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and Prototype

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Märklin's First Reko Steam Locomotive

The V 320 Test
The diversity of Nature

Introduction

Holger Späing
Editor-in-chief

Dear Readers,

I am writing these lines on 21 June 2023: Summer solstice and, at the same time, the calendrical beginning of summer. Tropical temperatures, which give the feeling that spring was a long time ago, have already been with us for more than a week.

Today is the longest day of the year in the northern hemisphere, with well over 16 hours of daytime. This also fits in with my feeling that I have never experienced longer days, meaning, of course, everything that counts as work.

That makes the model railway even more important, as it creates that crucial feeling of free and self-determined time. However, you are doing, make the most of your time! This can happen in the cool basement doing handicrafts or on excursions from which photos and impressions are taken home.

That is what this edition of the magazine is about. A model railway layout should not be created at random or overloaded with possibly conflicting themes. Self-limitation is often the recipe for success. And to ensure that the landscape, whether created by nature or by man, has a harmonious effect on the viewer, we have put it in the spotlight today.

In our annual focus theme “Layout Details”, we want to make everyday things conscious and specifically bring them into focus. For me to pass on my impressions to you, it was also necessary to go on excursions where I could capture my thoughts in photos.

But we are also focusing on train operation today because the last few weeks have been dominated by new series of models. Unfortunately, I would like to note this as my own impression, we have already asked for better model realisations for testing.

Certainly, the V 320 and the class 01^5 express steam locomotive are not bad, but both were delivered with serious deficiencies. And then it is also one of the duties of trade journalists to report honestly, comprehensively, and also factually.

Märklin has also reacted quickly and in one case has made improvements, in the other it has now started a recall. We hope that it will also be used to check and eliminate a defect that we have discovered.

However, a market leader does not have it easy either: he is very much in the customer focus and can only do it wrong. That is why we do not forget to praise the fact that we are always listened to in Göppingen, that we are informed and that we have already worked out many good solutions in dialogue. I say thank you, because I also see model railways as my hobby and contribution to the joy of life.

You can now look forward to a summer reading that is certainly not light fare. But it should be even more lasting, i.e., it should have an impact and not be forgotten straight away. This is rounded off, as usual, by two current reviews of works that have had an equally lasting effect on us. Enjoy!

Sin-Z-erely,

Holger Späing

Trainini® *International Edition*

German Magazine for Z Gauge

Editorial

Model

Prototype

Design

Technology

Currently no items

Literature (not translated - only in German)

News

We sincerely thank Collin and Markus Bauer and the Eisenbahnstiftung for their image support..

Date of publication of the German language version of this issue: 29 June 2023

Cover photo:
01 519 has been caught on the Hindenburgdamm in front of a special steam train to Westerland. When the locomotive and its train set off on their return journey to Hamburg, the photographer caught sight of it a short time later.

DB V 320 001 for Z gauge

The Colossus from Göppingen

Most recently, Märklin focused its skills on small gauge Z models, which one would hardly have be-lieved to come into fruition. Then came the anniversary year 2022 and V 320 001 joined the celebration as an Insider Club model. It is, after all, the largest German diesel locomotive, and, when it appeared, it was also the most powerful single-frame diesel locomotive in the world. Now she has a large-series memorial in 1:220 scale.

At the latest with the appearance of the tiny Klv 20, it seemed that Märklin wanted to test the limits of miniaturisation and motorisation in 1:220 scale anew. So, it came as a great surprise when for the 50th anniversary of the Mini-Club, of all things, the V 320 001 of the Bundesbahn (art. no. 88320) was announced as an Insider Club model 2022.

In the summer of 1964, V 320 001 is on the move with an express train. Since the "Silberlinge" cars were still high-quality material at that time, especially in comparison to old passenger coaches, they appear again and again in this type of train.

After all, when it appeared in 1962, it was the most powerful single-frame diesel locomotive in the world with 4 000 hp and remained the largest machine of this traction type ever to run on German tracks for decades. It was based at the Kempten depot, and later at the Hamm depot.

We reported on its prototype history and the Schmidt model, with which we will make some comparisons today, in **Trainini®** 6/2012. The file of this issue can be found in the licensed archives and at the German National Library. About three years after our portrait, "Wiebe 7" had to be parked due to axle bearing damage.

Interesting facts about the prototype history of the V 320 001:
A V 320 was planned as a "double V 160" (diesel locomotive with two V 160 engine layouts) in the DB type programme. However, there was never a development and construction order from the DB in view of the rapidly advancing electrification.

So, Krauss-Maffei with the V 300 and Henschel with its V 320 sent their own designs into the race to win orders. While the DB took over the V 300, in the case of the V 320 there was only a longer-term lease with subsequent return to the manufacturer.

The machine proved itself well and was reliable. On some lines in the south of Germany, the class 218 had to be used in double traction; the V 320 would have been more economical on its own.

It had a power output of 4 000 hp (correction of our report from June 2012), which is also indicated by the manufacturer's designation DH 4000.

It was the first Bundesbahn locomotive to have disc brakes at the factory and the only DB diesel locomotive to also have a magnetic rail brake, which enabled it to reach a maximum permissible speed of 160 km/h.

It was and remained a superlative locomotive, and, therefore, enjoyed a lot of attention and popularity, and, thus, also earned its role as a model of choice for model railway enthusiasts of all sizes.

It remains to be seen whether Märklin's model will have an equally long service history - 53 years, after all. Today the model is still dewy-eyed and has to stand up to our test.

It should be briefly mentioned that in the meantime the Wiebe version has also been delivered as part of a construction train package (81320): The exclusive advantage for Club members therefore only lasted a few weeks.

As early as April 2022, a still unpainted model made of series parts could be seen in Altenbeken, which was very impressive and raised hopes that it could be delivered soon.

But this was delayed and Märklin made it clear to our editorial team that the final quality control had revealed required rework. In May of this year, however, the time had finally come.

The first impression

Taken out of the box and “driven off” with the eyes, the new model immediately makes a good impression. Nothing spontaneously points to weaknesses, but we will find these, too. The proportions of the locomotive are correct, which is also impressively confirmed by the dimensions table.

Anything that does not correspond exactly to the converted prototype dimensions can undoubtedly be interpreted as a measurement tolerance. Only the slight height deviation matches the high-legged impression of the reduction.

The first impression given by V 320 001 (Art. No. 88320) is excellent: the locomotive looks coherent in its proportions and well detailed.

The wheels have turned out to be 0.2 mm too large, which increases the operational safety in the turnout area, but could not be detected by eye. Consequently, we do not consider this to be a defect, and they do not provide an explanation for the described impression.

Very noticeable on the model is a buffer beam that is clearly too high as soon as it is coupled with a wagon: The lower edge of the locomotive is roughly where that of the wagon ends. This is a mistake that we cannot explain and that has a very disturbing effect on the viewer. The impression that the entire locomotive housing sits too high on the chassis is also confirmed here.

In the side view, the locomotive reveals its long leggedness at first glance through the large gap between the upper end of the bogies and the locomotive frame. This is also underlined by the shining copper of the wheel sliders.

This is a pity, because the overall proportions have been reproduced very accurately and a real strength of this model is the successful printing. All the features of the prototype can be found and have been very attractively emphasised: Nothing seems to have been left out and nothing has been overly emphasised to stand out.

This also becomes very clear in comparison to the small series model by Schmidt: for us it was always a good and very accurate reproduction of the prototype. Nevertheless, in direct comparison it becomes clear how much time has passed since its appearance.

Some printing had to be done much sharper there and always looked believable. Now there is an opportunity for comparison and the same details seem almost obtrusive on the older model. This also becomes clear in the area of the cooling fans: Where only the cover grille was visible on Schmidt, we can also clearly see the rotor blades of the fans on Märklin.

We also notice differences in the area of the bogies. Both models have taken into account the different wheelbases, but show different details. Comparisons with prototype photos clearly speak for Märklin here – this is also a plus point that we honour. If you look closely here, you will discover fine with many details, including the Indusi locomotive magnet, which partially covers the magnetic rail brake.

What also suits V 320 001 in 1:220 scale very well are the separately applied, shiny chrome handle bars on the driver's cab ascents and on the locomotive fronts. We already know this from the E 41, which was also issued for Insider Club members, but we certainly don't want to simply declare it standard and take it for granted.

The separately attached grab rails around the driver's cab contribute positively to the overall impression. Inside we also find a plastic reproduction of the interior, which unfortunately can neither be seen nor photographed through the windows. As an example, for successful engravings, we mention the roof ventilators, in which even the rotor blades are visible under the cover.

This miniature also has inner values: The interior of the driver's cab, which we found, was not announced. It also follows the newer club models and we like it. However, it has been sprayed dark grey instead of light grey and can therefore neither be seen from the outside nor photographed without disassembly. Unfortunately, the effect is ineffective**.**

We took a close look at the engine room equipment and lighting, which were named as product features. As with all previous models, Märklin did not reproduce the engine equipment plastically, thus sacrificing weight in the area of the running gear block, but chose a black outline drawing on a light grey carrier.

We find this acceptable, but it would be much more effective in the form of a photo print. Unfortunately, the engine room lighting is rather amateurish because it does not include the engine room at all: The side windows remain dark.

The side windows remain dark. Light-emitting diodes on the main circuit board only illuminate the two overhead, skylight windows, with which the prototype locomotive was equipped, because only one side window per locomotive side would not have illuminated the interior nearly enough.

The solution chosen by Märklin, therefore, seems to us to be far from the prototype and implausible. We would like to compare it with the interior lighting of the Hamburg type express railcar: Half of the train remains dark, the other half receives light. How can this be explained on the basis of the prototype?

The chosen form of the “engine room lighting” seems senseless and stays away of the prototype: while bright light shines from the two skylight windows above the entrance doors, it remains dark in the central window on both sides of the engine room.

Product recall by Märklin:
On Wednesday, 14 June 2023, Märklin announced a product recall for both variants of the V 320 (Item Nos. 88320 & 81320) delivered to date.

Due to a possibly defective component, excessive heat can develop in the locomotive electronics, which can lead to consequential damage. Therefore, the models should not be put into operation and should be sent to the Märklin repair service for repair.

According to our research, burnt-out components will cause damage to the housing (and a fire hazard that cannot be ruled out) have so far only been found while using the Märklin Electronic08 power supply.

The recall no longer had any influence on our test because it had already been completed. We do not expect any significant changes in the measured values as a result of the reworking.

The clean, silk matt to slightly matt paintwork including sharp colour separating edges is excellent and impeccably executed. Here, Märklin's well-known skill is again shown at the highest level.

The printing is not quite up to this standard. It is complete on the locomotive body, but not in the usual high sharpness and readability with a magnifying glass. In the past, much more was possible.

For the sake of completeness. it should be mentioned that the prototype also had inscriptions in the area of the bogies and the chassis frame. These have not been implemented on the model, which is the manufacturer's practice in Z gauge. This is acceptable, because in the prototype they were quickly covered by rust and dirt and are hardly visible in photos.

Well-engraved and detailed bogies are contrasted by unclean-looking printing, where even in the company nameplate the Henschel lettering, which is recognisable even without a magnifying glass, is not clearly legible in the largest font.

A buffer plate warning coating would have been desirable and exemplary. The prototype wore this at times, and this was the case in the operating condition shown.

The equivalent of the gauge H0 shows that Märklin was aware of this: It was equipped accordingly with identical printing.

Dimensions and data for the V 320 001 of the DB:

	Prototype	1:220	Modll	Difference
Length over buffers (LüP)	23.000 mm	104,5 mm	104,8 mm	+ 0,3 %
Height above the rail head	4.225 mm	19,2 mm	19,5 mm	+ 1,6 %
Width	2.995 mm	13,6 mm	13,6 mm	0 %
Overall axis base	17.710 mm	80,5 mm	80,2 mm	- 0,4 %
Bogie axle base	4.350 mm	19,8 mm	19,6 mm	- 1,0 %
→ 1. / 2. axles	2.550 mm	11,6 mm	11,4 mm	- 1,7 %
→ 2. / 3. axles	1.800 mm	8,2 mm	8,2 mm	0 %
Wheel diameter	1.100 mm	5,0 mm	5,2 mm	+ 4,0 %
Service weight	128,0 t	---	47,7 g	
Axle form factor	C' C'			
Power	4.000 HP / 2.940 kW			
Allowed highest speed	160 km/h			
Manufacturer	Henschel			
Year built	1962			
Quantity produced	1			

Technical evaluation

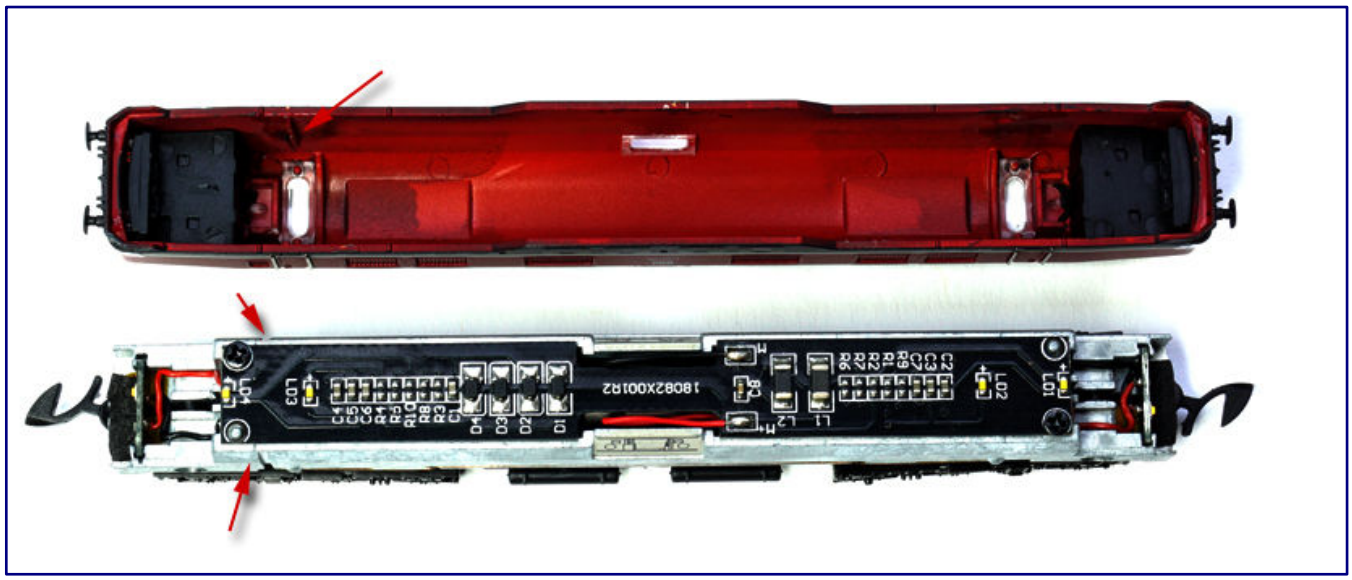
After we have found an externally successful locomotive with a few minor weaknesses, we would now like to know how this model runs technically. Constructively, it follows the still recent principles of Märklin.

The running gear is divided lengthwise into two halves, which are separated according to the electric poles. The bell-shaped armature motor resting inside has two flywheel masses and transmits its power via cardan shafts, worm and gear wheels to the four outer axles of both bogies.

On our test model, the housing was glued to the chassis by means of double-sided adhesive tape and could not easily be removed according to the instructions. After completion of the removal, the longitudinally divided chassis becomes visible.

Good driving characteristics and a safe current consumption confirm the successful construction of the model. However, this only applies to a limited extent to the main board, which is coordinated with them: When starting up, the warm white LEDs under the skylights, which are part of the incomplete engine room lighting, light up first.

Only when the driving voltage is increased further does the warm white three-light headlight become visible. We have never noticed this phenomenon on an earlier Märklin model. By the way, the two red tail lights also come on before the headlights.



Groove and chamfer (see arrow markings) at one end of the locomotive ensure that the chassis and housing only come together in a defined position. The positions LD1 to LD4 indicate the position of the light emitting diodes for the light emission in the roof, at the centre of the vehicle the board does not show such components.

The driving characteristics are almost perfect: already at 0.3 volts track voltage, which our test transformer 67011 applies to the track, the locomotive starts up with the equivalent of 0.9 km/h. In order for it to drive safely over points, it needs 2.2 volts of track voltage to accelerate it to 25.9 km/h.

Certainly, it would be possible to go a little slower, but the unit used for our test trials is not that sensitive. Since the bell armature motor does not put any significant load on the transformer, it is also able to handle a voltage significantly above the nominal voltage of 10 volts, whereas this voltage drops with the classic iron core motors.

On the boxes of the new Märklin models, 12 volts is stated as the maximum voltage. We also use this as a guideline, but even with the transformer maximum voltage of about 15 volts we have not noticed any heating of the motor.

V 320 001 reaches its converted prototype speed of 160 km/h at 9.5 volts, at 10 volts nominal voltage it runs at 185 km/h, which is still within the NEM tolerance range. At 12 volts, however, it runs at a whopping 215 km/h, which even the eye can see is no longer consistent.

As already mentioned, the current consumption is again pleasantly low: At transformer position 100, the locomotive consumes 25 mA, at 150, 36.5 mA - this is also within the usual range of this motor generation. Under full load, it increases its “hunger” to 60 mA.

The weight of this model is impressive, despite its plastic housing: we measured a whopping 47.7 grams, beating even the Schmidt model with 45.3 grams, which always seemed very heavy and also set the tone for all models in terms of tractive effort until the appearance of Märklin's V 188.

The Märklin version can't outrun the much older small series model either, but this is recognisably due to the fact that it benefits from its traction tyres: The tractive force on the level, measured as a trailing load pulled over a pulley, is sufficient for 6.0 grams with Märklin, and even for a full 10.0 grams with Schmidt – these are considerable values in both cases.

We compared the much older Schmidt small series model (rear) with the new products: in terms of tractive effort, the Märklin model has to admit defeat despite good values, but in terms of detailing and lettering it is clearly ahead.

On a 3% gradient, the loss of tractive force is less with Märklin than with Schmidt: Here, we measure 5.25 grams to 8.0 grams. By the way, a trailing load in wagons cannot be derived from the weights. They are only useful in comparative series to determine the tractive effort of different locomotives in relation to each other.

The printing reflects the difference of about thirty years of development. The frames of the window frames of the driver's cab on the Schmidt model (right) have been treated with paint afterwards, otherwise the difference would be even greater. The big weakness on the Märklin side is also visible: The buffer beam is much too high and even the system coupling is not at standard height.

The decisive factor for model railway enthusiasts is, therefore, rather how many wagons I can attach to the V 320. Here we must clearly point out one last problem of the Märklin model, which affects many of the delivered models, but apparently not all.

The system coupling is too high on both versions of the V 320 with which we were able to carry out tests. As a result, it loses its traction at the latest when entering a curve. This urgently calls for an improvement within the framework of the recall that has already been announced, because the V 320 001 is simply not suitable for use on a layout.

On the other side of the locomotive the photo is even more blatant: the height of the completely wrongly adjusted coupling is obvious. Since the model loses attached wagons on both sides at the latest when cornering, we can unfortunately only attest to a lack of suitability for a layout. Märklin would be well advised to take this product defect seriously and to remedy it, because we have not come across an isolated case here!

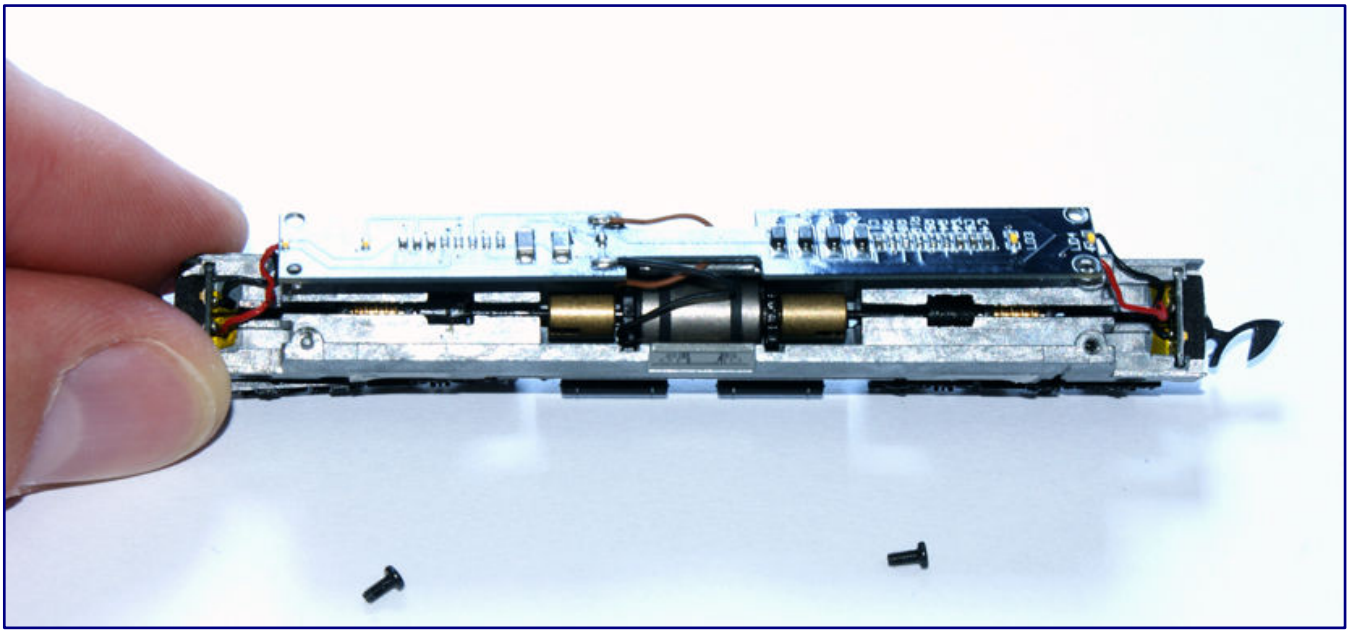
It remains completely incomprehensible that such a grievance was not noticed within the framework of quality controls. From this we can only conclude that the test runs must have been limited to solo operations in a test track; a thought-provoking impulse for more practical test series seems to us urgently advisable in this case.

This is a great pity, because this locomotive offers enormous tractive forces, which predestine it, like its big role model, for long trains. Ten UIC-X passenger coaches should not be a problem on the level, and even with long goods trains, the length of the layout is more likely to set a limit than the tractive power of the model.

The wagon material that can be used is correspondingly colourful: in freight traffic, every contemporary wagon from large and small series can be used, which does not even have to be limited to the DB as railway administration.

From the Kempten depot, however, as the DB's fastest diesel locomotive, it was also preferably used in heavy passenger traffic. Due to the lack of suitable old-built coaches, also from the SBB, the choice here will probably fall on green UIC-X coaches, interspersed with blue 1st class examples.

Ocean blue ivory or the pop colours did not follow until the seventies, the locomotive bears markings from the years before 1968. However, if you want to bring a little more colour into play, you can fall back on



If the printed circuit board is unscrewed and put aside, the bell-shaped armature motor, two flywheel masses, cardan shafts and worms in the gear block become visible.

Silberlings. Since they were much more comfortable than most of the old coaches, the Bundesbahn also used them in express trains at that time, not always only as additional coaches.

Summary

Not only functional tininess has its appeal on the smallest scale. Even a fireball like the V 320 001 knows how to inspire the customers for Mini Club. This is proven by the voices and comments that were heard when this model was announced and when the first sample made from series parts was exhibited in Altenbeken 2022.

There is therefore no question that this locomotive can be a much greater success than the prototype. However, Märklin must do its homework conscientiously, which in this case literally means detention.

It is downright embarrassing when a model has to be held back and reworked for many months because of a quality control finding and the buyer's anticipation turns into frustration because this locomotive loses every train after less than a metre. It is not reasonable to expect the owner to look for the cause and do something about it himself.

The consistent product recall because of a component that may be defective is commendable. We hope and wish that Märklin will also use this opportunity to correct the system couplings.

Because then, the great printing, free-standing handle bars, and the appealing overall impression will pay off, and this locomotive will find many admirers and viewers, justifying the pride of its owner.

We also openly question the pointlessness of incomplete engine room lighting to be seen in front of the tail and top signals, and would like to provide food for thought for future models.

There are plenty of applications for the V 320 001 at Kempten depot. Goods trains can be mixed, but the prototype was mostly used in express service there. Märklin's new passenger coaches can be used here as well as single "Silberlinge". What we are sorely missing in the product range at this point are, in addition to old-built passenger coaches, especially SBB passenger coaches for Era III.

We trust Märklin's will and competence, which is why we are nominating V 320 001 (the early DB version) for the best new release of 2023 in the locomotive category. Once the homework is done, we are certainly dealing with a heavyweight in two respects!

Producer of the basic model:
https://www.maerklin.de

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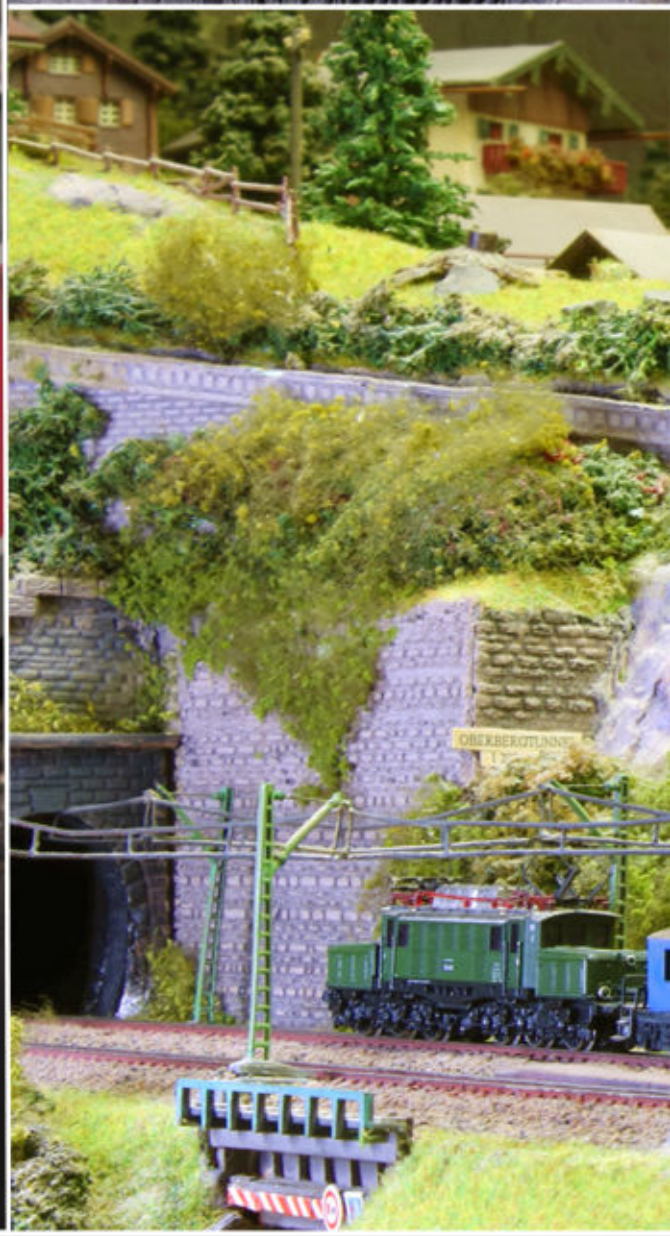

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A Z Gauge Class 01^5

Flops, Misfortunes and Mishaps

The lovers of the German Reichsbahn in the former DDR are rather a minority in our scale. Most recent-ly, Märklin has tried to increase their numbers with models from the time before the fall of the Berlin Wall. One of their most desirable models may have been the former flagship class 015 steam locomotive. In celebration of last year's anniversary, this dream was to come true. We take a closer look at the new model.

The class 01^5 express steam locomotive certainly has the potential to find customers in both East and West Germany: This type of steam locomotive was distinctive and well-known, and moreover the machines came with interzonal trains as far as the Federal Republic of Germany. There, they were popular photo objects.

This is certainly one reason why Märklin contributed financially to the refurbishment of the 01 519 and had its logo affixed to the tender. The museum locomotive of the Eisenbahnfreunde Zollernbahn is therefore also the model for the Z gauge model (item no. 88019) that we want to review today.

After the quick revision, the model of the 01 519 (item no. 88019) makes a mostly coherent impression on the layout.

According to its listed operating condition from 2016, the model belongs to Era VI. If we disregard the owner's lettering on the side walls of the driver's cab and the Märklin emblems on the tender, it could also be used as Reichsbahn service without any objections. This is exactly what Märklin surely has already planned for, and we are curious to see whether other features such as oil tender, side skirts and Boxpok wheels will then be varied.

But we don't want to lose ourselves in reveries now, but rather inspect and examine the delivered model. The tender, which we will come to later, and the running gear are existing parts that are not part of the new design. The running gear could thus be taken over from the 01 series as it appeared in 2012.

However, this is also the reason for the most serious dimensional deviation compared to the original: Although the wheelbases of the locomotive and tender are well matched, the overall wheelbase has the largest deviation (see table).

Because Märklin persistently continues with a 51-year-old museum relic, we are not spared impressions like this one: The distance between the locomotive and tender is not only much too large, but in view of the level of detail that has long since been achieved, it is completely out of date. In addition, this and many other steam locomotive models lack the typical coal box elevation.

The almost 4 mm are largely due to the (once again) terribly large locomotive-tender distance, but this alone cannot explain it, because the length over the buffers is not even 1 mm too long. How is that possible?

Dimensions and data of the express steam locomotive class 01[5] of the DR:

	Prototype	1:220	Model	Abweichung
Length over buffers (LüP)	24.350 mm	110,7 mm	111,4 mm	+ 0,6 %
Height above rail head	4.550 mm	20,7 mm	21,1 mm	+ 1,9 %
Width (Boiler)	3.100 mm	14,1 mm	14,2 mm*	+ 0,7 %
Wheelbase locomotive	12.400 mm	56,4 mm	56,1 mm	- 0,5 %
Wheelbase Loc & Tender	20.320 mm	92,4 mm	96,0 mm	+ 3,9 %
Wheel-Ø front	1.000 mm	4,5 mm	4,2 mm	- 6,7 %
Wheel-Ø rear	1.250 mm	5,7 mm	5,0 mm	- 12,3 %
Coupling wheel-Ø	2.000 mm	9,1 mm	8,7 mm	- 4,4 %
Service weight	183,8 t**	---	44,5 g	
Axle form factor	2'C1' h2			
Power	2.450 Hp / 1.802 kW**			
Allowed highest speed	130 km/h			
Years built	from 1961			
Retired	1977 – 1982			
Quantity produced	35			

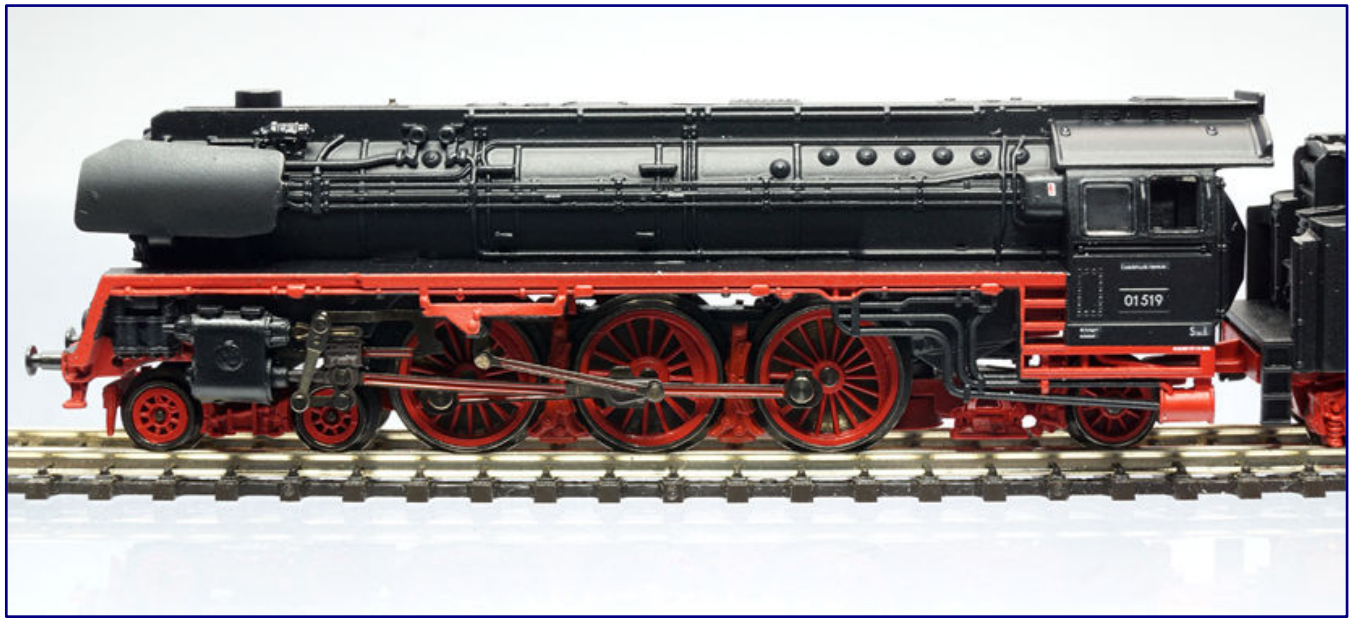
* Width over cylinder is 16.5 mm
** Coal version (mass indication with full supplies)

The conclusion to be drawn from both deviations, which do not easily fit together, is: The locomotive, not the tender, has been made too short.

The DR once had to add an extension to the front end of the frame, which increased the length compared to the donor locomotive, to be able to accommodate the pumps behind the skirt.

Märklin did not base its novelty on an adapted chassis, but constructed it around the existing one of the class 01.

The basic construction goes back to 1972 and class 03. In principle, this is not to be criticised if it is not annoying, but, in this case, it has not been done very well, as we will see later.



The power lines and pipelines below the service deck look well done and appealing. However, a closer look at the prototype also reveals inconsistencies: The controls rack is mounted noticeably higher, and the front cowling is too steep, which is probably due to the too short overall length of the locomotive.

Many details in the chassis area look appealing and are well represented. This also includes detached lines that are part of the housing, especially on the fireman's side below the driver's cab. Only the controls rack is noticeably lower on the prototype. Here either the boiler position is not correct, or the proportions of the locomotive have been distorted.

The spoked wheels in the tender are praiseworthy, whereas those on the locomotive leave some wishes unfulfilled, because they stand out mainly due to disturbing burrs, which were only insufficiently removed. The fact that the balance weights do not protrude outwards, but stand lower than the wheel tyre, we accept as with all other steam locomotive models.

This is due to the space required for the parts of the fully operable detailed control. It is a feature that Märklin can also use to appeal to new customers and is up to date, because the linkage brings the models considerably closer to the prototype.

The outward appearance

The first thing you notice on the locomotive body are the clear inserts in the front side windows of the driver's cab. This is praiseworthy because Märklin has by no means made this the delivery standard for all steam locomotive models.

But that was almost it with the positive impressions. Certainly, this novelty is not a failure, but after a first good impression, some inconsistencies are unfortunately noticeable. For example, the driver's cab seems somehow too narrow compared to the original photos.

In fact, its width should be correct, because at the lower quarter there is a distinct edge, which does not exist on the prototype. The reason for this is not evident to us, but somehow it looks as if the designers have “added” a bit of cab to the scale construction without a need.

From our point of view, this can only be explained if distorted proportions are to be largely camouflaged this way.

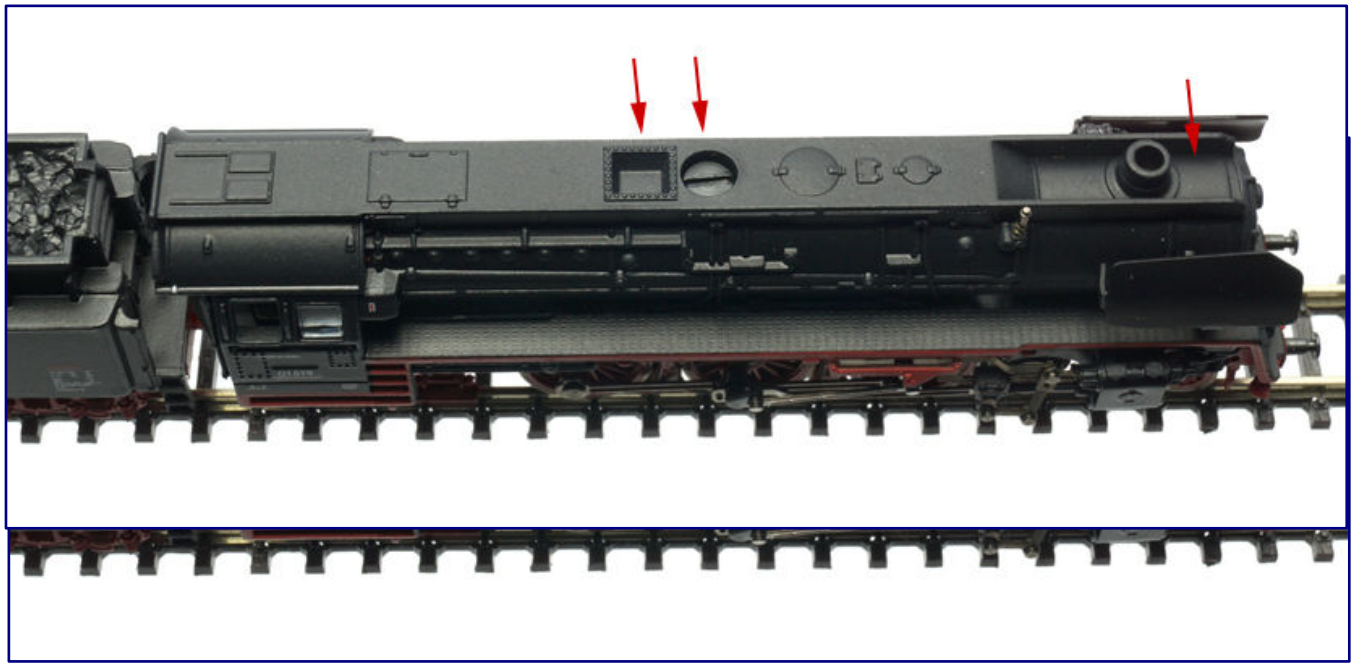
We had already suspected a possible incorrect boiler position, which could also have left recognisable deviations there.

The boiler printing is correct from our point of view, showing wash hatches, adjusting rods and pipes, as well as typical handlebars. As usual in our scale, these are not detached.

But it must be mentioned that they are not as good as Märklin's best models, which is especially obvious at the shut-off valves.

In the prototype, the class 01[5] received a new, welded driver's cab, in Märklin a fantasy conversion: The ratio of the length to the height is not correct, the edge marked with arrows completely contradicts the prototype impression.

Most disturbing is the look at the top of the model: The lockable skylight window is engraved, but its characteristic can only with imagination be recognised as such. This is a pity, because these windows are one of the typical features of DR Reko steam locomotives.



The view from above doesn't satisfy us: The biggest mistake that can be made on a model of a Reko steam locomotive is probably the forgotten mixer preheater box (arrow on the far right); Märklin has since touched this up. What remains are the disturbing housing screw in an uncovered hole (middle arrow) and the missing safety valves in the cut-out of the dome covering (left arrow). For the requested purchase price, customers should expect more.

If we look further forward, there is an almost square hole in the closed top of the boiler with the side plates, and in front of it another hole in which, deeply sunk, the housing screw can be seen. The rectangular opening is prototypical, but there would have to be three safety valves in it, which Märklin was able to reproduce even on much older models.

The uncovered housing screw is also not up to date, because Märklin already knew how to solve this better in 1994 with the West German class 10 with a cover cap. To put it kindly: This model, which is so important for DR admirers, and which can also be used on DB tracks, seems to have been implemented in a somehow careless way.

The front of the locomotive shows a distant resemblance to the prototype: The upper top light is placed too low, the semaphores do not look coherent and due to a clearly too short apron the lower lanterns sit almost on the buffer beam instead of in its middle, to make matters worse also too close together.

Bahls Modelleisenbahnen can cure these serious weaknesses, because the small-series manufacturer has reacted immediately and designed and produced a 3D-printed set of accessories. This is sold via the 1zu220 shop.

The kit contains an insert with the missing boiler valves and two dome covers (1 x spare) to cover the screw.

Also included is an attachment part for the most embarrassing mistake that a manufacturer can make on a Reko locomotive: Märklin completely forgot the angular storage box of the mixing preheater in front of the vent!

In the meantime, this has been rectified with a separate add-on part, but such a faux pas, which also went undetected in the factory, unfortunately speaks volumes.

This is the climax in a series that unfortunately only deserves the name “flops, misfortunes and mishaps”, but unfortunately not yet its final point. We have now arrived at the locomotive front and here nothing is right at all. The locomotive looks attractive, but not correct. It was not only the missing mixing preheater.

The proportions of the smoke box door are also wrong, which is why the sash locks look strange compared to the prototype photos. The upper top light sits too low and the two lower ones a bit too far inside.

The distinctive cowling of the DR locomotive is too short, which is why the lower head lights are clearly too close to the buffer beam. The DR prototype expert needs a bit of imagination to be able to identify the class 01^5 with certainty.

So, it is difficult for us to formulate the positive impressions equally clearly. One of them is definitely the matt-looking plastic colour, which does not immediately betray its material compared to the metal parts. The paintwork is also clean and sharply defined throughout the model.

The quality of the printing does not reach the usual Märklin level, because gaps can be seen in the owner's lettering on the driver's cab in the macro shot and there is a visible offset between the signs for the homesite and their imprint.

Märklin also falls short of its possibilities when it comes to pad printing: We criticise a lateral offset of the imprints (left detail magnification) and above all, gaps in the printing on the driver's cab (right detail magnification), which make these service inscriptions illegible.

The 51-year-old tender is and remains a real imposition, and Märklin has still not moved away from it, although we have often complained about this.

As with every delivery that must make do with this memento of a long company history, it has the well-known defects that customers simply can no longer be expected to accept for the price demanded: giant lanterns at the back and lumps of coal at the top that would not fit through a fire door.

Photo right:
There are boulders in the coal box of the antiquated tender and even the remaining burr on the water box does not lead to a scrap. Price and performance are simply not right with this model.

Even an elaborate printing, which includes the reflectors of the lanterns as well as two-coloured lightning warning arrows, only partially turns the tide in this case. On the tender side wall, by the way, the inscriptions show significantly more printing sharpness than on the locomotive.

The rear view does not cause any excitement for us either, despite the more elaborate printing with lightning warning signs: The missing coal box elevation also affects the overall impression, but much worse are the giant tin plates with which Märklin has been trying to imitate the lanterns for years.

The far too large and uncorrectable locomotive-tender distance of the museum-aged standard tender might exceed that between two passenger coaches by now. And the coal box elevation of its prototype (in the indicated operating condition 2016) is also missing.

To top it off, our test model also has a surface defect between the water tank covers that cannot be overlooked, except apparently for quality control. However, it does not affect the entire series.

Honourable technology?

Since the exterior does not cause us to cheer, we turn our attention to the technology. The model is driven by a bell-shaped anchor motor in the driver's cab via worm and gear wheels. The gearbox works on all three coupled axles.

At the front, the steam locomotive has a top light that shines warm white from the three lanterns depending on the direction of travel. Maintenance-free light-emitting diodes are responsible for this, which draw attention even at low voltage on the track.

For the driving test, we first ran the model in for 1.5 hours and then operated it with Märklin transformer 67011. We should not expect miracles of tractive power from a steam locomotive model in Z gauge, but the class 01^5 is certainly on the move with respectable express trains.

What the museum locomotive in the prototype must move, the miniature can do as well. On the pulley it pulled 4.5 grams on the level, on a gradient of 3 % still 3 grams. This is somewhat above the Mikado models and on a comparable level with other Pacific express locomotives from Märklin.

Even if good driving characteristics and sufficient tractive power compensate for a lot: We don't really want to enjoy this model — the list of faults is simply too large.

At full load, its wheels spin, which protects the motor. Then it draws 40 mA of current. At transformer position 100 it is only 17 mA, which increases to 24 mA at position 150. This is also within the expected range for this type of motor and speaks for a well running gearbox.

The small locomotive starts smoothly at 0.3 volts track voltage. Then it moves at the equivalent of 1.4 km/h. To get safely over any turnout track, we had to increase the track voltage to 2.2 volts. Then 01 519 moves with 31 km/h, also an acceptable value.

Since a bell-shaped armature motor does not sufficiently stress the selected test transformer, it is able to apply far more than the nominal 10 volts to the track. According to the packaging box, however, the locomotive may even be operated with 12 volts. We determined the converted speed for both voltages: They were 186 and 214 km/h. With the prototypical top speed of 130 km/h, the miniature runs at 7.8 volts.

To fulfil a wish of our readers it means to make train formation suggestions at this point. So far, there is no suitable DR car material for express train traffic in Z gauge. This calls for self-building, perhaps 3D printed constructions can be found.

However, it is certainly a stroke of luck that a museum locomotive has been reproduced and that we can classify it in era VI. Therefore, DB coaches can be used without hesitation. This can be classically green, but certainly also follow the ocean blue-ivory colour concept.

If you want to reproduce a steam-powered standard schedule trains, “redlings” are also suitable, i.e., former silberling cars in the traffic-red livery of DB Regio. If you remove or cover the Märklin lettering on the tender, you almost have a DR locomotive in sight that has its markings before 1970.

Then the miniature can also be used ahead of an interzonal train made of DB material. However, it should be considered that in those days, cars were still painted in chrome oxide green or steel blue. Only silberling cars offer some variety here, because these cars, as very modern representatives, were once also frequently used in long-distance trains, sometimes at least as reinforcement cars in D trains.

With this, we finally summarise our test impressions. Technically, this Märklin model is on a par with the younger steam locomotives from the same company. A prototypical use is possible without any problems and this DR series plays an important role in the line-up.

Due to the lack of DR passenger coaches, only DB coaches remain for the train formation, but 01 519 is also a museum locomotive in this operating condition. Express train cars and silberlinge are probably typical sets that she has on the hook for special trips and steam-powered standard schedule trains.

The external faults that we found seem all the more serious. This locomotive was obviously constructed on an existing chassis that did not fit properly. Some proportions are distorted and especially the front of the locomotive is not correct. To forget the mixing preheater of a Reko locomotive raises many questions.

But also in the further realisation, meaning boiler printing and the printing on the locomotive, Märklin clearly falls short of its own capabilities. Especially prototype connoisseurs will be annoyed that they have to incur further costs to bring this model closer to their desires. And, even with that, it is only approximately attainable.

Base model manufacturer:
https://www.maerklin.de

Required accessories:
http://www.bahls-modelleisenbahnen.de
https://www.1zu220-shop.de

Rekolok Class 01^5

The Powerhouse of the DR

Like the DB in the West, the DR (East) could not do without steam locomotives for a long time. In addition, it was particularly affected by a lack of high-quality express locomotives. So, the class 01 underwent an extensive reconstruction, which made it one of the most powerful steam locomotives in Germany. Reclassified as the 01^5 series, 28 of the 35 locomotives were also fitted with oil firing.

After the end of the Second World War and the division of Germany, a total of 70 class 01 locomotives remained in the East. They entered the stock of the Deutsche Reichsbahn on the territory of the later DDR.

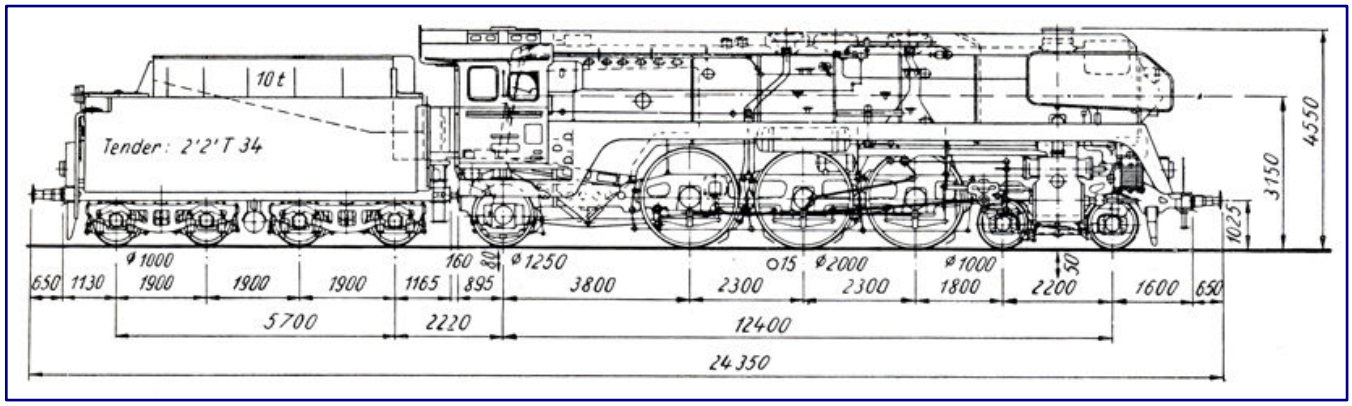
Due to severe war damage, however, five units (01 026, 030, 035, 110 and 214) had to be withdrawn from service. This meant that the DR could only fall back on 65 machines for heavy express train service. In addition, not a single locomotive of the three-cylinder type 0110 remained on its territory.

For many years, the class 015 was a mainstay of passenger train traffic at the DR. However, when oil-fired 01 0513 passes barrier post 45 just before Könitz on 16 October 1977 with E 802 to Leipzig, its star is already sinking. Photo: Wolfgang Bügel, Sammlung Eisenbahnstiftung.

Consequently, the Reichsbahn was faced with several tasks: Repairing the most urgent war and wear damage as well as upgrading the machines for the heaviest train services, because they would still form the backbone of the express train service for years to come.

The process to achieve this goal began with the so-called “locomotive reconditioning:” depending on the condition and needs of the locomotive, it received welded replacement cylinders, welded bogies (with 1,000 mm running wheels), large balancing levers and brakes on the trailing axle.

These measures also ensured further standardisation of the 01 series, as hardly any of the steam locomotives had all these features beforehand at the factory. Many also needed new standing boilers. Nevertheless, the representatives of Germany's best-known unitary locomotive foreseeably reached the limit of their useful life.



In order to emphasise the elegance of the locomotives, on which the Boxpok wheels had a negative effect, the machines of the 015 series initially wore circulation skirts, as the DR also recorded in the first drawing. Illustration: Instruction book for traction units 939 Tr, Trainini® collection.

By the end of the fifties, some of the locomotives were already thirty years old and were ready for “retirement.” Since the DR could not continue to do without them, they needed to be comprehensively modernised and upgraded for further years of service.

In February 1959, this was the hour for inclusion in the reconstruction programme, as the comprehensive general overhaul was called in DDR parlance. Originally, all 65 existing locomotives were to be included. However, because the Meiningen works raised objections due to the high cost of reconstruction, the focus was reduced to the road numbers from 01 102 onwards.

In November 1963, HvM finally made a U-turn: in view of the costs of more than 400,000 Marks per locomotive, the decision was made to reconstruct only 35 of the existing locomotives.

However, this was done in a remarkable way: The newly installed combustion chamber boiler “01E” had the same mass as the previous standard boiler, and with its high load capacity and steam output it even surpassed the new DB boiler for the 01 and 0110 series.

With a specific heating surface load of 75 kg/m²h, it could deliver 16.8 t/h of steam, which exceeded the value of the Bundesbahn counterpart by a whopping 2 t/h. This Reko boiler was thus the same mass as the previous unit boiler. This Reko boiler was thus the most powerful boiler ever installed on the class 01. It helped the DR machines to become one of the best German steam locomotive types, even advancing into the performance range of the three-cylinder machines of the 0110 series.

The order to work out the reconstruction went to the FVA Halle (Saale), later VES-M Halle, and its director Max Baumberg. He and his staff attached great importance to the external appearance. The 01 series was to be a modern and imposing machine that corresponded to the style of its time.

On 5 September 1976, the coal-fired 01 1518-8 has the E 314 "Gedania" to Gdynia (Gdingen/Gotenhafen) on the hook in Berlin-Lichtenberg. The photo perspective allows us to check for ourselves our criticisms of the Märklin model regarding the position of the control carrier (cf. page 18) and the prototypical driver's cab (cf. page 19 above). Photo: Dr. Uwe Knoblauch, Sammlung Eisenbahnstiftung.

The boiler position was raised by using the vehicle perimeter line II, so that the boiler centre was 3,150 mm above the top of the rails (SO). This also promised an advantage for the later installation of an oil main firing system. The converted steam locomotives were fitted with IfS-type mixing preheaters, the tanks of which were placed in front of the chimney above the smoke chamber.

The boiler superstructures received a continuous cladding from the chimney to the driver's cab, which resulted in a uniform and level upper edge. The driver's cabs were also exchanged for welded new cabs according to the dimensions of the standard design, additionally equipped with sliding skylight windows.

All the rebuilds, with the exception of 01 501 and 01 503, received new bogies in welded construction, while only two machines (01 501 and 01 520) received new cast steel cylinders. The pointed smoke box doors, which together with the typical Witte wind deflectors gave the locomotives the nickname "bat", were also a distinctive feature of the locomotives.

Disaster with Boxpok wheels

Already during the reconstruction of the class 01, broken spokes began to accumulate in the dome axles of the locomotives. On a trial basis, eight of the Rekoloks - in total there were even twelve in the end - were therefore equipped with so-called Boxpok wheels. This remained a unique development in German locomotive construction.

They were disc wheels made of cast steel parts in which cone-shaped openings were made to save weight, creating a spoke-like impression on the wheel surfaces. They were first used on the New York Central in 1933.

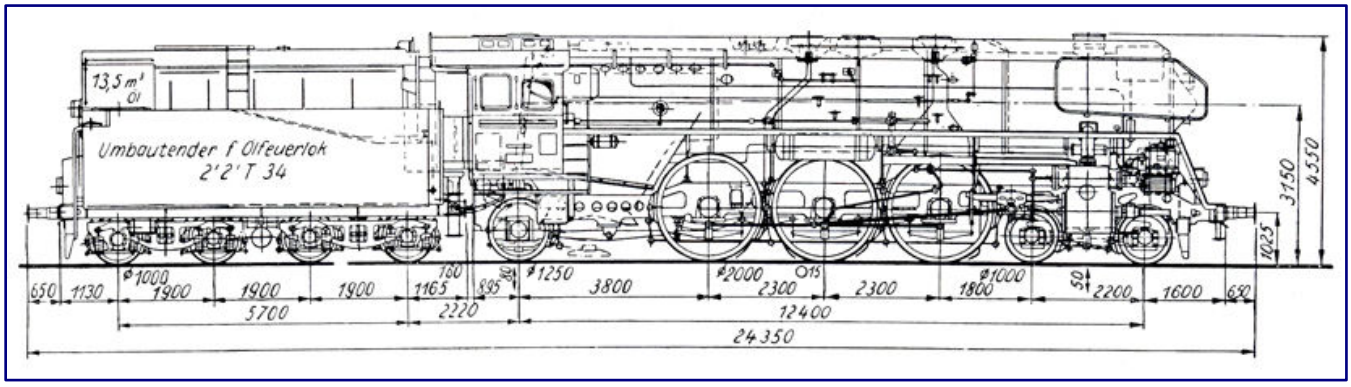
In addition to the USA, they were also used in the USSR and in China, where axle loads much higher than 20 tonnes were common. Boxpok wheels offer the advantage of lower manufacturing costs, are comparatively light and can also be easily balanced.

In 1972, the Reko locomotives also came to the territory of the DB in transit traffic. This is how 01 0507-2, still equipped with Boxpok wheels, could be photographed in Bebra. Photo: 8474tim (CC-BY-SA-3.0)

But the DDR failed with these wheels. The production capacities for steel castings were limited, but a production was pushed through for the Deutsche Reichsbahn. 01 504 was the first to receive this type of wheel and with it a side skirt under the circulation plate to soften the bulky impression of the wheels.

But soon the complaints of the locomotive crews increased because of unsteady running above 100 km/h, the suspicion quickly fell on the new wheels, especially as these also eventually tended to crack. The conversion of further locomotives to disc wheels continued regardless of this, until the total number of twelve was reached.

In the mid-sixties, the conversion to newly constructed, reinforced spoked wheels finally began, and the circulation aprons were also removed. 01 503 was the last to be in service with disc wheels until July 1976. They show what had gone wrong and also how it could have been solved.



Die spätere Zeichnung seitens der DR zeigt die Baureihe 01[5] in der wohl vertrautesten Form immer noch mit spitzer Rauchkammertür, aber nun ohne Umlaufschürze und mit Öltender. Abbildung: Merkbuch für Triebfahrzeuge 939 Tr, Sammlung Trainini®

The cause of the running difficulties were manufacturing errors. The foundries had arbitrarily deviated from the drawings of the VES-M hall. The imbalances were mainly caused by uneven wall thicknesses, and the wheels exceeded the pre-calculated total mass by about ten percent! Subsequently procured wheels, where these sloppiness's had been eliminated, therefore ran perfectly. The replacement of 01 503 was then only carried out for reasons of standardisation.

In retrospect, however, the choice of Boxpok wheels seems incomprehensible and remains an unusual episode in German locomotive history. In the United States, only machines with more maintenance-friendly frames received this type of wheel, in the Soviet Union it was only machines with far more than 20 tonnes axle pressure. A requirement on the part of the DR does not seem conclusive.

Today's museum locomotive 01 519, now long since converted back to coal firing, was the first locomotive of its class to leave the Meiningen works with oil firing. On 26 May 2019, it is on its way with a special train of eleven passenger coaches from Oldenburg to Düsseldorf, photographed near Ratingen West. Photo: Marcus Henschel, Sammlung Eisenbahnstiftung

The following experiment did not bring any further increase in performance: 01 504 was temporarily fitted with a Giesl flat ejector (“Quetschesse”). As a result of the excellent boiler design, however, no further advantages could be achieved with this.

The situation was different with the oil main firing, which also relieved the stoker noticeably of physical work: From the conversion year 1964 it was part of the factory conversion. The 01 519 chosen by Märklin as the prototype was the first 01^5 to leave the Meiningen works in this form. All the others up to and including 01 535 followed in the same way. With the exception of seven express locomotives, this conversion was carried out subsequently in the years 1965/66.

Operational use

Immediately after the conversion, the class 01^5 express locomotives were used in the heaviest and most demanding services. Thus, the Bw Erfurt-P became their first home. When the oil-fired locomotives also followed, their stock was divided somewhat equally between Erfurt-P and Wittenberge, while the seven coal-fired locomotives that were still in service were brought together at Berlin-Ostbahnhof.

While they were only used within the DDR from Berlin, those from the Erfurt-P and Wittenberge depots also reached Bebra and Hamburg. In this way, railway enthusiasts in the West also got their own view of the impressive steam locomotives and they also became a popular photographic subject, including in the Wende-Bw Hamburg-Altona with the two turntables protruding into each other.

During the passage of special train DPE 52288, 01 519 shows what the face of class 01^5 should look like properly at Leverkusen-Schlebusch on 2 June 2018. Photo: Joachim Bügel, Sammlung Eisenbahnstiftung.

In 1972, the star of the class 015 began to sink. The interzonal trains to Bebra were now hauled by the new class 132 diesel locomotives. Erfurt was thus able to hand over its locomotives to Saalfeld, Wittenberge, and Pasewalk.

continues on page 32

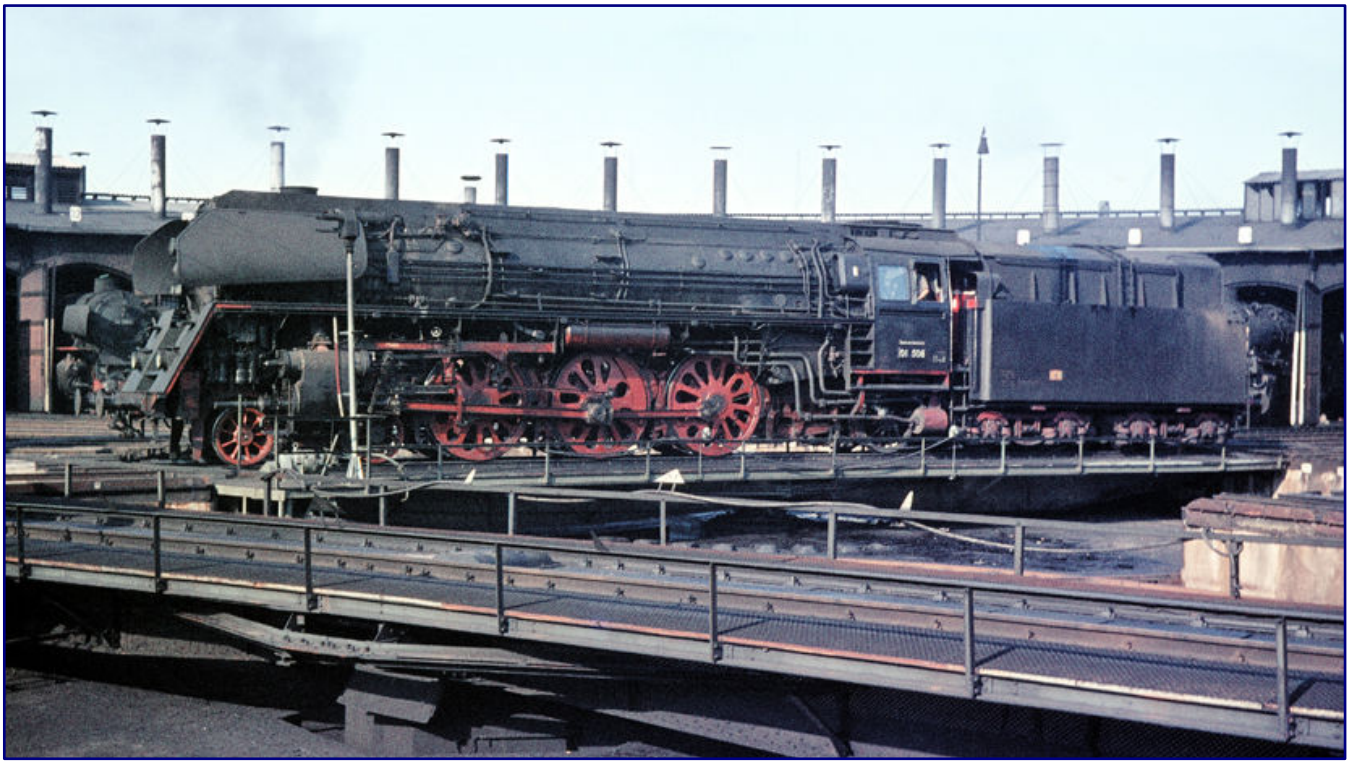


Photo above:
In 1968, the oil-fired and Boxpok-wheeled 01 508 turns at the Hamburg-Altona depot. Photo: Heiko Hamm, Sammlung Eisenbahnstiftung.

Photo below:
On 5 June 1980, coal-fired 01 1511-3 arrived at Leipzig Hbf with E 800 from Saalfeld. The exterior of the locomotive has changed considerably: Instead of the pointed smokebox door, it again carries a flat one with central locking. The farewell of the class 01^5 is already in progress. Photo: Wolfgang Bügel, Sammlung Eisenbahnstiftung

Three months before the boiler explosion in Bitterfeld, the Berlin 01 1516-2 was still in front of the photographer's lens. Photo: Leinwand (CC-BY-SA-3.0)

In 1977, Wittenberge also had to disband its stock of oil-fired engines and passed them on to Saalfeld. On 27 November of that year, as a result of water damage, a German steam locomotive suffered its last, but devastating, boiler explosion.

Nine people, including the driver and stoker, were killed and 45 others injured.

The accident happened to the Berliner 01 1516-2 (before 1970: 01 516) in Bitterfeld station, which had to jump in before the delayed D 567 Berlin-Schöneweide - Leipzig Hbf. The staff still took coal, but no water, so the disaster took its course.

Finally, at the decisive moment, the fusible plugs, which are supposed to dampen or, in the best case, extinguish the fire on the grate when the firebox overheats, failed. They were so heavily clogged with scale, that they could not blow themselves out.

On 24 June 2018, 01 519 of the Eisenbahnfreunde Zollernbahn (EFZ) is transferred back to Rottweil. On the way, it picked up the frame, wheels and cylinders of 50 3565 from the insolvent estate of Dampftradition Oberhausen (DTO) in Oberhausen-Osterfeld and brought this to Hanau. Photo: Marcus Henschel, Sammlung Eisenbahnstiftung

This defect remains a mystery because 01 1516-2 had just completed a general inspection at the Meiningen repair works a few days earlier. As a result of the severe damage, the locomotive involved in the accident was the first of its class to be taken out of service.

For the rest, there was still a future of several years. In 1981, however, more than a dozen were taken out of service. As a result of the lack of foreign currency, however, the DR had to severely restrict its crude oil imports and so it was decreed that all steam locomotives with oil firing were to be decommissioned.

With 01 519 the circle closes: The original of the Märklin model survived as a heating locomotive in the form of a torso before it was completed and refurbished again. In the after shot on 24 June 2018, the tender view proves the coal box elevation missing from the model. Photo: Marcus Henschel, Sammlung Eisenbahnstiftung

They were converted into heating locomotives and steam dispensers or passed on to industrial companies. Coal-fired locomotives experienced a brief renaissance; they were passed on from Berlin to Saalfeld to take over the most urgent train services there. But the increased use of diesel traction was soon to take its toll on them from 1982 onwards.

With 01 511 and 01 512, the last two machines of this series were taken out of service in Berlin on 18 December 1985. At least five of them were preserved, one of them in Austria. The history of the 01 519, which Märklin chose as a model, is particularly interesting. It was rather a torso as a heating locomotive before it was refurbished and completed again.

Evaluation page for refurbishment data and base:
https://revisionsdaten.de/tfzdatenbank/suche.php?art=1

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Layout details (Part 3)

Of Colours and Shapes

A random arrangement of any vegetation beyond geometric shapes was a theme of the last issue: nature means chaos, order on the other hand is human. But our environment has many more things to offer and which we should take into account: This includes especially colours and shapes.

You may be surprised today, because this article on designing landscapes will hardly say anything about modelling. Our focus is once again on nature, because we can and must learn from it if we want to arrive at an authentic and coherent looking layout.

Besides the randomness that creates chaos and the look of nature, it is also nature's colours and shapes that provide an individual appearance. This can vary from region to region, but we should take the time to immerse ourselves in what we want to depict and to perceive it consciously.

In order for a scene to appear as coherent as this one, many things have to be taken into account and consciously observed in the prototypical environment: Shapes, colours, and also the transitions between individual patterns and structures.

Every photograph would be wasted if we did not penetrate it mentally, sometimes even emotionally. Often, our skill does not depend on our craftsmanship, but on our perceptiveness. Our focus theme this year wants to take you there, to understand these preparatory processes, to experience and skilfully integrate them into your own project.

How often has it happened to you that you stand in front of a layout and think: “That's quite a nice build, but it doesn't look realistic in any way.” One of the aims of this article in our annual series is to avoid that happening with your layout.

If what is presented on the layout appears coherent, the vehicles blend in like extras in front of the modelled nature. This way, photos remain longer in the memory and sometimes we have to ask ourselves whether we are looking at a prototype or a model. A skilful interaction between light and shade does the rest.

We spend a lot of money on our rolling stock, but when it comes to investing it in landscaping many modelers are less generous. Unfortunately, however, our trains simply work best as “extras” in a credibly arranged and passionately designed environment. So, maybe it is time for some to rethink the allocation of their financial resources and, in addition, to also allow for a larger time budget to the landscaping part of their layout.

But this is also and in a much greater way a call to be more conscious in your approach to modelling nature, to keenly observe specific details, bring the unconscious into consciousness, to include it into the planning process from the outset, and to just pay attention to details. Many model railway layouts show spring or summer themes and because of the current season, which invites excursions into nature, we are ignoring autumn and winter themes in this article.

Shades of green

Green is just one colour? Far from it, as becomes clear even at a first glance at the landscaping materials of manufacturers like Noch. The names of the grass fibre variations of some companies already give clear indications of the season for which they are intended.

But the choice is not limited to summer, autumn or even May green. There is as much colourful variety with respect to producers as there is within their product ranges. Materials from different manufacturers intended for the same season can complement each other perfectly or be a poor match. Individual comparisons or test pieces bring clarity.

As a general rule, freshly sprouting greenery in spring is bright, with a lush-looking tone. This applies to

Let your eyes wander and see how many different shades of green you can make out in this landscape photo and how they interact with each other. Towards the horizon, the amount of blue we perceive increases, while the colours fade into the haze of the distance.

grasses and flowers as well as bushes and trees. Over the following weeks, the greens then become stronger and visibly darker.

This can be seen particularly clearly in the denser foliage of the trees. But it also applies to the grass in wild meadows, only there it is less noticeable. Here, drying panicles and withered stalks provide alternating colours and make the overall area appear brighter.

But if you look closely, you will also notice that a meadow covered with tall grass is by no means a monotonous area. We recognise many patches of very different tones in it, which indicate other plants that push back the grass or benefit from water layers near the surface.

Also, such patches are by no means as dry as those that are in shade or partial shade during large parts of the day. In biological terms, these are highly diverse habitats. Each plant will prefer a location whose conditions are best suited for its individual needs.

And it does not even require a deeper knowledge of nature to see such differences. All it takes is an attentive eye, a documenting photo and perhaps some notes. Once we determine the directions of the sky, we can go through the course of the sun in our mind and recognise how the light will change at the observed spot over different times of the day.

While on a meadow, as just described, many shades of green and in summer also yellow alternate, we must not make the mistake of measuring different shades of green in the foliage of the trees. Except for fresh leaves that grow again and disappear in the mass, they all have almost the same shade of green.

This is monotonous, but can be broken up by flowers or fruits. These should then be clearly perceived as such, because they should also attract the attention of pollinating insects such as bumblebees and bees.

There Is no place for monotony where nature conquers its terrain: plants proliferate and fight for the light they need for photosynthesis. This, too, leaves differences in the colours and, above all, the different heights of growth.

Now allow yourself the time to critically examine your stash of materials and check how realistic it would look when used on a layout. Red hues really have no place in grass fibre mixtures, but they are readily bought and therefore offered in large numbers. This shows all too clearly how little people look at nature and simply buy what has been on dealers' shelves for decades.

Equally disastrous have been, for some time now, these bright green and very obtrusive-looking microfibres, which are offered on the internet as direct imports from the Far East. They do not cost much, but are also not inexpensive. If we look critically at their purpose and effect, they are cheap in the truest sense of the word.

Nothing could be further from a realistic look than a train passing such a meadow in uniform poisonous green growing at the exact same height at all points. It has more semblance with a bad science fiction B-movie. But for those who might be into exactly that, this year's spring novelties from Silhouette feature orange, red and blue grass fibres in contrasting shades...

Nature is colourful

Nature presents us with many colours, but they are not all equally represented quantitatively. Many summer flowers are white or yellow in their basic colour. Delicate pink or violet can also be found from time to time. Blue, on the other hand, is rather rare.

A flowering rape field can also become an eye-catcher on a layout with a spring theme. Further in the background, a bush shows its white blossoms amidst the first tender leaves. In this photo, almost all colours of the spectrum are harmoniously united. Photo: Collin Bauer

We should also take this into account when we design our model railway. The blue of a cornflower catches our eye immediately because it stands out clearly from the familiar colours. The same applies to the orange-red of the corn poppy. With just a few colourful accents, the attention of the viewer can be directed and an authentic-looking environment created.

White and yellow are typical flower colours. When we encounter them by the wayside, our gaze inevitably lingers on the few specks of colour, so, why not in the model as well?

But, of course, there are also exceptions, such as seasonal seas of flowers that appeal to people's aesthetic sensibilities. A look at nature reveals which colours can be usefully combined here and what proportions they should occupy.

This can be the blossom of the blue gentian in alpine regions as well as a typical summer meadow full of blossoms - created by humans, these would be butterfly meadows, which farmers are, often and for some years now, legally required to let grow along the edges of their fields.

Used in a targeted manner, some visual stimuli can also be created deliberately to attract the viewer's attention. The season to be depicted on the layout must be determined in advance by the model railroader. A golden yellow wheat field creates contrasts and can be found in July, for example.

Man-made, the strict colour separation reveals. But such a field of tulips will certainly cause eye rubbing on the model railway layout. A sign could be put up to explain which flowers are grown here: “Tulips for self-picking”.

There is definitely no mature corn next to it, because this will only follow from September onwards. The still young plants have not yet formed any fruit clusters. Neither does a rapeseed field correspond to that season, because their bright yellow blossoms are a classic spring feature.

If you like it more colourful, you can look to one of Germany's neighbouring countries. Holland is especially known for its tulips. In April, the flower fields therefore adorn the landscape as colourful stripes.

Since we are not talking about the wild form of a flower here, the colours in the field are neither monotonous nor mixed. They are selectively and separately sown in the seed rows so that they can later be harvested individually.

If we look at this from a bird's eye perspective, it will seem unnatural to us because this view is foreign to us. However, it can be justified, attracts everyone's attention and only requires a little explanation. This can also be done, for example, in the form of a sign at the edge of the field: “Tulips for self-picking”. And every visitor to the field knows about it.

Nature on the move

The length and abundance of annual or recurrent plants must also be taken into account for an individual appearance. It is not for nothing that we speak of a growing season. When the days become longer and warmer again in spring, nature changes within weeks, if only it has (already) rained enough.

Nature is on the march in spring. And the dandelion, in particular, is able to take hold and thrive in almost any place.

What could better express the term “growing season” than this impression from a nature reserve? The sprouting of the plant shoots can almost be felt. Even on deadwood, mosses are conquering their habitat.

Shapes and nuances of spring: The ring fern shoots up and creates particularly beautiful impressions in the morning backlight (left). The typical image of its curled leaves (right) is also worth reproducing with the help of fern plants from the MBZ or Noch product ranges. Both photos: Markus Bauer

This phenomenon is easy to understand when looking at cultured lawns. Just think how often you mow it in spring, summer or autumn? Warmth must be “seen”, especially on a layout.

Subconsciously, we read a layout’s season from the way and abundance in which the vegetation is displayed. As long as the soil receives sufficient moisture, sunlight and warmth do their work.

Grasses literally shoot up and form clearly different growth heights (as well as colours). Sunny spots and those with water veins can now be easily identified. The wild image of nature shows its face most clearly in late spring.

As we approach the height of summer, we often long for a cleansing thunderstorm that brings water and cooling. It is no different in nature. If the sun burns on the earth for up to 16 hours a day, the soils dry out and plant stems burn in the light.

Summer drought is now visible in the landscape. Straw-coloured yellows are spreading by the day whilst green is retreating. Where there is still intact foliage, we mostly encounter dark green colour nuances.

At the beginning of September, i.e., in late summer, the landscape has changed noticeably: The shades of green seem darker, and have been joined by yellow nuances of dried vegetation. In the clearing, however, it is also worth taking a look at the ground along the path, which is also being conquered by nature, at least in part. On the model railway layout, unfortunately, we find such scene usually only depicted through monochrome turf materials.

But also barren and emaciated places now become visible, as well as harvested cornfields. The dry soil that remain there are usually a light brown. Of course, this also depends on the respective soil type, which is unique for the individual regions and can be easily researched thanks to the internet.

Typical growth forms

We have not yet looked at the trees. On model railways, they are regularly depicted too small, because from a human perspective, the height of their growth cannot usually be correctly grasped. But a difference between a shrub like the hazelnut and a tree should also be perceptible in the model.

In addition to botany pages on the internet, own research also offers good clues. For example, tree heights can be well calculated or estimated the scene includes objects for comparison. Ideally, these are houses that are at the same height as the viewer and whose storey height can serve as a measure of comparison.

For the implementation of the model, it is also important to bear in mind that solitary trees, i.e., single specimens, regularly grow higher than those in forests or larger groups. The reason for this is that most trees compete for sunlight and nutrients, so that each individual tree does not find optimal conditions.

Wind swept trees are typical near or at the coas (see pines in the background). This photo was taken in autumn 2022 on Fischland-Darß (a Baltic Sea peninsula in Mecklenburg-Vorpommern).

Unfortunately, it is often forgotten how much the shape of a tree determines its appearance. Distinguishing a large poplar from a lime or a plane tree will not be too difficult for most people. But when it comes to trees that have a broad crown and do not strive so much for height, the task becomes more challenging.

Some crowns are more round, others umbrella-shaped. There are also forms that end in a (slight) point at the top, such as the Norway maple. Or just think of the familiar image of an old, gnarled oak. It clearly makes its presence known in an unmistakable way.

For an effective and authentic look, it is better to avoid mixing and distributing trees arbitrarily. Rather, they require some thought and a targeted selection. Here, too, a cheap green Chinese tree will hardly deliver convincing results.

Two trees of life frame a memorial (sign) and convey the impression of a rural idyll. They stand out clearly from the growth forms of the other trees. The light colour of the dry dirt road soil is also worth noting.

continues on page 46

Photo above:
With its deep red leaves, the copper beech is sure to attract attention on a layout. However, there should be enough greenery around it so that the viewer does not get the impression of an autumn tree.

Photo below:
A particularly striking tree is also the English oak. Old, gnarled specimens show a typical growth which makes them easily recognisable. Photo: Avantgarde Modellbau

This is especially true because each tree species has its own characteristic leaf colour. This cannot be seen on a single tree, but as a dense crown they certainly convey different nuances. This, too, is partly due to “deeper” reasons, because among trees there are shallow and deep-rooted plants. This also influences how well they can access water during dry periods.

The blossoming of trees in spring can also be played with. In many species, (white or pale pink) flowers appear before the first leaves. If we use this in the model, grasses, shrubs and surrounding bushes in bright green ensure help to avoid the impression of that one wanted to imitate the look of hoarfrost.

Even from a distance, a horse chestnut can be easily recognised during its flowering season. The tree is then already fully leafy, but its blossoms, which rise up like candles, determine its appearance to a large extent. By the way, this type of tree is available as a model from Avantgarde Modellbau.

Among the trees with a very distinctive and typical appearance that invites imitation is the horse chestnut, which is found in many parks, along the edge of wide roads or even in parkways.

Its white blossoms gather in very conspicuous candles that are striking and can be seen from afar. They also form an attractive contrast to the foliage that the tree already bears at flowering time. Here we leave the keywords early and late bloomers as a distinguishing feature for the selection on the plant.

Summary

Convincingly and correctly translating nature into any scale is not witchcraft. Like other challenges of model making, it only requires paying attention to two important points:

- Success needs a plan.
  Everything that is personally perceived as beautiful or is on one's own wish list does not necessarily fit together. Simply building on it is therefore perhaps a recipe for a game plan, but one that will not inspire anyone in the long term because it is neither coherent nor realistic.

It makes sense to deliberately limit yourself to a fixed plant theme. Rural scenes often offer many possibilities for reproducing attractive natural scenes. This can be, for example, a tree-lined country road, as here near Westheim. Photo: Hendrik J. Späing

If you want to enjoy your layout for a long time, if you want to inspire and captivate visitors at exhibitions and fairs, you should consider beforehand which themes (e.g. “unspoilt landscape” or “agriculture” or “urban environment”) and which seasons you want to reproduce.

The final choice of vegetation and its arrangement should be based exclusively on this. If personal wishes remain unfulfilled and cannot be integrated, a diorama with a different content can be used as a supplement or alternative.

- Skills come with practice.
  Experienced model railway professionals who build good layouts for customers are not magicians. They too have learned their craft, acquired new skills and perfected them. Reading guides or articles is a beginning, but not the end.

A key to success is to have an eye for the little details by the wayside, such as this dead tree in a forest clearing. Discovering such a prototypical scene and to transfer it onto a railway layout can make all the difference. But, such an approach does require trials and practice for finding and mastering the right techniques.

Previously absorbed and stored knowledge needs to be put into practice. Small and manageable practice pieces are perfect for developing your own techniques, perfecting them or simply trying out something new. The critical eye reveals whether the way you have found is right or whether you need to find a new one.

- Good things take time.
  A new locomotive is bought, it is supposed to run. Fingers are itching to snap away and to immortalise the good piece on the camera's memory card. Now a layout has to be built quickly... Well, that's the point to say "stop" as it can't end well.

  A key message we wanted to convey with this article is hat a beautiful model deserves an equally beautiful environment. So let's take the time to build a beautiful landscape that complemens our new acquisitiion without taking centre stage. For a single locomotive, an area of 20 x 10 cm is sufficient to create a backdrop.

  This is something we can practise on and we can approach a layout project with much more peace of mind. Even though model railway layouts are known to never be finished, we should at least try our best to hide this from the viewr, shouldn't we?

The author of these lines has evolved as a modeler along the path described here. Hopefully, this article will stimulate your thoughts and make you walk through nature "with your eyes wide open". And don't forget to take your camera (phone) with you.

Creating convincing looking landscapes like this one here are possible with developing a keen eye for nature and disciplined practice.

The next modelling season is already closer than it may appear. And when it arrives, we can all get to work even more joyfully.

Historical editions for reference:
https://www.trainini.eu/z-world/trainini-archives

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.

Lebenswerk von Ludwig Rotthowe
Eine posthume Würdigung

Ludwig Rotthowe gehört zu den bekannten Eisenbahnfotografen der fünfziger bis siebziger Jahre. Aber auch darüber hinaus war er noch Jahrzehnte mit der Kamera aktiv. Dass Eisenbahnfreunden sein Name nicht gleich als erstes einfällt, liegt wohl am ehesten an seinem bescheidenen Auftreten. Im EK-Verlag wurde nun sein Schaffen zusammengefasst und ausführlich geehrt.

Burkhard Beyer
Alte Meister der Eisenbahn-Photographie: Ludwig Rotthowe
Der bekannte Fotograf aus Westfalen

EK-Verlag GmbH
Freiburg 2023

Gebundenes Buch
Format 26,0 x 21,5 cm
144 Seiten mit 187 S/W-Abbildungen

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Preis 29,80x EUR (Deutschland)

Erhältlich direkt ab Verlag
oder im Fach- und Buchhandel

Eigentlich sollte an dieser Stelle eine andere Rezension stehen: Gedacht war an Ludwig Rotthowes zweites Buch „Dampflokomotiven 1956 – 1976“, das im selben Verlag wie das nun vorgestellte erschien. Insgesamt fünf sollten es bis 2018 werden.

Dieses sechste ist das erste, das posthum ohne sein Mitwirken erschienen ist. Und doch scheint es, als träfe es das Wesen dieses bekannten Menschen am besten. Und dabei ist sich der Rezensent, der ihn leider nicht persönlich kennen lernen durfte, auch sehr sicher.

Nur wenige Aufnahmen aus dem genannten Frühwerk haben es auch in dieses Buch geschafft. Doch das allein ist es nicht, was es so anders macht und eine klare Kaufempfehlung rechtfertigt. Waren es zunächst Bände für Dampfliebhaber, weitete sich der Fokus auf die beiden anderen Traktionsarten.

Doch immer stand die Eisenbahn, oft nach Baureihen geordnet, im Vordergrund. Nun ist es die Person Ludwig Rotthowe, der ein Andenken geschaffen wird, das auch anhand einer Auswahl seiner gelungensten Werke erzählt wird.

So kommt es, dass die Bahn in diesem Buch bisweilen in den Hintergrund rückt und eher mal eine Funktion als Statist einnimmt. Viele der ausgewählten Aufnahmen kommen sogar ganz ohne Lokmotiven und Wagen aus. Und wenn sie vertreten sind, dann bilden sie einen repräsentativen Querschnitt des Bundesbahn-Fuhrparks ab.

Schön ist auch, dass die zeitliche Spanne ebenso groß angelegt ist. Von den fünfziger Jahren – aus der Zeit der Ausbildung des Ludwig Rotthowe – bis in die frühen Neunziger reicht die Bandbreite hier. Herausgeber Burkhard Beyer erläutert sehr ausführlich das Spektrum des verfügbaren Materials, der daraus noch vom Fotografen selbst getroffenen Auswahlen und seine Entscheidung, was in dieses Buch gehörte und wie es inhaltlich zu strukturieren war.

Herausgekommen ist ein erfrischend anderes Werk, das wir im Folgenden nun auch ins Leben seines Urhebers einordnen möchten, um es unseren Lesern gleichermaßen nachvollziehbar aufzubereiten. Nahtlos fügt sich der vorliegende Titel in die EK-Buchreihe „Alte Meister der Eisenbahn-Photographie“ ein und zeigt trotzdem eine besondere Eigenständigkeit.

Ludwig Rotthowe ist am 18. Oktober 2017 im Alter von 80 Jahren verstorben. Bei seinem Ableben zählte er zu den wichtigsten und bedeutendsten Eisenbahn-Lichtbildnern in Deutschland. Mit der Eisenbahn kam er direkt vor der Tür seines Elternhauses in Telgte (nahe Münster in Westfalen), das er zeitlebens bewohnte, in Kontakt. Sie übte durchaus einen Einfluss auf ihn aus, ohne dass er wie viele andere seiner Generation zum „Dampflokjäger“ wurde.

Mit 15 Jahren begann am Heimatort eine Lehre zum Fotografen, noch im gleichen Jahr entstanden seine ersten Eisenbahnfotos – teilweise auch mit geliehenen Kameras seines Meisters. Dieser war zuvor im Ruhrgebiet in der Industriefotografie tätig und gab sein Wissen an den kreativen Rotthowe weiter. Auch die Portrait-, Architektur- und Fotografie in der Landschaft gehörten zu den Ausbildungsinhalten.

So mit dem handwerklichen Können gerüstet, konnte er seinen kreativen Geist auf die ihm eigene Art entfalten. Beeinflusst wurde er nach eigenen Angaben auch durch die Eisenbahn-Landschaftsfotografie von Toni Schneiders und Jean-Michael Hartmann.

All das sollte er in seine eigene Handschrift einbauen, die von anderen zeitgenössischen Fotografen abhebt. Gerne integrierte er auch Menschen, darunter seine Freundin und spätere Ehefrau oder auch Bekannte „wie zufällig“ in seine Bilder. Dasselbe gilt auch für so banale Alltagsdinge wie Schrankenanlagen an Bahnübergängen oder Formsignale, häufig schön aufgereiht. Mit Licht und Schatten wusste er ebenso geschickt zu agieren wie mit Statik und Dynamik.

Den Rezensenten hat einst zunächst besonders angesprochen, dass Ludwig Rotthowe gern den Eisenbahnbetrieb in seiner unmittelbaren Umgebung interessiert hat. So hielt er Motive von der Emslandstrecke, der Rollbahn, aus Rheine oder Münster fest, die sonst beinahe vergessen wären, weil das Direktionsarchiv der früheren BD Münster seit Jahrzehnten als verschollen gilt.

Doch er war gern und teilweise auch weit entfernt unterwegs. Beispiele sind München (nicht in diesem Band), Altenbeken, Bullay, Dortmund, Hamm (Westfalen) Emden, Norddeich oder auch Hamburg. Zu seinen Favoriten gehörten auch die Obere Ruhrtalbahn, die Rhein-Sieg-Strecke sowie die Nebenbahnen des Sauerlands.

Diese Fülle an Aufnahmen in bester Qualität und ebenso hervorragender Reproduktion macht dieses Buch so einmalig und wertvoll für Eisenbahn- und Modellbahnfreunde. Gleich, ob jemand in Erinnerungen schwelgen, Fotos genießen oder Anregungen für die authentische Modellbahngestaltung finden möchte: Alle Lesergruppen werden hier gleichermaßen gut bedient.

Abschließend gehen wir noch einmal auf die Struktur dieses Bands ein: Die Bilder wurden nicht nach Baureihen ausgewählt und angeordnet, sondern nach Themen. Diese widmen sich der unmittelbaren Umgebung des Wohnorts, dem Hauptbahnhof von Münster, dem Spiel mit Telebrennweiten oder anderen Sachgebieten wie Brücken, Tunnel, Viadukte oder Berge. Eigene Kapitel sind auch der Nacht, dem Gegenlicht, dem Winter oder Personen und Signalen gewidmet.

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

Filmschätze von Ton Pruissen

Wertvolle Zeitdokumente

Die Emslandstrecke ist ein klassisches und beliebtes Thema, das schon viele DVD gefüllt hat. Es scheint bisweilen unvorstellbar, dass mit diesem Fokus noch etwas wirklich Neues kommt. Doch Menschen irren sich und so geriet die an dieser Stelle vorgestellte Datenscheibe für uns zur Überraschung des Jahres.

Ton Pruissen
So war sie damals, die DB - Teil 4
Die Emslandstrecke, Emden und Oldenburg

Nord Süd Express GmbH
Gröbenzell 2022

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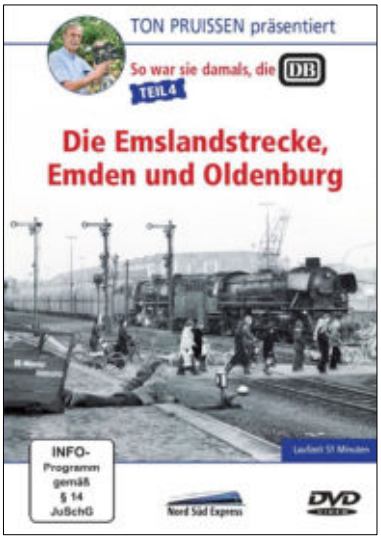


Vielleicht stutzen Sie zu Beginn dieser Besprechung, weil Ihnen der Verlagsname Nord-Süd-Express (noch) nichts sagt. Doch das wird sich auf dieser und der nächsten Seite gewiss ändern. Und Sie werden einen ausgesprochen positiven Eindruck mitnehmen!

Hinter dem noch jungen Verlag mit großer Erfahrung steckt vor allem Geschäftsführer Thomas Hilge, der zuvor in gleicher Funktion beinahe 20 Jahre bei der VGB Verlagsgruppe Bahn tätig war, bevor diese an einen Wettbewerber verkauft wurde. Das breite und hochwertige Verlagsprogramm, dass seine Handschrift trug, veranlasste ihn, ein solches Angebot auf eigene Rechnung ins Leben zu rufen.

Es geht also auf jeden Fall weiter! Neben der neuen Zeitschrift Eisenbahn-Klassik, von der wir in Ausgabe 7/2021 bereits ein Heft vorgestellt hatten, folgten in der Zwischenzeit erste Bücher und nun auch ein eigenes DVD-Angebot. Inhaltlich dafür verantwortlich zeichnet der niederländische Eisenbahnfreund Ton Pruissen, der sowohl sein eigenes Material auswertete, als auch auf Aufnahmen weiterer Begeisterter zurückgriff.

Und der Produzent des heute besprochenen wie auch weiterer Titel verspricht nicht zu viel, wenn er bekundet, dass es kein Neuschnitt bereits veröffentlichter Streifen ist. Keine einzige Aufnahme ist uns als schon bekannt ins Bewusstsein getreten, wenngleich natürlich einige Kameraperspektiven ebenfalls zu den bevorzugten anderer Filmfreunde gehörten.

Breit ist das Spektrum des gezeigten. Es reicht, wie dem Titel zu entnehmen ist, von der Emslandstrecke, bis nach Ostfriesland und Oldenburg. Dabei arbeitet sich Ton Pruissen geographisch und nicht chronologisch voran.

Die Reise beginnt im Bahnhof Rheine und führt in Richtung Norden über den Block Bentlage samt Bahnübergang und Salzbergen weiter bis nach Leer (Ostfriesland) und Emden sowie schließlich

Norddeich Mole. Quantitativ nimmt dieser Teil deutlich den größten Umfang ein, was sich auch mit der „Magnetfunktion“ dieses letzten Dampflokdomizils erklärt.

Allerdings mischt der Produzent und Filmer hierbei die unterschiedlichsten Aufnahmen. Sie entstanden ab Mitte der sechziger Jahre und reichen bis zu einem Zeitpunkt rund zwei Wochen vor dem endgültigen Aus der Dampflok. Sogar Führerstandsmitfahrten sind auf der DVD zu filmen, teilweise erleben wir sogar Mehrfachperspektiven derselben Szenen.

Gut verstanden hat es der Niederländer also auch, neben einem „roten Faden“ auch einen spannenden Schnitt zu finden. Zu seinem anerkennenswerten Können gehört es aber auch, Schwarz-Weiß- und Farbsequenzen zu miteinander zu verbinden, dass der Zuschauer nicht mal gleich den Zeitsprung dazwischen bemerkt.

So hat er einzelne Szenen am jeweiligen Schnitt nachträglich koloriert, was dann als Blendenfunktion genutzt wird, um die Bildfolgen ansprechend sowie schlüssig und flüssig zu verbinden. In einem Eisenbahnfilm war uns dieser Kunstgriff bislang unbekannt, er tut allerdings auch hier dem Gezeigten sehr gut.

Kurz ergänzen möchten wir noch einen weiteren Überblick über die Themenfülle: Auf der bereits aufgezeigten Reise entlang der Strecke bereichern auch einige Unterwegsmotive die tollen Bilder. Die markante Emsbrücke in Hanekenfähr und sogar ein Besuch im AW Lingen bereichern diesen Film enorm. Besonders der Blick auf die Hauptuntersuchungen der Dampflokomotiven offenbart, dass Ton Pruissen die Emslandstrecke deutlich früher als andere Enthusiasten besucht hat.

So hebt sich diese DVD überraschend deutlich von vielen anderen ab, die wir bereits gesehen (und teilweise auch besprochen) haben. In bewegten Bildern sind Einsätze der Neubaudampflok Baureihe 82 vor Personenzügen von Emden West nach Emden-Außenhafen sonst selten oder gar nicht zu sehen.

Sogar die einst in Emden beheimatete Baureihe 23 ist hier wiederholt im Einsatz zu erleben und erinnerte uns gleich an das Bahls-Modell für unseren Maßstab, dessen Vorlage aus einer dort beheimateten Serie stammt. Auch die ehemalige P 8, die sie ablösen sollte, steht im Film noch im täglichen Einsatz.

Für Zetties aktuell von Interesse sind bestimmt die vielen Silberlinge, die in vielen Zügen aller Kategorien zu sehen sind: Wie hoch reichte das geschliffene Pfauenaugenmuster? Wie waren sie beschriftet? Und welche Darstellungsform zeigt der Ege-Keks auf ihren Längsseiten? Impressionen für den Anlageneinsatz gibt es hier zuhauf.

Längst vergessen schienen auch die Einsätze der Baureihe 01 (mit Neubaukessel wie 01 133) oder auch der Baureihe 03 auf der Emslandstrecke, die einst die Standardschnellzuglok im Verkehr an die Nordsee war. Selbst die Baureihe 01^{10} Kohle, ab 1968 Baureihe 011, taucht sonst selten auf Filmaufnahmen auf, weil das Material teuer war und das Bw Rheine mit seinen Maschinen noch nicht in den breiten Fokus gerückt war.

Diese DVD zeigt eine ungekannte Fülle an Eindrücken und besticht zudem durch den großen Aufwand, der für das Digitalisieren, Reinigen, weitere Aufbereiten und professionelle Nachvertonen getrieben wurde. Wir kennen schlicht nichts vergleichbar Gutes!

Publishing pages:
https://www.nordsuedexpress.de

Explaining digital film processing:
https://www.youtube.com/watch?v=f3i-PYjvaMg

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.

Note on the train set "V 36 Railbouw Leerdam" (81771):
However, the model (Märklin 81771 from the summer new products; editor's note) is not a Hippel! An alternative from Märklin, but it is a V 36 true to the prototype! This was: Deutz V6M 536 R (make no. 55824, built in 1955).

Leon N. Polderman, Moerkapelle (Niederlande)

Editor's reply: We also received the same information (with explanations and photo evidence without publication rights) from other readers. They are entirely justified and correct. We would therefore like to thank our readers, in the Netherlands, in particular, who noticed this immediately and helped us to correct the error in the report in the last issue.

Märklin deliveries and recall in June:
Right at the turn of the month May / June Märklin delivered the two-piece Hupac semi-trailer wagon pack (item no. 82273). The two, grey painted Sdkmms type wagons each carry a truck semi-trailer of the Swiss freight companies "Planzer" and "Schöni."

The Hupac wagon pack with trailers from Planzer and Schöni (item no. 82273) has now arrived at the dealers. Photo: Jörg Erkel, 1zu220-Shop

Shortly before, the Vectron class EU-46 / class 370 of PKP Cargo (88237) in Era VI condition appeared on the market. The model with four pantographs technically follows its predecessors and is also painted grey. The fronts and the front roof are red, on the sides there is a large owner's lettering in white.

The DB's 50 1019 (88846) with cabin tender is a welcome addition. The Era III model is the first reproduction of a three-domed version of this class in Z gauge. In order to be able to implement this as a mould variant, Märklin resorted to brass investment casting from lost moulds.

Variety is offered by the class 50 freight steam locomotive (88846), offered for the first time in a three-dome version, which knows how to convince and inspire us.

This can be seen in some places on the painted and fully labelled model: Pumps and steam bell have not been applied separately here, but are part of the body. That is why the bell is also painted in the same colour as the housing instead of having a bright galvanic coating and why the openings through which the attachments are usually passed are not present on the circuits.

The model is illuminated with warm white LEDs, powered by a bell-shaped armature motor and has full detail controls including reproduction of brakes, rail clearers, and sand pipes. The printed window frames of the tender cabin are also very appealing.

The train set “Wiebe with 320 001-1” (81320), in which the first V-320 variant of the regular catalogue programme is presented, has also arrived in the shops. It is offered here together with two Fcs side unloading wagons and two Res low side wagons as a construction train.

But as soon as they hit the shops, the joy is over: Märklin issued a recall for this variant, as well as for the Insider locomotive (see also the information box at the test report). The models should not be put into

The joy about the delivery of the Wiebe construction train package with 320 001-1 (81320) only lasted for a short time, then a product recall already followed. To make matters worse, our review sample also has optical and other technical defects.

operation because excessive heat can develop in the locomotive electronics due to a possibly defective component. Models should therefore be sent to the Märklin repair service for reworking.

The following impressions can be given about the contents of the package: The wagons appear with Wiebe logos, but otherwise look largely familiar in their presentation. The locomotive model we received makes a good overall impression, but the paint on one of the front handle bars was chipped, which should have prevented it from being delivered to the customer anyway.

The DB crew car (87002) based on a Württemberg passenger car and the Kklm 431 stake car (82103) loaded with three grey oil tank containers have also been delivered.

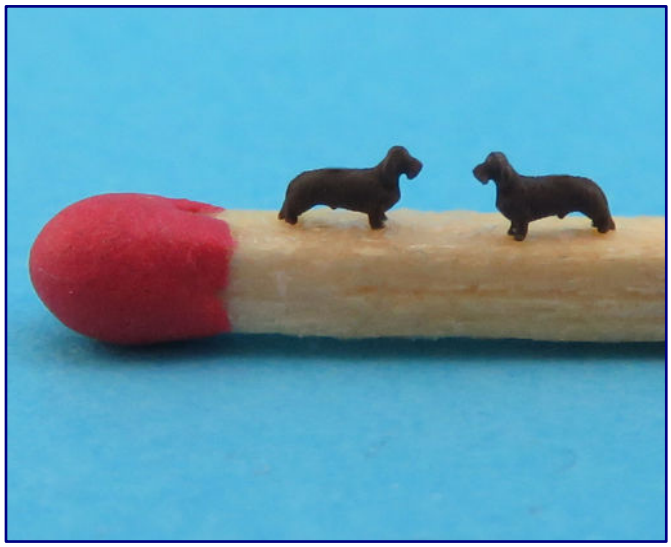
Faller has also delivered a new product:
With the “Old Spinning Mill” (art. no. 282742) Faller has delivered a very interesting hard cardboard architectural kit. The scope of delivery includes 131 individual parts in four colours, which are assembled into the building with window foil and curtain mask. Illustrated instructions are included for success.

The basic dimensions of the house are 102 x 37 x 57 mm and ensure that the quite functional, yet somewhat monumental-looking house can also be integrated into the cityscape in different functions. We can imagine it as a grammar school building, but also as a public administration building or on a company site.

Photo on the left:
The “Old Spinning Mill” is now available as an architectural kit by Faller.

Klingenhöfer Miniatures enhances the animal world:
New at Klingenhöfer Miniaturen (https://www.klingenhoefer.com) are new figures of dogs from the 3D printer: With Dachshund, West Highland Terrier, and Newfoundland dogs, three of the most popular breeds, can be used as models on the layout.

With the dachshund, of course, you can also go hunting for the fox's den, because Meister Reinecke has also been in the range for several years. If you want to recreate such a place at home, you may not be able to avoid the new owls, which will watch motionlessly from the treetops.



Two of the new dog breeds from the Klingenhöfer novelties: Dachshund (left) and Newfoundland (right). Photos: Klingenhöfer Miniaturen

This bottlenose dolphin, colloquially known simply as a dolphin, is likely to meet with warmth. Photo: Klingenhöfer Miniaturen

The ravens, which are also included in the programme, are more intended for the open field and usually search a harvested field in flocks. As crop followers, they also appear in small groups in the vicinity of residential buildings.

The highly intelligent dolphins are popular because they are considered good-natured. The marine mammals can be accommodated in a dolphinarium of the model zoo as well as used to populate a North Sea or Mediterranean section of the facility.

JSS-Elektronik returns:
JSS-Elektronik (https://www.jss-elektronik.de) has been quiet for a long time, but now Jörg Seitz has announced some new products. They are now offering decoder adapter boards for Z gauge. With these, the supplier wants to achieve that, as little as possible, should be changed on the locomotive.

The original circuit board is exchanged for the product and a separate decoder is applied. That is the idea and the concept of this development in a nutshell. Unfortunately, the manufacturer's pages were under maintenance at the time of our research. Readers may therefore have to be patient for a while.

Something new is also planned for the control area. A WLAN CAN interface is already finished internally and is undergoing practical tests. It is simply connected to a digital track box with the Mobile Station (Märklin) and connected to the WLAN. This allows the control of small layouts with the PC, possible are WinDigiPet or Rocrail.

And here are the AZL summer deliveries:
In June AZL will deliver the ALCO PA1 in the bright blood orange-black livery of the New Haven. This is the 3rd version, which is available with a choice of two operating numbers (art. no. 64425-1 / -2).

The R-70-20 refrigerated wagons are back in the programme in a new BNFE version (Burlington Northern Fruit Express): this time, the roof of the orange-coloured wagons is also painted in the same colour as the wagon body. Available are a double (914843-1) and a four-pack (904843-1).

The heavy half luggage trolley (item no. 74007-1) of the New York Central is almost a novelty. Photo: AZL / Ztrack

The Trinity RAF pillar wagons with a length of 53 feet are now preceded by semi-trailers from Ryder. The three-rein unit (905238-1) is set to TTAX and carries their old logo. Two trailers (954014-1) can be purchased separately again. Last novelty are the heavy half luggage cars (74007-1 to -3) of the New York Central in dark green. The still very new cars run on two-axle bogies.

Full Speed at Yellow Dwarf:
Yellow Dwarf (https://www.yellowdwarf.eu) continues to deliver new products at a rapid pace. The latest additions are modern flower pots (art. no. 60459), more classical specimens (60461), ornamental hedges with fountains (60473), and decorative hedges with a labyrinth (60474). They are all suitable for decorating a park or larger garden, such as that found at a castle.

Ornamental hedges with fountain (art. no. 60473; photo left) and decorative hedges with labyrinth (60474; photo right) are the names of these two new products. Photos: Yellow Dwarf

For the spontaneous traveller, the “Tents II” (60502) now complement the existing range. All accessories are supplied as unassembled and unpainted 3D printed parts. They can be coloured with model building paints and, if necessary, assembled with superglue.

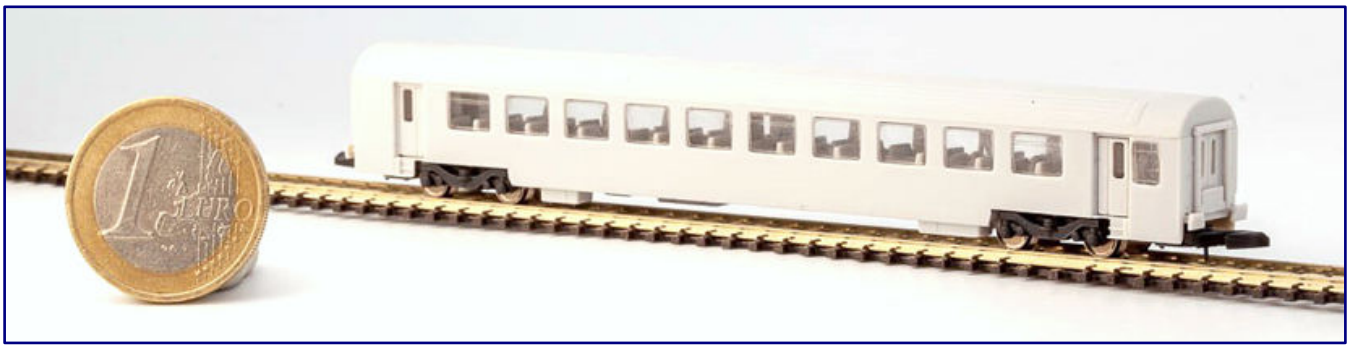
Modellbahn Union expands house series:
In the new series of relief houses, Modellbahn Union (https://www.modellbahnunion.com) has now also introduced three corner town houses matching the previous series. The 90˚ angle house front follows the style of the rest of the series.

The new corner townhouses in relief construction are available in the colours grey (art. no. MU-Z-H00193; photo left) and sandstone (MU-Z-H00203; photo right), among others. Photos: Modellbahn Union

Once again, solid-coloured hard cardboard is used, which does not require any colour finishing. A grey (art. no. MU-Z-H00193), white (MU-Z-H00198) and sandstone-coloured version (MU-Z-H00203) of the Gründerzeit are offered.

New project status at Azar Models:
Azar Models (https://azar-models.com) has sent us some new information about the ongoing projects of French Z-gauge models. The first parts of the Corail-vtu coaches have been delivered from the moulds

and have been assembled for testing. The necessary corrections are currently being implemented; the first series of these internationally operating passenger coaches is planned for autumn 2023.



One of Azar Models' two well-advanced projects is the SNCF Corail vtu passenger coach that was used for international traffic. Photo: Azar Models

In the case of the electric locomotive CC72000, the corrections to the shape of the body have now been completed. The fineness of the grilles has been revised once again with a high-quality result. The mechanics and bogies are also finished. By the way, the chassis will be made of metal to ensure sufficient weight for good traction.

The manufacturer expects the first painted pre-series samples in July 2023, and production will then probably begin in September. The German sales partner for this supplier is 1zu220-Shop (https://www.1zu220-shop.de).

Series 3 from WDW Full Throttle:
Ten years ago, WDW Full Throttle (http://www.wdwfullthrottle.com) started with the first of three reefers series. These were the rail series (9000 article number group), followed by the food series for meat, poultry, dairy products and fruit and vegetables (9200).

The Miller brand launches the new series of American beer wagons based on the wooden modernized reefers. Photo: WDW Full Throttle

Now the third series of 34-foot-long wooden wall reefers is to be launched before the end of June. This is the beer wagon series (9400). The first limited edition (item no. FTB9405) is dedicated to the well-known Miller Brewery of Milwaukee.

They have brown end walls and roofs, while the side walls shine strikingly yellow and are printed with the well-known Miller logo in black as well as company inscriptions. The models are supplied in double packs.

WDW products are distributed in Germany by Case Hobbies (https://case-hobbies.de), among others.

Herpa announcements for midsummer:
For the high summer months of July and August, Herpa announces the following new Wings models in 1:200 scale:

Lufthansa Cargo Airbus A321 “Hello Europe” (Art.-Nr. 572439),
Maersk Air De Havilland Canada DHC-7 (572637), and
LOT Polish Airlines Tupolev TU-154M (572712).

The Tupolev TU-154M of LOT Polish Airlines (Item No. 572712) is announced as a novelty in 1:200 scale. Photo: Herpa

According to the military model, the following aircraft has been re-issued with modifications (such as the identification number):

German Air Force Airbus A400M “Atlas”, LTG 62, Wunstorf Air Base (557207-004).

In the Snapfit model range, there are two 1:200 scale versions as well as an equally suitable 1:250 scale version for hanging in the model railway sky:

Air France Concord, 1:250 (605816-001),
Edelweiss Air Airbus A320 “Help Alliance” (613712), and
TAP Air Portugal Airbus A321LR “Amália Rodrigues” (613835.

Märklin participation at the International Toy Fair 2024:
Märklin will also be taking part in the Spielwarenmesse 2024. This will take place from 30 January to 3 February in Nürnberg (Nuremberg). A consumer day is again planned for the Saturday of the fair (3 February) in the model making hall.

Märklin explained to the dealers the reason for their renewed participation in the fair: “We were also able to take many suggestions from the discussions into our daily work. A valuable experience that we missed in the two years of the pandemic. The dealers present made intensive use of the opportunity to exchange ideas with each other.”

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