Trainini

German Magazine for Z Gauge



Weathered is the dirty new look

**Norddeich Mole, final stop?
Birthday party in Göppingen**

Introduction

Dear Readers,

when I started to write these lines, the saying “as time goes by” shot through my head...

Is it really autumn and Christmas not two months away again? The dealers are looking forward to the biggest sales of the year, Märklin will then be driving special shifts again and delivering more items.



Holger Späing
Editor-in-chief

It's filthy outside - wet, but not cold (in Germany). This is what my friends at the regulars' table in Hamburg, who claim to know such a climate very well, call shitty weather. Experts say it must continue to rain until at least February 2020 in order to fully compensate for the loss of soil water after the record summer of 2018 (again in Germany).

I wouldn't object to that if we didn't all have to go to work more or less frequently through the rain, or even to go shopping. But otherwise we wouldn't miss anything outside and could turn more to the most beautiful hobby in the world.

The Märklintage (Märklin days) in Göppingen certainly provided us with enough suggestions for this, and our volunteer helper Stephan Fuchs reports on them in detail and authentically in this edition. One result of the suggestions from outside is also the Glmehs50 boxcar, which we present to you from page 4.

We detailed it a little and aged it really hard. And if you like it, we have even more of it: A Miba report on covered freight cars has just appeared, which accompanies the Carstens book reviewed today.

The magazine is full of ideas for various train cars of almost all gauges and peppered with many original models. The book “Freight Train Cars Volume 1.2” again provides the theoretical fundament with descriptions and drawings.

In the meantime, Dirk Kuhlmann has again intensively dealt with our main topic of the year, “Layout diversity”. The result of his impressions, translated into drawings and ideas, is a construction proposal based on the model of the terminal station of the Emsland line: North Dyke Pier. Once proud “steamers” and later diesel locomotives of the 220 series could be admired here.

The number of letters to the editor and messages to the editor have also increased, because - as I wrote at the beginning - Christmas is approaching. But we also want to have a look offside the tracks.

To this we have also discovered a book about a true classic of delivery traffic, which successfully portrays the Mercedes-Benz L 319. And with the Convair CV-340 from KLM, we are commemorating a milestone in aviation. It's the mix that makes the difference and I hope it's just right this time again!

And now, with that, I officially start the 2019/20 model building season...

Sin-Z-erely,

Holger Späing

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We thank Jürgen Faulhaber and the Eisenbahnstiftung for their photo support.

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Cover photo:

The dirty 44 1754 snorts over one of the many goods bypasses of the Ruhr area, which lead past the settlements of the industrial workers. It is hauling dirty, covered wagons, which are used for the transport of general cargo and food.

UIC standard wagon

Hard to take

When Mini Club was first presented at the International Toy Fair in 1972, a new DB covered car was included from the very beginning. And it has bravely fought its way through the programme to this day. Märklin recently gave it a product upgrade, and thus upgraded it for years to come. The new Miba Report, which accompanied the publication of a book, encouraged us to further refine the revised model, and also to give it visible everyday traces of aging

At an early stage, the young Bundesbahn began to develop new wagon types to compensate for war-related losses and to use modern materials in freight transport. After all, it played a very special role in the reconstruction process and the beginning of the economic miracle.

Without its transport capacities, a return to a normal life was unthinkable: it removed rubble, transported building materials to the destroyed cities, and provided the necessary supplies by transporting animals and food.

Immediately after 1945, the focus was initially still on the (makeshift) repair of lines of rolling stock, but it increasingly shifted to new production of proven models, partly with slight modifications to simplified war designs which were, therefore, not future-proof.



When the young DB launched its new construction programme, it turned to UIC standard types for freight wagons. The first covered wagon after their unification was the Glm(e)hs 50. The one photographed here in 1954 with the serial number 201 203 has been permanently connected to a three-axle Leig unit as a reinforcing wagon, but had not yet been redrawn. Built in 1953, it is one of the first delivery lots with board framework. Photo: Bustorff, Eisenbahnstiftung

However, new developments also began in peacetime Europe, the basic idea of which is comparable with those of the former association types of the German state railway administrations: Uniform principles, features and later, also, uniform types were to promote cross-border use.

The aim was to ensure that foreign railway workers could also easily cope with the designs of their neighbours, employ them in international trains, and operate them safely. Only in this manner was it possible to form a common pool of wagons ("EUROP") of the various European railway administrations in the 1950s.

Its aim was no longer to simply unload third-party freight wagons and send them back to the owner empty, but to integrate them into wagon circulation and use them in a sensible way. Thus a wagon from neighbouring countries was also allowed to operate in domestic traffic in order to finally start its journey back home with new loads.

If we imagine this in our imagination, it will certainly also be comprehensible which standardisations there had to be: first of all, of course, brake equipment had to be harmonised in such a way that it also functions reliably with other freight wagons.



The Tnohs 59 heat protection wagons for the transport of bananas were prepared from covered freight wagon of the genus Glmhs 50. They had a superstructure with synthetic resin wood panels, which was to become standard in the future. When the car with the company number 568 321 [P] of Transthermos GmbH Bremen was registered in 1957, it was still almost brand-new and showed few traces of operation. Photo: Bustorff, Eisenbahnstiftung

But train and bumper equipment or running gear must also meet the requirements of third-party administrations. Coordinated clearance profiles seem almost even more important in order to rule out the risk of an accident from the outset.

And uniform characteristics also had to be established in terms of traffic and traffic tariffs. If we think of the constant increase in size of many types of freight wagons, then it is clear what problems would arise for a consignor if, for example, instead of a four-axle Eaos 106, only a two-axle O 11 was available for the type of consist.

Thus it was also necessary to have regulations and agreements on typified loading areas, loading space volumes and load capacities of the various types, including a type designation agreed throughout Europe from which the most important characteristics could be read.

Deutsche Bundesbahn was involved in this process at an early stage and adapted its conversion and new-build programme to these requirements. Some of the later UIC standard designs can therefore be traced back to DB, not only in the passenger coach sector, where it established the "UIC Type X" with a length of 26.40 m above buffers, which is still prevalent today.

In the case of the boxcars, the coordination resulted in several designs with different lengths and capacities. An early child of this development is the Glm(e)hs 50, which is one of the most spacious vehicles, as expressed by the sub-genre symbol "l."

In the beginning the DB still chose board formwork for the superstructure, and also their simple tin brake houses were to be found on the hand-braked models. But soon the young state railway was turning to compacted synthetic hardwood panels, which were to characterise all modern cars with covered superstructures in the future.

For a long time, the Glm(e)hs 50, which is now considered here, remained the longest type of covered freight wagon in DB's inventory. The Gms 54 was the first newbuilding from the ongoing conversion programme and was even shorter.

In retrospect, it remains incomprehensible why the Bundesbahn did not accept the even longer UIC standard design for many years. It was only at the beginning of the sixties that it was turned around, until then the Glm(e)hs 50 found successors based on the same layout as a result of further developments.

These include, for example, the Glmmhs 57 as well as the almost unchanged Tnohs 59 heat protection wagons for banana transport, which were insulated on the inside.

An approach and first thoughts

In recent years, Z gauge enthusiasts have also been increasingly concerned with fine detailing and ageing of locomotives and wagons. With its Zpur® brand, KoMi-Miniaturen can certainly be regarded as a pioneer of the finest detailed models: There doesn't seem to be anything that isn't in the range there.

Also, FR Freudenreich Feinwerktechnik sells kits of its miniatures and individual parts like buffers or couplings, which enthusiasts need again and again for their projects, customizations and other projects.



Our model should have been in service for a few years already and show signs of operation. Suitable photographs were found on the Internet or in technical literature. At the same time, we took the opportunity to give the model some equipment.

It is our concern today to introduce our readers to such refinements. Michael Richter, one half of KoMi-Miniaturen, goes so far even on a small scale to omit no detail and even to install functional screw couplings.

We deliberately do not want to go quite that far at this point in order to be able to offer a broad introduction and to keep the level of difficulty manageable. Everyone grows with their tasks, but the courage to take the first step is certainly the biggest hurdle.

And so our activities find their limits where our eyes would be overwhelmed. So our fingers and tools won't reach where they can't look in the company.

With applied aging and weathering it looks a little different. That they are fully in line with the trend can also be seen in the programs of Märklin and Micro Trains in the United States.

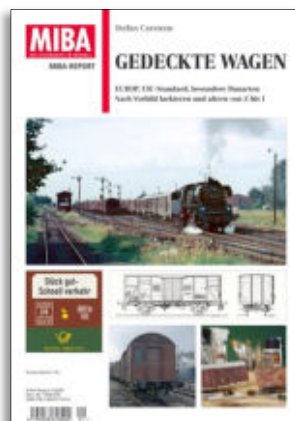
For years, MTL has been offering freight car models that are covered in rust, dirt and graffiti. And Märklin, too, was less hesitant recently: simple aging is applied ex-works, for the Dortmunder Messewagen 2017 (Art.-No. 80960) and the courage was even sufficient for large-area paint graffiti.

Accompanying Miba Report 1/2019 on the topic:

To supplement the information contained in the book "Güterwagen Band 1.2" (Discussion in this issue). The first conference on this topic will take place on 17 October 2019 as VG Bahn announced in the Miba report.

Well-known specialist authors have contributed articles to painting and aging work on models of covered freight wagons of various designs and all common gauge widths from I to Z the one who's going to be Stefan Carstens provides his role model for the and stimulating templates.

Z scale is also available there for the first time with its own article. Since our editor-in-chief Holger Späing is a native, we cannot do without a separate review, and we will leave it at that hint for the time being for those of you who are looking for further specialized reading.



But we are not that far yet, because our theme is Epoch III, a time in prototype, where foreign properties still prevailed among the entire population.

But there are also "natural" limits to be respected: If our model gets too thickly applied or just too many colour applications, its fine engravings are lost. They are covered over and lose their sharpness. "Less is more" will therefore be our guiding principle. The use of a spray gun is therefore the first choice compared to the considerably thicker application of paint by brush.

Before you can get started, it is not only in layout construction that you need to plan the steps to be taken. Nothing would be

more dangerous than to go to work without prior considerations and "coming to grips" with the model with paint. Key questions for the work steps to be determined can be as follows:

- If modifications are to be made to the model prior to the aging adjustments, such as, for example, preparation or superstructures, which of the following must be performed?
- In which operating condition should the wagon later appear, with simple operational damage, slightly weathered or almost ready for retirement?
- What kind of operating traces should be shown (dirt, rust, mechanical damage, etc.)?
- Are there suitable templates on which the work can be based?

Suitable examples can be found in large quantity in the literature or also on the net in most diverse photo galleries. They offer many suggestions and sometimes also unusual approaches for unusual manifestations.

Let's now look at our Z scale model, but then it's time to step back: Our observer's perspective corresponds to the view of a model from at least ten metres away. Not everything that adheres to its surface can be perceived by our eye from this distance.

And what we don't see isn't worth implementing either. This saves, especially in comparison to the larger gauges, some paint applications and even meets our previously described requirements. What seems essential and perceptible is also reproduced on the model, and the rest is done by the imagination of the later audience.

Optical and functional enhancement

According to the described ideas we would like to design the Glmehs 50 with the company number 201 364, for which the two covered freight wagons from the Märklin wagon package 86000 offer suitable starting points. You have already received a product update, which saves us from having to correct the steps below the sliding doors.

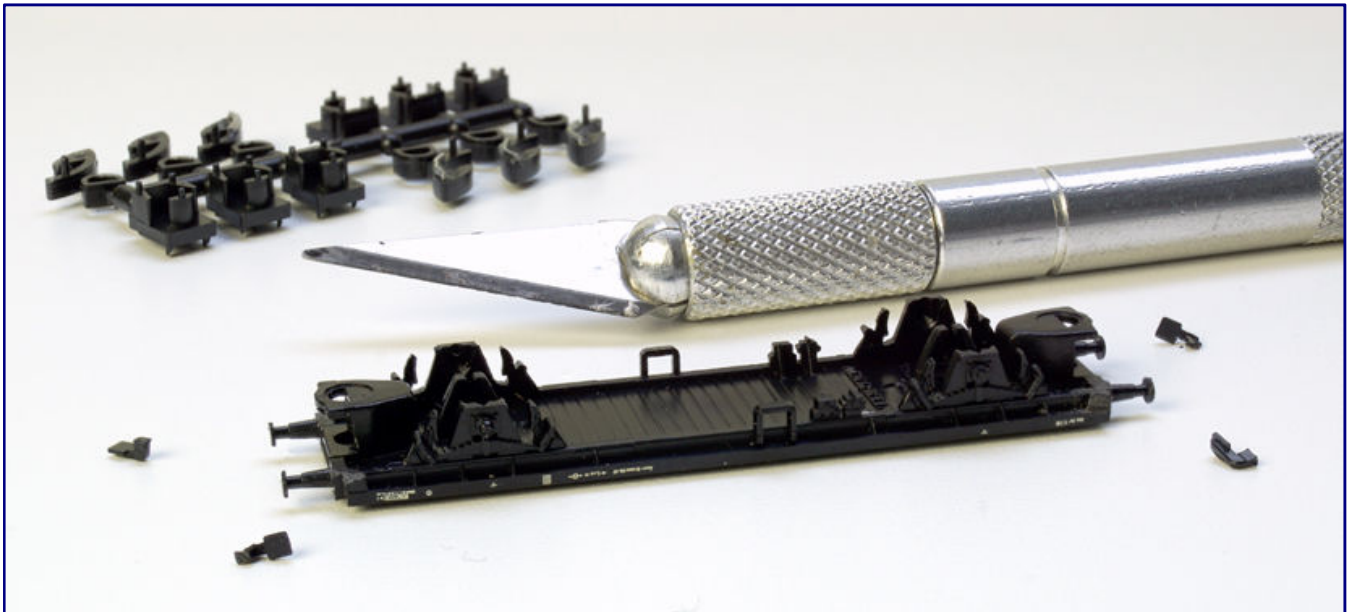


The wagon from the Märklin freight car package 86000 has been carefully dismantled, most of the parts (Zettelkästen (destination and labelling sign holders) are still missing) that we want to exchange or attach are ready. The fine detailing and aging can begin!

Nevertheless, these models, whose basic construction dates from 1972, are not perfect. They have features that do not fit together in this combination: We see a total of four UIC steps at the ends of the chassis, two at each end to the right and left of the buffer.

Only the first series were equipped with rope eyelets (for fixing on ferries), but the reinforcing plates injection-moulded onto the outer box struts did not fit, as these were features that were only to be found in the later models equipped with UIC rope hooks.

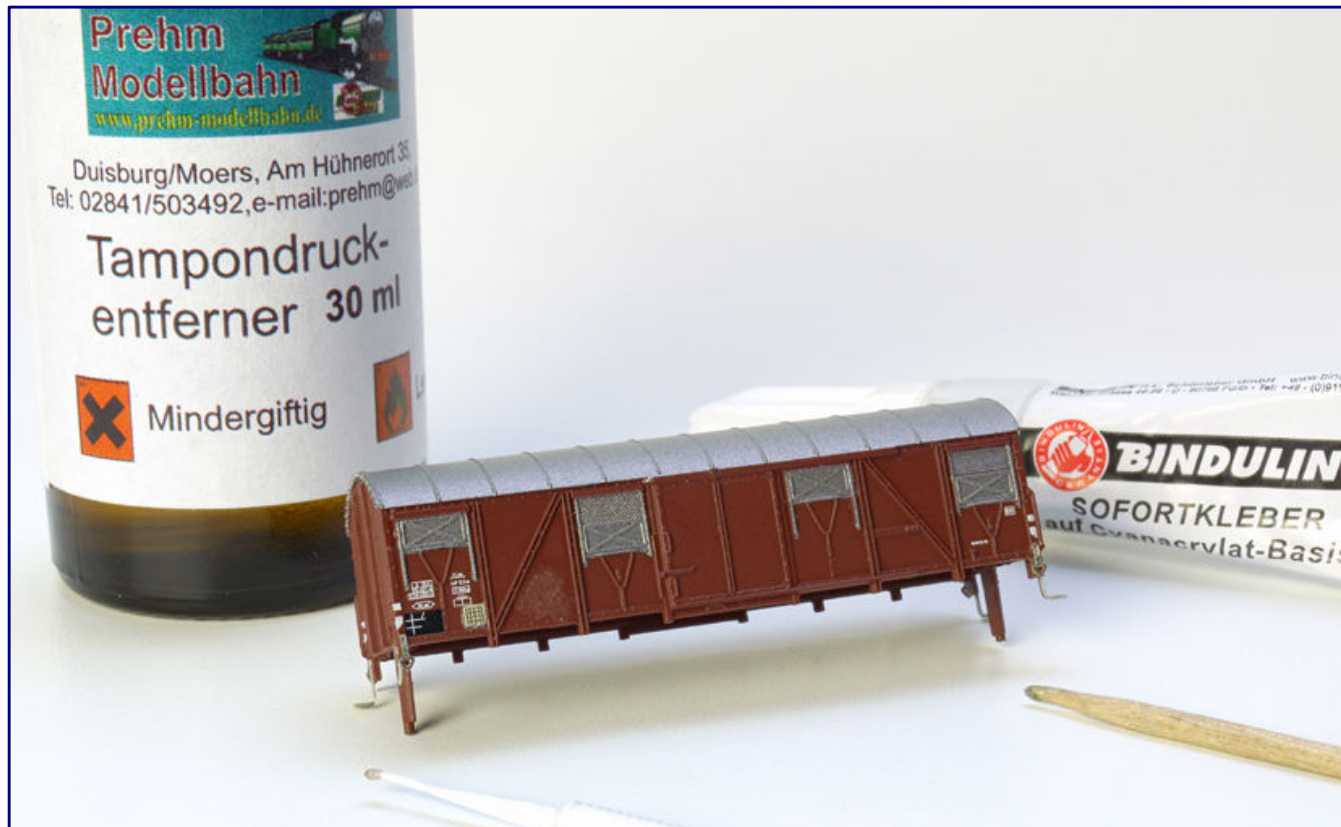
Therefore, we first have to take action and make corrections before we can start to age the wagon. This is how we opt for targeted retrofitting with Zpur® parts from KoMi-Miniaturen.



Four UIC steps on our model are correct, but it is much finer than with the factory molded parts. And that's why they have to be removed (photo above)! The FR Freudenberg coupling hooks (photo below) made of polystyrene are glued on the underside with a small iron metal bracket to prepare the wagon for operation with Jörgen uncouplers.

We cut off the four injection-moulded UIC steps, which look far too coarse for today's requirements, with a scalpel, smooth the interface with key files and then continue the filing work on the reinforcing plate replicas.

We can then use Bindulin instant adhesive to apply four new UIC shunting corner steps (ZW 6), which first need to be bent into the correct shape, and rope eyelets (ZW 3) connected to the outer box struts. Two etched Zettelkästen (destination and labelling sign holders) (ZW 4), which are glued on instead of the factory pad printing, also provide a further optical improvement.



The fine detailing parts from KoMi-Miniaturen are attached and emphasize the typical character of the chosen type of car, where Märklin once implemented a mixed type. We have already remedied this by sanding the outermost box struts. The removal of the old company number with tampon printing remover, unfortunately, did not take occur without damage to the paint this time, as can be seen in the photo.

We would also like to exchange the Märklin coupling hooks for identical parts from FR Freudenreich Feinwerktechnik. The background is the desired attachment of a magnetized metal strip made of a staple with eagle owl hard plastic adhesive to the underside of the coupler hook.

It will later make it possible to separate the car from its neighbour as if by magic using Jörgen uncouplers. So that the new equipment feature does not immediately (disturbingly) attract attention, we paint the metal frame with black PU primer from Badger with a few brush strokes.

We had the already mentioned company number including the genre name produced by Andreas Nothaft as an individual sliding image address for Era III. However, we can only dissolve and apply them with water after the data printed at this point have been removed.

For this we use the Tampondruckentferner (pad printing remover) from Prehm Modellbau, which is always very reliable. In this case, unfortunately, it also removes the base coat, so that the brown plastic also is revealed. But the dilemma is quickly solved with the help of a fine hairbrush and some varnish in the colour RAL 8012 reddish brown.

This is followed a short time later by the application of some adhesive base and the floating and pressing of the decals treated with plasticizer. After drying, the model is ready for the planned colour work.

Aging in fast motion

These will now begin with the coloring of the newly added parts. All are coated with some isopropyl alcohol to degrease them reliably. Otherwise there could be adhesion problems, because the finest grease layers may already have been left behind during adjustment.



A whole lot of tools, different paints and primers are also required to weather a Z-scale model. Only what was used in this project can be seen. Only the old Revell colour container with the number 383 (chestnut brown RAL 8015) was replaced by the correct RAL 8012 red-brown from Oesling Modellbau.

Then it should be Badger's black polyurethane primer again, which is dabbed with a brush onto all three types of attachments. In principle, any other primer is suitable as long as it is compatible with the chosen lacquer.

In the case of the product mentioned above, we have not been able to detect any incompatibilities with the water-based acrylic paints of the various manufacturers, which we also happily use.

The rope eyelets, which are to be painted reddish brown (recommended: RAL 8012 silk matt from Oesling Modellbau) after the primer has dried, also require a second working cycle. The dark colour base always has an effect on the luminosity of the opaque colour, which is not subject to any special requirements here. It also prevents the metal surface from shimmering through if there is any subsequent paint damage.

The newly mounted Zettelkästen (destination and labelling sign holders) were not originally painted when the original was presented, which is in line with our wishes, because they stand out better from the brown background as blank parts and are therefore more conspicuous.



After removing all grease and oils, the etched parts are primed in deep black (picture above). As a further preparatory activity, we lay out the brake system adjustment device with Tamiya XF-2 white (picture below), red frames and levers will follow. The Zettelkästen (destination and labelling sign holders) has already been sanded down as described in the text.

This is how we carefully remove the primer from your surface with fine sandpaper or sandpaper: the black paint only remains in the recesses, and makes the fine parts look really three-dimensional. The brake reversers, which could also be exchanged for other Zpur® accessories, are then laid out in matt white (Tamiya XF-2), and their levers are then set down in fiery red (Revell Aqua Color 330).

We start applying the patina in the roof area and on the ventilation flaps. As they represent the brightest areas of the wagon, the luminosity of the substrate also affects the adhering dirt. We create a first base with a fine hair brush, because the rust texture from the series Mecha Weathering (69.821) by Vallejo cannot be sprayed.



The rust traces with "Mecha Weathering" from Vallejo are applied with a brush, since the rust texture cannot be sprayed due to coarser particles.

It contains fine particles that can be felt and could clog or even damage our nozzle. However, the still very strong rust tone is damped again during the following work and does not have to worry us at this point.

Another quality is the contamination of the front and side walls: Especially the box struts provide places with little air movement and form run-off edges behind or under which dirt is neither carried away by wind nor rain. These corners and edges are shaded areas and therefore appear darker.

Black acrylic varnish "Engine Black" (16-01) from Bagder, which is sprayed finely and precisely onto struts and corners, provides the right prototype impression here. The finer the nozzle of the spray stylus, in our case 0.2 mm on Gabbert's Triplex I, the better it looks in the red-brown environment.

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With "Engine Black" from the Badger paint program, applied with the spray gun and fine nozzle, the dirt adhering to the struts and corners is applied in the second aging step (picture above). A cotton swab soaked with cleaner helps to remove or blur traces that are too strong. This has a particularly convincing effect on the elevations of the box struts (picture below). Some cotton fuzz still reveal the activity carried out here. The processed undercarriage is loosely attached for the now pending, common sepia spray application.

In the next step we break the radiance of the colours on the roof and ventilation flaps. Here a glaze colour in the sepia tone of Vallejo (73200 "Sepia Shade") is the first choice for us. All parts already mentioned are repeatedly sprayed with it, but always fogged over very thinly until the desired colouring is created.

A cotton swab soaked in airbrush cleaner helps us to reproduce rain drainage marks on the roof. We paint from the middle to the outside and blur the still fresh glaze a little. Traces of fog of the black varnish contribute their part to the results.



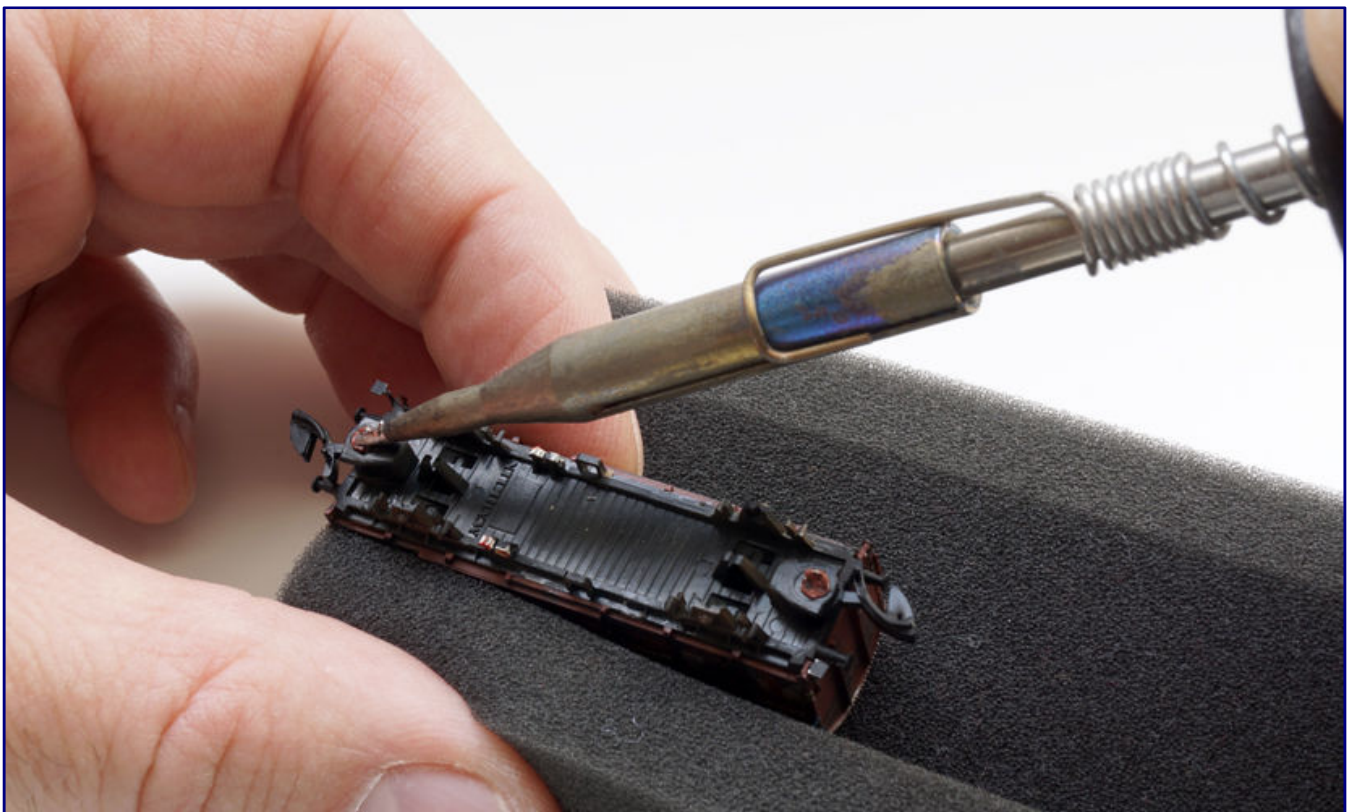
The wheel discs, which are barely visible in layout operation, can also be aged: They are inserted into a self-made polystyrene stencil and fogged several times with Vallejo's sepia glaze until the image has turned into a metal wheel covered with flash rust.

The brake reversers also receive a fine sepia coating and thus blend harmoniously into the overall picture. After cleaning the fuel tank we fill the paint container with "Basic Brown" by Vallejo (73004) from the Train Colors collection. It forms the first base coat for the brake dust adhering to the chassis. We counteract a possible monotony with some "Basic Rust" (Vallejo 73001) as a supplement.

And the work is already nearing its end. What is needed now is a uniform gloss level before the chassis and its body are reassembled with the couplers and springs from FR Freudenreich Feinwerktechnik.

"Ultra Matte Varnish" (AK 183) from AK Interactive is the method of our choice here, because we did not know of any clear lacquer that dries up matt, and at the same time doesn't tend to cast grey veils on the model. It also makes the edges of the new markings almost disappear.

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The first step in reassembly is to insert the (new) couplings, on which the black painted metal bracket is no longer noticeable (top photo). We also exchange the compression springs for those from FR Freudenreich Feinwerktechnik, because they allow softer coupling.

The housing can then be pressed back onto the chassis. If the melting points were carefully bent up at the beginning and not destroyed, they can now be pressed wide again with the soldering iron (picture below) and provide a firm new hold. We advise against fixing with superglue or the like.

While it dries, we turned to the wheel sets: Also on the dark nickel-plated Märklin specimens some colour is required. Using a self-made polystyrene template with a drilled hole (the cut out from drilling through polystyrene) in the diameter of the wheel discs, we can spray the “Sepia Shade” on them. However, the application is carried out in considerably more layers so that it appears darker.



The Vallejo Traincolors also have a suitable colour for the slightly shiny grease on the buffer plates of our matt freight wagon: “Grease & Oil” is dabbed precisely onto the ends of the impact devices using a micro brush.

The finished model in operation can be seen at the top of page 18. Ranked between a (factory) aged locomotive and also dirty, other freight wagons, our “patient” knows how to convince the viewer well.

The only thing that shines on the ends when our aged model is returned to the layout is the grease on the buffer plates. Using a micro brush, we carry a swab of “Grease & Oil” (73002) from the Vallejo traincolors to the relevant places. Finished!

Basic model:

<http://www.maerklin.de>

Used parts, adhesives and colours:

<https://www.bindulin.de>

<https://www.kuswa.de>

<http://intl-trade.eu> (Importer Badger)

<http://www.komi-miniaturen.de>

<https://www.modellbahndecals.de>

<https://www.oesling-modellbau.com>

<http://www.prehm-modellbahn.de>

<https://www.revell.de>

<https://www.tamiya.de>

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<https://www.modellbaukompass.de> (Key word: Trainini)



Anzeige

14. Modellbahn-Ausstellung

Zeller Adventsmarkt



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Zeller-Schwarze-Katz-Halle

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Convair CV-340 of KLM

Historical border crosser

After a long time we would like to take up a marginal theme of the model railway with the aviation depicted in detail, even if it is undoubtedly attractive. The Herpa delivery of a classic of the early post-war years has induced us to devote some space to it again today, especially since the miniature really deserves this name and has layout friendly dimensions.

The Convair CV-340, equipped with conventional piston engines, made its maiden flight on 5 October 1951. It and the shorter basic version CV-240 are considered to be the first short-haul aircraft in the world to be fitted with a pressurised cabin in the circular fuselage as standard.

The low-wing aircraft was developed as a 1.37 m extended version of the CV-240 according to United Air Lines' requirements. Two doors with built-in stairs were to make the aircraft independent of ground facilities and speed up passenger handling.



The Convair CV-340, christened "Pieter Brueghel," was the youngest aircraft in KLM's fleet in the first half of the 1950s at the time of its introduction, and made its contribution to quickly phasing out the older Douglas DC-3s.

Compared to the exit type, one row of seats found more space in the cabin, allowing 44 passengers to be carried in 11 rows of seats, sufficient capacity for a short-haul aircraft at that time, because flying was still a luxury. But also the wings and the quite striking vertical stabilizer, which rises at the tail, were changed.

The rudder and rear wing edge made of fibreglass-reinforced plastic were certainly among the special features of the time. The landing gear with nose wheel of this aircraft type was retractable, the piston engines worked at a fixed speed on the two three-blade variable pitch propellers.

Economically the Convair CV-340 became a success, although the jet age after the Second World War started quite fast, but at first for only long distances. After all, the American manufacturer built 246 units, of which 209 were sold to airlines.

The German Lufthansa also used four aircraft of this type between 1954 and 1968. Many "Convairliners" were technically upgraded to propeller turbines with conversion kits from their manufacturer, and ensured that the aircraft was used for a long time.



The Convair CV-340 was the first short-haul aircraft to have a pressurized cabin, but was still a classic model with piston engines, the cylinders of which worked star-shaped on the drive shafts of the two three-bladed propellers. The propellers always turned at the same speed, and the desired propulsion was set by the angle of attack of the blades, similar to the rotors of helicopters.

However, from the mid-sixties onwards, the large companies gradually had to clear the field for the Boeing 737, which also had a significantly higher capacity. In some cases, however, they had a second career in the Third World, and even in the USA, individual examples were active until 2008.

For our model discussion this time, we have selected a copy of the Dutch airline KLM, which is to receive a brief tribute to its one hundredth anniversary this year.

The "Koninklijke Luchtvaart Maatschappij" (Royal Dutch Aviation Company) was founded on 7 October 1919 and is thus the oldest airline in the world, which is still in existence today and operating under its original name.

Due to one of its two founders, KLM once had a close relationship with the former manufacturer Fokker from its own homeland. From the thirties of the last century, however, it also procured DC-3s from the American aircraft manufacturer Douglas. After the Second World War, it even shifted the focus of its fleet procurement policy to American models.

In 1948, twelve copies of the Convair CV-240 also entered the KLM inventory. In 1953, seven machines were added to the further developed CV-340 version, which finally allowed the last Douglas DC-3s to be taken out of service.

With the Convair CV-340, KLM also dared something new with her: the fuselages of her airplanes had previously been left metallic, but with this pattern she now started to paint the machines from the lower edge of the window hinge.



With the aircraft type presented today, KLM also introduced a new, much friendlier design: From the lower edge of the windows, the fuselage was now painted white instead of bare metallic aluminium. The rudder is painted in the colours of the Dutch national flag.

The large white area made the aircraft look much friendlier. If it was bordered at the bottom by a dark blue decorative line that widens towards the nose and surrounds the nose, a second one above the windows was considerably wider. On it were a white printed "The Flying Dutchman" (left side) and "De Vliegende Hollander" (right side).

The seven CV-340s were used between 1953 and 1964 in European short-haul flights. They were thus in direct competition with the Trans-Europ Express trains, whose idea also originated in the Netherlands.

With these trains, the railway administrations in the slowly reuniting states of Europe tried, as is well known, to stand up to the increasing air traffic. It is precisely this aspect that makes the Convair CV-340 from KLM a particularly interesting object for the model airport at the edge of the facility.

In 1964, KLM withdrew the prototype for the Herpa model from the KLM fleet and the company Martinair, which was also a Dutch commercial airline, acquired it. There it was converted to turboprop engines, and, thus, technically upgraded to the CV-600 standard.

Evaluation of the new product

In terms of quality, the new cast metal model seamlessly follows on from the younger predecessors of the Wings series in 1:200 scale. Due to the slightly different scale from Z gauge, the aircraft is, of course, slightly too large, although this is not really noticeable here.

So it can easily be combined on the apron with road vehicles of our correct scale, especially since historic airport vehicles are still in short supply in the Herpa range.



The labelling has been printed very precisely, which is particularly evident in the logos and fine lines in the rear area. The lacquering is also free of dust inclusions: The metallic blank underside of the fuselage even reflects the baggage carts and trailers.

Its tiny size by today's standards meets the requirements of model railroaders very well. Air traffic enthusiasts often wish to link the different modes of transport, but an airport that would otherwise be too large can only be allowed a peripheral area on the layout.

The dimensions and proportions of the familiar pattern have been correctly observed and reproduced. Herpa's quality standards today are reflected in the fineness of the details in the area of engines, propellers and chassis. Again such features are applied that cannot be integrated into the casting of the fuselage and wings. This can be seen here on the two contemporary antennas on top of the fuselage.

The Convair CV-340 was announced by KLM (Art.-No. 559393) with the registration PH-TGD and the christened name "Pieter Brueghel" after the famous Renaissance painter already for November / December 2018. So it now has appeared with a delay of about ten months, but what lasts for a long time will be good.

Die wichtigsten Daten und Maße zur Convair CV-340:

	<u>Prototype</u>	<u>1:200</u>	<u>1:220</u>	<u>Model</u>
Length	24,13 m	120,7 mm	109,7 mm	123,6 mm
Wing span	32,12 m	160,6 mm	146,0 mm	159,8 mm
Height	8,58 m	42,9 mm	39,0 mm	43,4 mm
Take-off weight	21.320 kg	---	134 g	
Cruising speed	457 km/h			
Engines	2 x Pratt & Whitney R-2800 CB16			
Propeller	Three-blade variable pitch propeller (fixed speed)			
First flight	5 October 1951			

It now also impresses with a clean paint finish without inclusions, which is particularly good for the shiny metallic underside.

Position lights, logos and labelling as well as the square cabin windows or windscreen wipers have been elaborately highlighted using the pad printing process, as is customary with this manufacturer.

The early fifties were characterised by the rather small lettering "KLM," which could be found above the rear door (left side) and slightly larger on both sides next to the front door. Much more striking were the long lettering in majuscules above the window hinge, which had already been mentioned in the original part.



Due to its small size, the Convair CV-340 is ideal for designing a manageable airport section at the edge of a4 layout. One conceivable option would be a piece of runway that would be undercut by a railway line. On such a runway, our model follows a pilot vehicle (Tempo Matador "crumple face") to its parking position.

Even the old company logo with a crown is hardly noticeable from a small distance, while the colours of the national flag on the rudder cannot be overlooked. By the way, the crown emblem was missing from the graphic representation at the time of the announcement.

What remains to be clarified is how the low-wing aircraft with the tail sloping down under the rudder can best be positioned? Since the prototype had integrated stairs, it might seem overloaded with prototype passenger stairs.

It is certainly more enjoyable to wait on the runway for the release of air traffic control while trains are passing under it through the tunnel, or when following a pilot vehicle ("follow me") over the apron to its parking position.



With successful proportions, fine engravings and attached parts such as chassis or antennas, the Herpa model offers a good basis for integration into a Z-gauge environment. This scene has also been supplemented with well-known 1:220 scale accessory materials, without causing any problems.

Naturally, it is also conceivable that, suspended from invisible nylon threads, it floats above the layout shortly after lift-off. The extended chassis of the fine model fits perfectly to this. In any case, a decision should not be put off for a long time, because the historic aircraft is already sold out at some dealers.

Webpages of the model manufacturer:
<https://www.herpa.de>

Queen of the rails in the spotlight

A catwalk for beauties

Especially in recent years, many beautiful and very well done Z scale models have hit the market. This poses the challenge of putting these models in the spotlight and creating an appropriate setting for them which would stand out even at fairs and exhibitions. In the context of our “layout diversity” focus theme this year, Dirk Kuhlmann tackles the planning and detailing aspects of building a worthy stage for your models.

By Dirk Kuhlmann. Before explaining the slightly strange title of this article, let me thank our readers for the many positive reactions we have received since the first part of our series on layout planning was published in the June edition. The presentation of track plans with a twist seems to come at the right time.

In our second instalment we literally head north to the city of Norden by the German northwestern coast of East Frisia and its offshore pier “Norddeich Mole”. This is an area where I often spend my holidays, and when there, a visit of this terminus is a must. It is the perfect place to spot all types of passenger trains, with the exception of ICEs.



When our editor was visiting Norddeich Mole with his father in August 1974, the two of them perhaps also spotted train E 2730 pulled by 012 061-8, which is waiting for its departure on August 11 of that year. During the holiday season, the parking lot for the ferries to the islands of Norderney and Juist was always well filled, a possible scenic detail for a layout, especially if one would like to also create an effective stage for car models. Photo: Prof. Dr. Willi Hager, Eisenbahnstiftung

I had been reflecting for a long time about the feasible dimensions of a layout which would make for a reasonable representation of this scenery in Z scale, preferably in an era IV setting. Choosing this era would allow for the prototypical operation of class 012, 042, 043, 044 and 050 steam locomotives (which ran until approx. May 1975) and “old red” class 212, 216, 220 and 221 diesel engines.

Together with my father, I visited Norddeich Mole in August 1974 solely for the following reason: to be able to have one more close look at the class 01¹⁰ oil steamers in their last summer of operation.



On the same day, a delayed ferry connection caused a 20-minute delay in the D 730 with its Pop Art coloured coaches so popular with model railroaders. Then 012 082-4 and her train made just 100 m before being delayed again due to a signal malfunction. By the time it could move on, daylight and the opportunity for a decent photo had almost disappeared. Photo: Prof. Dr. Willi Hager, Eisenbahnstiftung



It is an amazing experience when such a "monster" slowly stops in front of the buffer. When all passengers got off the train, the locomotive had to push its train backwards into Norddeich main station, which is located on the inland side of the dike.

Left:

After the passengers got off, the locomotive pushed its train back to the Norddeich main station, which, at the time, still had separate stabling tracks to the left of the platforms. Then it uncoupled, turned, was supplied and was coupled to the other end of the train. The "Nnw" signal box and the station building were demolished a few years ago.

The steam locomotives then uncoupled, drove onto the turntable and positioned themselves on the other side of the train after taking up supplies. Once the time had come, the locomotive pushed the whole train backwards onto the pier and the passengers for the return journey could board the train.

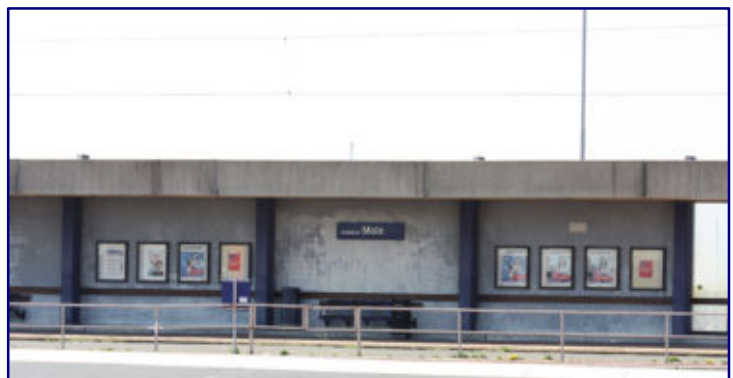


In 2009, the former platform from the historical photos to the right of the track was still there. In the meantime, however, this platform has long since gone, as has the version of the canopy that can be seen here. The shelter in this idiosyncratic form, however, can serve as a model for a credible reproduction on an era IV / V layout. The shelter is also a part of the original building.

So this is how operations could also run on the model railway layout, but please without the complications of installing a turntable or long stabling tracks. Another condition was to stay essentially within a size of 250 x 70 cm.

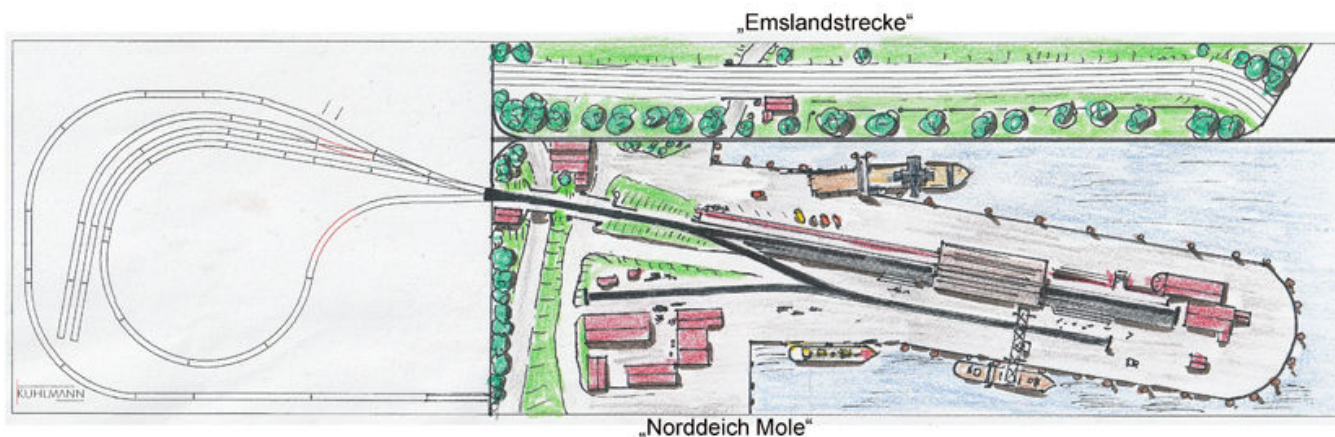
Right:

For those interested in a reproduction, we also show this front view of the platform canopy. This should help to understand the elements and proportions of the structure.

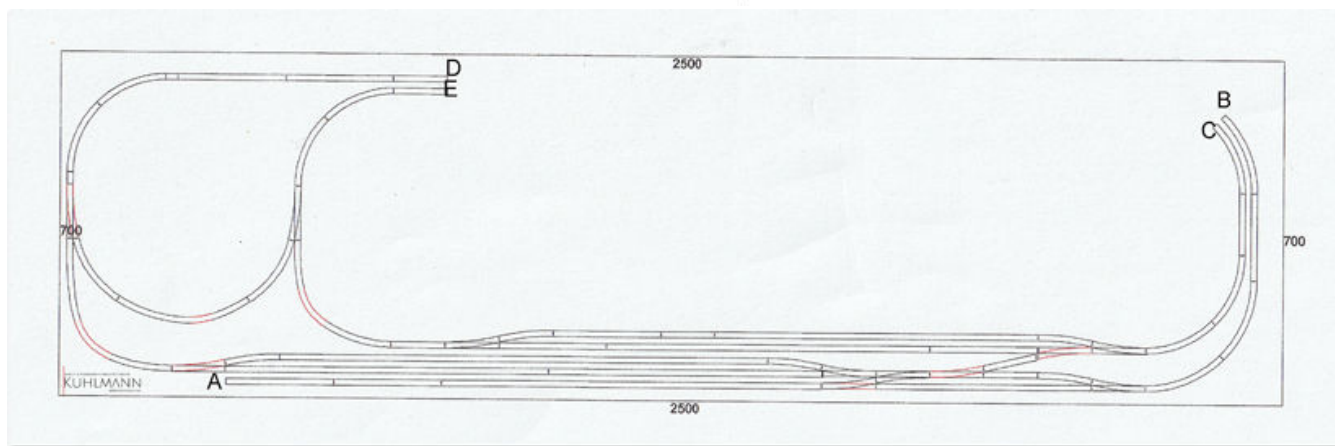
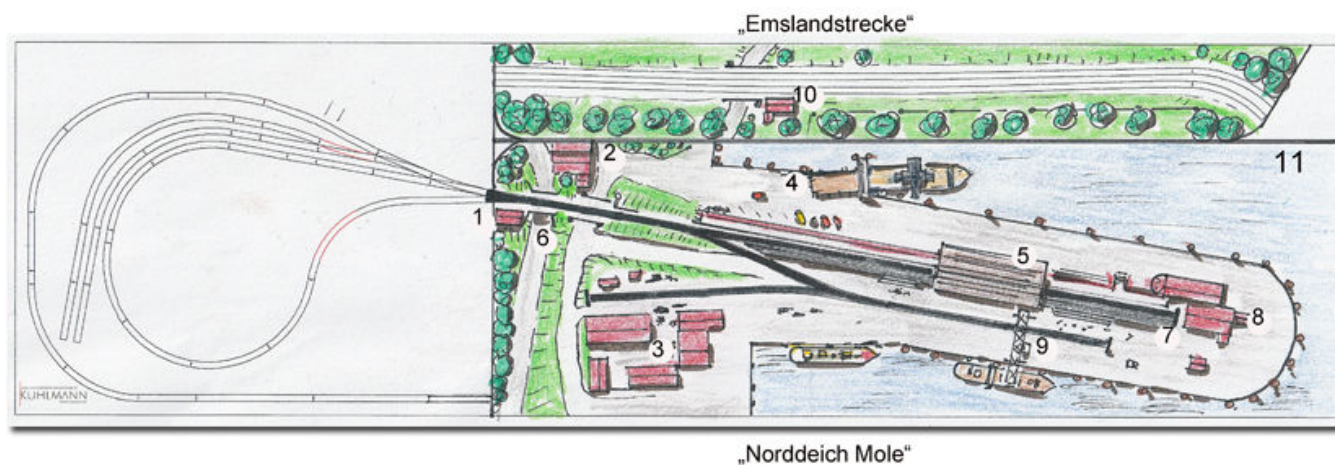


Transposing reality into to the model

The solution is quite simple: a reversing loop is sufficient to all of our requirements. To see how it works, just have a close look at the track plan below. As an addition, there is a small staging yard which can be used, for example, to stage trains with class V 100 engines or also local freight trains.



The track arrangement also allows for shunting trips on the pier, which opens the layout to a truly manual operation. On the internet there is plenty of photo material available on prototypical operations.



Track plan including upper and lower level fiddle yards and identification of structures:

- | | | | | |
|------------------------|--------------------|-----------------|----------------------|-------------------|
| 1 Signal box Norddeich | 2 Hotel | 3 Business park | 4 Car ferry terminal | 5 Platform canopy |
| 6 Underpass | 7 Shipping company | 8 Kiosk | 9 Crane | 10 Signal box |
| 11 Scenic divider | | | | |

But friends of running long trains should not miss out either. On its lower fiddle yard level, the layout therefore gets a piece of the “Emslandstrecke”, the railway line connecting the city of Rheine with the East Frisian coast. Both parts of the layout are separated by a scenic divider, of course each with its own backdrop scene to simulate as much depth as possible.

You will certainly have noticed the railway wye on the left half of the lower level. I don't want to say many words here either. Just retrace the tracks in your mind.

Ultimately, this arrangement allows you to send any train, no matter from which direction, to the pier. Or you let an automated system run different trains on the lower level only, without affecting operations on the upper level. The only connection between the two parts of the layout is a long ramp.



Norddeich is the only spa and resort on the East Frisian coast directly connected to the railway network. On 9 January 1967, i.e. one year before the introduction of a computerized train classification system, 01 1072 awaits departure in the immediate vicinity of the ferry terminals. Photo: Detlev Luckmann, Eisenbahnstiftung

Would such a layout be well received at an exhibition? You bet! This showpiece offers three different views for the audience:

1. The straight line track section of the “Emslandstrecke” can be used to showcase prototypical train formations, such as long iron ore trains, repeatedly sold by model railway manufacturers under the name “Langer Heinrich”, or various express trains. For prototypical operations, make sure to install the double tracks at a distance of 19 mm.
2. The unscaped area around the reversing loop could inspire the purist, who is only interested in seeing rolling stock in action.
3. The pier, on the other hand, is the catwalk area of the layout. Here your most beautiful models find a suitable stage for showing off their appeal. The slow speed ride of a digital model, equipped with fully detailed and moveable running gear and possibly also with sound - we refer to something like the class 012 announced already years ago by Bahls Modelleisenbahnen.



Our layout proposal is not limited to a specific era. As proof we show this double traction formation consisting of 220 064-0 and 220 081-4, waiting for departure from Nordeich Mole in April 1977, two years after the decommissioning of the class 012 steam locomotives. And soon after that, the entire Emsland line was converted to overhead lines. Photo: Joachim Claus, Eisenbahnstiftung

With all these operational and scenery possibilities assembled on one layout, model railroaders dabbling in larger scales will now probably retreat to their cave to cry and moan!

A layout like this offers pretty much everything one may wish for. And I do not want to enter into a further discussion of modelling specific railway eras. After all, everything is possible with some imagination and creative thinking.

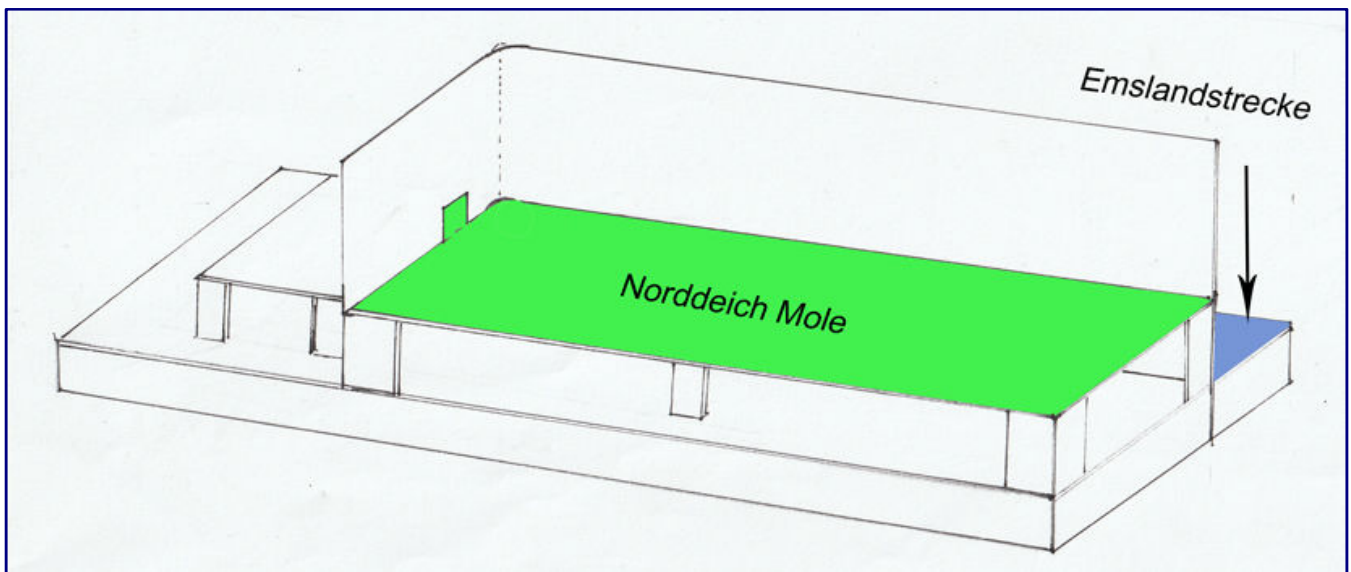
Even the installation of realistic looking overhead lines is now possible in Z scale. Finely detailed catenary poles and equipment from the companies HOS Modellbahntechnik and FR Freudenreich Feinwerktechnik invite for a trip into present times or to Scandinavia.

The basic structure - a wooden box

Below you will find a general sketch of the baseboard and its superstructure for this type of layout. This is meant to be just a visual presentation without dimensions, leaving the exact size up to your own specific needs and plans.

The inclined hobbyist still make further modifications, in particular by adding a proscenium arch or box on top of the layout to give it that modern "picture frame" look, often seen now at exhibitions.

Buildings and other structures for this type of scenery are unfortunately somewhat rare on the market. We've done a little search for you amongst relevant manufacturers and of course found something (see page 32). There is also the option to order tailor made models from specialised suppliers. And, as always, one can build things completely from scratch.



A general depiction of the baseboard and superstructure. This is only to illustrate the basic idea for this type of two level layout and we therefore refrain from giving precise dimensions.

Hence our tip: come and visit the Z-scale-weekend in Altenbeken, which takes place again from 28 to 29 March 2020. Almost all Z-scale manufacturers and specialist suppliers will present their products and be available for discussions and suggestions.



A further proof of the era-independence of our layout proposal is provided by this photograph from June 1961. Arriving from Emden, 38 3279 and its train enter Norddeich Mole station, with its passengers transferring to the ships to the nearby North Sea islands. In the background, next to the platform canopy, a portal crane can be seen. See position 9 on Dirk Kuhlmann's track plan for where he would place the crane on the layout. Photo: Quebe, Eisenbahnstiftung



Archistories 114111



Archistories/ HRT 109181



Laffont Z1401



Laffont Z1601



Lütke 73201



Lütke 73212



MBZ 16387



MBZ 16423

Photos: Manufacturer

Literature on the topic:

To those who would like to learn more about the Nordeich region we recommend the book „Nordeich - Eine Zeitreise in Bildern“ (Nordeich – an illustrated trip back in time) by Sigrun Müller.

ISBN 978-3-00-057301-9 (out of print, only second-hand).

Z-scale models of suitable ships are also very rare. Here I can recommend only two websites, which are given in the box at the end of this article.

And Peter Nolan (N Scale Ships) has said that he is active again and builds also Z-scale ships. He has become known in Germany with his shrimp cutters and ferries for the extraordinary “Kniephaven” and “Helenensiel” Z-scale layouts.



The simple but beautiful station of Norddeich is now also a thing of the past. For those embarking on this layout build it may be worth, however, to reproduce this typical East Frisian architectural style in the model.

Final remarks

As on other occasions, we do not want to express a preference for any specific brand of Z-scale tracks. Also, we think that the decision to go digital or analogue is a matter of personal preference, as much as the choice of electrical components.

Even the scenery does not have to be modelled after the German North Sea coast. Let your imagination run free, as already mentioned in connection with the possible addition of an overhead line. But one basic principle always applies: A good illumination of the layout is especially important; after all, our beauties love being in the spotlight!

Buildings and structures:

<https://www.archistories-shop.com>
<https://www.luetke-modellbahn.de>

<https://www.mbz-modellbahnzubehoer.de>
<https://www.modellbau-laffont.de>

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

Model ships:

<https://www.kartonmodellshop.de/shop/>
<https://savyboat.com>

<https://nscaleships.com>

Grenzenloser Modellbahnspaß in 1:220

**8. Internationales
Spur-Z-Weekend**



ALTENBEKEN

28. und 29. März 2020

Samstag: 10.00 - 18.00 Uhr

Sonntag: 11.00 - 17.00 Uhr

Eggelandhalle, Gardeweg 8

33184 Altenbeken



Z-Freunde International e.V., Brandenburg 6, 56856 Zell/Mosel

www.z-freunde-international.de

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.

Gedekte Güterwagen nach 1945

Unter neuem Dach in Ost und West

Mit Spannung erwartet wurde Band 1.2 aus der Güterwagen-Buchreihe der VGB. Durch die vielen neuen Informationen und Quellen, die Eingang in die Überarbeitung der zum Standardwerk aufgestiegenen Literatur fanden, ließ sich ein Aufteilen des ursprünglichen Bands zu den gedeckten Wagenbauarten nicht vermeiden. Umso neugieriger waren die Besitzer des ersten Teils, was die Geschichte dieser Wagengattung bei DB und DR an neuen Erkenntnissen bringen würde.

Stefan Carstens / Paul Scheller
Güterwagen Band 1.2
Gedekte Wagen DB + DR

Verlagsgruppe Bahn GmbH
Fürstenfeldbruck 2019

Gebundenes Buch
Format 21,8 x 29,7 cm
192 Seiten mit ca. 550 teilweise farbigen Fotos und 135 Zeichnungen

ISBN 978-3-89610-653-7
Best.-Nr. 15088145
Preis 40,00 EUR (Deutschland)

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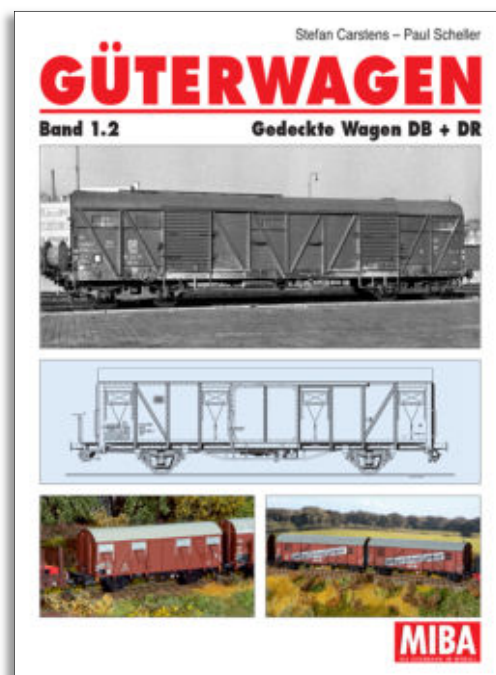
Wenn Stefan Carstens ein neues Buch auflegt, dann sind die Erwartungen groß. Nicht umsonst ist seine Güterwagen-Buchreihe zum Standardwerk dieses Themenbereiches geworden. Inzwischen hat er begonnen, seine ersten Werke zu überarbeiten und zu erweitern sowie sie strukturell an die jüngeren Bände anzupassen.

Das sorgt für Einheitlichkeit, aktuelle Daten und hoffentlich auch neues Wissen, das hier Eingang finden kann. Keine Frage war es auch beim neuen Band 1.2, der zusammen mit dem bereits vorgestellten Teil 1.1 das einteilige Ursprungswerk von 1989 ersetzt, dass die Latte sehr hoch lag.

Auf diese Höhe hat sie der Autor selbst gelegt und wir waren gespannt, ob er sich selbst schlagen kann. Bevor wir Inhalte und Struktur überfliegen und bewerten, möchten wir ergänzen, dass sich „SC“ wieder tatkräftiger Hilfe von Paul Scheller bedient hat, mit dem er seit längerem erfolgreich zusammenarbeitet.

Als Band 1 vor nun bereits 30 Jahren erschien, war von vornherein klar, dass es keine Eintagsfliege sein sollte und eine ganze Reihe geplant war, die irgendwann einmal den gesamten Güterwagenbestand der deutschen Staatsbahnen behandelt haben würde.

So war auf der Rückseite einst zu lesen: „Dieses Buch beschreibt – als erster Band eines in mehreren Fortsetzungen erscheinenden Standardwerks – die gedeckten Güterwagen in Regelbauart von der Jahrhundertwende bis zu den letzten Entwicklungen der Deutschen Bundesbahn.“



Mit dem Fokus auf die Deutsche Bundesbahn gab es eine bedeutende Lücke, von der noch niemand ahnen konnte, dass sie sich später schließen lassen würde: Nicht enthalten waren nämlich die für die Deutsche Reichsbahn der DDR gebauten oder von ihr umgebauten und modernisierten Wagen.

Nachdem Band 1.1 die Entwicklungen und Bauarten bis 1945 zum Thema hatte und uns zu begeistern wusste, soll Band 1.2 jetzt die Geschichte in Ost und West fortschreiben. Außen vor bleiben die erst von der Deutschen Bahn AG beschafften Güterwagen, denen bereits ein eigenes Buch bei der VG Bahn gewidmet ist.

So umfasst die vor einigen Monaten erschienene Buchneuheit alle gedeckten Güterwagenbauarten, die die Eisenbahnen in den Besatzungszonen und ab 1949 DB und DR beschafft haben. Behandelt werden auch alle Wagen, die hier wie dort aus Vorkriegswagen umgebaut, modernisiert oder auch rekonstruiert wurden.

Veranschaulicht werden sie mit 135 Zeichnungen und annähernd 550 Fotos. Einen wichtigen Hinweis verdient hier die Tatsache, dass der frühere Bildbestand zu einem großen Teil ausgetauscht und erweitert wurde. Das stellt einen weiteren Kaufanreiz dar, macht aber auch das alte Buch zu schade zum Wegwerfen oder Verkaufen.

Dank hervorragender Wiedergabequalität von Abbildungen und Fotografien ist auch das hier vorgestellte Buch wieder eine gelungene Vorlage für alle Modellbahner, die Umbauten oder Umgestaltungen wie auch Alterungen zu ihren Vorlieben erklärt haben.

Doch der Modellbau kommt auch im Buch selbst nicht zu kurz, denn vorgestellt werden dort auch mehr als 35 Modelle von Güterwagen der DB und DR, die namhafte Modellbauer umgebaut oder farblich nachbehandelt haben.

Einziger Kritikpunkt ist im Modellteil die kompromisslose Haltung, die der Hauptautor zu seinem Credo erhoben hat. Dort liegt nicht der Schwerpunkt auf Betriebstauglichkeit im Anlageneinsatz, sondern tadelloses und in jeder Hinsicht maßgenaues Aussehen.

Auch das ist eine spezielle Richtung und sehr interessante Ausprägung des Modellbaus, doch sollte die Toleranz gegenüber der Mehrheit der Modellbahner, unter denen Märklin-Kunden die Mehrheit stellen, insgesamt deutlicher zum Ausdruck kommen. Unser Hobby soll schließlich verbindend und nicht teilend wirken.

Wer mit anderen Ansichten gut zurechtkommt und sie würdigen kann, der wird aber auch mit diesen Abschnitten kein Problem haben und diesen Titel sicher schnell ins Herz schließen. So viele und so gute Vorbildinformationen wie auch Zeichnungen bietet derzeit kein anderes Werk auf dem Büchermarkt.

So ist auch „Güterwagen Band 1.2“ ohne Zweifel ein weiteres Standardwerk und damit kommen wir auf unsere (nicht ausdrücklich gestellte) Eingangsfrage zurück: Paul Scheller und Stefan Carstens haben es auch dieses Mal geschafft, sich selbst zu übertreffen und den Anspruch auf Informationsfülle und Wissenstiefe wie -umfang noch einmal zu erweitern.

Wir nominieren diesen Titel für die Neuerscheinungen des Jahres 2019 in der Kategorie Literatur.

Publishing pages with reference possibility:
<https://shop.vgbahn.info>

Transportergeschichte(n) mit Stern

Mercedes auf der Überholspur

Wo sich der VW-Transporter als zu klein erwies, da konnte Mercedes-Benz mit dem L 319 punkten. Das ungewöhnliche Auto mit der recht platten, wenn auch ausgerundeten Front und klarem Markengesicht wurde zum Urahn der mittleren und großen Transporter, der auch im Maßstab 1:220 eine wichtige Rolle spielt(e). Ein neues Buch setzt ihm jetzt ein würdiges Denkmal.

Andreas Gaubatz / Jan Erhartitsch
Mercedes-Benz 319
Der legendäre Mercedes-Transporter 1956-1967

Motorbuch Verlag
Stuttgart 2019

Gebundenes Buch
Format 21,0 x 28,0 cm
144 Seiten mit 180 teilweise farbigen Fotos

ISBN 978-3-613-04199-8
Titel-Nr. 04199
Preis 19,95 EUR (Deutschland)

Erhältlich direkt ab Verlag
oder im Fach- und Buchhandel

Der Mercedes-Benz 319 ist wohl nicht irgendein Transporter. Nicht ganz so populär wie der Dauerbrenner von Volkswagen, der erst kürzlich Thema in unserem Magazin war, ließ er seine direkten Konkurrenten jedoch schnell hinter sich.

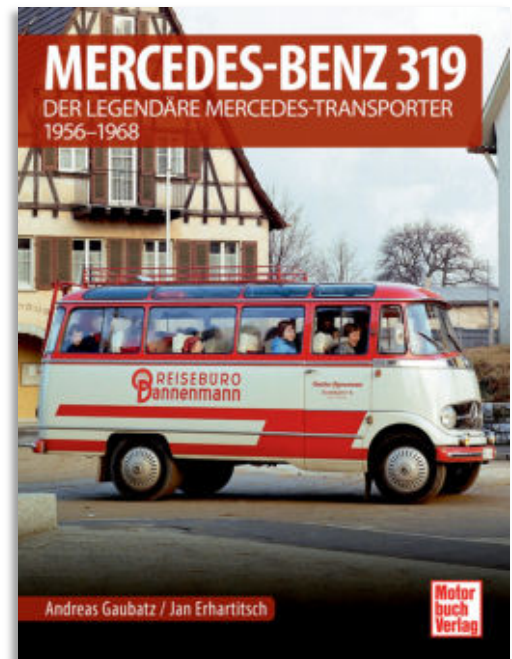
Und dies ist umso erstaunlicher, als dass dieses Fahrzeug nicht mit revolutionären Innovationen punkten konnte, die seinen Wettbewerbern um Längen voraus gewesen wären. Es war einfach seine schlichte Eleganz und Ausführung als Frontlenker, die ihn auffallen ließ und seinen hohen Praxiswert ausmachte.

So trat er quasi die Nachfolge des legendären Opel Blitz an, den Daimler-Benz auf Geheiß der Reichsführung in Kriegszeiten fertigen musste, weil er sich dem Mercedes-Pendant überlegen zeigte. Die Marke mit dem Stern wollte nach der „Stunde Null“ ein Vollsortimenter werden, denn noch schien der Markt an Nutzfahrzeugen kleiner und mittlerer Transporter sowie der schweren LKW fest aufgeteilt – jede Klasse bediente ein anderer Hersteller.

Wenn ein Unternehmen so breit investieren möchte wie der Stuttgarter Autopionier zu jener Zeit, dann sind keine allzu großen Sprünge möglich. Damit ist die Vorgeschichte des mittleren Transporters, der den ersten Baustein für die heutige Dominanz in der „Sprinter-Klasse“ legte, schon zu einem großen Teil erzählt.

Wer mehr dazu erfahren möchte und Wert auf Details, exakte Beschreibungen und einen Blick auf die konkurrierenden Marken, wie etwa Vidal & Sohn mit dem Tempo Matador („Knautschgesicht“) oder Ford mit dem Transit, legt, ist mit dem vorliegenden Buch gut beraten.

Ausdrucksvolle und auch anspruchsvolle Aufnahmen aus der Zeit dieses Fahrzeugs und heutiger Restaurierungsobjekte, auch aus dem MB-eigenen Bestand, unterstreichen die umfangreichen Textausführungen dieses Bands.



Der Autor Andreas Gaubatz, seit frühester Jugend glühender Anhänger französischer Klassiker, hat ein Herz und eine Leidenschaft für historische Fahrzeuge aller Art. Zusammen mit Jan Erhartitsch hat er eine außergewöhnliche Lektüre geschaffen, die keine wissenschaftliche Abhandlung darstellt, sondern anspruchsvolle Unterhaltungsliteratur für Gleichgesinnte sein will.

Wer alte Autos liebt, möchte schließlich Spaß am Lesen haben, wenn er sich mal in Buchform mit ihnen beschäftigt. Technikgeschichte und wichtige Konstruktionseigenschaften, aber auch Schwächen, dürfen dabei dennoch nicht zu kurz kommen.

All das weiß dieser Titel in beeindruckender Weise in sich zu vereinen. Anschaulich wird erzählt und berichtet, wie der L 319 als erster Mercedes-Transporter der Nachkriegszeit auch zur Basis für die Kleinbusse des Unternehmens wurde.

Seine robuste Bauweise mit blattgefederten Starrachsen waren keine technisch herausragenden Merkmale und ließen Fahrkomfort vermissen. Gleichzeitig gewährleisteten sie aber auch das Durchhalten unter den harten Beanspruchungen von Handel und Gewerbe. Wenig aussagekräftig blieben jedoch die nach außen nicht nachvollziehbaren Typenbezeichnungen, die keinen Rückschluss auf Nutzlast oder Motorisierung zuließen.

Dies wurde 1963 geändert, Daimler-Benz übernahm Hanomag und erhielt dadurch Familienzuwachs. Letztendlich erwies sich das als Startschuss für internationale Karrieren und Entwicklungen, die nicht vorauszusehen waren.

Zuerst in Sindelfingen und später in Düsseldorf gebaut, reisten auch Teilesätze zur Montage ins spanische Werk Vitoria und sogar nach Argentinien. Nachfolger des L 319 wurden der „Düsseldorfer Transporter“, aber auch die geschmähten MB 100 und die vielseitige Reihe des 207.

Zum großen Klassiker wurde aber erst ein anderer Nachfahre, weil er inzwischen fast das ganze Spektrum der Nutzfahrzeuge unterhalb des 7,5-Tonner-Einstiegs beim LKW abzudecken weiß: Der bis heute gebaute und schon in mehreren Generationen existierende Sprinter ist heute so alltäglich wie sein Urahn.

Im heute besprochenen Band wird der „Methusalem“ in all seinen Facetten gezeigt und gewürdigt. Auch Feuerwehrautos, kommunale Fahrzeuge und Sonderaufbauten werden hier thematisiert. Anzutreffen waren die Fahrzeuge mit verschiedenen Pritschen, Kästen und in Bus-Ausführungen bei Reiseunternehmen, Gewerbetreibenden und auf Baustellen.

Mit Blick auf Modelle für die Spur Z, die in der Vergangenheit angeboten wurden, lohnt sich das Lesen und Nutzen der Informationen. Sie helfen, einen unverzerrten Rückblick zu erhalten und die frühere Gegenwart glaubhaft dazustellen, wie sie sich oberhalb des VW-Transporters darstellte.

Und wer selbst ein Herz für nostalgische Straßenfahrzeuge hat, der wird zusätzlich noch mit den Geschichten von Wiederauferstehungen verschlissener, verrosteter und verrotteter Relikte verwöhnt, die heute als hochglanzpolierte Vorzeigeobjekte mit H-Kennzeichen zu Treffen mit Gleichgesinnten fahren.

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

25 Jahre

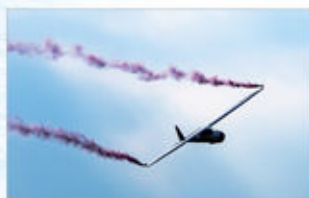
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That was Märklintage 2019 Exhibition in Göppingen

Between 13 and 15 September 2019 the time had again come: IMA, Märklintage and the Southern Germany Z-gauge Convention called the model railroaders to Göppingen. With a lot of role models at the station, big company participation and worth seeing facilities, it was again very interesting this time. And unlike what was announced two years ago, Märklin didn't have to look for a replacement for the shipyard hall. Stephan Fuchs reports for our readers.

By Stephan Fuchs. Like every two years the now 12th Märklintage in connection with the 36th International Model Railway Exhibition and a new edition of the Z Convention South Germany called to Göppingen from 13th to 15th September 2019.

Contrary to some fears and the original announcement, not only the shipyard hall, but also the Dr.-Herbert-König-Platz were available again in Stauferpark. Thus, it was once again possible to fall back on the proven venues Stauferpark, EWS-Arena, Bahnhof, Leonhard-Weiß-Areal as well as Stammwerk with the first part of the Märklineum.



The crowds were large for the Märklintage 2019 at all venues, but above all, of course, again at the vehicle show at the station.

The Märklin Museum, including the factory outlet and old treasure trove on Reutlinger Strasse, was closed in mid-2017. Since September 2018, everything has been located at the main factory, accessible from Reusch Strasse. However, the new museum, with its historical exhibition and exhibition facilities on the site now called Märklineum, has not yet been opened.

According to current plans, this second construction phase will be inaugurated in May 2020. As a small appetizer, a view of the H0 layout already in the hall was possible for the first time during Märklintage.



For the first time, visitors were able to take a look at the shell of the large layout currently under construction at Märklineum. And work on it continued before their eyes.

Free buses were again used to quickly transfer guests between the individual exhibition venues. As always, this was very well organised, even though some buses were in danger of bursting at the seams. Or in short: I felt right at home...

But it started for me already on Thursday, because I wanted to capture the special train from the Bavarian Railway Museum in Nördlingen in both moving and static pictures. Like the visit of the Märklintage, this has been a fixed date in my calendar since 2011.

The train even arrived halfway on time, which was not necessarily the case in previous years. It's always great to see and hear how the machines, some of which are more than a hundred years old, are puffing, steaming and rattling. There were again more photographers in Uhingen than at the last edition of the event, a trend that I have been noticing since 2011.

On Thursdays, most manufacturers and exhibitors set up their stands, which is why I went to the shipyard hall to see the Zetties right after my special train photo session. The western adjoining room, which was occupied several times with exhibits of our small track until 2017, was no longer available this year for the first time.



Certainly not everyone gets to see that: Before they can start, the exhibition vehicles arrive by special train. Our author was present in Uhingen and was able to photograph the train from Nördlingen in the very best weather.

And so almost all Z gauge trains now found space in the south foyer of the shipyard hall. Only Rainer Tielke with the double-decker bridge of Bullay and Heckl small series were not in the side wing, but in the shipyard hall itself. Like his work, most of the other layouts in our community were already known from other events and reports.

In the south foyer, however, many beautiful exhibits could be seen in any case, such as the four seasons layout from Trafofuchs. Birgit Foken-Brock also used it here to show off her craftsmanship to the public.

Gerhard Maurer set the mood for autumn, which is not far away, with the yellow and red colours of the vegetation on his dream loops. His most recent layout had recently received animal growth in the form of a flock of sheep, which led to more life and new scenes to explore.

Photos on the right:

Motif of the four seasons layout from Trafofuchs (above) and new scene on the "Traumschleife" by Gerhard Maurer (below).

His friend Manfred Forst presented agricultural motifs with the



“Schweineanlage”, surprised with his “Kohlenkiste”, but also with a wonderful staging of the Hunt’s large coaling plant from the Märklin program.



Cardboard model making expert Manfred Forst had perfectly staged Märklin’s Hunt’s large coal handling system for the exhibition (top photo). Jürgen Walther is waiting for the big onslaught behind his “Hirschsprung” layout, which has since received many more trees (photo below).

By the way, the word “box” should be taken literally here, because Manfred likes to build closed eye-boxes that are limited to the bare essentials. I am fascinated by these dioramas precisely because of their purism.

Not to be missed were the Vienna Stammtisch layouts, Karl Sinn's "Kesswil" railway station, which has since been completed, and the illuminated effect dioramas and vehicles by Z-Lights (Torsten Schubert). The layouts of the Berlin Stammtisch were not (any longer) recognizable as such.

Guests not familiar with the track gauge can be impressed again and again and especially with the Z-Car system from KK Produkca, which was awarded the **Trainini®** as the best new release of the year 2017. This worked again in Göppingen. The dwarf train by Ingo Sindermann, which runs on Z-gauge tracks and was already presented in the Köln (Cologne) report of the previous year, is more aimed at children.



Above the new tank containers (photo above) from HOS Modellbahntechnik you can also see the new overhead contact line of highest filigree, designed for the Märklin system. On "Drachenstein" a hippie bus has now arrived at Harald Hieber (photo below).

A further eye-catcher was a suitcase system with moving buses and a camera, Railex showed earlier Feinode, which are known to be sold out. It wasn't quite enough for Peter Friede, who actually wanted to demonstrate a new state of development from his wood grindery on the Lech. So the anticipation for the next exhibition remains, because in the meantime it was already going well, as he let us know.



The clun table "ZIST 1 Berlin-Brandenburg" had again united many club members' table modules with and without tracks into a large L-layout (photo above). Karl Sinn from Spur-Z-Atelier is waiting in front of his new railway station in Kesswil (photo right) for visitors to enter.

Photo on page 46:

One of the most impressive exhibits of this exhibition was certainly the outstandingly staged Neuschwanstein Castle on a scale of 1:220 by Ulrich Günther.

The Z-Customizer was also represented in the shipyard hall. Our "dirty pig of the service," Sascha Braun, showed beside his own great products, which once began with realistically reproduced graffiti smit-hies, also the still young layout "Crazy Nugget Mining".



About HOS-Modellbau was to be read only in the last issue in the messages. Heinz O. Schramm had planned the premiere of his new catenary parts, suitable for the Märklin system, but much finer etched and burnished on request, for the Spur-Z-Convention South-Germany.

He has also developed his own fastening elements for Märklin's line masts, which make it possible to dispense with the clamps on the catenary that are not prototypical. A novelty ready for exhibition were his tank containers for Märklin wagons with finely etched supporting profiles around the massive tanks.



A selection of his innovations is currently also being processed in a **Trainini®** project and will soon be shown. Because of the Black Forest theme, this leads me to Jürgen Walther's "Hirschsprung" layout, which has been further re-forested and has changed its "face" even more - simply great to view!



Jürgen Wagner's "Mittelerde" layout was also staged with videos by our journalist colleague Peter Pernsteiner.

Also there was the layout "Mittelerde" (Middle Earth) by Jürgen Wagner, which the journalist Peter Pernsteiner, himself an enthusiastic "Einser" (1er), presents with a film portrait on his Youtube channel (webpage address at the end of this article in the info box). Among the Zetties, this layout is now just as well known as the black-and-white viaduct in Raffaele Picollo's picture frame, designed after an old postcard.

Our Italian friend from Genoa had also brought along the comic book layout he had presented last year in the Land of the Rising Sun on Osaka-Z-Days. To the diorama "Drachenstein" by Harald Hieber, an almost perfectly designed layout, it can only be said that a portrait of the layout seems long overdue...

Here, the railway seems to be built into the landscape, with many facilities, rather the other way round. This showpiece is also spiced with humour in many places, but above all an illuminated hippie bus now seems to attract attention. If a few suitable figures are added soon, they will certainly make you smile.

Idyllic photo motifs, for dreaming and because of the realistic effect also amazement, were offered by "Schloss Neuschwanstein" by Ulrich Günther, who also had a "used exhibition module" in his luggage. Those who, as Zetties, indulge in a passion for collecting, could once again not get past the special wagons. There were three different ones on offer again: an old MHI tank car with historic Märklin lettering



(Art. No. 86117), a heat protection car according to G-10 drawings for the event with 160-year motifs (80922) and roof printing, and a red, dust silo car (86666) as a souvenir of the Z gauge convention.

Good mood

What I noticed right away and this impression remained throughout my entire presence: 2017 was



Three special Z-gauge cars were available at the Märklintage: Old tank car with historical lettering for the MHI (Art.-No. 86117; picture top left), 160-year special car with roof printing (80922; picture left) and a dust silo car for the Z gauge convention (86666; picture right). Photos: Jürgen Faulhaber

somehow a strange mood during the Märklin days. I couldn't really grasp it then, but others had the same impression. Fortunately, in 2019 there were no further such signs - on the contrary! It was just a good meeting.



No matter whether at the cash desks, in front of the factory or during the inspection of the assembly line: long queues were already forming everywhere on Friday. The visitors had to bring a lot of patience with them.

register is simply not sufficient for the car sale. The fact itself that there was such a strong demand at all, however, I consider a very good sign. I think it's a pity that the heavy class 44 freight steam locomotive still has a somewhat loveless existence in the inner courtyard and has to wait for a new paint job.

Friday was the first day with and for the audience. There were lines of equal length before the ticket sale. It was no different at the main factory, where many people stood in line for a tour of the factory. I hadn't expected that on the Friday.

For me this meant thirty minutes of waiting, later it was even more for the masses at the gates. Also in the factory itself it was already very crowded around 11:00 o'clock, and it was hard to get through.

And who wanted to acquire there the special car, had to plan further 45 minutes waiting time. Therefore some criticism seems to be appropriate here: A single cash



In front of the EWS-Arena the narrow gauge Meyer steam locomotive 99 1594-3 made a lot of steam.

Little time was spent on the Ilm track, i.e. the garden railway. What was impressive about the EWS-Arena with its various LGB participations, however, was at least, because it was visible from afar, the steaming Type Meyer steam locomotive 99 1594-3, which was placed on a rail joint in front of it and was once placed on the 750 mm track as a Saxon IV k.

At the station I was able to admire a real "crocodile" for the first time, that was very impressive. This Swiss museum locomotive does not have a German train protection system and is, therefore, not approved for operation on German tracks.

Without further ado the former Austrian E 94 088 of the Elektrische Zugförderung Württemberg GmbH was used to bring the unequal sister to Göppingen. The journeys in the driver's cab of the German

counterpart were very popular, without a break, the trains departed almost every minute.



Of course, Märklin's "heraldic animal" could not be missing for the anniversary: From Switzerland, the Ce 6/8II arrived in Göppingen in 14305, which was only recently implemented in various scales.

A special highlight was then on Saturday the appearance of the E 03 001. I came earlier still into the benefit to drive in the tow of a 103 in the Intercity. I had never seen a pre-series locomotive E 03 in the

original. Accordingly, the photos turned out to be more of a snapshot, because I hadn't expected the "lady". This is simply a great locomotive!

At the Leonhard-Weiss-Areal on Saturday the 75 1118 was standing, because there was a defective brake line and could be welded there again. The locomotive including the shuttle train had to be towed by the Bavarian Railway Museum on the route between Plochingen and Göppingen by the V 100.

The special train over the Geislinger Steige and back with the S 3/6 3673 and 44 2546-8 from the Bavarian Railway Museum passed here with a strong plume of smoke, but there were so many photographers on site that it was a matter of luck to photograph only the train without arms or hands of third parties in the picture and above all not blurred. The impression on the stairs in Göppingen station was almost even better and more moving.

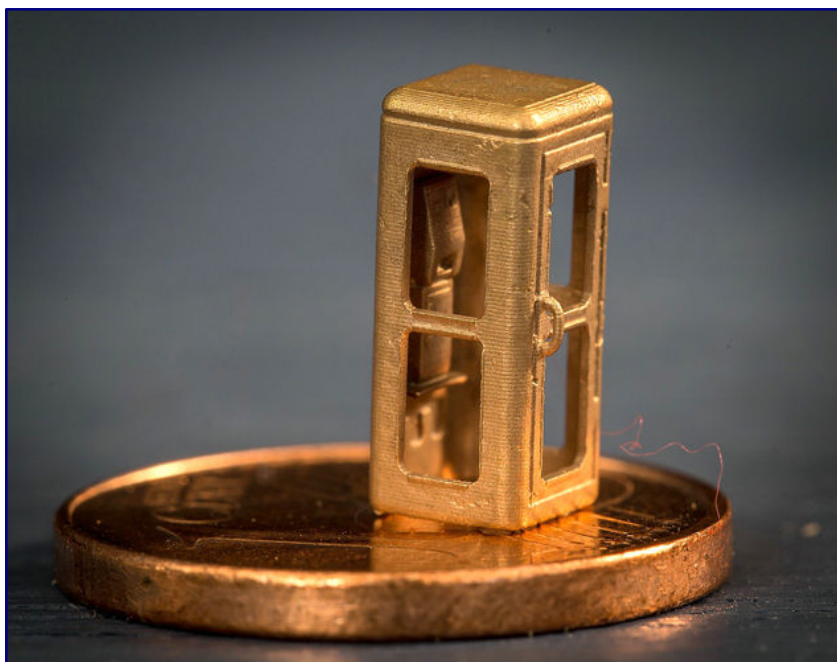


The special train over the Geislinger Steige with S 3/6 3673 and 44 2546-8 (as a push locomotive at the end of the train) from the BEM Nördlingen was also closely surrounded. This was not only true for the platform, but also for the stairs, on which every centimetre was occupied.

Back in Stauferpark I was then able to search for new products for our gauge. At Märklin there were various bronze models to see as an innovation. The original models for lost forms are created from 3D prints, which are then filled with bronze.

An example of this was a telephone box in various scales. I captured the last design of the telecommunications division of the former Deutsche Bundespost at the casting boom in Z scale, of course. The only thing missing from this model is the telephone receiver inside the cell. This could not be easily produced in such a small scale, but only in the larger ones.

In the second tent on the Stauferpark in front of the shipyard hall, private installations of various nominal sizes were again exhibited, including a Belgian Z gauge layout by Toon Versnick. Unfortunately, taking



A demonstration of the skills: Märklin demonstrated the possibilities of brass fine casting using 3D printing and lost moulds using a telephone booth for Z gauge, as an example.

pictures there was almost impossible, because the heavily swaying wooden floor ruined almost every photo. However, I managed to take a few photos.

If you wish have a fuller impression, you will soon be able to see this layout up close. Toon is planning to take part in the Z scale weekend in Altenbeken 2020. And in all probability, this should work out.

Furthermore, a 40 year old shop window system of the Z gauge could be discovered in tent 1, but more of our scale was not present there.

However, the Association of Swiss Digital Model Railroaders (VSDM), which visited one of its installations abroad for the first time and had already sought contact with our magazine, certainly deserves a brief note.



This layout comes from Belgium and was demonstrated by Toon Versnick. It captivates by a "green hand" and many self-built details like the arms of the catenary masts or the finely detailed catenary system.

Interesting for the Insider Club Belgium is the special approach of having identical H0 systems built in the track diagram and then programming a digital operation for them. This program, I was told, takes place

because there are few model railway exhibitions and events in Belgium. In order to keep the Insider Club interesting for the public, this program was begun.

At such a meeting, like the one in Göppingen recently, the discussions among each other are of course very important. This time I also remembered the audience, some of whom were very knowledgeable. So I can look back on a great event with many impressions and look forward to the next time. See you then 2021!



That's it for 2019! We will continue with the next edition of Märklinage, the International Model Railway Exhibition in Göppingen, as well as the Spur-Z-Convention South Germany, in two years.

PS: Crocodiles have to go back into the enclosure. That was the case on Monday, which I was able to record. And with this picture I say goodbye for today!

All photos (when not marked otherwise): Stephan Fuchs

Exhibitors mentioned in the text:

<http://www.forstberg.de>
<http://gerhardingen.de>
<http://www.heckl-kleinserien.de>

<http://www.hos-modellbahntechnik.de>
<https://www.maerklin.de>
<https://www.picollo.it>

<http://www.rainer-tielke-modellbau.com>
<http://www.spur-z-atelier.de>
<http://www.trafofuchs.de>

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

<http://www.z-lights.de>
<https://1z220.de>

Videobeitrag zur Anlage „Mittelerde“:

<https://youtu.be/6ansJmg8GRw>

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.

Here, joy reigns over the portrait of his diorama:

Thank you very much for the great article you have written about my diorama. Great photos which you have also added and the picture descriptions are just great. Many thanks for this honor.

Keven Horat, per email

The originator of the ghost car construction report writes to us:

Cordial thank-Z for publishing my article and for all the effort you have put into correcting and completing the photos. I am very happy with the result.

If the article can be an inspiration for one or the other Zettie to take the challenge of reconstruction, that would be very nice.

Greetings to your whole team with great compliments and thanks for the wonderful work, which is shown again and again in every edition of your great magazine!

Thomas Heß, per email

This reader writes about the model of the 86 457:

Many thanks for another great Trainini magazine! Every time I am excited about the many, yes loving and certainly with passion published edition of Trainini!

Here and now I would like to make a brief comment about what disappointed me a little when I read it: This is the article about the BR 64 and the BR 86.

I noticed the following with the description of the BR 64 and 86: In the DB model, the 86 457 is steaming up; in the Z model, it received further exemplary details under the capable hands of Michael B. as a Märklin model; plus the number of its big sister, 86 547. But that's not right, is it?

I mean, there were no two different BR 86 models with the end number 547 at the DB. Not for that reason alone, because they are two different types: the "big" DB BR 86 547 with its shortened feed water boilers is a - later - series 86; while the model of the BR 86 in Z is from Märklin from the early series, with the long feed water boxes and the round "control lids"!

The "model converters" of the Märklin-86, which was correctly reproduced from the early series, would have found it easy to change the feed water boxes, wouldn't they? Sand down, saw off, fill again, finished.



It would have been consistent with the model locomotive of the DB and thus become a prototype model. An unused chance...

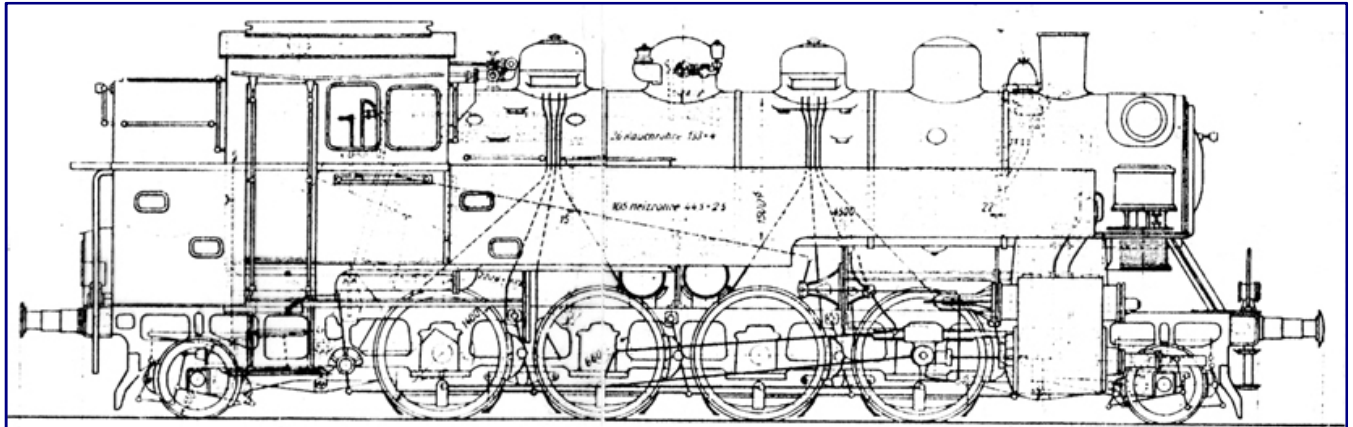
Rainer Spohr, Berlin

Answer from the editors: In order to make this letter comprehensible for all readers, we would first like to explain that the article deals only with the 86 457 in both the prototype and the model. Company number 547 can therefore only be a transposed number, which is irrelevant for the further explanations.

Our reader refers to a design change to the 86 series, which was carried out in 1941 with the company number 378. The water boxes were then shortened and further cut out in sections. On the model, taking this feature into account would have meant shortening Märklin's castings by about 1 mm. We considered and still consider this to be an unnecessary effort, especially in comparison to the number plate on the smoke chamber door, which is too low.

For the work on this model we and afterwards Michael Bahls only had a very tight time window for the chassis, because the locomotive had to be finished on time for an article in a professional magazine. Otherwise, our activities might have included another feature with which the locomotives from 86 252 (year of construction 1936) were equipped. Starting with this model, the water boxes were no longer riveted but welded. Since Märklin reproduced the rows of rivets very finely, sanding and varnishing work would have drawn much more notice here.

Of course, we take the letter to the editor as an incentive to raise the bar every now and then. At the same time we also want to ensure that the majority of model railroaders can and will find themselves in our articles. Therefore, not everything that is possible will be implemented. As editors, we also ask for your understanding.



This drawing shows the original version of the class 86 at the German Empire Railroad Company (with double compound air pump), which still carries long water boxes without cut-outs, as they can also be seen in the Märklin model. The museum steam locomotive 86 457 belongs to a later series in which the water boxes in the model would have to be almost 1 mm shorter. Drawing: German Empire Railroad Company, Archive **Trainini®**

Priceworthy Noch trees available:

In our trade fair edition 2/2019, we had also pointed out the new Noch tree packs, which can be used to afforest large areas at very reasonable prices. Of the 16 announced packs, seven have now been delivered, in which the Z-gauge versions can be found:

Deciduous trees, 8 pieces, 10 – 14 cm (article number 24600),
Deciduous trees, 16 pieces, 10 – 14 cm (24601),
Mixed forest, 4 deciduous trees+ 4 firs, 10 – 14 cm (24620),
Mixed forest, 8 deciduous trees+ 8 firs, 4 – 10 cm (24623),
Firs, 16 pieces, 10 – 14 cm (24641),
Firs, 16 pieces, 4 – 10 cm (24643) und
Snow-covered firs, 16 pieces, 4 – 10 cm.

The blanks of these standard trees are turned by hand, then cut into shape, colour-designed and flocked with a specially developed material. Each specimen has a root foot.

ZettZeit takes a time out:

Jens Wimmel starts on a one-year journey across the American continent. Many readers noticed already for a long time that his earlier well maintained site (<http://www.zettzeit.ch>) had not been updated for a long time.

Now he has announced to archive the pages and to take them off the net. Whether and how it will go on, he wants to decide and announce only after his return. We are sure and confident that even the long journey through America will not cure him of the "railway bacillus."

Therefore we are looking forward to a new start and look forward to seeing what impressions will shape and influence his hobby in the future!

With Full Throttle it continues:

WDW Full Throttle has delivered new models and resumed distribution. In September, a bright red 34-foot wooden refrigerated car with yellow sidewalls of the Grand Trunk Pacific was delivered, which is offered in a double pack (Art.-No. FT/B-9021-1).



Photo: WDW Full Throttle

New figures at C-M-K in October:

Creativ-Modellbau Klingenhöfer opens a new Eco-series, which is supposed to accommodate customers in terms of price. The articles of this series are simply painted and can be offered cheaper due to the previous similar items.

zettzeit macht Auszeit



Wie schon vor längerer Zeit angekündigt, verabschiede ich mich Ende Oktober 2019 für ein Jahr von Europa und bereise mit meiner Partnerin Süd-, Mittel- und Nordamerika mit dem eigenen Camper. Die Vorbereitungen für diese Reise und die Auszeit, das Anpassen des Wohnmobils, das Erlernen und Erfahren des rollenden Heims und das Eintauchen in die Camper-Community beanspruchten den Grossteil meiner Freizeit. Für das Spur Z-Hobby blieb oft keine Zeit und meine persönliche Z-Zeit beschränkte sich auf wenige Stunden.

1999 hatte mich der Z-Virus in Form einer Startpackung erwischt und was danach passiert ist, dürfte bekannt sein. Seit dieser Zeit habe ich unzählige tolle Erlebnisse gehabt, wunderbare Menschen kennengelernt, Freunde gewonnen, mit viel Freude Messen und legendäre Z-Treffen besucht. Ja, die Spur Z hat einen ganzen Lebensabschnitt mitgeprägt. Ich denke gerne an diese Jahre zurück und die Leidenschaft für die kleinen Modelle besteht auch weiterhin.

zettzeit.ch bzw. die Vorgängerseite ist inzwischen seit über 19 Jahren online. Dass der Webauftakt Faszination, Inspiration, Ansporn und Unterstützung verbreitet, das war mein Ziel. Erreicht habe ich es wohl, unglaublich viele positive Rückmeldungen in all den Jahren zeigten dies. Was die Welt aber nicht braucht, ist eine ungepflegte, vor sich hin dümpelnde Webseite, die sich nicht weiterentwickelt. Ich habe mich daher entschlossen, den zum 23.10.2019 auslaufenden Webhostingvertrag nicht zu verlängern. zettzeit.ch geht an diesem Tag vom Netz. Die Domain bleibt reserviert. Die Daten werden gesichert.

Was die Zukunft bringt, ob und wie es weitergeht, das ist derzeit nicht zu beantworten. Somit bleibt mir am Schluss, euch zu danken für diese grossartige Zeit, es war mir eine Freude und eine Ehre!

Gerne dürft ihr die Reiseabenteuer auf vanamericana.ch mitverfolgen.

Jens

For the time being we only have this farewell photo on the (already cancelled) page.
Originator: Jens Wimmel / ZettZeit

And there are now two more double packs of the same construction type with different operating numbers available. These red-brown, reconstructed cars (FT/B-9006-1 / -2) once belonged to the stock of the Canadian Pacific Railroad.

Products from this supplier are distributed in Germany by Case Hobbies (<http://case-hobbies.de>), among others.

The start is made by "3 scooters simple" (ECO-VE01) in plain basic paint, which can be selected from red, green, brown, blue or yellow.



The three simple scooters (Art.-No. ECO-VE01; photo left) and the three swans with mounted feathers (ECO-WA19; photo right) open the new Eco-series at C-M-K. Photos: Klingenhöfer

The "man on motor scooter" (VE01), on the other hand, also uses this type of moped, but like the figure it is painted more elaborately and belongs to the usual program. At home is the moped rider from the fifties to the present, because his vehicle, which originated in Italy, has almost attained cult status.



The woman with cat (TK03) closes a figure gap in the Z gauge assortment. Photo: Klingenhöfer

The "woman with cat" (Art.-No. TK03), who confronts her pet with a transport box and a cuddly blanket, may also have what it takes as a model.

The black tomcat fits seamlessly into the unique animal figures of this supplier and thus enlivens every layout scene.

The "3 swans with upright feathers" (ECO-WA19) should also be a successful product. The snow-white birds require only a few operations and have therefore been included in the Eco series.

Since water scenes are very popular on installations, there is no way around adding them. Of course, nobody wants to get involved with the proud birds.

You can order new products as well as the regular catalogue programme on the pages of the website at the following website: <https://www.klingenhoefer.com>.

Märklin deliveries in October:

It is already noticeable that the Christmas business is approaching, as the number of new products delivered is on the rise, as is the number of those whose planned date is soon to come. Many customers will probably be delighted with the two Green Cargo articulated tank cars (Item No. 82532) of the Zacns type for Era VI.



Long awaited were the attractive “Green Cargo” articulated tank cars (Art. No. 82532), which Ermewa SA has discontinued in Sweden.

Many Zetties had been waiting for their release for a long time, as they still belong to the spring novelties of the year 2018. The colourful models attracted an unexpectedly great amount of attention.

Their modern role models from Ermewa SA transport kerosene to the airports in Sweden, and the models use close couplings to ensure a good appearance in trains.

Märklin does not currently have suitable locomotives in its range, but customers will find them in the NOHAB from FR Freudenreich Feinwerktechnik.

Also, the latest innovation, the class 103 (88544) high-speed locomotive, which was designed to power the latest Rheingold set, was also delayed.

The beige-purple-red series locomotive now rolls forward with a bell-shaped armature motor and warm-white LED tip lighting depending on the direction of travel.

The switchover screw for overhead operation is invisibly attached, but for the first time a model in this series also features disc inserts in the engine room. The propriety of the new engine room lighting in analogue mode could be discussed in detail: When stationary, it remains functionless, while operating it illuminates the engine room -- exactly the opposite of what we can see in prototype.



Der Frankenzucker-Staubsilowagen (86667, Bild oben) und der Aral-Kesselwagen (82324, Bild unten) bedienen die Epoche III.

At home in epoch III, on the other hand, was the dust silo car of the genus Kds 54 by Frankenzucker (86667), which was fitted with advertising addresses and was put into service at the Deutsche Bundesbahn. Its two chambers for fine bulk goods were used for transporting foodstuffs.

Longingly expected by the editorial staff was the old tank car of the BV-ARAL-AG from Bochum (82324), also employed by DB, to be classified in the same period. This grey wagon with disc wheels is only a lettering or colour variant of earlier models, but offers some variety.

For the first time, the logos of a mineral oil company have not only been printed on the boiler, but have also been reproduced as attached signs, as in the former models. We take this novelty as an opportunity to go into detail on the subject of mineral oil supply in the Wirtschaftswunderland (economic wonderland) and its reproduction in the model in the next issue.

Large calendar selection for the year 2019:

As the autumn approaches, the major publishers present their various calendar motifs for next year and vie for customers' favour. This applies to the VG Bahn or Geramond as well as to the EK-Verlag, whose programme we would like to briefly present here.

Here you will find a large selection of various theme calendars on the model and model: Steam locomotives 2020, North America 2020, Germany 2020 or Alpine railways 2020, for example, can be selected in the model area.

With Mythos Rheingold, Feldebahnen, Sauschwänzlebahn, Harzer Schmalspurbahnen or Molli there are also very special themes on offer.

The appealing calendar "Series 218" in honour of the most successful DB line diesel locomotive certainly deserves a special mention, with many colourful and highly varied motifs showing the variety of this design.



Anyone interested in other technical details should also find what they are looking for, as trams, lorries, buses and tractors have their own editions dedicated to them. The same applies to the large track 1 in the model railway area.

The other sizes can be found in "Modellbahnen 2020" (Order No. 5844 / ISBN 978-3-8446-5844-6; 11.80 EUR), which we have looked at on behalf of the listed editions. Even the title page is very inviting here. The content, which can be seen in small pictures on the publisher's pages (<https://www.ekshop.de>), also lives up to its promise.

Unfortunately, this time (for the second time in a row) it didn't bring a Z scale motif into the selection, whereby the content is mixed seasonally, according to epochs and also cross-country. That's why Zetties will certainly enjoy the thirteen calendar pages on spiral bound art paper.

If you still don't want to do without a Z-scale motif, you can take the photo calendar "Traumanlagen von Modellbahnprofis" (ISBN 978-3-95843-859-0) from Heel-Verlag. In this calendar, created in cooperation with the "Modelleisenbahner", a motif of the "Kniephaven" layout by Dirk Kuhlmann is shown in May.

Model railway manufacturers sound the alarm together:

"Vision and mission are in place; now the implementation follows, after students of the Stuttgart Media University have set the conceptual and strategic course," begins a current press release of the German Association of the Toy Industry, Model Railway Section.

The manufacturers that make up this group have apparently recognised that their true competitors are not other suppliers in the same segment, but lurk outside their own industry. They are therefore now blowing their guns together across competitive boundaries and want to promote the most beautiful hobby in the world jointly and effectively.

The formal starting signal was given by the model hobby show at the beginning of October in Leipzig, the leading trade fair in the leisure sector. With it a bundle of marketing measures starts, which reaches from the common web appearance up to the campaign with a self-satirical advertising short film and announcements.

Using the motto "Wir Modellbahner" (We Model Railroaders) (at <http://www.wirmodellbahner.de>) and a six-figure campaign budget, a seasoned "biker" will initially be campaigning for model railroading from the beginning of October in order to bring it back to families, children, people in their prime, baby boomers and all other friends of this hobby, with wit and humour.

It is commendable that not only advertisements in paper magazines are used, but also modern and social media. Unfortunately, the public's own demands and perception differ widely, and not only are the manufacturers allowed, but the followers should take an active stand against this.

After all, we model railroaders are also often portrayed in the daily press as cranky, old-timed crackpots. How creative and technically as well as electronically demanding this hobby is, and what challenges it poses are often overlooked or deliberately ignored.

Therefore we would like to actively promote the International Model Railway Day in the week of December 2, 2019. Talk to like-minded people and use it to show publicly and as broadly as possible that model railways are by no means dead or dusty!

Z gauge at Faszination Modellbau:

There are only a few days left before the fascination of model building opens its doors at the Friedrichshafen Exhibition Centre. Just in time we can now announce which exhibitors and exhibits will be represented at the exhibition area organized by Z-Freunde International:

Module "Traumschleife" (Gerhard Maurer)
Hunt'sche Großbekohlung und Auto-Schaukästen (Manfred Forst)
Layout "Heinzenberg" (Jürgen Tuschick) - Premiere –
"Moselbridge Bullay" (Rainer Tielke)
Cuba-Anlage (Sascha Braun)
"Wood grindery on the Lech" (Peter Friede) - extension of a new module -
"Bahnhof Kesswil" (Karl Sinn)
"Drachenstein" (Harald Hieber)
Light effect dioramas and soldering demonstrations (Torsten Schubert)
Z-Car-System (Oliver Kessler)
Railex (Roland Kimmich)



This gives you the opportunity to take a personal look at well-known and appreciated exhibits in the border triangle, to profit from the knowledge of well-known model railroaders and to discover new things.

A discount of 3 Euro on the admission price granted by the organizer to our readers is intended to increase the incentive for a visit. If you print out the discount corner of our advertisement and present it at the box office, you will be charged the reduced admission price of 12 instead of 15 Euros.



The two-axle chassis with MAN cabin of the F8 (Art.-No. XD033_Z) opens up various self-construction options. Photo: EtchIT

Vehicle substructure for individualists at EtchIT:

New at EtchIT Modellbau (<http://www.etchit.de>) is a truck cabin of the MAN F8 in medium length design with two-axle chassis (Art.-No. XD033_Z) for own truck trailers. Zetties who are eager to rebuild might have waited for this conversion, especially since they promise creative solutions and variants for the Z-Car system as well, if it is combined with their chassis.

Challenges for Velmo:

How often have we talked to Claudius Veit on the phone and asked about new decoder solutions? It will hardly be possible to reconstruct it, although every single conversation was interesting and informative. No question about it, the heart of this digital specialist beats for the model railway and for making full use of its technical possibilities.

Märklin's new bell armature motors often caused headaches at Velmo (<https://velmo.de>). In the future they will require split circuit boards, but also safe and reliable electrical connections like all previous decoders.

A decisive criterion here is always a light and customer-friendly installation solution; economically sensible batch sizes are indispensable. And so it took a long development period and extensive practical testing to be able to present the new product presented here today ready for series production.

Velmo has now also found a digital solution for Märklin's still young E 41. It offers the well-known functions and accepts the protocols DCC and SX. The decoder with the designation "VELMO LDS18061" for this model is for the first time not available as a kit or individual part.

This cannot be done because of its challenges due to flexible conductor paths and a not quite so simple assembly, including installation. This is done by the sales partner 1zu220-Shop (<https://www.1zu220-shop.de>).

Only if the installation risk is assumed can it be purchased separately. In any case, we advise you to do your research adequately, well in advance of your order, so as not to risk any failure, here.

Ongoing AZL deliveries at the beginning of autumn:

At the most important US manufacturer for gauge Z, this month's trend continues seamlessly with the light passenger coaches. They are now available in grey designs from Pullman and Union Pacific (Overland), with two-colour and single coat finishes.

The following models are available in two shades of grey interrupted by white decorative lines: 4-4-2- (Art.-No. 73002-1 to -5), 6-6-4 sleeping cars (73102-1 / -2 & 73144-1 to -3) and a matching combined mail and luggage car (73944-1). The passenger train is complemented by three dark grey 6-6-4 sleeping cars (73101-1 to -3) whose single paint finish is kept in the same colour as the window ribbon of the aforementioned cars.

Photos of the manufacturers of the current deliveries can be found at <http://www.americanzline.com>.

Another first Artitec delivery:

The Dutch accessories specialist Artitec impresses the Z-gauge world again this month. The "bridge wagon" (Art. No. 322.028) trailer for the transport of hay and straw bales in rural areas has just been delivered.

In its usual fine and at the same time detailed design, this model surpasses all previous offers of similar shape that the Z gauge had previously offered.

Since it is also quite timeless, the vehicle can be used without hesitation from epoch III to the present. After many tractor models, we want to deal with the model in more detail in one of the next issues.



Recently delivered by Artitec was the bridge wagon (Art.-No. 322.028) for the transport of hay or straw bales.

From Amsterdam the upcoming first delivery of the "Auto-Schutters" or "Dumpers" (322.026) was also announced. You can find the manufacturer site at <http://artitec.nl>.

Sale of Saller models:

Günther Saller has announced the discontinuation of his Spur-N and Spur-Z range. We find this decision very unfortunate, because on a metal casting basis and with the help of further materials, great model displays were created with Saller models for many years, which found a home on the layouts of the Zetties.

These include the extensive range of Zf size light rail vehicles as well as a furniture transport trolley with a wooden body from times when horses were still harnessed, and car and trailer models that were manufactured on behalf of third parties.

If you still have open requests for Saller models (<https://www.saller-modelle.de>), you should hurry up and use the current sale to place an order.

View of the Trainini Photokalender 2020:

For fans of our magazine there will also be a **Trainini Fotokalender 2020** with thirteen motifs dedicated exclusively to the scale 1:220 and trying to capture all the facets of this size.

It will be made available on our website around mid-November 2019, i.e., shortly before the next issue of the magazine is published.

In order to shorten and sweeten the time until then, we are showing our readers the cover photo today.

Trainini Fotokalender 2020

Praxismagazin für Spurweite Z



And this is what Micro-Trains offers:

The Farm-to-table series at MTL now continues with car number 9 (art. no. 518 00 790). Once again, it is a brown refrigerator car with a wooden body and grey sides. Advertising for Nash Mustard appears on it.

60-foot long flat cars with high end walls are now available with two company numbers each for the BNSF (527 00 171 / -172) and CSX (527 00 181 / -182). They are loaded with replicas of steel profiles.



This is what this year's Christmas car (Art.-No. 507 00 670) from MTL looks like. Photo: Micro-Trains

Long before the Christian feast, this year's Christmas car (507 00 670) will be on sale, again decorated with a drawn motif with the company's own micro-mouse.

It is realized on a covered 50-foot standard trolley with sliding doors in red paint, which makes the model very appealing.

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

Herpa Wings innovations for the beginning 2020:

At Herpa, due to the usual long lead time, the time has already come to announce the first new products, which are to be delivered in the beginning of 2020. From the 1:200 scale aircraft models, we have again selected those for European installations that do not exceed a total length of 30 cm.

The offer of the Wings series covers several epochs, but has a more modern focal point:

KLM Cityhopper Fokker 70 – PH-KZE (Art.-Nr. 570640),
Air Baltic Airbus A220-300 – YL-CSJ “Estonia” (570657),
Königl. Niederländische Luftwaffe Lockheed Martin F-35A Lightning II – F-001 (570671),
Deutsche Luftwaffe Mikoyan MiG-29A “Fulcrum” – 29*18 (570688),
Balair / Internationales Rotes Kreuz Transall C-160 – HB-ILN (570701),
Franz. Luftwaffe Airbus A400M “Atlas” – F-RBAL (570718) und
Sukhoi T-50 (SU-57) Prototyp – 510 blue (570732).

In the Snapfit series we have to report the Airbus A321LR with the identification 4X-AGH of the Arkia Israeli Airlines (612524). Due to its great success, the “BVB Team Airbus” A320 from Eurowings (611312) will be relaunched unchanged. Snapfit models are reproduced with the chassis retracted and in a simplified form compared to the Wings collection.

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