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for railroad enthusiasts
in the scale 1:220
and Prototype

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Very Big Small Rocking Horse

A Tree Nursery for Z Gauge Model Railroaders
Lahnstein is worth a visit

Introduction

Dear Readers,

As I write these lines, there are almost Arctic-like temperatures outside, the icy East winds go right through me. The hobby season thus received an unexpected extension just before the approaching spring.

The spring exhibitions and fairs that are currently taking place mark exactly the transition that we had also planned for this edition: there, completed handicraft projects are shown publicly and the new items of the manufacturers are presented.

We look back on what has been implemented creatively in the last winter and look expectantly at what is to be offered to us for the yet seemingly far away, but surely coming tinker opening.

One of these exhibitions was the model railway days in Lahnstein, not by chance with the attribute "international" advertised. Every year, a small model railway Association manages to invite layouts and other exhibits on the highest level to the estuary of the Lahn on the Rhine. This call is followed by gifted designers from Germany and its neighbouring countries such as France or Poland. Friendships know no boundaries!

Z gauge has long had a permanent place in Lahnstein, which we are very pleased about. This exhibition is quite rightly regarded as a German offshoot of Ontraxs! In Utrecht, Netherlands, and there we have already Zetties in it.

Today we are looking forward to the Lahnsteiner model railway days, their exhibits and the friendly surroundings and invite you to visit next year in person. There was also something new to be seen there, with Krüger Modellbau and Trafofuchs. These were also two small series manufacturers of our scale. Also worth seeing are the house models of the Modellmanufaktur Beckert, which have now been included in the assortment of the 1zu220 shop.

But back to the theme of seasons: Before Spring leaves, we are already diligently adding green leaves to the tiny trees of the scale 1:220. Rita Kruse-Spiekermann continues her tree-making contribution and invites our readers into her "nursery."

Building on the knowledge of her first contribution, it is now dedicating itself to new demands, including deciduous trees, which place higher demands on credible implementation. If it can also give you new insights, then this article has served its purpose. You are welcome to present your results to us and to all readers of this magazine.

The history of the class 80 Tank Engine also felt as long as winter. Märklin introduced a new production process and during this implementation learned new production techniques. At last we have the result and we can report on our impressions.

Of course, this edition of suitable book recommendations, reader letters and current news will also be spiced up so that you are kept fully informed.

Enjoy reading

Holger Späing



Holger Späing
Editor-in-chief

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We thank Rita Kruse-Spiekermann for her tree modelling article and the Eisenbahnstiftung for photo support.

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Cover photo:

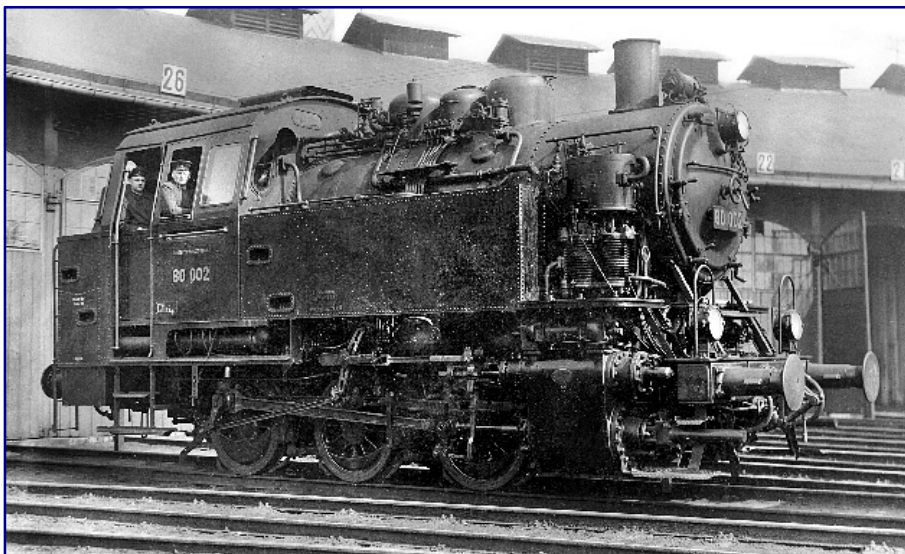
The 80 032 is dirty due to its hard daily routine when it takes water in the shunting break at the plant. Not to be seen is her tiny size, which clearly underlines Märklin's fine implementation. Only the couplers betray the true scale.

Machine with weaknesses and strengths **Mother of the standard steam locomotive**

The history of the DRG standard locomotive begins with the class 80. Although the successor of the Prussian T 3 was extremely successful, she was denied the great success and operational significance. Their career and that of their sisters was all the more successful as models, which is now also to establish a success story in the Z gauge. We look at the history of the example, the role in the Märklin program and the freshly delivered model.

Little is known that the starting point for the development of all German standard-tender locomotives was the planning of a replacement locomotive for the Prussian T 3. From 1921 the later standard locomotive program of the Deutsche Reichsbahn developed from this. This is what Jürgen-Ulrich Ebel has already stated in the foreword of his EK series portrait on the four switching locomotive series of the DRG.

And so the three-axis class 80 is actually the mother of all standard locomotives, although the already legendary express train locomotive of the Class 01 was on the rails three years earlier and claimed this title.



80 002 (Hohenzollern 1928) is still in its original state in 1930, which also includes the large double-bonded air pump. Later, these were exchanged for two-stage air pumps. In the BW Berlin hitchhiker BF she is waiting for new shunting tasks. Photo: Werner Hubert, archive of the Eisenbahnstiftung.

Like the T 3, the new construction has three cupola domes, no leading axles and no axles actually exceed 17.5 (metric) tonnes.

A coupled wheel diameter was long time provided at 1,250 mm, for the weight-savings the railroad administration finally reduced the size to 1,100 mm, which allowed further weight saving economies on a bar frame.

For a long time the question was whether the new locomotive should be procured as a wet or hot steam engine.

Their use was provided in the large passenger stations of the

RBD Wroclaw, Hannover, Köln and Leipzig (Halle and Leipzig, among others, the transport of postal cars), where they were to pull off and assemble trains. In fact, this could be accelerated considerably later, especially in Hannover where the very strong locomotives were extremely popular. However, their coal consumption was also significantly higher than that of the predecessor.

Like the four-axle sister locomotive of class 81 (with 1 m longer boiler), the Eighties were deliberately fully designed for traction, which in combination with their squat appearance brought the nickname "Bulli": The class 80 did not leave anything standing, with 400 to 500 tonnes on the coupler she even ran quietly. On a level plane it could move up to 1,380 T and could haul 865 T at 45 km/h.

The idea of the standard locomotive can be read about quite easily, but this feature is also the Achilles heel at the same time. Many components would probably have been dispensable; the construction could have been easier for a switcher to save weight and costs. The Reichsbahn had to put a stop to the procurement of other machines despite operational probation and finally gave them up completely after the Great Depression.

Instead, she experimented in the thirties with the much easier constructed and therefore also cheaper to procure class 89⁰ as a possible successor for obsolete country railway machines in shunting service.

When the class 80 was developed, the decision-makers were so certain that they dispensed with test locomotives and ordered 27 locomotives in September 1926. In the following year, orders for 80 028 to 80 039 were placed in two series – the deliveries continued until 1929. The fact that it was overloaded with standard parts and was therefore too heavy was probably discovered or looked at too late.

Due to the small wheels, which were conducive to high traction force, the tender locomotives of the 80 and 81 series, because of their large overhangs, showed an extremely restless run. They lurched back and forth on the track, and moved up and down at the same time, which is often referred to as the “Corkscrew Gang.”



In the DB era most of the „rocking horses“ did not have property signs any more, as we can see here in March 1960 also on 80 039. In addition, the locomotive makes their mockery design all honor, as it derailed with the first axis when maneuvering in Schweinfurt station. Photo: Reinhard Todt, archive of the Eisenbahnstiftung



Photo above:

A second career at the King's Mine of the Klößner mines made 80 030, on October 19, 1969 in Werne on the road as locomotive 9. At that time, Klößner had already become part of Ruhrkohle AG (RAG).

Photo below:

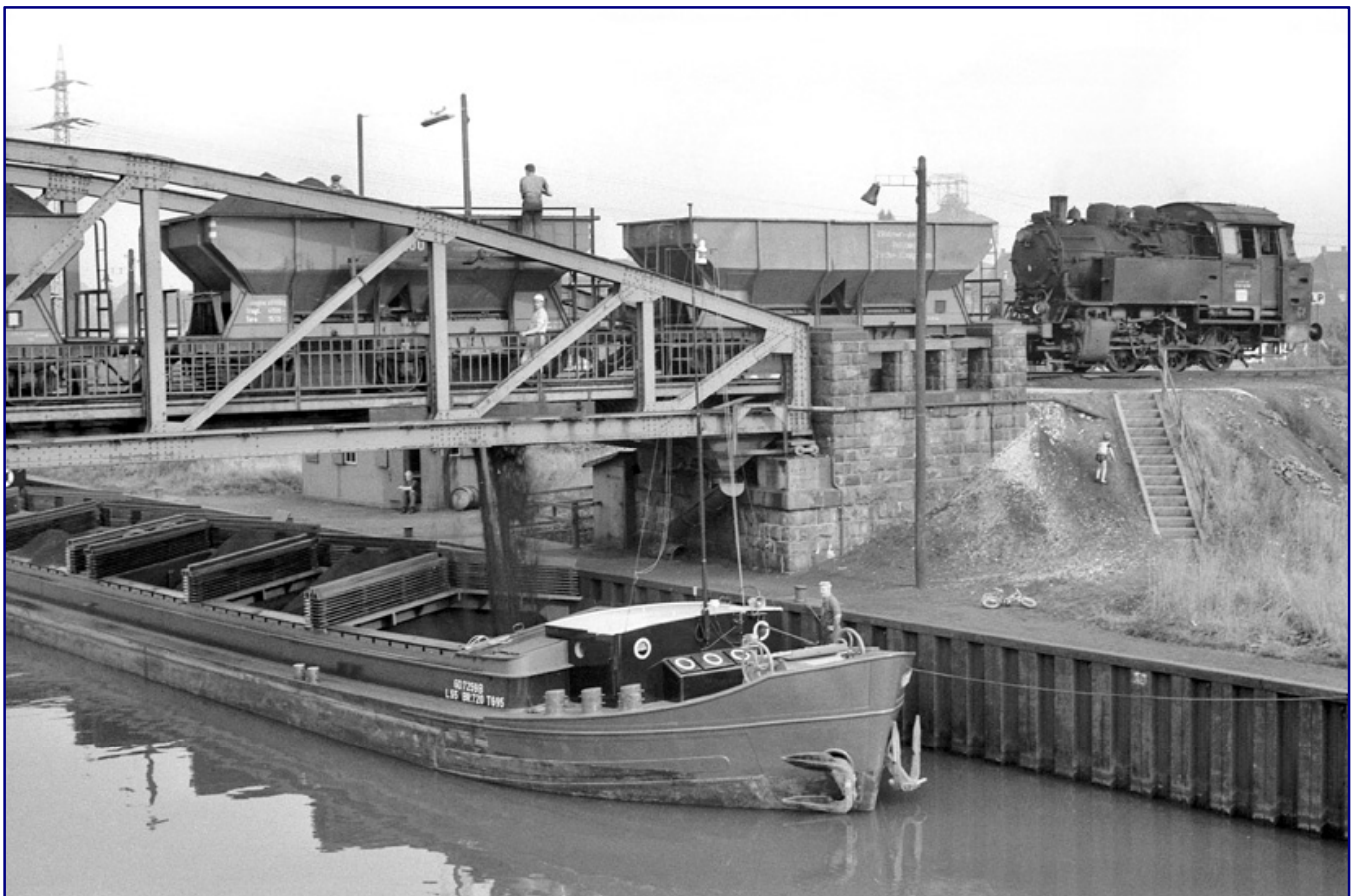
Behind the D-726 the RAG hid the 80 037, built in 1928 at Hohenzollern, which was also sold to Klößner-Bergbau AG after its retirement on 30.09.1960 at the end of the day. It was photographed during a short break on November 3, 1973. Both photos: Wolfgang Bügel, archive of the Eisenbahnstiftung

They were not suitable for long distance service and were also often referred to as “Rocking horses”. At most, shunting and transfers at up to 45 km/h were still part of their duties. The problems described in the class 80 were particularly serious. It was notorious for frequent derailments on fast rides, sidings and turnouts. Because of its high centre of gravity and large overhangs, there was even a risk of tipping over.

But the advantages of the strong workhorse seem to be outweighed, because the operating age of the machines is quite impressive. Many of them experienced a second career, but more than that, shunting operations with steam locomotives was considered to be particularly uneconomical after the war and such operations were primarily changed to diesel fuelled.

In the case of the Bundesbahn, there was no longer any need for a new shunting engine of this power class, especially since the (f) and V 36 economically viable alternatives were available, on the basis of which the development of the V 60 could be initiated. The same was also the case with the Reichsbahn in the GDR, which also gave preference to the diesel locomotive in the form of their V 75.

But the further survival of the class 80 as a quasi-splinter genus (17 specimens in the DB's stock, 22 at the DR East) ensured her the interchangeability of many parts with other Standard locomotives: what had made her procurement so expensive, now favoured her upkeep. The DB machines were pulled together in the BD Nuremberg.



Here we see the Zechenlok D-726 (former 80 037) of RAG in use for the coal mine Werne. The coal transfer to the ship in Rünthe on the Datteln-Hamm-Kanal is most unconventional, not just on 14 April 1972. Photo: Wolfgang Bügel, Archive der Eisenbahnstiftung

Only on 22 March 1965 was the last locomotive retired by the DB with 80 031 in the BW Schweinfurt, at which Dr ended the deployment in 1968. However, 20 of the three axled locomotives found new usage opportunities as locomotives in repair works. Last was 80 019, which was only decommissioned in November 1984 in the RAW Engelsdorf and scrapped in May 1987.

Only seven copies of the DB were dismantled. What their designers had once not planned was their perfect suitability for the heaviest shunting service in the Ruhr area. High frictional weight and a great efficiency of the boiler were ideal conditions for a second life at different mines, which only ended with the deposition of the previous 80 039 in 1977.



Third spring: The 80 039, built at the Hohenzollern AG in Düsseldorf under the factory number 4650 (cf. photo on page 5), will be in the stock of the Hamm Museum Railway on 11 September 2005. It has retained its two-stage air pump to this day, and later welded water boxes and a carbon box increase of sheet metal were added.

Thus, seven of the once 39 specimens were preserved, among which the 80 030 with photo engraving provided in the Railway Museum Bochum-Dahlhausen or the currently not operational 80 039 of the Hammer Eisenbahnfreunde (HEF) (Hammer Railway Friends) only two of the three cupola dome locomotives were added to Museum stocks.

Some model story

The beefy shunting locomotives have a long history in the Märklin programme. For gauge 00 (later referred to as H0) it goes back to the year 1938, almost scale appeared as a new construction in 1949 (art.-No. TM 800/3004) and remained in the program until 1958.

In 1969, Märklin revived 1 gauge after it had been out of their programme since 1935. In the new program of scale 1:32, the class 80 was from the beginning one of two basic types represented there, placed on a

common chassis. This program base should not change until 1978, because for a long the big track was rather positioned as a children's train in the market.

At that time, the tank engine was a thoroughly detailed model, which seemed to be ahead of its times, which can also be read at a very long product life cycle. However, visible large gears were criticized.

The big hour for the small locomotive then struck in 1988, when a redesign for the H0 gauge was introduced to the market with the operating number 80 030. Offered initially as an analogue model with electronic switch (3304) and digital version (3604), the customers were amazed the high-quality implementation as a professional model, which was not comparable with the beginner's locomotive 89 006 (3000).



30 years are between the Z gauge conversion and the analogue model for the H0 gauge (art.-No. 3304) from 1988. The equipment with a DB biscuit was not true to the model. Probably only the sister machine 80 031 of the BW Schweinfurt.

One unusual feature was the cab glazing: It closed both side windows, although the rear was always pushed open in operation so that the driver could lean out of the machine. The door was also closed with a plastic insert, but here the designers had engraved structures with which the closable curtain was modelled.

The air pump was engraved on the side of the housing and not separately, which seemed to be modern in some models thirty years ago.

The yardstick for Märklin was high: only in the Mini Club program was the "Bulli" completely missing. Due to its role for the larger scales, however, no beginner model on the basis of class 89 seemed sensible. So she remained the perfect candidate for technical innovations and for a first edition in favour of the Insider Club members.

Transpositions for the Z Gauge

A problem for model implementations of the class 80 is on every scale that of the 17 locomotives of the Bundesbahn probably none of the other resembled: they drove with riveted and welded water boxes, with different coal box increases, two and three-light peak signals, alternator before or next to the chimney, with and without steam bell as well as regular smoke chamber door and post-war help.

Whoever wants to put them on the model is forced for economic reasons to choose one of the many similar models and make compromises. The oldest conversion kit probably comes from Westmodel, because this conversion specialist which had a kit early in its program to convert the class 89 model with side water boxes.



On Märklin's series 89, the fine detailing of Michael Bahls is based on detail control, brake remodelling, third dome and water boxes (art.-No. 5080). Photo: Bahls Modelleisenbahnen

Anyone who wanted to have a "real" Eighty on this basis, had to work on the cab vent and had to worry about a third cupola dome, also.

A similar path was taken by Volker Bastek, who was ready for the water boxes with etched plates and a small number of pieces once also offered to third parties.

Michael Bahls was the closest to the prototype, so far. On a customer's request, he created his own super fine detailing set (5080) for the aforementioned

Märklin model, which in addition to the riveted water boxes and the dome, had a complete linkage including controls and brake replicas, and added etched signage and correctly sized buffers. On request, this model can still be obtained today with digital decoder and lantern lighting.

Impressions from the test

But if you prefer models from the large series, you will find it directly with Märklin in the future. First of all, the members of the Insider Club come to the course and this in the truest sense of the word, because the scope of delivery of the pack with article number 81352 also includes five open wagons. Even without an explicit announcement locomotive and wagons are aged ex works, but the tender steam locomotive is considerably stronger.

When the pack is lifted, we noticed movement inside it. Curiously we looked and found an unpainted brass housing under the plastic insert. It is not lacquered, is still attached to the casting sprue and has blowholes.

According to a print supplement, it is a scrap part that has been deliberately added by Märklin. It is intended to give the customer some additional pleasure and a better impression of the new fine casting process. We had reported on this process in detail last year and now our photos can be supported by tactile impressions.



In addition to the aged 80 032, under the plastic insert of the Coal Train pack (art.-No. 81352) is included an unvarnished cast housing, which gives a good understanding of the brass material used and the manufacturing process.

The first impression of the new locomotive is good when we hold it in our hands for the first time. The first thing we notice is that Märklin locomotive and wagon has a patina, but the three domer is much stronger than the five cars. The product description was not pointed out, but it is still a pleasure.



In the oblique view, many of the fine engravings are visible, such as the rivets on the water box. Some parts, such as the two-stage air pump or the turbo generator in front of the vent are set separately. The smoke chamber door still has a central closure.

As can be expected in the light of the brass precision casting process under a set of lost forms, the new casting has many finely engraved details.

Since the eighties of any other have been compensated by the Bundesbahn, we noted riveted water boxes, two-light signals at both ends and a smoke chamber with a central closure as an individual characteristic of the 80 032.

Also correct are the carbon box increase and the post-formation of the ventilation box seated on the guide-home roof.

indicated by engravings, but not coloured. The buffer plates are slightly larger than older models, which corresponds to the current product standard of Märklin.

On the buffer screed, coupler hooks and one brake hose are

The lanterns on the front buffer screed have the typical lamp brackets of the standard locomotives. Depending on the direction of the light, the two lights on the front and rear are illuminated by warm white LEDs, which become visible shortly after starting.

Added to this are some injection molded parts such as the alternator seated at 80 032 across the chimney, the two-stage air pump, which is usual at DB times, on the right side of the smoke chamber or the two water-box lids.



In the macro view you can highlight some subtleties and the good painting image even more precisely. But also the limits of the label under the factory applied patina. The locomotive driver's compartment also includes the rear door, which could only be protected by a curtain on the prototype.

Märklin has also finally taken care of a cab glazing, after we had recently missed it on some models. The front and rear windows of the locomotive are now also covered by it, as with the H0 model, besides both side windows, unfortunately also the engineer's door.

The fiery red and deep black paint is a pleasant matt, covered by the already mentioned black-brown patina. The locomotive labelling was applied in silver colours by the tampon printing process and is largely readable. Restrictions arise only from the factory ageing, which also partially covers the labelling.

At the sides it is complete, front and back it is limited to the locomotive numbers, and revision data on the buffer planks have not been taken into account. The font type DIN 1451 is completely correct as the medium of the DB. The property ownership is advertised with "Deutsche Bundesbahn", with a DB biscuit was later only 80 031 proved on the road. The other three cupola domes then had no such title.

The model of the 80 032 was based in the BW Gemünden (Main) since 5 July 1946 and was retired there on 18 February 1958 without a previous Z version. This last operating period corresponds to Märklin's model.

Overall, the model seems to be perfectly implemented, only a very few criticisms have to be made of Märklin: the rear buffer sleeves have not been painted red as compared to the front buffers, and even the lateral part of the front buffer screed is missing some colour.



We only know a few points of criticisms: The rear buffer sleeves and the sides of both buffer boards are not painted red, the controller had to be handled with a catch and the climbs for the drivers are missing from the front of the steam cylinders.

Among the reproduced details we only miss the narrow and short ladder of ascent to the equally short circulation as well as the shunter steps on the front buffer screed.

They were in the prototype very striking locomotive parts, since they were crossed by the piston rod guards and provided for narrowness in this area.

The control is completely up to the clamp for the traction rod and completely moveable. Also the one-sided acting block brakes are seen in the chassis area. There, Märklin has omitted the too filigree sand drop pipes.

Dimensions and data of tender steam locomotive class 80

	<u>Prototype</u>	<u>1:220</u>	<u>Model</u>
Length over buffers*	9.670 mm	44,0 mm	44,1 mm
Largest width (driver's cab)	3.050 mm	13,9 mm	14,3 mm
Height over railhead (smoke stack)	4.165 mm	18,9 mm	15,3 mm
Wheelbase	3.200 mm	14,5 mm	15,2 mm
Coupled wheel diameter	1.100 mm	5,0 mm	5,4 mm
Service weight		54,4 t	--- 23 g
V _{max}	45 km/h		
Indexed performance	423 kW / 575 PS		
Design	C h2t		
Generic name	Gt 33.17		
Construction years	1927/28		
Manufacturers	Hohenzollern, Jung, Union and Wolf		
Number of units built	39 copies		

The widest place of the model is determined by the driver's cab. After measuring on the model, Märklin has placed almost a point landing here. Measured by the steam cylinder, the tiny locomotive is, due to the detailed controls, a whole 2 mm wider (16.3 mm). Interested parties should take this into account and in case of doubt, measure the track distance at their platforms before buying or using the model.

The wheel diameter is too large, as with the V 36 (measured value: 5.6 mm). We measured 5.4 mm. Since the wheels are very difficult to reach and grasp with the measuring slide, we assume a measurement error of 0.2 mm.

In this case it is more likely that this will again be the coupling wheels of the Class 58, which are already present in the construction kit.

Converted to the model, our measured value means at least 8.8 cm too large per wheel. As can be expected, they also have the axles exactly correct. The fact that, even here, measurement errors are taken into account, only 0.7 mm (calculated 0.8 mm) and not equal to 1.2 mm, speaks in contrast to the previous assumption about the wheels that we had found in the V 36.

In either case, Märklin's claim to reproduce the typical appearance of this steam locomotive correctly and convincingly is evident.

Since the wheels with the correct diameter have been in the construction kit since 1972, we searched for an explanation for the deviation found. It is not to be found in a lack of a role model, because the standard tank has already had a long history in the program of the larger gauges, with truly exemplary implementations at the time.



In the view from the front it is noticeable that the steam cylinder did not determine the largest width of the locomotive. That was the role of the cab, which appears to have been decreased in size.



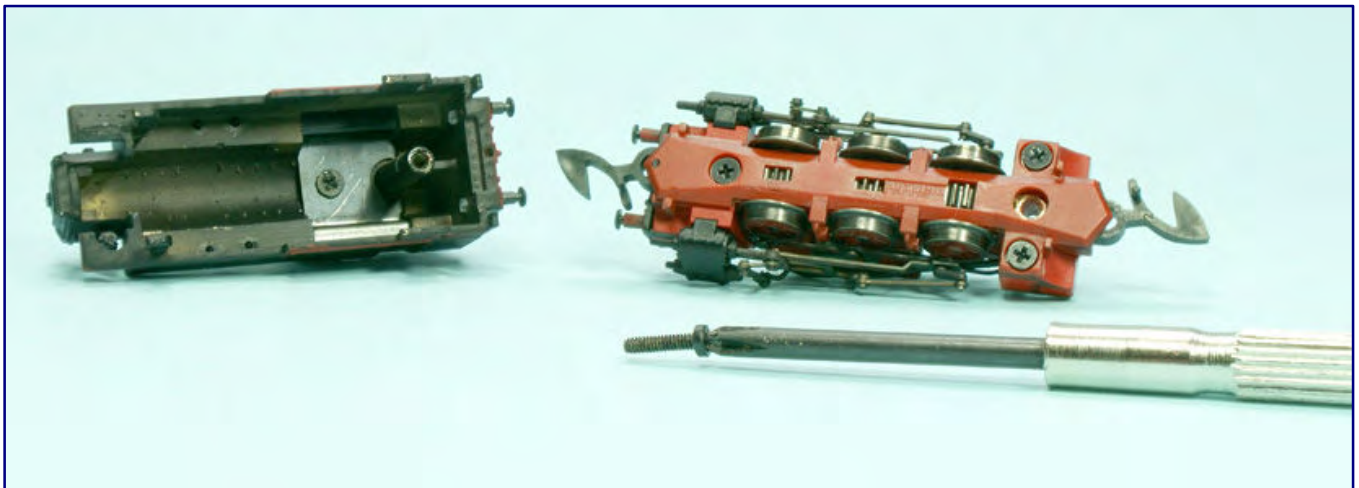
The rear view reveals fine printing and a harmonious picture. The contents of the coal box also work well. Only the black buffer sleeves do not fit the overall picture. Here a little self-correction should occur.

Rather, there should be a deliberate compromise that has constructive reasons. Only with a tolerable dimensional variation it seems possible to accommodate in the large series a complete detail control in the narrow chassis area, which can be mounted so many times safely and repeatable in a short time.

As the other dimensions of the locomotive and, above all, their proportions are very well met, this decision is therefore reasonable and appropriate. This makes it easy to use in addition to the other models in the catalogue program without being considered incomplete.

In addition to the series 89 produced to date, this would of course look different, because of the different wheel diameter would then be easily noted upon viewing. In our opinion, the beginner model for entry cannot be the benchmark for this professional model. In addition, the series 80 and 89⁰ could never encounter at least at the DB because of lack of inventory.

We were particularly interested in the weight of the new model. Märklin has used brass with a material that is otherwise widely distributed in the small series. Since no traction tires are installed, the locomotive draws its traction only from the frictional weight.



The acceptance of the enclosure is somewhat unusual: the gearbox cover is secured in the back with three screws, the middle grips through the undercarriage into a footbridge of the housing in the rear cab area.

With 21 grams it brings a considerable weight to the rail for such a small model. So we pull all the registers and attach to the small three cupola dome equal to ten heavy SSym 46 wagons, which together bring 90 grams of weight to the pocket. But even the barely five-fold weight of the tiny train cannot harm the body.

Effortlessly, 80 032 transports this train through curves with a radius of 195 mm and over road crossings and reverse curves. Even after two hours of forward and reverse driving, it is still on the road without any noticeable engine warming.

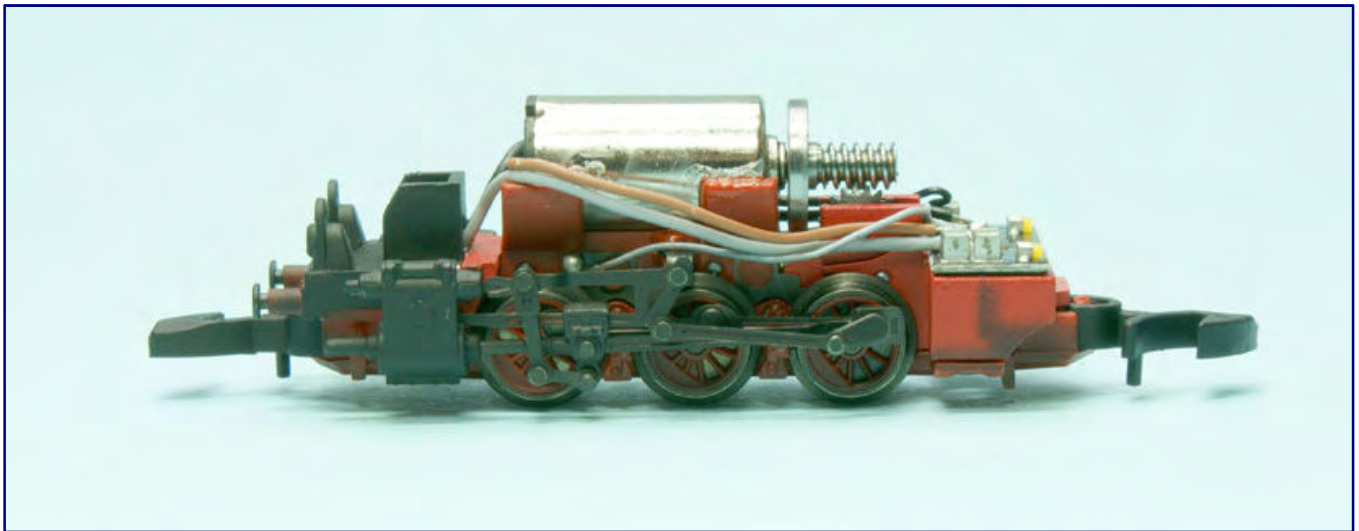
Moreover, it also shows a high level of contact safety. Our inspection of the chassis indicates that only the middle axle is rigidly seated in the undercarriage. The first and third have light side play and can also tilt up and down. The model always maintains good track contact.

We also note positively that this novelty is not a racing machine. Thanks to its well thought-out gear reduction, it is significantly slower than many older models, which is very suitable for a switcher whose prototype was only allowed to 45 km/h.

This is also the responsibility of the small bell-anchor motor, which is maintenance-free in a mount on the chassis. A tiny flywheel supports its operation. To be able to take a look under the body, the centre of the three screws must be loosened at the rear end of the chassis. The body can then be unhooked and pulled up in the front area of the chassis.

But we now want to experience the inner values in practical use: on the Märklin transformer 67011 the locomotive is already moving at a voltage of 0.3 volts. A test section of 22 cm length of freshly brushed straight line is covered in 87 seconds, which corresponds to a model speed of just 2 km/h. This is really a switcher!

Safe operation through turnouts is possible from a voltage of 2.4 V, while the locomotive lights are now also illuminated. We are of the opinion, however, that this locomotive requires considerably less track tension here, but the transformer used for all of us test drives with Märklin models has unfortunately very large voltage jumps, which cannot be carefully controlled.



The bell-anchor motor is supported by a small flywheel. The rear circuit board with two warm white LEDs is also visible on the chassis. The counterpart for the front side sits under the plastic attachment for the smoke chamber carriers, cylinders and lanterns.

The measured six seconds for travelling through the measuring section converts to 29 km/h and thus a completely normal prototype speed when moving individual wagons. In this way, we find that Märklin's newest model, like its prototype example, brings with it the best model characteristics for shunting operations.

By the way, in the entire test cycle, there are almost no engine noises to be heard during forward movement, and the worm gearbox only gives a minimal background noise when in reverse. We continue to increase the transformer output and measure the current consumption at defined settings. In transformer position 100 we measure just 16 mA, which for Märklin models is still an almost unknown low value.

And another test result: 22 cm test section in 1.9 seconds means a 91.7 km/h model speed and thus already more than twice what the big three cupola dome locomotive could actually achieve. The prototype locomotive would be on the road at a much slower speed than this.

The value measured at position 150 is only slightly above the first measurement result at 16.5 mA. Together they speak for a good engine and a clean working gear, which also underscore the good train forces from the first operating test.

Matching freight wagons

We would like to briefly go into the five goods wagons that Märklin supplies together with the tested model. They are all not from new items and have been available in the program for many years.

In recent times, however, the product management of open old cars has been very fond of this genus O 10, which can be described as quite successful overall. But in the meantime many Zetties have built up sufficient stocks of this model.



There are also five open freight wagons from two different types and with coal loading inserts. What is special about them are the different labels. Here they take care, ranked from the 80 032, for the supply of coal bunkers in the factory.

The fact that only one such car is included in the scope of delivery shows restraint and recognition of the circumstances. The fifth wagon has a brakeman's platform and labelling for the Brit-US zone of the DR with the car number 670 318.

It seems that the new generic name O 10, given by the DB, does not fit it correctly. That and the missing generic district define a car that has already been relabelled.

The puzzle solution lies in a phenomenon of the German division's history: The DDR did not initially recognize the Bundesbahn as an administration and rejected the wagons described by their abbreviations at the border. For a number of years, freight wagons for German-German transport were almost labelled for the bi-zone of DR.



Locomotives and wagons of the Insider train pack are at home in the early Epoch III. The steam locomotive still carries a title tag with the "Deutsche Bundesbahn", the open wagons are labelled very differently.

Märklin has put together the labelling of all five cars quite colourfully. There are real bi-zone and federal railway specimens among them as well as the aforementioned re-labelled variants. Thus, the market leader goes a step further than in previous epoch-IIIA models.

In the meantime the train pack settles between 1949 and the beginning of the fifties. The time window can be narrowed by the foundation of the DB and the provisional interruption of the relabelling measures until the dissolution of the conflict with the neighbouring German state.



Four times the same wagon design, three different types of addresses: redesigned DB-wagons of the Type O 11 (photo on top left and right), a wagon with brake-house, Reichsbahn-operation number and District Nuremberg (photo at the bottom left) and a "Dr Brit-US zone" Reversed Wagon (image at bottom right) with designation and wagon number of the DB.

For a long time the genus O 11 was not offered (from the state railway time) due to its shorter length. The model had a body made of steel, which also makes them visually appealing. The chassis used by Märklin for this wagon is not correct with a brakeman's platform or house.

In the presentation, the distance between the axle brackets and the ends of the body on both sides was the same, the stage was placed outside the frame. In the model, however, the spacing between axle holders and buffers on both sides is identical, which makes the model look a bit odd.



Also in the car 670 318 of the genus O 10 is a DB, which was redrawn on the Reichsbahn of the Bizone, in order to be able to run internationally also in the DDR.

Nevertheless, it is to be welcomed that there is some change in the wagon stock again, because Märklin has included four copies this time, of which only one shows a brakeman's house. If you want it to be correct, you will need to remodel on the basis of small series producers' parts and ensure a correct suspension.

The addresses of all five vehicles, which have been thoroughly aged and equipped with real charcoal, are included in the following. The wagon with brakeman's platform is in third place:

<u>Written administration</u>	<u>Wagon Number</u>	<u>Generic name</u>	<u>Classification</u>
DB	680 972	O 11	renumbered
DB	680 598	O 11	renumbered
DR Brit-US-Zone	12 923	O Nürnberg	not redrawn
DR Brit-US-Zone	681 354	O 11	drawn back
DR Brit-US-Zone	670 318	O 10	drawn back

It is also worth mentioning that all cars fit very tightly in the plastic packaging. To be able to use them cleanly, they must be inserted in order from right to left until the buffers fit cleanly in the recess. At the right end, the car can be pressed gently. The platform or brakeman's platform are always shown at the left in the package insert.

Use and evaluation

For the prototypical use of the new locomotive there is not much to write. Suitable freight wagons for shunting or handing-over operations are delivered by the Göppingen. The fact that it was aged at the factory with a black patina fits well with the intended purpose.

The five wagons can be supplemented by the two specimens from an earlier wagon assembly (86331), which are also of type O 11 and are labelled for the same epoch. They were also aged and delivered with coal inserts and also produced a truck model for unloading scenes.

A Jörger-Uncoupler, which uses an electromagnet to move the lobster scissors of the couplers apart, can also help to provide exemplary application possibilities. For this, thin strips of magnetic metal (from staples) must be glued under the ends of the couplers and magnets must be located at different places on the layout.



Due to its driving characteristics, the class 80 is also a perfect switcher for Z gauge. If the system is equipped with Jörger-Entkupplern (System Jörger Uncouplers), and the couplers of the locomotives and wagons are prepared appropriately, goods wagons can be easily uncoupled at selected locations, as here a GL 11 for general cargo transport, which is connected to the goods handling of the small Station is being dropped off.

In the feeding service, the class 80 can also be sent to the tracks with train or post cars, especially since the use of the Bundesbahn machines was not limited to large passenger stations. If the locomotive is used in shunting traffic, its towing load should be limited, because the connections were mostly operated with short units.

The all-round successful redesign of the class 80, which could only have the smallest possible improvements, is nominated for the best releases of the year 2018 in the category locomotives.



Passenger wagons have also been pulled or pushed by the “Bulli” to assemble larger passenger trains. Therefore, his model may also be used as a shunting locomotive in a passenger station. It is also attractive to add and subtract individual route coaches, which were once an integral part of many high-quality long distance train connections.

Manufacturer pages for the model:

<http://www.maerklin.de>

Alternatives mentioned in the text:

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

<http://www.ztrain.de>

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Nursery with a difference **Sapling, change!**

In September 2017, the "Tree nursery" of Rita Kruse-Spiekermann opened. Our reader showed how wires are made of their own trees and are designed to be shot. She now ties in with the knowledge she has transferred and introduces further gimmicks. This also includes special tree types that can easily be recognized as models when they are considered.

By Rita Kruse-Spiekermann. After the first forest re-forestation in the **Trainini®**-issue of September 2017, we let the trees turn green again for the approaching spring, this time with Poly fiber (art.-No. 95750) of Woodland Scenics, distributed via the Bachmann Company, as carrier material.



The most important material today is a suitable spray adhesive. When applying, appropriate health protection is advised.

When using spray adhesives, "Uhu 3 in 1" and the mounting adhesive of Tartan with the red cap have proven their worth. Almost any loose material that looks like leaves can be used for the foliage. There are no limits to the colour, from green to yellow to brown. Green tea and Iceland moss, crushed in the coffee grinder, are also used. Too coarse material is then simply sifted out.

As a spray booth I use a huge carton, 100 x 60 cm and 50 cm deep. This is covered with white paper. Please bear in mind that the spray mist can cover the whole room! So preferably do not work in the apartment with spray glue. If smoke or fire detectors are triggered, I have not yet determined...

But also the protection of one's own health should be important to everyone, because in addition to the adhesives, the contained, very volatile solvents also pose considerable danger. Whenever possible, it is advisable to work outdoors. In any other case, at least good ventilation of the room is advised, and wearing a protective mask with breath filter should not be dismissed rashly.

The first exercise is a street tree lined avenue. The Poly Fiber is slightly pulled apart and the fibres cut to about 2 cm. Then they are finely dragged even further apart and hung over the branches. Every single fibre becomes knots on the tree.

Sprinkle the fine Poly Fiber over the branches (please stay with the spray mist in the large carton!) and carefully fill out the trees in the next two steps with stray material. The finished trees are not allowed to touch a surface until the trunks are inserted, and the adhesive sticks long afterwards.

From the fingers the glue comes off with dilution. Since this is not exactly skin-friendly, latex or nitrile gloves should be considered for protection. We remove the glued spray heads of the adhesive cans after



The sub steps are described in detail in the text, here they are illustrated in the three most important stages: bending and shaping the wire blank (left), covering with the Poly Fiber material and spraying with glue (centre) and apply the imitation leaves (right).



The correct handling of the material is important: sifting the Heki material (image at the top left) and working from the bottom to the top of the tree (photo at the bottom left). Thus gradually the trees are created for a complete street (photo at the top right).



the work is done and put them in a bath of nitro-Universal thinner, so that we can use some of our not exactly cheap work equipment again.

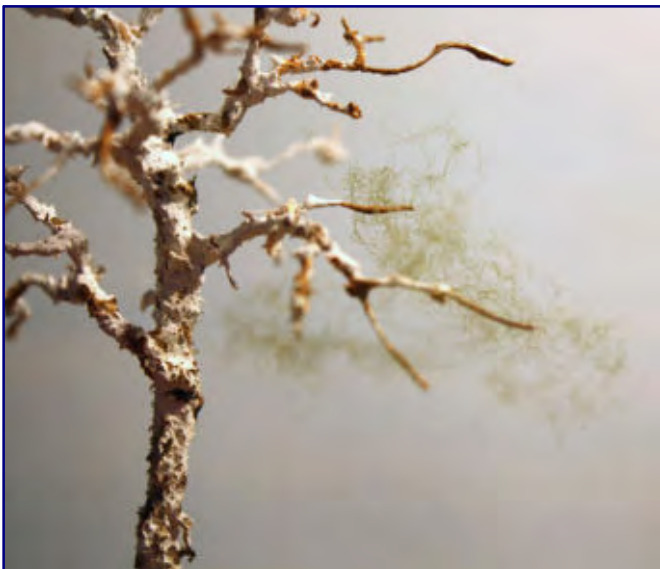
Larger trees are completed in several working steps. Starting from the bottom, we're going to work up to the top.

An eye-catcher on any layout, but not easily shaped, are birch trees. Through their light coloured trunk and waving foliage, they fall under the many brown stems alike. Too monotonous and smooth, but above all not pure or snow white, the bark may not work. Every model illusion would otherwise be there. Slightly broken up shades usually seem much more realistic!



We begin with the construction of birch trees: first the blanks are rotated and bent (photo left) before the fine bark structure is reproduced by means of white glue and sawdust (photo right).

Those who observe the birch in nature, however, also notice that it has a different branch distribution than a beech or oak. So first of all we turn the trunk in a proven way, then let 4 wires stand, rotate further on the trunk ramifications, divide the branches etc. But not every small branch has to be turned, because the very fine specimens take over the Poly Fiber.



First, a coating with glue and sawdust mixture is made to give the bark its typical, fine, but not even level structure. After drying, the trunk and branches are painted in a suitable white tone. Mother Nature is the best teacher for the right choice.

Then let it dry! Later we use a fine brush to carefully remove the brown, green and black spots from the base of the stem.

An excessive amount of paint is reworked with white after drying. There are no limits to the artist here! And we should only be satisfied if it looks almost perfect.

For the greening of a Z gauge birch, I use the light green foliage flakes of Heki (3380) and the turf of woodland Scenics (95150).

The foliage of a tree is never a solid one colour green, so I always use two colours. I do not mix the material with the birch but sprinkle it separately. That makes for a more interesting light play.

Starting at the bottom, the bottom will be green again until I reach the top. The upper branches I bend something aside so that not everything is wetted by the spray glue.



Once the bark stains are placed, the Poly Fiber is applied (photo above) and the birch is sprinkled with two different shades of green (photo below) to optimize the light play on the branches and leaves of the tree.



Trees should not be reproduced too small, which is unfortunately always the case with purchased products. And our picture also shows that birches can also have different growth forms. There are some more styles which are not shown here!

Now everything is green. By the way, birch trees also have different growth forms: hanging and wide spread or growing upwards and compact. There are therefore no limits in the production of model trees.

It seems best to me to look in my own environment for a suitable location and analyze the birch growth there and perhaps also photograph it as a guide for my model trees. This gives a nice template for tree construction. So, get out into nature! As long as the trees do not yet carry leaves, the structure of the trunks and branches can be best judged.



Finally, some of the possibilities presented today with Poly Fiber are shown on different trees.

But we must not forget the scale of the trees; they should not be puny next to the buildings! Too often, trees are too small to be reproduced – even by the accessories industry. When looking up, we often don't know which giants are really in front of us. Some spacing and a comparison scale help to estimate or calculate the height. Do you remember the Pythagorean Theorem?

Finally, I will show you some possibilities of adding leaves made with Poly Fiber (photo on page 26 below).

On this turning loop module everything is self-made: landscape with rocks, houses and all trees. Only the rails, vehicles and figures were purchased. The Hexenlochmühle (Witch Hole Mill) is on a breakfast board. The individual elements are removable here to easily allow for reassembly for photographing.



How impressive landscapes can be decorated with self-made trees, this picture shows the Hexenlochmühle (Witch Hole Mill) from the Black Forest, which was assembled on a breakfast board (for easy removal).

Next winter I will be doing finger exercises with spruces. The required material of Silhouette (973-22) has a long delivery time, so order now so that we can get started in a good half year. Stay loyal to me and this magazine until then!

All photos: Rita Kruse-Spiekermann

Source and manufacturer:
• <http://www.heki-kittler.de>
• <http://www.mininatur.de>
• <https://www.uhu.de/de>
• [woodlandscenics.woodlandscenics.com](http://www.woodlandscenics.com)
• <https://www.3mdeutschland.de>

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

So zeigt(en) sich deutsche Güterwagen **Beschriftungshilfen und Farbwissen**

Wer Rollmaterial umbaut oder selbst konstruiert, hat bereits die Diener-Bände zu Reisezugwagen und Lokomotiven im Regal stehen. Endlich vervollständigt auch der dritte Teil zu Güter- und Dienstwagen dieses wertvolle Kompendium. Dabei handelt es sich aber nicht um ein völlig neues Buch, sondern die Überarbeitung und Erweiterung eines früheren Werkes.

Wolfgang Diener
Anstrich und Bezeichnung von Güter- und Dienstwagen
Das Erscheinungsbild deutscher Wagen von 1864 bis heute

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Die korrekte Farbgebung historischer Fahrzeuge ist im Rückblick nicht einfach zu bestimmen, obwohl beispielsweise im Verkehrsmuseum Nürnberg zeitgenössische und in Originalfarben lackierte Modelle vorhanden sind.

Doch Farben altern nun mal, dunkeln nach oder bleichen im Sonnenlicht aus. Hinzu kommt, dass vor mehr als hundert Jahren erheblich größere Probleme bestanden haben dürften, über mehrere Lieferungen oder gar Hersteller hinweg eine gleichbleibende Qualität und exakt gleichen Farbton zu liefern. Nur sehr eingeschränkt liegen Texte aus jener Zeit vor, in denen Komponenten und Mengenanteile zu Farben einzelner Bahnverwaltungen vorliegen.

Wolfgang Diener, begeisterter und leidenschaftlicher Eisenbahnhistoriker, haben diese Probleme nicht abgeschreckt und er hat nach seinen Bänden zu Lokomotiven, Trieb- und Reisezugwagen auch ein drittes Buch vorgelegt, das sich der Farbgebung und Beschriftung von Güter-, aber auch der Dienstwagen deutscher Verwaltungen seit 1864 widmet. Der Zeitpunkt ist nicht willkürlich gewählt, sondern kennzeichnet die Anfänge verbindlicher Vorschriften.

Das auch als elektronische Ausgabe erhältliche Buch ist allerdings kein völlig neuer Titel, sondern eine Überarbeitung und Erweiterung eines Werkes, das zusammen mit einer Farbmusterkarte 1992 im Verlag Dr. Bernhard Abend, Stuttgart, erschien. Da es unter abweichender ISBN veröffentlicht wurde, ist dies nicht auf Anhieb zu erkennen.

Wolfgang Diener arbeitet sich gewissenhaft und strukturiert durch (später verstaatlichte) Privatbahnen, Länderbahnverwaltungen, die Deutsche Reichsbahn und Nachkriegsverwaltungen samt der privatisierten



Deutschen Bahn AG. Dabei wertet er gezielt amtliche Unterlagen und offizielle Quellen der Bahnverwaltungen aus.

Hilfreich ist gleich zu Beginn, dass der Autor Nutzungshinweise für sein Buch gibt. Schließlich handelt es sich nicht um eine Lektüre, die wie ein Roman von der ersten bis zur letzten Seite gelesen wird. Stattdessen liegt das zusammen mit den beiden Vorgängerbänden wichtigste Nachschlagewerk vor, das Modellbahnern mit Eigenbauambitionen wie auch Geschichtsfreunden das gezielte Auffinden von Informationen erlaubt.

Ein klarer Schwerpunkt ist glücklicherweise nicht auszumachen. Die Entwicklung der Anstriche und Anschriften wird gleichberechtigt über den gesamten Zeitraum von 1864 bis heute betrachtet und beschrieben. Zudem sind auch die im Laufe der Zeit wechselnden Gattungszeichen ein wichtiges Thema, die mit den Umzeichnungsvorgaben von 1921, 1925 und 1951 im Anhang belegt werden. Dazu werden noch Güterwagen mit typischen Anschriften gezeigt und Anschriften tabellarisch aufgelistet.

Aufgenommen wurden selbstverständlich auch die Internationale Bezeichnung der Güterwagen ab 1964, 1980, 1994 und 2009 sowie die entsprechende Bezeichnung der Spezialfahrzeuge. Eine Übersicht über Anschriften und Zeichen an Güterwagen rundet die Fülle an wertvollen Informationen ab. Ein Abkürzungs- und Literaturverzeichnis sowie ein Sachregister am Ende des Buches ergänzen das Werk.

Gegenüber des eingangs erwähnten Ursprungs dieses Titels ist der Umfang damit erheblich gewachsen, was maßgeblich auch daran liegt, dass beim Ersterscheinen die Privatisierung der Bahn und Liberalisierung des Verkehrsmarkts noch bevorstand.

Erkennbar ist dies aber an vielen Aufnahmen, die aus dem Ursprungswerk übernommen und nun weiter ergänzt wurden. Auswahl und Wiedergabe der Aufnahmen, Zeichnungen und Symbole/Zeichen ist durchweg tadellos und von bester Qualität.

Damit wird dieses Buch zu einem Standardwerk für die beschriebene Zielgruppe, neben dem aber auch die beiden anderen Titel dieser kleinen Reihe nicht fehlen dürfen. Auf einem Bein kann bekanntlich niemand stehen...

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Die preußische P 8 gehört zu den zahlenstärksten Dampflokomotiven Deutschlands und belegte bei der Reichsbahn gleich vier Tausendergruppen. Sie erwiesen sich als anspruchslos und robust, was ihnen eine lange Dienstzeit bescherte, die beinahe zeitgleich mit der ihrer Nachfolgerinnen endete. Ursprünglich als Schnellzuglok vorgesehen, erwies sie sich als nahezu perfekte Personenzuglok fürs Flachland.



Hans-Jürgen Wenzel
Die Baureihe 38.10-40
Die legendäre preußische P 8

EK-Verlag GmbH
Freiburg 2017

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Rückblickend betrachtet, gelang dem preußischen Konstrukteur Robert Garbe mit der Konstruktion der Heißdampflokomotive der Gattung P 8 (Baureihe 38¹⁰⁻⁴⁰) ein großer Wurf. Ursprünglich als Schnellzuglok erdacht, erwies sie sich als robuste und vielseitig einsetzbare Personenzuglok.

Sie bewährte sich so gut, dass sie auch von anderen Länderbahnen sowie als Nachbau durch die Deutsche Reichsbahn beschafft wurde.

Zudem bewies sie sich in mehreren west- und osteuropäischen Ländern als „Mädchen für Alles“, wo sie durch Kauf, Lizenzbau oder Reparatur in die Bestände gelangte. Die letzten Exemplare standen bei der DB und DR bis in die siebziger Jahre im Dienst.

Hans-Jürgen Wenzel widmet sich diesem faszinierenden Loktyp in aller Ausführlichkeit. Die Geschichte von ursprünglich über 3.900 gebauten Exemplaren erfordert natürlich ihren Raum und bedingt einen Seitenumfang, der auch für ein EK-Baureihenportrait außergewöhnlich bleibt.

Einen Anteil daran haben aber auch die vielen neuen Bilder, die im überarbeiteten Bildteil untergebracht wurden. Auch hier haben wir es nämlich mit einer Neuauflage zu tun, denn das Buch erschien zuvor bereits 1994 in diesem Verlag.

Gemein haben sie damit wohl beide die hohe Detailkenntnis, mit der Hans-Jürgen Wenzel die Geschichte der Baureihe beschreibt. Er verfolgt die Bauartänderungen, Versuchsausführungen wie die Turbinenlok der DRG und weitere Umbauten, zeichnet ausführlich die Einsätze der P 8 bei den deutschen Staatsbahnverwaltungen sowie auch im Ausland nach.

Für viel Bewegung und auch verloren gegangene Maschinen sorgte der Zweite Weltkrieg, in dem viele Exemplare der Baureihe 38¹⁰⁻⁴⁰ im Umfeld der Ostfront herangezogen wurden. Zur Freude des Lesers

berichtet der Autor auch von Einsätzen der Lokomotiven vor hochwertigen Zügen, wenn auch meist nur auf kurzen Abschnitten.

Das jedoch ist ein interessanter Quell für Modellbahner mit engem Vorbildbezug, die auch nicht alltäglich erscheinende Zugzusammenstellungen bevorzugen. Auch für jeden anderen Leser interessant sind natürlich die Bestandsentwicklungen, die für jede Bahnverwaltung als Überblick mitgegeben werden.

Einer nostalgischen Verklärung, von der sicher auch die schon im Titel als legendär bezeichnete P 8 gefährdet ist, wirkt der Autor aber auch in einer ungewöhnlichen Weise entgegen: Er lässt bekannte Lokführer als Co-Autoren zu Wort kommen, die Dienste auf oder Erfahrungen mit dieser Lok wiedergeben. Eine solche Auflockerung ist beim Lesen äußerst willkommen.

Sie werfen den Blick auf schwer arbeitende Maschinen in Langläufen, die eigentlich nicht ihrem Pflichtenheft entsprechen und den Personalen im engen Führerstand alles abverlangten. Doch besonders die Schilderung einer Schicht auf dieser Baureihe, die den Heizer von Sylt bis nach Hamburg führt, zeigt deutlich, welche Strapazen eine Schicht für die Bediener einst bedeutete.

Harte, körperliche Arbeit, gute Kenntnis der Besonderheiten dieses Typs sowie reichlich Erfahrung waren erforderlich, um den Zug pünktlich ans Ziel zu bringen und nicht unterwegs mit Dampfangel liegen zu bleiben. Die Dampflokzeit hatte für Lokführer und Heizer nichts von der Romantik, die ihr heute beigemessen wird.

Kommen wir noch einmal zurück auf die Bilder in diesem Buch: Sie sind aus allen Phasen der Dienstzeit bunt und repräsentativ ausgewählt und hervorragend im Druck wiedergegeben worden. Auszüge aus Plänen und Zeichnungen vervollständigen diese Form der Dokumentationen. Abgerundet wird all das von einem abschließenden Farbteil, den wir nicht missen möchten.

Wer, wie der Rezensent, die P 8 in ihrer einmaligen Formensprache und als typisch preußische Dampflok schätzt, kommt an diesem Titel nicht vorbei. Viele Bücher sind über sie schon geschrieben worden, aber keines, das wir kennen, ist so vielfältig und allumfassend wie dieses.

Wundern kann uns dies nicht, denn die Baureihenportraits des EK-Verlags weisen traditionell den Weg und markieren die Spitze unter solchen Veröffentlichungen.

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An extraordinary exhibition

Great hustle and bustle in Lahnstein

Every year the MEC Lahnstein-Koblenz produces a model railway exhibition and provides high-class facilities with always moderate entrance fees. Many of the visitors rightly refer to this event as "LahnTraXS" and look forward to the next edition for another time. It is no longer a secret tip and we have also looked around. Dirk Kuhlmann reports on the impressions of the editors.

by Dirk Kuhlmann. Once a year, always shortly after carnival, the Oberlahnsteiner City Hall opens its doors to present a model railway exhibition, which in the editor's opinion is one of the best events in the industry.

What sounds more subjective now could of course be confirmed during a visit. An international mix of layouts gathers here-no wonder, the proximity to the Benelux states alone leads to a regular participation of Model railroaders from Belgium, Luxembourg and the Netherlands. Further layouts from France, Poland and other European countries complete the image.



In the foyer of the Stadthalle was usually very high public traffic during the entire exhibition. The transformer foxes had their place by the way at the top left of the photo.

Many of the exhibits are already known to the viewer from various professional journals and can now be viewed on the spot. A wide range of conversations by the audience with the predominantly well-known builders are of course desired by the organizer. The inclined hobbyist then takes one or the other tip home with him.

It's really amazing how MEC Lahnstein produces such a show every year. Thus, a part of the association around Gerhard Lehmkuhler is to be found at many international exhibitions as "observers."

There, owners and builders of various layouts are contacted and invited. Then it can (often) happen that exhibits from the very well-known ONTRAXS! Exhibition (Utrecht/Netherlands) in Lahnstein to pitch their tents for two days.

It is not by chance that many visitors call the International Lahnsteiner Model Railway days "LahnTraXS."



Photo above:
The evening together with the exhibitors in the club home of the MEC Lahnstein-Koblenz brings together people from all over Europe and across gauges.

Photo below:
The now quite well-known "Trinkerzug" (drinkers train) from the track-Z-Plant "Kniephaven" has now suddenly arrived in the Kallental. In Lahnstein it also provided amusement for the visitors. Do you remember the horse in the open car that appears in the middle of the drinking passengers?

The supply of exhibitors by the organising MEC Lahnstein may be considered exemplary. Here are parallels to the events in the Netherlands, for example: On Saturday, the layout builders come together in the not far away club home for their dinner.

Here the European commonality is nurtured and lived. News and tips are exchanged or an invitation is issued. There are no language barriers, why else do we have hands and feet?

Before we look at some installations, I would like to point out that the photos illustrate the "detailed work" of the builders. Just set it up, and this is a really good news that the Z gauge systems exhibited this year with the double-decker bridge Bullay (Mosel) and Kallental are of the quality in sharp "competition" with other standards.



Photo above:
The carnival was just half a week past, but Trafofuchs let his Köln Rosen Montag parade move merrily by "Amt für Zugzwang"(housing office) (building on the right in the photo; entrance canopy with balloons) drive by!

Photo below:
The photo of Rainer Tielkes Moselle Bridge, on which the action of the Z-Car System was recorded, appears unusual. Blurring sometimes has that effect.

We are now simply representatives of a certain gauge and are perceived by most as those "crazy filigree hobbyists," but no longer as outsiders. In a conversation with Gerhard Lehmkuhler I was able to promise more beautiful Z gauge systems, and I recommended that he make a trip to Altenbeken.

Let's stick to 1:220 scale. What else should I write about the double-decker bridge of Rainer Tielke? It is currently the layout with the highest level of awareness. More publicity for our track gauge just doesn't happen. New on or under the bridge?



In the past we were ridiculed as a track-Z-Bahner, nowadays even Franz-Josef Ifflinger is building a H0e train in and on a beer box.

Well, the self-moving truck on the lower level of the bridge has the most visitors shocked (in a positive way) and they stood enchanted for minutes.

The Polish company KK Produkcja of Oliver Kessler made it possible (see **Trainini®** 11/2017). So it was not surprising that the system repeatedly attracted curious glances, but also the proximity to the bridge prototype probably did the rest.

A good video of Stephan Alberten on YouTube underlines my opinion. The link can be found at the end of this article in an info box.

Only at one point is Kallental related to Rainer Tielkes exhibit: It is also a driving system for long and true to life trains.

Kallental, however, shows a perfect implementation of another model railway philosophy, an uninhibited expanse in one landscape shaped by nature. Lonely and a little morbid, this is how the exhibits of Dirk Kuhlmann are often seen.

The compact box also came to the followers of other gauges and was gladly explained. With many model railroaders, the fine "trappings" now belong to a successful layout! The

statements of the digital technology by Jörg Erkel were also not too short. We noted that next month's **Trainini®**-series of reports on digital topics comes at exactly the right time.

By the way, Kallental was quite brutally brought to "height". We just wanted to determine if some parents were complaining to their smaller children or other visitors. But no, on the contrary! Some children had a kind of periscope with them, or the father carried a small stool around with him. Has a rethinking occurred in our country?

Incidentally, as we are just on the subject: Do you know it too? The visitor of a trade fair/exhibition looks forward to the model railways, examines the layout scenes at eye level and, after some time with sadly aching knees, finds that many of the exhibits have been placed too low.

With restructured body including the back pain as a small addition, the view from above simply makes no fun and for the sake of the knees the remaining layouts are simply omitted. Meanwhile, the operator of an installation sits comfortably on his chair at an almost ideal height and enjoys the bustle.

Honestly, I too have no real appetite for such exhibitions, where we have to fall on all of the way to our knees, or have to drag around a chair all day.

Here, the Lahnsteiner model railway days offer very fine alternatives. Some of the operators of layouts want to invite the children to play, and, of course, at table height. But let's stay with the exhibits.



For the finals of last year's Diorama competition, the diorama "On the Swabian Railway" of the two elementary students was not good enough, in Lahnstein it found many admirers also and especially among the adults.

Next to Kallental was the diorama "On the Swabian Railway" by Hannah K. Späing and Hendrik J. Späing. The two elementary school students have built an impressive diorama in scale 1:87. I still do not understand why this exhibit did not receive an award in the finals of the Dioramas Competition at IMA 2017 in Göppingen.

For adults, a selection procedure can be applied quietly by a jury, but please do not ask the children to be so promoted!

Many parents have examined the beautiful piece and thus also determined how far reaching our hobby is. This is a little public relations work! The problems of young people are well known.

Some readers may now be aware that I am often with model railroaders of other track gauges and are friends with some of them. As mentioned at the beginning, the excerpts from many layouts show an insanely high level of skill, but are almost always comprehensible to interested modellers.



Photo above:
Patrice Hamm from France puts a self-made H0e sled on the tracks, on which reindeer Rudolph moves to the next corner with his antlers on the horn! The facility is called “Wiss worre” (Extended Christmas).

Photo below:
Henk and his industrial plant “Smeerdyk” literally blow away the viewer quite rightly so. Here, the H0 gauge is worked to the smallest detail.

Especially our foreign model makers show a common denominator: much is produced by themselves. In the Appendix “Wiss Worre” (Extended Christmas) by Patrice Hamm from France this is particularly notable. From the rolling stock, through the houses and various other pieces of equipment, almost everything is from their own workshops.

As a result, a fact can be immediately attested to these layouts: uniqueness. Germans are slowly on their way to this point. Also the typical playfulness of the French is to be seen again and again, as the examples "Hachimette" in H0m by Dani Machi or also "Marle-Montcornet" in O gauge by Jean-Pierre Bout show.



"Emsburg Hafen" (H0 scale) from the group Deltaspoor shows very harmonious scenes and a lot of movement (photo above). On "Heimbuchenthal" (H0 gauge) by Rainer Fright, the BR 64 is just about to ride their passenger train. The backdrop ensures a perfect effect.

The Dutch also have a similar approach to this, with a peculiarity that can be observed here. Builders like Henk and his industrial layout "Smeerdyk" or "Emsburg Hafen" in H0 from the group Deltaspoor have an impressive compaction of many scenes and in the smallest space. In England this construction is also noticeable.

To the creation of the organising association:
The MEC Lahnstein-Koblenz is a leisure group of the railway social work (BSW). It was founded on 16 June 1981 in the apartment of the Lahnsteiner engine driver Wilhelm Loos

Result: Long-standing spectators at the stand are guaranteed. By the way, Henk Wüst has taken five years to build his astonishing work of art!

But of course there are also fine results from Germany. Finally I was able to examine the layout "Heimbuchenthal" (H0 gauge) by Rainer Fright. This rural railway shows the end of the line for Route 416e in Obernburg-Elsenfeld. The perfect background scenery with photos from the region completes the wonderful overall picture.

Known from the trade press, Dieter Thomas showed with "Gützkow Fähre"(Gützkow ferry) in H0 gauge, a near natural reproduction of a siding of the Greifswald-Jarmener railway on a pier. The diorama is very harmonious and radiates a soothing calm.



It is very relaxing on the H0-diorama "Gützkow Ferry" by Dieter Thomas. Probably it is now the noon lunchtime. Only the ferryman is waiting for new customers.

Finally, the "Bimmelbahner" was mentioned by Jens Petermann, with the H0e layout "Jahnsbach" which had a permanent presence in the media last year. Quite rightly so, because alone the design of the trees leaves nothing to be desired. In addition, the entire team goes to the audience and takes it on the journey.

Of course there are other excellent facilities on site, but as always the place is limited here in the magazine. We have taken enough photos and researched who knows... maybe for another article.

But the representatives of the small series producers should also be mentioned. Trafofüchse were repeated on the spot and had a crowd. In the vicinity, Krüger-Modellbau had pitched his tents. At the Modellmanufaktur Beckert I finally had the opportunity to examine the houses cut from arches in scale

1:220. By the way, the models are made of double laminated cardboard. These are a valuable addition to rural model railway scenes.



Die Bimmelbahner! They show a tree construction in a class of its own, we simply did not wait for the train - it literally becomes a minor matter.

With Hans Kral from the company Linton (model railway transport cases) I spoke for a long time, he wants to “see” whether the implementation of a Z gauge transport case would be economically sensible. We are not so much blessed with suitable carrying cases.

Unfortunately, many visitors complain about the high presence of the dealers, but MEC Lahnstein is able to keep the price of admission low with the proceeds from the stand rentals, and do this at such top class facilities. The paying visitors should acknowledge this and not forget it.

In recent years, the dealer offerings of products in 1:220 scale has become more extensive. Apparently, the increasing presence of Z gauge in the industry is very much followed, and deservedly so!

For the next year, the next exhibition will be scheduled for the 9th and 10th of March 2019. I'll see you again!



Finally we show a selection of the houses of the Modellmanufaktur Beckert in our Z gauge. After they also found the interest of Jörg Erkel, they could appear very soon in the program of the 1zu220 Shop.

Organizer pages:

<https://www.mec-lahnstein-koblenz.de/>

Pages of selected exhibitors:

<http://www.helenensiel.com>

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

<http://www.modellmanufaktur-beckert.de/>

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

<http://www.trafofuchs.de>

Video recording (Stephan Albertsen):

https://www.youtube.com/watch?v=1jjJ_-W8O2c&feature=youtu.be

Grenzenloser Modellbahnspaß in 1:220

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



ALTENBEKEN

14. und 15. April 2018

Samstag: 10.00 - 18.00 Uhr

Sonntag: 11.00 - 17.00 Uhr

Eggelandhalle, Gardeweg 8

33184 Altenbeken



Z-Freunde International e.V., Moselpromenade 34, 56856 Zell/Mosel

www.z-freunde-international.de

Readers' letters and messages

Zetties and Trainini in Dialogue

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

Response to the show breaks the last edition:

To the trade fair report on Microrama Model decor (page 45), I have one more comment. Last year I followed the demonstrations of this provider in Dortmund with great interest; the results were remarkable!

Meanwhile, as part of my experiments on the basic greening of my layout (...), I have also tried to multiple greening with my existing "home solutions." I used my self-built static grass applicator (from an electric bug zapper), fibres of Mininatur, Noch and Busch, Noch scenery glue, turf of Woodland Scenics and acrylic colours.



With the help of a multiple greening, landscaping with gorse (photo left) and wild roses (photo on the right) with materials from the well-known manufacturers. Photos: Jochen Brüggemann

The results can be seen in my opinion, at least in this size. I have attached two photos once; they show wild roses (hedge roses) and gorse on the mounting surface (old glass slide for the light microscope). The empty places on the slides come from layouts that are now "growing" on my two exhibition blocks.

If you are interested in a description, just let me know; and I will write a short report.

Jochen Brüggemann, per E-Mail

Editor's answer: We are happy to pass on these experiences to all readers. After receipt, we will then submit a corresponding report shortly after.

Popular Brass model by AZL:

The Krauss-Maffei ML-4000 is the first diesel locomotive brass model for more than 10 years- correspondingly there has been much more attention in the USA. The whole series is sold out by the way! Attached is a photo of the locomotive, which I was able to obtain...

Dr. Sven Rohmann, per E-Mail



The ML-4000, which was recently released by AZL, is a sought after model. Our reader Dr. Sven Rohmann was lucky enough to obtain one of the last models. Photo: Dr. Sven Rohmann

As a photographer at the Lahnsteiner Model Railway Days 2018:

In February it was so far: my first visit to the Lahnsteiner model railway days. Since I come from Koblenz, Lahnstein is right around the corner. And I've always wanted to attend this event, but somehow it never worked out. This year I was ready. On to Lahnstein!

My goal was to see model railways and, above all, the miniature layouts and dioramas, to have a look at everything for myself and, above all, to make lots of great photos. I admit I have no idea of the series or scales. My focus is on photography. I planned three hours to visit the exhibition. It turned out later that it was far too short. So I learned something for next year...

As an unneeded person in terms of model building and model railroading, I first faced the problem of what should be inside my photo bag. I'm going to pack my favourite lens for macro photography with the flash, memory cards and batteries.



In addition to the craftsmanship, the motifs of our readers reveal completely different viewer perspectives, which probably only a few visitors could have noticed. Both photos: Blandyna Bogdol (<https://fokuszauber.de>)

The first impression of the event was absolutely positive: it was much more happening than I initially suspected. The town hall was full of exhibitors and sellers, everywhere visitors were swarming around, many people with cameras and many enthusiastic children were seen. As beautiful as it is for the exhibitors, when there are many visitors, it is so difficult if you want to photograph in peace. Nevertheless, this was not a problem and it was really a lot of fun.



On this Z gauge diorama, too, she understood how to focus the figures in a targeted way. Photo: Blandyna Bogdol (<https://fokuszauber.de>)

I was struck by the fact that digitalization does not stop even before model making. What was previously controlled with many switches and levers, is nowadays often controlled and operated with WLAN and a smartphone.

The smartphones are often much larger than the objects that are controlled by them. I find the combination of handicrafts, crafts and digital technology absolutely fascinating!!! Hats off to the model makers!

I was absolutely thrilled by the exhibition: Among other things, the variety of ideas and the attention to detail. I must honestly confess that I do not have the patience to build these miniature worlds. But also the friendliness and willingness of the exhibitors to inform and discuss with us their layouts or products really impressed me.

I have learned a lot about model building and the partly unusual building materials, and I was allowed to look into the inner workings of houses and to photograph according to my mood.

At this point I would like to thank all those who have supported me, who have moved trains or with whom I have just been pleasantly entertained. I would like to come back next year!

Blandyna Bogdol, Koblenz

A look back at the fascination of the model railway in Sinsheim :
We hope that many readers have used the coupon from the organizer display in the last release for a discounted trade fair entrance.

For us, editor Joachim Ritter and his wife Sujin Ritter were on site to get a photo.

16,000 trade fair guests took the opportunity to take a look at the spring new items in 2018 for the first time, or to search for the items they were looking for in the dealers and publishers.

The event was also well received by the young public, for whom the BDEF also offered junior college Europe again.



Scene of Peter Friedes new layout with a cog wheel railway line.

At other stalls they were able to paint refrigerated cars, learn Diorama construction and acquire experience with vehicle and building kits. Märklin is to focus on “Jim Knopf and Luke the Engine Driver”.



Port facility at the stand of the ZFI (photod above) and Gerhard Maurer while performing his new module system with the station Heimbach (photo below).

Again, Hagen von Ortloff was also an exhibitor. "Playing keeps me young, so I'm here too and will come back in 2019," he said. With his team "Lokomotive Oxaplatz" he showed this time private rarities in the form of "department stores trains" of the Fifties and Sixties.

But among the 143 exhibitors of the country and abroad, Z gauge was of course also represented: at the booth of the Z-Freunde International e.V. was Uli Günther with the city station, a lovingly designed port facility with track oval and canal connection, Peter Peace with his wood grinding on the Lech, the Cuban layout of Sascha Braun (Velvet Kleinserienspezialitäten of the brand Zcustomizer) and Gerhard Maurer with his new dream loop module system with the station Heimbach.

Herbert Strauss of the Z-Stammtisch Bayern had modified his US suitcase and enriched the stand with motifs of a small town, while children were allowed to work on a track oval on the table. Gotthard Schmidt showed his work "From the catalogue photo to the diorama" and also the Z Car System of KK Produkcja as probably the most important novelty of the last year, of course, found a place at the stand.



"From the catalogue photo to the diorama" is the name of this work by Gotthard Schmidt.

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Restructured product groups at the Toy Fair:

As already explained in the entry text of our report from the Toy Fair, the hall assignments will be redistributed next year. Details, the Spielwarenmesse eG has now communicated in a press release.

According to the 70th edition from 30 January to 3 February 2019, individual product groups are restructured or newly designed. The product group "Electronic Toys" had its premiere. These include RC vehicles, flying machines, robots and similar items. They were shown in the previous model railway Hall 4a.

The model railway and the modelling are brought together in Hall 7a, where previously only the model-building including the RC-division was to be found.

And this is currently happening at Märklin:

Some of the younger deliveries only reached the market in manageable quantities. This also applies to the 220 012-9 in ocean blue-beige painting (art.-No. 88202), to which we charge a report in January 2018.

Meanwhile, even larger numbers of this model seem to be getting to the dealers and we can finally show photos of the production model at this point, which required corrections in comparison to the hand pattern.

The electric locomotive of the class 115 of DB auto train (88340) in traffic red colouring is now being delivered. This suspension is now set in motion by the bell-anchor motor and has been given a two-part circuit board, which is controlled by the light control of the warm white LED. The change-over screw for

the lead operation is now inside. With Klätte ventilators and rectangular machine room windows, it now corresponds to the last operating state of DB AG.



Currently, further models of the ocean blue-Beige 220 012-9 (art.-No. 88202) are arriving at dealers. By the way, the different DB insigna on the forehead and sidewall are correct, as is the fact that the engine driver's cab door in this series are struck differently on both sides of the vehicle.

The fourth quarter of 2018 was postponed until the delivery of the Kittel steam railcar (88145), a highly demanded novelty from the year 2016. So far, Märklin has not stated a reason for the delay.

Preparations for Altenbeken and a move:

The preparations for the 1zu220-shop for the international track-Z-weekend in Altenbeken run. The "Schmiedehagen" table system with a street dam as a scene divider is to be presented to the public. The demonstration facility "Kallental" will be exhibited for the last time. We have already presented the special car of the Öchsle-Bahn, which is only available on site, in the new items report in the February issue.



On the occasion of the upcoming move at the 1zu220 shop, a Westheimer beer-bar was commissioned. Photo: Märklin

Stephan Bender will also be represented at the stand, who would like to be a consultant on Rokuhan products. In addition to special prices for selected items, it is primarily intended to buy new products from various different manufacturers at the stand or at least to see.

This is definitely worth the visit, because the 1zu220 shop is also planning an impressive new item premiere at this exhibition: in cooperation with Archistories, a model of the Altenbekener viaduct was created in the last months (art.-No. 128171).

The 160-year-old landmark of the railway community can thus in future also appear in Z track systems. It can be assembled as a hard cardboard model both with one or two tracks. However, it is not designed as an arc, but with some craftsmanship it can be safely "rounded," on request.



Whether shortened, as suggested or built up to its full length: the Altenbekener Viaduct can now soon also appear in Z gauge systems, since it was implemented as a model for the 1zu220-shop by Archistories.

The basic kit with its six arched arches can be extended with each supplementary kit by three pillars without visible seams. Thanks to this modular conception, almost unlimited length expansion is possible.

After the Altenbeken meeting, there will be a move from East Westphalia-Lippe. Headquarters, administration and shop locally move to Marsberg adjacent to the location of the brewery Westheim. Managing director Jörg Erkel informs his customers and the members of the ZFI forum about details and plans continuously.

The move of operations will provide considerably more space for the model railway article presentation, and will be noted with a Märklin advertising car (art.-No. 98160). The car will be sold in Altenbeken.

The heat protection trolley was implemented on a G-10 basis with external box struts. It is painted white as a privately hired wagon with DB labelling of Epoch III advertising Westheimer Premium Pilsener, which is brewed on the site.

Matching overhead lines to the viaduct:

Heinz O. Schramm proves himself as an overhead line specialist and was closely involved in the development of the viaduct kit: both bridge masts and have now been completed in time to electrify the famous viaduct together with the 125 mm long overhead lines.

Of course, the other lengths are also available at HOS Modellbahntechnik (<http://www.hos-modellbahntechnik.de>). It is only to be remembered that this small series model is the DRG overhead catenary line as it was in 1928. The original viaduct was only electrified during federal railway times with more modern masts and supporting cable concepts.

The basic kit of the viaduct described in the previous message has a construction space for six masts at when used for a single track, and each additional segment requires an additional mast. For two tracks, two masts are required for a total of 12, plus 2 masts for each additional segment.

Special product assemblies for this bridge construction should be available as a supplement to the 1zu220 Shop (<http://www.1zu220-shop.de>).

The latest news from American Z line:

March will bring two new versions of the most recent AZL locomotive models from the plastic injection molding process. The black GE ES44AC of the Norfolk Southern (art.-No. 62401-1 to-3) is a control coating, the red locomotive with "Lehigh Valley" markings (62411-8) is also in service with the NS and carries a historical colouring.



A nerd on the rails was the EMD GP30 of the ATSF in the colour scheme known as "Kodachrome" (62103-6/-7). There is also a supply of RDC-Budd, this time for the Canadian National (62211-1/-2).



GE ES44AC in the Lehigh Valley Heritage Colours (photo above) und EMD GP30 in the „Kodachrome“ paint scheme (photo below). Photos: AZL / Ztrack

The 40-foot-long covered wagons with exterior box skeletons now run for the Nickel Plate (NPK) and are available in the following compositions: Quad (913106-1) and two pack (903176-1) and single car (903106-1).

New versions are also offered by the 89-foot flat wagons. The brown (911023-40) and yellow specimens (911024-40/911024-4s) with DODX addresses seem familiar, but new is the olive (extension "o" in the art.-No.) or coloured (extension "s") loading in the form of an armoured amphibious vehicle AAV-7.

The technical upgrading of the high 60-foot Gunderson wagon and delivery as a single car will continue. This month the model will be offered in this form for Norfolk Southern (91405-1 to-4). Manufacturer's photos of the current deliveries can be found at <http://www.americanzline.com>.

Track-Z-winner at the choice of the most beautiful layout:

Last year, the Modellbahnverband in Deutschland e.V. (Model Railway Association in Germany (Moba) presented selected layouts in photos and asked its members and page visitors to choose the most beautiful layout.

We are delighted that the winner, with over 47% of the votes cast, fell to the December entry. It belongs to Rainer Tielke from Norderstapel, was built in scale 1:220 and with the motif of the double-decker bridge from Bullay that is well known to most Zetties. Apparently, this loving and detailed implementation also captivated the followers of the larger gauges.

The winners, first of all of course the main prize winner, receive prizes donated by sponsors. The winning system – now also with mobile car models – will be shown at the International Z Gauge Weekend in Altenbeken on 14 / 15 April 2018.

Deliveries for micro-trains and full throttle:

The German retailer case-hobbies (<http://www.case-hobbies.de>) pointed us to current deliveries of Full Throttle and Micro-Trains:

<u>Manufacturer</u>	<u>Product Description</u>	<u>Art.-Nr.</u>
WDW Full Throttle	Hopper Wagon "Baroid" (double pack)	FT-1054
Micro-Trains	50-Fuß-Wagen "St. Patrick's Day" (Graffiti)	510 44 223
Micro-Trains	Gedeckter Güterwagen Heinz-Series Nr. 7	518 00 520
Micro-Trains	Covered Hopper Wagon of the MP, grau	531 00 281
Micro-Trains	Covered Hopper Wagon of the MP, grau	531 00 282
Micro-Trains	Heavy passenger car Nr. 100 of the SP, six axles	556 00 040
Micro-Trains	Four light Sleeping wagons, Southern Pacific	994 00 105



The four light sleeping cars of the Southern Pacific (Item No. 994 00 105) also fit the six-axle passenger coach with the company number 100. Photo: Micro-Trains

The deliveries of the first three variants of the EMD SD40-2 (unvarnished and Norfolk Southern) of MTL are delayed according to the notification until May 2018.

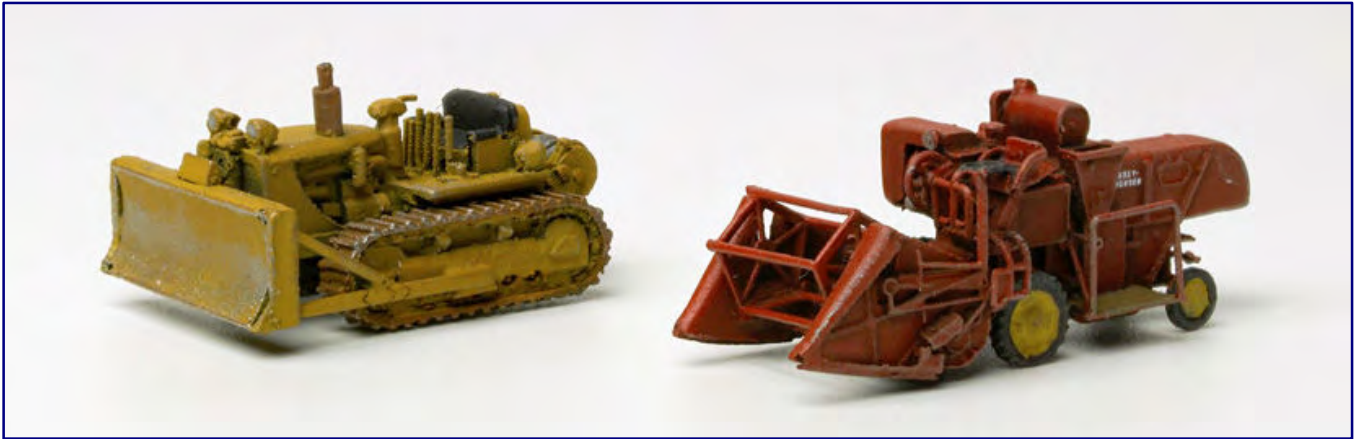
Slow Speed Control Wire from Ztrains:

Ztrack sells a new "Ztrains Slow Speed Control wire" from **Ztrains** to the intermediate position between the Rokuhan controller and the Rokuhan track cable. This tool is intended exclusively for the shortys of Rokuhan, not for regular railroad models of AZL or Märklin.

First Artitec models already available:

The Caterpillar D7 (art.-No. 322,019), which is not to be missed on the sites, is already available. Wherever earth masses were to be shifted or coarsely paved, their role model was once used and caused astonishment especially with children. The power that this construction machine radiated was simply too impressive. From now on, she continues her work on Z gauge systems.

The red combine Massey-Ferguson MF 830 (322,018), which is now also available, on the other hand, seems to be quite dainty, especially compared to the large harvesting machines we see in the fields today. But that's exactly what makes it an eye-catcher, because usually it's not the size, but the detail of the Z gauge model that makes the charm.



Already delivered are the yellow bulldozer D7 (art.-No. 322,019, left) and the combine Massey-Ferguson MF 830 (322,018, right) by Artitec.

And precisely the tiny models of Artitec are able to score points, because the Dutch understand their craft well at this point. In the fields, the agricultural machine also plays an important role in that the vast majority of layouts are built with summer motives.

Auch die Intermodellbau naht:

Just a few days after the meeting in Altenbeken, Dortmund will continue with arguably the world's largest exhibition for model making and model sports. Z gauge, which will be represented by Dietmar Allekotte with the diorama "Catharinentief" and the modular layout "Bunte Kuh" (colourful cow) by Wolf-Ullrich Malm, will also be part of the process.

Z gauge close and worth seeing will also be the "model railroad in the bottle" announced by the organizer. These are bottle layouts, which are built like bottle ships, dismantled into individual parts and then put into a bottle and assembled together again. Have you ever seen this before?

There will be bottle layouts will be in sizes from 2 to 54 litres. There are pit, field and park railways as well as summer and winter landscapes, some of them also with amazing features such as revolving carousels, water wheels and lighting.

First samples of new signals:

Only in the last issue was it announced that Andreas Herzog (<http://www.kastenbahner.com>) is also ready to implement with 3d printing technology light signals according to DB prototype for Z gauge. Now he has shown us the first samples of still unilluminated station exit (Asig), block (Bsig) and the revised entry signal (Esig). They are, however, prepared for the installation of LEDs and are already in production.

Photo on the right:

The photo shows a first production of the new start-up signal from the N gauge specialist Kastenbahner, still without LEDs. The coin illustrates the size ratios of the scale model for Z gauge. Photo: Andreas Herzog



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