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The Kittel steam railcar

The big meeting Altenbeken
The Intermodellbau fair 2018

Introduction

Dear Readers,

after Altenbeken is before Altenbeken - this wisdom may sound like a phrase, but is not one. Once again, the enthusiasm of the participants and visitors knew no bounds. Whether there will be a sequel was, therefore, not a question at all.

Instead, the organizer's forum discussed whether a new edition should follow next year. This honours the exhibitors as well as the association that is responsible for it. There is no clearer expression of a lasting enthusiasm.



Holger Späing
Editor-in-chief

Nevertheless, no one should seriously consider holding this meeting at such short intervals. It would simply wear out and encourage restraint if the chosen date appears unfavourable to someone. And even good systems cannot be built at the speed required by the quality of the Z-track weekend.

Fortunately, however, none of the organizers took the ball and considered an examination of shorter intervals. Rather, these circles also pointed out the great effort that had to be made in advance. And so Altenbeken will remain something special in the future.

The Intermodellbau in Dortmund met with a divided response, which had now been shortened by one day on request, especially from the ship model construction circle. The decline in visitors was therefore rather small, and people crowded through the corridors, especially in the model railway halls - the model railways are and remain the big visitor magnet there, as well.

But at times there was no enthusiasm: Some of them saw nothing because of the narrowness of the aisles, dealers could hardly advise at their stands, and many visitors refrained from shopping during these hours.

Of course, the overall figures for the fair are still good. It is amazing that immediately new calls came to shorten the fair by another day to only three. This would hardly do the railway model construction any good and it is that which makes up the most significant part of the world's largest trade fair of its kind.

We saved a good surprise for the end: Just a few weeks ago it was said that Märklin's Kittel steam railcar had now been postponed to the 4th quarter of 2018, but suddenly it was on the shelves of the first dealers - initially in very small quantities.

We had to change our theme and adapt to this situation. In this issue you will already find something about the history of the model, a detailed review with a test drive of this new Märklin product and a suitable book tip.

The steam car was then an innovation and a special feature on rails. The study of the EK series portrait is therefore, particularly worthwhile. But we also found exciting the topic of model railway photography, which Markus Tiedtke addresses in the current „model railway school“ magazine.

We hope you enjoy reading this newsletter,

Holger Späing

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We thank Jörg Erkel for his recension as well as Harald Möller and the Eisenbahnstiftung for their image support.

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Cover photo:

The CidT 8 Karlsruhe was the last Kittel steam railcar to remain in the fleet of the young Bundesbahn. But its time had almost ended in the summer of 1953. Nevertheless, the external condition of this veteran still makes a good impression.

Märklin's model of the DB's CidT 8

Special local train relic

At the end of the 19th century, the first attempts towards more efficient branch line operation began at some German state railway administrations. The two southwest German state railways used steam railcars, shortly after the turn of the century exclusively of the Kittel type. We explain the historical context and take a close look at Märklin's current implementation.

Early on, German railway administrations began to consider reducing the operating costs of low-traffic and short ancillary lines. The delivery of a Thomas steam railcar by Maschinenfabrik Esslingen to the Hessische Ludwigsbahn should mark the beginning of such approaches.

However, the term „steam railcar” is much more recent than the designs we understand today: Early word creations did not differentiate between drive types and therefore did not last long.



The era of such branch line vehicles with stationary boilers began at the Hessian Ludwigsbahn with a Thomas steam railcar lined up under the company name „Glück auf”. The photoshow a similar, but longer model on the layout of Wolf-Ullrich Malm.

Towards the end of the 19th century, the name „motor vehicle” became common, which by no means referred to an internal combustion engine. We remember the Bavarian motor locomotives, the most famous of which is the „Glaskasten”. What they all have in common, however, is steam engine power.

In the case of the „motor vehicle,” the situation was different. Under this term steam railcars of different types, petrol motorcars, and a little later also accumulator (battery) railcars were included. They were in competition with small steam locomotives and the box-shaped small locomotive KL, which can be found at Bahls Modelleisenbahnen.

The state of Württemberg played a significant role in this diversity, taking new paths to efficient branch line operation very early on. In 1893, the first tests were carried out with Daimler's still young gasoline-



This hand sample of Bahls Modelleisenbahnen shows one of the small locomotives KL 1 and 2 from Württemberg, here still in service of their first owner W.E.G. in Köln.

powered motorcars, which were unsuccessful due to the engines being too weak and the transmissions being unreliable.

From 1895 the representatives of KWStE were interested in an invention of the company Société Serpollet in Paris, which gave the impetus for successful steam railcars to be considered here.

One year later, small steam locomotives with only two axles were purchased for one-man operation. At this point there is now a temporary jump in our versions.

overwhelming, modifications were made to consolidate the success. The decisive progress was made with a tube boiler developed by Eugen Kittel (1859 - 1946). Only steam railcars equipped with this technology could last up to 50 years. At least fourteen Kittel-DT made it into the stock of the Deutsche Reichsbahn, and two made it to the Bundesbahn.

As the serpelt boilers in the steam railcars and box locomotives were not



Influenced by the success of fully automatic steam generation systems, eight steam railcars (DT 51 to 58) were built by Borsig, Henschel and Wegmann for the Reichsbahn between 1934 and 1938. Hermann Maey had the new DT 53 driven into position in Berlin Stettiner Bahnhof on 4 May 1936. Photo: DLA Darmstadt (Hermann Maey), Sammlung Eisenbahnstiftung

In Switzerland, one example has been preserved that has had a Kittel boiler for more than a hundred years. It was the prototype for the well-known, extremely finely detailed small series model from N-tram. Further developments at ME (Maschinenfabrik Esslingen) were aimed at customers abroad.

In the 1930s, the Deutsche Reichsbahn wanted to build on this success for the last time with newly developed steam railcars. Their vehicles, built by Henschel, Borsig and Wegmann, were equipped with a Doble rapid evaporator.

However, we limit our further designs to the steam railcars of KWStE with Kittel boilers and the subsequent deliveries to the Badische Staatsbahn, which were also characterised by the patented „Kittel head”. One of them is the CidT 8 of the German Federal Railway, which Märklin has chosen as the prototype for its model.



After the takeover by the Deutsche Reichsbahn in 1925, the Kittel steam railcars from Baden were given the car numbers "1 Karlsruhe" to "8 Karlsruhe". The photo shows the DT "8 Karlsruhe" in 1931 in Müllheim/Baden. It was even taken over by the Deutsche Bundesbahn as CidT 8 Karlsruhe and retired in 1954. Photo: Dr. Feißel, Sammlung Eisenbahnstiftung

The seven steam railcars already mentioned, purchased in France, ran on KWStE branch lines in southwestern Germany. But they were not completely convincing with their boilers.

In his function as Master of Machines of the Royal Württemberg State Railways, Eugen Kittel designed a more efficient boiler, which from then on would remain inseparably linked to his name. In 1905 KWStE purchased a further ten steam railcars which were already equipped with this boiler on delivery.

This was the breakthrough for the innovative branch line vehicles and also the Serpollet steam railcars were converted similarly. A total of nine copies were added to the stock of the Deutsche Reichsbahn, which it called DT and classified with the car numbers 9 to 14 Stuttgart.

Numbers DT 1 to 8 filled the steam railcars of another series called 121a, which originated in 1914/15 with the Großherzoglich Badische Staatsbahnen. They also had a driver's cab, known as the „Kittel-Kopf” (Kittel head), which protruded from the side of the car body so that the drivers had a better view of their routes.

Two of these vehicles of the Baden series, later known as CidT, even made it into the stock of the Deutsche Bundesbahn after 1945 and received a purple railcar paint job there.

There they remained in service for several years on secondary lines in Baden and were taken out of service in 1951 and 1954 (due for main inspection) at the Freiburg depot. The last steam railcar was the already mentioned CidT 8, whose Märklin implementation we would like to consider and evaluate in the following.

The first impression of the new product

We now have the box of the steam railcar with the article number 88145 in our hands and immediately notice a special feature: This model is not simply in the thermoformed insert of the white sliding box, as we are used to seeing from Märklin.

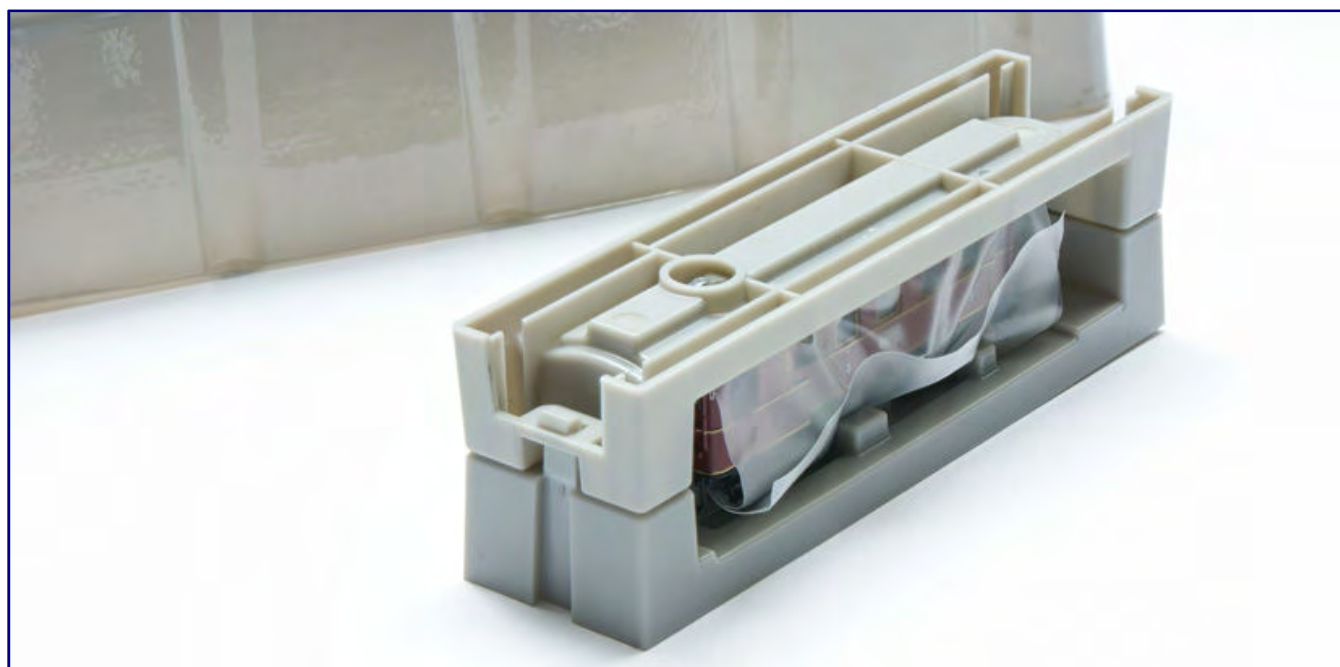


This supplement to the CidT 8 on the trip to Neuchâtel whets the appetite for the model and its use at home. It is a pity that Märklin has only delivered a few copies of the completely pre-ordered edition. The DB version is already sold out ex-works.

Instead, the insert is additionally encased in blister packing. The vehicle itself is wrapped in clear film and is secured in a plastic frame, the upper part of which can be pressed on and removed. That makes us curious, because such a big effort must have a special reason!

In fact, after opening, we find a model that looks as fine at first glance as a small-series model. What Märklin delivers to its customers here for a fraction of the expected price provides a very good first impression.

But of course we want to know exactly and examine the „Kittel“ in every detail and compare it with the former product description, which can still be read on the Märklin pages.



The “Kittel” received an unusual and so far unique packaging with blister slide (top picture) and two-part plastic frame with clamp closure (bottom picture), which is why it is also shown here.

The little railcar needs to be handled carefully. This becomes immediately clear regardless of the complex packaging. The fine steps on the front and sides act as finely etched parts. They are only surpassed by the replicas of the screw coupling and the brake hoses on the buffer beam of the Kittel-Kopf (Kittel head).



A view of the front reveals the most filigree parts of the steam railcar: steps on the right and left of the buffers, screw coupling and brake hoses. The railings next to the front door have also been recreated free-standing.

Märklin we don't find what we were looking for: Fittings, controllers and measuring instruments are not visible in the open driver's cab. Only the Kittel boiler is replicated in the interior.

We also know from N-tram how fine the control of this model must become during miniaturization.

It impressed us enormously at the time, but it also impaired the miniature's suitability for use on layouts. The tiny parts must not get caught anywhere or be touched carelessly.

The designers of the market leader also seem to have recognized this, because nothing more can be seen of a controller with the delivery.

Photo right:
We are unfortunately unable to find the announced driver's cab equipment on the delivered model.



According to Märklin, these are fine injection molded parts, i.e. plastic.

In visual terms, this seems almost unbelievable, because we have never seen such filigree parts produced by this technology before.

Indeed, Märklin sets new standards here and sets the bar exceptionally high for future product comparisons.

But we also find minor points of criticism with regard to implementation: According to the product description, this model has a driver's cab system and a replica of the control system.

We already know both from the similar, but not identical, steam railcar from N-tram.

In N-tram's version, the interior of the passenger compartment and the driver's cab invited photographic challenges, but at

The CidT 8 has only one, but extremely fine, operating rod with rigid crosshead reproduction. Therefore, the slide ways of its double guide and with them the leading levers, slide rods and slide ways are also missing.



However, this is by no means to be understood as criticism, because in any other case the area of the drive wheels and steam cylinders would have hopelessly killed the successful impression or the steam railcar would probably have lost its suitability for layout operation.

We decided that Märklin had leaned a little too far out of the window when announcing this new product and recommend that the manufacturer now also adapt its product description to the delivered state of the new product.

The announced replica of the control system has given way to a simple drive rod with a fixed crosshead, as we know it from steam locomotive models before 2012 - in this case only considerably finer. This change will be beneficial to its operational characteristics.

The model has an exemplary „Kittel head,” i.e. the car body is recessed in relation to the driver's cab so that the driver has a better view of the track when reversing. The driver's cabin doors (without windows) are slightly offset inwards from the side wall.

The driver's cabin doors (without windows) are slightly offset inwards from the side wall.

This model does not offer a window view, the five clear cab front windows are anyway too small. All windows on the sides and also at the end of the steam railcar, on the other hand, are grey and block the view into the car interior. The view into the removed housing then shows that they were also injected as transparent parts.

To our amazement, however, they have not been grayed from the inside, but have been painted over from the outside.

The window frames were then embossed in colour and covered with glossy clear lacquer - the latter also happened to the clear windows at the front of the driver's cab.

This also explains why all glass surfaces have a lens effect. It would have been avoidable if the grey had been applied inside, because the clear lacquer would not have been necessary.

Dimensions and data for Kittel steam railcar CidT 8

	<u>Prototype</u>	<u>1:220</u>	<u>Model</u>
Length over buffers	11.612 mm	52,8 mm	52,8 mm
Maximum width (roof edge)	3.100 mm	14,1 mm	14,6 mm
Height above SO (chimney)	4.250 mm	19,3 mm	19,7 mm
Wheelbase	5.500 mm	25,0 mm	25,0 mm
Driving/coupling wheel diameter	1.000 mm	4,5 mm	4,5 mm
Length of body	10.900 mm	49,5 mm	48,7 mm
Service weight	21 t	---	17 g
V_{max}	50 km/h		
Power	59 kW / 80 hp		
Type of construction	A1 h2t		
Years of construction	1913 – 1915 (for Baden)		
Manufacturer	Maschinenfabrik Esslingen		
Number of units built	8 Copies (for Baden)		

We would have liked this better, although this special feature is only noticeable from very short viewing distances.



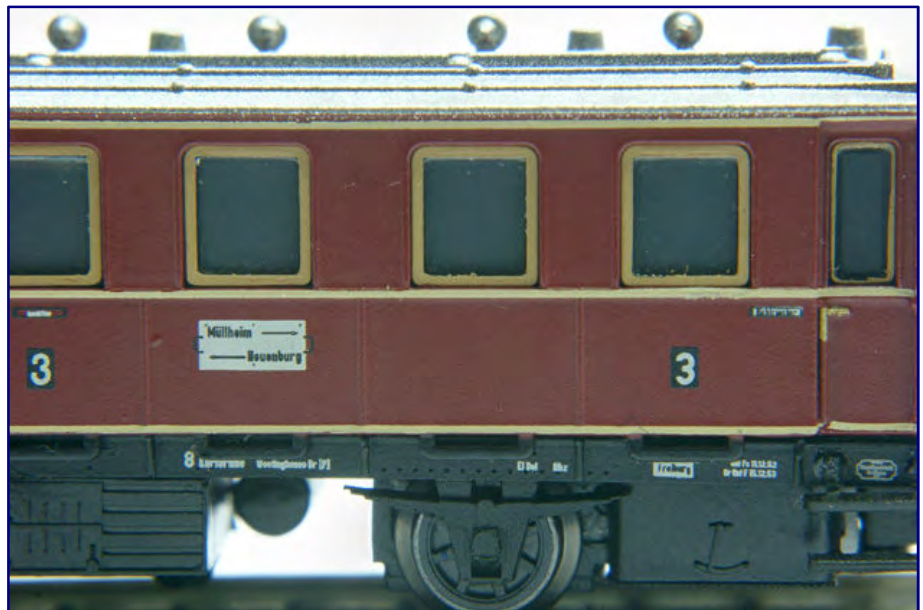
The rear end of the steam railcar has been fitted with a system coupling so that, additional wagons can be hauled on its journey.

In keeping with its service life around 1953, the miniature has only a double-sided dual-light peak signal. The introduction of a third light did not occur in the prototype. The large lanterns that were found on the CidT 8 throughout its life are properly represented. Only the light inserts are a little too small in diameter in the model.

While the rear of the car has a system coupling as per the announcement, the front side, incidentally for the first time at Märklin, has a completely replicated and extremely finely detailed buffer beam. On both sides, the buffer heads are prototypically large.

A highlight of the model, however, is the already mentioned, extremely fine replicas of the coupling hook with the screw coupling and the two brake hoses.

The access steps and the larger boards at the other end, over which the passenger compartment could be reached, are of similarly fine workmanship.



The macro image shows the magnified addresses: The ME factory sign and the examination addresses on the far right of the frame. Below this you can see the water level indicator of the water tank, which shows an almost complete level.

The lacquer completely covers the car in a clean, satin finish. The colour RAL 3004 purple red has been correctly chosen. This also applies to the beige decorative stripes, whereby slight repairs of the hand painting became visible on one side of our model in the macro photo.



Märklin has excellently produced the "Kittel head" as a striking feature of the Baden specimens, which contributes, in particular, to its appearance on the layout.

The two-colour inscriptions from pad printing are fine and can be read with a magnifying glass. This applies, in particular, to the white frame addresses with the exception of the factory plate of ME (Maschinenfabrik Esslingen). Only the construction and weight markings on the body appear somewhat more blurred in magnification than as is usual in Göppingen or Győr.

The frame addresses for the last investigations on 11.12.52 and 15.12.53 refer to the implemented operating status shortly before decommissioning. The fact that the „8 Karlsruhe“ (so the address on the frame) does not bear a DB cookie is correct since this emblem was introduced only in 1955 after the active period of service of the model.

The train signs show a shuttle service between Müllheim and Neuenburg, which suits the location in the Freiburg train station at the foot of the Höllental line and on the Oberrheinstrecke (Upper Rhine line).

The inner workings of the steam railcar

In order to be able to see the technology working inside, we remove the housing. In contrast to other locomotive casings, this is done by carefully but courageously pulling upwards - without spreading the casing on the chassis. When pulling off, the raised running boards at both ends of the vehicle must not be damaged, as they are (separately attached) parts of the running gear.

Absolutely unusual and to be found for the first time with a Märklin constructed model, is the length wise division of the chassis.

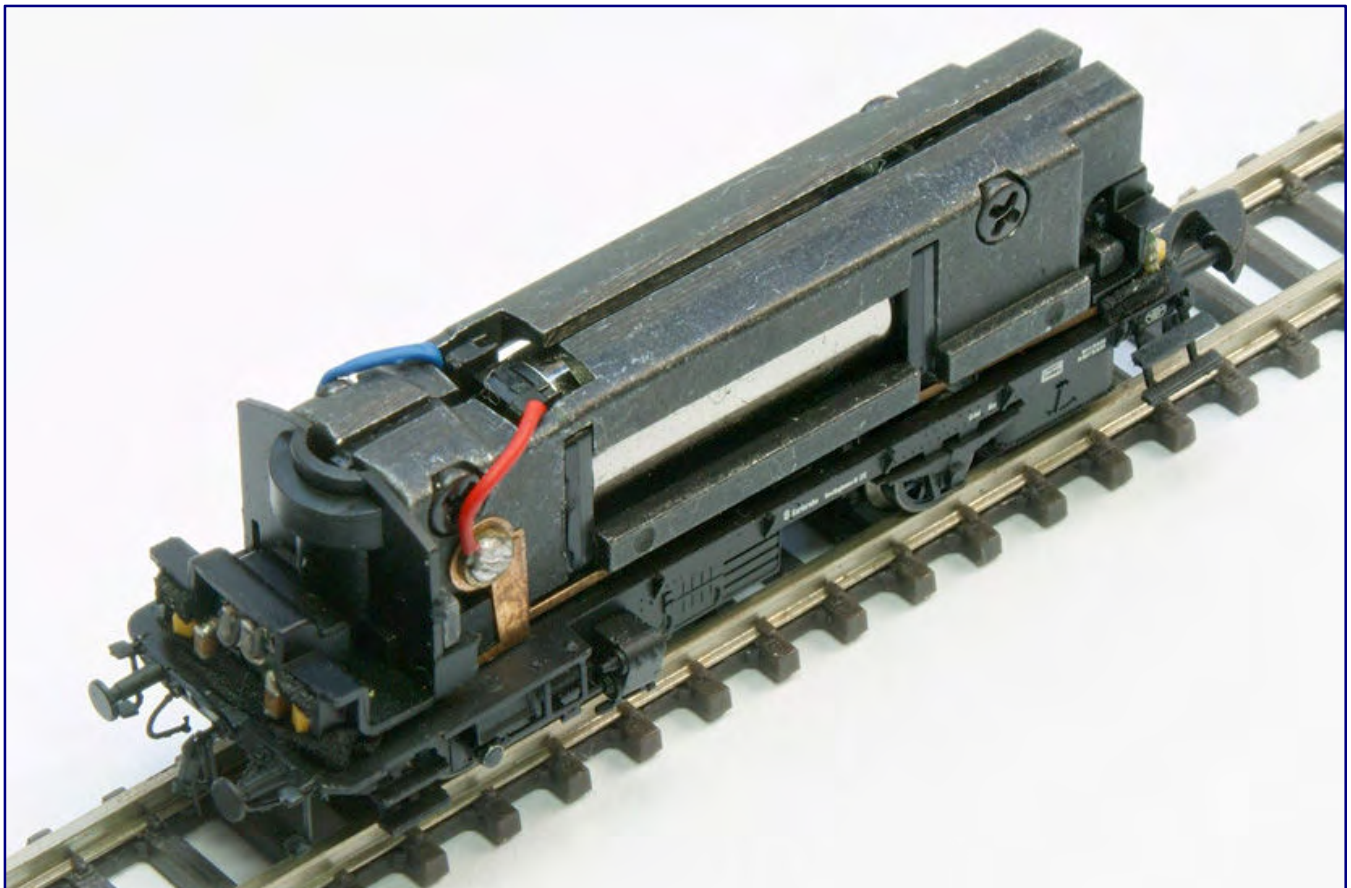
So far we have encountered this only from AZL, MTL and Rokuhan as well as other Japanese manufacturers.

A bell-shaped armature motor mounted in the middle of the frame parts. Both sides of the gear shaft are driven to the axles via worm gears and geared wheels.

For the illumination of the lanterns two warm-white LEDs at each end of the vehicle, Märklin has unfortunately dispensed of a red tail light.



Also the detailing of the roof makes a good impression: We already knew the four torpedo fans above the passenger compartment from FR Freudenreich Feinwerktechnik, but not in this detail. To remove it, simply pull the housing upwards.



The length wise split chassis is held together by two Phillips screws (under the red wire at the front and at the rear) and is atypical for Märklin's designs. In front you can also see the remaining hints of the interior of the driver's cab with the Kettel boiler.

The power consumption is always particularly critical with two-axle models. It is therefore correct that Märklin includes all wheels in this. This means that two contact points are available for each pole.

This is not much and causes interruptions, especially in the switch area or even with minimal soiling (on the track). Such contact problems can therefore also be expected with the Kittel steam railcar.

And indeed, our test model also needs an initial running-in time of two hours until switches no longer pose a major problem. Slow passage remains a challenge, which is not successfully completed every time.

Good slow driving characteristics are extremely important here, however, because the the prototype normally operated at a very contemplative 50 km/h top speed. That's why we don't understand why Märklin didn't give this new product a fly wheel drive that would have ensured track contact between all four wheels at all times and thus made a very positive contribution to its operating characteristics. At least the rear axle has minimal clearance and shifts within its very narrow limits.



The low-speed driving characteristics are unfortunately the Achilles' heel of this successful model: although it starts gently and early thanks to its bell-shaped armature motor, contact problems on switches require traversing at a higher model speed.

So that the picture becomes a round description, we now call the measured values of the road test: With a track voltage of only 0.3 volts, the tiny car starts moving at the equivalent of 1.6 km/h. However, this slow speed is immediately ended again with the slightest contact problem.

For the reasons described above, we have determined that the lowest continuous driving speed is just under 22 km/h, which is necessary for safe traversing of points. The track voltage for this test cycle is 2.5 volts.

The current consumption is low for the drive concept. At transformer position 100 we measured only 7.5 mA, with transformer position 150 a value of 10.5 mA. The CidT 8 is of course already on the road beyond its original speed - at full transformer voltage it even reaches 174 km/h.

Although no flywheel was mounted on this new product, we are pleased to note a noticeable run-out in the event of a voltage interruption: With the transformer fully turned up it was a remarkable 12.5 to 13.5 cm (forward/reverse), from the converted maximum speed still 3 to 4.5 cm. Unfortunately, near the approach speed, the run-out is not sufficient to roll over sections without current.

We do not expect any miracle of traction from a vehicle weighing about the same as three sheets of A4 paper. In this model, it was also mostly on its own. According to contemporary reports, in exceptional cases it ran while hauling a maximum of three additional cars, which also represents the load limit for this implementation of the railcar.



The steam railcar from the photo at the entrance of this test is now on its way back to Müllheim. In tow, the CidT 8 Karlsruhe has a covered freight car of type G 10 with a brakeman's cab.

Due to its use on low-traffic secondary routes, it seems more suitable not (anymore) to be coupled with passenger cars. Only bottle green Donnerbüchsen would be considered as the only contemporary and suitable models (Märklin 87509), if the owner wants to remove the DB signs from them.

However, it seems realistic to us to „upgrade“ the small steam railcar to the PmG (passenger train with freight transport), because independent freight transport on its route is unlikely to be profitable.

In this case a covered car G 10 seems to us particularly suitable for towing, and we have decided on a slightly superficial and aged Märklin model 8639. Of course, a G1 11 “Dresden“ or an “Oppeln“ or “Kassel“ from the small series manufacturers could also be used. A BT 10 with centre containers or an open wagon for transporting coal could also be an alternative.

A summary of our impressions

We support the compromises described in the suspension area. From an operational point of view, these will definitely prove their worth. We can also accept the omission of the driver's cab equipment as previously indicated.

The chosen design of the windows with the described varnishing of transparent parts is somewhat unfortunate. We suspect that this was a production problem that had to be made unseen.

Apart from that, the Kittel steam railcar actually sets new standards in some areas. We are thinking of the fine buffer plank equipment and also the very fine, separately attached steps as well as some free-standing handles.



In view of the great demand for the DB version, the Kittel steam railcar seems to have been the great dream model of many Zetties. Märklin has provided them with a top model that leaves only a few wishes unfulfilled.

The driving characteristics are acceptable, and, in any case, better than the old Uerdinger rail bus, which is at its earliest implementation was comparable to this railcar. Nevertheless, after the good experience of using a flywheel in the 89 series, it remains incomprehensible why Märklin did not do anything comparable here.

The excellent price-performance ratio must also be taken into account in the overall standings, as the CidT 8 Karlsruhe can easily be classified as a premium model. For this reason, we nominate the model with article number 88145 for the "new releases of the year 2018" in the category locomotives.

Manufacturer of the basic model:
<http://www.maerklin.de>

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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.

A revolution in local transport Search for economic efficiency

Bereits um 1880 suchten viele Bahnverwaltungen nach Rationalisierungsmöglichkeiten für Nebenbahnen mit geringer Zugfrequenz. Dampftriebwagen versprachen Hoffnung, doch einen Durchbruch schafften sie erst mit einem von Eugen Kittel konstruierten stehenden Röhrenkessel. Ein EK-Baureihenband widmet sich diesen besonderen Fahrzeugen und weiteren Kuriositäten auf Schienen, die entwicklungstechnisch mit ihnen in Verbindung stehen.

Werner Willhaus
Kittel-Dampftriebwagen
Innovation des Nahverkehrs vor 100 Jahren

EK-Verlag GmbH
Freiburg 2008

Gebundenes Buch
Format 21,0 x 29,7 cm
160 Seiten mit 240 S/W-Bildern und -Zeichnungen

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Von Jörg Erkel. Gerade für die Freunde der Spur Z ist der Dampftriebwagen „Kittel“ aktuell ein wichtiges Thema, haben viele Kunden doch lange und sehnsüchtig auf die Auslieferung dieses Märklin-Modells für die Epoche III gewartet.

Doch spätestens bei der Gegenüberstellung der „Kittel“ von N-tram und Märklin wird auffallen, dass es nicht nur einen Triebwagen dieses Namens gibt. Das vorliegende Buch klärt auf und spannt dabei einen großen Bogen über den geschichtlichen Kontext, seine Vorläufer, die verschiedenen Bauarten und Parallelentwicklungen sowie Nachfolger dieser Dampftriebwagen.

Kittel? Nein, es geht nicht um die Schürze einer Hausfrau, es geht um den Ingenieur Eugen Kittel. Der 1859 in Eningen bei Reutlingen geborene Absolvent der TH Stuttgart schloss sein Studium 1886 mit der Staatsprüfung als Regierungs-Maschinenmeister ab und gab der Bauart des hier behandelten Dampftriebwagens seinen Namen.

Doch schon Anfang der 1880er Jahre gab es verschiedene Dampftriebwagen, so z. B. bei der Hoyaer Eisenbahn, in Berlin, auf der Hessischen Ludwigs-Eisenbahn und auf vielen weiteren Strecken. Die Vielfalt an unterschiedlichen Konstruktionen ist überwältigend und wird im Buch ausführlich vorgestellt.



Dabei wird auf die verschiedenen Systeme und Bauarten eingegangen und in vielen Bildern und Skizzen dokumentiert. Nicht vergessen werden übrigens auch die württembergischen Kleinlokomotiven KL 1 und 2 mit Kittel-Kessel, wozu es ein Bahls-Kleinserienmodell in der Spurweite Z zu kaufen gibt.

Die Bestellung der Kittel-Dampftriebwagen beginnt dann um 1904 und endet etwa 1911. Auch hier zeigt sich wieder eine unglaubliche Anzahl unterschiedlicher Bauarten und Ausführungen. Die uns von N-tram und Märklin präsentierten Ausführungen sind dabei nur eine Auswahl, aber wohl die bekanntesten und markantesten Versionen.

Die Behandlung von Folgebauarten zeigt die Weiterentwicklung der Triebwagenbauformen, bis dann im vorletzten Abschnitt noch auf den Einsatz von Dampftriebwagen der Bauart Kittel nach dem 2. Weltkrieg eingegangen wird. Damals waren Kittel-Dampftriebwagen in Frankreich und in der RBD Stuttgart unterwegs, die wenige Jahre später zu Deutschen Bundesbahn gehörte.

Der letzte bei der Deutschen Bundesbahn im Einsatz befindliche „Kittel“ wurde 1954 in Freiburg ausgemustert. Es war der CidT 8, den Märklin aktuell in den Maßstab 1:220 umgesetzt hat. Im Buch ist er als Original zu bewundern, denn Fotos aus seiner letzten Einsatzzeit gehören zum Umfang dieses Abschnitts.

Der Autor vergisst auch nicht, über mehrere Seiten auf den erhaltenen Kittel-Dampftriebwagen in der Schweiz einzugehen. Dem Geschichtsbewusstsein der Eidgenossen ist es zu verdanken, dass wenigstens ein Exemplar der Nachwelt erhalten blieb. Der Verfasser des Titels hingegen hat intensiven Kontakt zur Enkelin von Eugen Kittel gesucht, um seinen Teil zur Geschichtsbewahrung beitragen zu können.

Abzüge von Originalzeichnungen, Tabellen mit Abmessungen und Messwerttabellen von Versuchsfahrten ergänzen das Werk, ohne dabei den Rahmen zu sprengen. Insgesamt gesehen finden in diesem Buch sowohl Freunde historischer Fotos als auch technisch oder eisenbahnhistorisch interessierte Bahnfreunde ein rundum gelungenes Werk vor.

Publisher's pages with reference possibility:
<https://www.eisenbahn-kurier.de>
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Assistance for model railway photography **Model Railroad from a new perspective**

Wer möchte seine Modellbahn nicht einmal aus der Sicht der Figuren sehen, die er auf der Anlage verteilt hat? Gleich, ob die eigene Arbeit dokumentiert, auf mögliche Fehler überprüft oder stimmungsvoll in Szene gesetzt werden soll, jede Art der Fotografie erfordert Überlegung, Übung und richtigen Einsatz der Arbeits- und Hilfsmittel. In der aktuellen Ausgabe 38 der Modellbahnschule gibt Markus Tiedtke wertvolle Praxistipps.

Markus Tiedtke (verantwortlicher Redakteur)
Modellbahnschule 38
Modellfotografie – Die Modellbahn neu entdecken

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Wer seine Modellbahn aus Figurenperspektive erleben möchte, erreicht dies nur über die Fotografie. Uns selbst können wir schließlich nicht verkleinern. Insofern besteht bei vielen Modellbahnern der Wunsch, aussagekräftige Bilder des eigenen Schaffens zu erhalten. Doch der Weg zum Ziel erweist sich für viele als nicht gerade einfach.

Der renommierte Modellbahnfotograf Markus Tiedtke hat dies zum Anlass genommen, die aktuelle Ausgabe der Reihe Modellbahnschule unter das Titelthema der Modellbahnfotografie zu stellen. Ob als Dokumentation der Modellwelt, als Hilfsmittel zur Kontrolle, ob alles perfekt gebaut worden ist, oder als emotionales Erlebnis, im Heft sollen sich die entscheidenden Hilfen und Hinweise finden, um erfolgreich zu sein.

Doch können wir schnell mit dem Fotografieren beginnen? Immerhin können wir uns als Fotograf hier Szenen selbst zusammenstellen, und schließlich macht doch auch der Umgang mit der Fototechnik viel Spaß.

Ist das Ergebnis schließlich „im Kasten“, werden Freunde und Bekannte durch schöne Fotos in die Magie der Miniaturwelt hineingezogen. Was so einfach klingt, hat es leider jedoch gewaltig in sich: Ein gutes Foto braucht Zeit, erfordert Übung und setzt voraus, dass der Mensch hinter der Kamera sein Gerät beherrscht und versteht.

Vor Markus Tiedtke haben sich schon viele Autoren mehr oder weniger intensiv mit demselben Thema auseinandergesetzt. Häufig haben sie dann zu viel Wissen vorausgesetzt oder der Ansatz war zu theoretisch und damit ungewollt praxisfern.



Hier wird auf theoretische Grundlagen, so weit es eben geht, verzichtet. Zur richtigen Herangehensweise gibt es nicht nur praktische Erläuterungen und verschiedene Lösungswege, sondern auch Aufnahmen, die neben dem Ergebnis auch noch den gesamten Aufbau von Kamera, Hintergründen und Beleuchtungsmitteln zeigen.

Bildreihen zeigen anhand des immer gleichen Motivs die Wirkung verschiedener Hintergründe oder Ausleuchtungsrichtungen und schärfen so auch den Sinn des Fotografens für glaubhafte Motive, mit denen sich bisweilen Illusionen erzeugen lassen.

Auch zur Technik einer Digitalkamera gibt der Profifotograf wertvolle Erläuterungen mit. Das hilft unter anderem dabei, aus eigenen Aufnahmen so viel wie möglich herauszuholen. Bisweilen ist aber auch Markus Tiedtke seinen Lesern zu weit voraus: Er arbeitet mit professionellem Gerät, was auch im Heft immer wieder zu sehen ist.

Ein guter Ansatz wäre es vielleicht gewesen, fallweise auch mit einer semiprofessionellen Ausrüstung und einfacheren Hilfsmitteln zu arbeiten, um Einsteigern deutlicher vor Augen zu führen, was sich schon mit solchem Gerät an meisterlichen Ergebnissen erzielen lässt, wenn es der Bediener nur beherrscht.

Diese Lücke fanden wir nicht nur im Bereich der Kamera und Objektive, sondern auch bei der Bildnachbearbeitung: Verwiesen wird auch auf die Technik des Focus Stackings, mit der sich die Schärfentiefe in Richtung von Landschaftsaufnahmen erhöhen lässt. Zum Einsatz kommt dabei das Profiprogramm Helicon Focus mit Kauflizenz.

Mit Combine ZP gibt es aber auch eine freie Alternative, die für Einsteiger zum Üben wohl eher in Frage kommt. Ein Schritt zurück wäre an solchen Stellen noch ein wenig näher an der Leserschaft gewesen. Doch diese Kritik soll nicht täuschen: Der Ansatz von Markus Tiedtke ist insgesamt gut und richtig, auch Anfänger werden hier in die Lage versetzt, gute Motive zu erkennen und zu arrangieren sowie im Anschluss daran in einem aussagekräftigen Bild festzuhalten.

Wessen Ansprüche schnell steigen, der wird sich sogar freuen, dass die professionelle Fotografie nicht zu kurz kommt, denn der Wunsch eines solchen Aufstiegs dürfte nicht selten und dann sogar sehr schnell aufkommen. Für ein solches Streben sorgen sicher schon die einleitenden Aufnahmen des Autors, die einleitend verdeutlichen, worum es hier überhaupt geht.

Doch zunächst müssen Fotomotive ja erst mal geschaffen werden: Auch diese Ausgabe kümmert sich wieder um ein nahezu perfekte Gestalten der Modellbahnwelt. Dazu gehören Themen wie die Waldgestaltung, der gezielten Bau und Einsatz von Hinterhöfen und eine skurrile Inselbahn. Abgerundet wird das Heft, das auch als elektronische Ausgabe zu beziehen ist, mit Erläuterungen zum Bezeichnungsschema von Dieseltriebwagen in Deutschland.

Publisher's pages with reference possibility:
• <https://www.modelleisenbahner.de>
• <https://shop.vgbahn.info>

7th Meeting in Altenbeken

The Benchmark of all things

On 14 and 15 April, the 7th International Spur Z Weekend occurred in Altenbeken. The popularity of this event corresponded to that of the previous years and especially on Saturday it became very congested in the hall despite the good weather. This was due to the renewed improvement in layout quality and the further increase in international appeal. We report now to those who stayed at home about our tour.

The question of whether the popular Z-gauge weekend in Altenbeken should not take place annually is a source of emotion and discussion - this is what happened in the forum of the organising association (Z-Freunde International e.V.). This was not a classic debate, but a discussion of the effects.

Interest in the meeting could wear off with annual meetings, and the anticipation over two years was also sure to be well received by visitors. An annual requirement could also mean that layouts are no longer being built at the required speed - another important point that should not be underestimated.



The influx of visitors, which once again increased by 10 %, was clearly noticeable in the Eggelandhalle. Especially on Saturday the main courses were much more crowded than this photo suggests.

However, the work of the volunteer organizers and the costs incurred for renting the hall were also considered. The team, which is active both in front of and behind the scenes, deserves a lot of praise and thanks from the Spur Z community. It is doubtful that they would like to experience the increasing stress every year as the deadline approaches.

And so we are now looking forward to the eighth edition, which is currently planned for the end of March 2020. If you missed this year's meeting, please mark the possible dates on your calendar today. A visit to the little railwayman's town is always worthwhile.



The stand of the 1zu220 shop also invited visitors to linger with a sofa corner. Here some enthusiasts from the French speaking Forum Francophone (France / Belgium / Switzerland) take a short break.

None of the approximately 1,200 visitors should see this differently. Despite excellent weather, the number of visitors increased by around 10 %.

Among the many guests from almost all of Europe, Israel and the United States of America we were also pleased to find the Küpper's, who had been among the exhibitors in 2016.

This event was again very international: Germany, Austria, Switzerland, Italy, Great Britain, Hungary, Poland and the Czech Republic.

And with this beginning we now want to take a tour through the hall. At the two corners of the entrance we found the stands of ZFI and Archistories.

While on the one hand all questions about the event were answered, the prizes of the tombola were displayed and the special car could be purchased for the meeting, the architecture specialist from Hannover used his presence to present two important innovations.

Archistories offers the wooden-walled "Goldtree Station" based on the US American prototype exclusively through its distribution partner Z Scale Hobo.

However, the winding tower, which was presented several years ago, is now integrated into a suitable pit bank and will make many a heart beat faster, as it is an extremely popular layout theme with many shunting and loading possibilities.

Märklin was also present and clearly demonstrated how important this meeting is for our small track gauge:

While the summer new products of the other gauges were only astonishing in Dortmund a few days later, Altenbeken already had its



Archistories now showed the already known winding tower together with a suitable pit bank for a new construction theme of the coal and steel industry.



Already on display was a sample of Märklin's special car for Intermodellbau 2018 modelled on the Dortmund railway. We arranged it on Rainer Tielke's double-decker bridge to a scrap train with one of its predecessors (directly behind the locomotive) and other wagons.



own Z-scale brochure and the showcase was equipped with the first hand samples, which met with joy and recognition.

A sample of the special car intended for this purpose, an Eaos open freight car of the Dortmund Railway in a green paint scheme, was shown shortly afterwards in conjunction with Intermodellbau in Dortmund.



We used its loading with an individually designed scrap insert to assemble a train with one of its sibling cars from previous years as well as shorter cars of type E 037 (ex Omm 52).

3D labs, which were on site for the second time, also provided bright eyes: The extremely fine 3D printed models were joined by others, whose filigree appearance astonished visitors.

Be it own tank and vehicle models or its two figure conversions, which should soon find an interesting use at the stand neighbour Trafofuchs. We describe its new products in detail in the news section.

KoMi-Miniaturen currently serves the purists among the Zetties with a new shunting platform for Märklin's gas tank cars (top picture) and a prototypical chassis for the Kmmks 51 (bottom picture).

Michael Richter (KoMi-Miniaturen) likes to equip his models down to the last detail and does not shy away from any conversion. We can also look under the floor of a freight car with peace of mind, otherwise we hardly get to see the observer.



Probably for the last time the container terminal of Claudius Veit (Velmo) was exhibited. The visitors found a lot of activity on this facility, because here not only trains are constantly rolling in for loading and unloading, but also the trucks are moving around the loading lanes.

KoMi-Miniaturen exhibited the solutions described in our February issue for the Kmmks 51 car family from Märklin and new platforms for gas tank cars. The new Lanz bulldozer could also be purchased on site at the stand.

We had also already reported on Oliver Passmann's innovations: Freudenreich's latest wagon interior lighting supplied Swedish passenger coaches and, among other products, was effectively presented at the stand. Rita Kruse-Spiekermann's nursery was located in the immediate vicinity. What she had presented in our magazine or in the ZFI Forum could be personally inspected there.

Velmo was probably the last time the container terminal could be seen and experienced. This system is an excellent showpiece to make customers taste the digital one with their own decoders. The safe and quiet operation on the smart and well-equipped facility is a pleasure to watch, while many a digital locomotive with its background noise is astonishing.

The largest area was occupied by the 1zu220 shop. In addition to the large range, which also includes its own FR special wagon and a new Westheimer beer wagon on a Märklin basis, this is mainly due to the two exhibited systems.



The Altenbeken viaduct at the 1zu220 shop was a suitable innovation for the location and occasion. The photo shows the single-track basic construction kit with the overhead line from HOS-Modellbahntechnik (top picture). Jörg Erkel presented the special Öchsle Railway car produced by FR Freudenreich Feinwerktechnik (bottom picture) at the new "Schmiedehagen" facility.

At the customer's request, Jörg Erkel showed the "Kallental" system once again. At the same time, the "Schmiedehagen" table system celebrated its premiere with a street as a scene divider for the secondary line shown and was usually tightly surrounded.

Also present at the stand was Stephan Bender von Noch, who answered questions as product manager. In view of Rokuhan's recent reluctance on the German market, there must have been plenty of questions.

An important highlight was the model of the Altenbeken viaduct, modularly constructed by Archistories exclusively for the 1zu220 shop: By disassembling the bridge into a basic and extension kit, the shorter Neuenbeken viaduct and any bridge of any length can also be modelled in the same style and of any length. In addition, the construction is possible with one or two tracks as well as with overhead lines (from HOS-Modellbahntechnik).



Photo above:
The DB intermodal container wagon Lgs with 20-foot sea container from UASC (Art. No. 49.346.01) as a special model from FR Freudenreich Feinwerktechnik sold out in no time. Photo: Harald Möller

Photo below:
Geza György Hanreich (Hagemodell) showed a first-hand sample of his covered freight car "Bromberg" in DB design, which still needs many details to be applied.

Next door were Hagemodell and FR Freudenreich Feinwerktechnik and apparently not only by chance. Géza György Hanreich had now designed a similar model based on the Scandinavian model after his Bollen wagon (dust silo wagon with spherical containers), which was exhibited as a sample by Harald Freudenreich.

In addition there was an offer of the available FR new products and a special wagon of its own for the event, which was modelled on a container wagon of the Lgs type including load. This model sold out in no time.



The sample was a Bollen wagon running in Scandinavia at FR Freudenreich Feinwerktechnik. The pattern was created by Gezy György Hanreich.

The first hand sample of the four-axle, covered freight car of the Bromberg type, which still lacked many attached components, also met with enthusiasm. However, this did not detract from the anticipation.

Meanwhile, Rolf's Laedchen was concerned about the off-rail traffic and showed miniature implementations of various trikes, which certainly also fit thematically to the product range of case hobbies.

Peter Scheele additionally motivated interested parties with an attractive investment segment of the "US Z Lines OWL Division".

At this point we would like to briefly mention further exhibitors who were present with their sales programmes and who are no longer presented separately in the following text, although this does not allow statements on the attractiveness of their product ranges: Artitec, Gerd Ricke, Hans-Heinz Vogt (both used goods), Heckl small series, Lütke Modellbahn, Railex / Z-Club International, Scholz Modelleisenbahnen, Wansink Gonard Oude Spoor Z, Wolfgang Bolt (both used products) and Z-Railways by Peter Rogel.



The night simulation of Jürgen Tuschick's work "Flagstone East Terminal" was so impressive at its premiere on site.

Jürgen Tuschick started with his US facility “Flagstone East Terminal” (see upper picture) in Altenbeken for the first time. This system in the showcase is industrial in character and allows shunting games in a suitable setting. It looked completely different with Willi Pflugbeil from Chemnitz: The tinkerer, whose in-house buildings we also presented in the magazine, is working on his new system.



It was still under construction with a completely self-made overhead contact line, self-built bridges and the Wiesenthal Inn, which was built in the usual manner. A horse-drawn cart is waiting in front of him at the mouth of the road. Whenever one of the first cars approaches and turns on the main road, the horse shuns and goes up (see photo on page 29 below).



Opposite, the Z-Freunde Springe layout showed a system made of “Deister-Dielen,” on which they created a deep effect using suitable backdrops, but the narrow sections remained difficult for photographers to photograph.

A highlight of the exhibition was certainly once again Rainer Tielke's two level bridge at Bullay, which has changed considerably compared to the exhibition two years ago.

Again, various locomotive motifs and railcars with clearly audible background noise were used here, but only a fraction of the visitors knew about the now moving cars from their own experience.



The series of tables in continuation of the Mosel bridge occupied Torsten Schubert with various dioramas by Dirk Kuhlmann: Dörpede Mill, Rothenzeller Alley (from the 2017 theme), the rock stage with the Streetkings and the pit foreman folk song as well as the Holtgaster Feld railway station.

Torsten's dark rooms with various light effect dioramas and his funfair provided life for this long series.

Matching backdrops provided a greater depth effect for the 78 series with its Bundeswehr hospital train on the “Deister floorboards” of Spur-Z-Freunde Springe (top picture). A Borgward railcar on the “Catharinen Tief” lookout diorama disturbs the break of the harbour workers (photo below).

Dietmar Allekotte started with his “Catharinen Tief” peep-box diorama, which was also built by Dirk Kuhlmann.

But Dietmar had its own extension with a small harbour under construction. The Southern Pacific ferry “Contra Costa” at his stand, whose showpiece showed it sailing on the high seas, also matched his maritime theme. This ship was built by Peter Nolan from the United States of America.

Thomas Zeeb also represented Modellplan and Z Club 92 Stammtisch Stuttgart. Jürgen Walther from this group surprised the guests with his new layout “Hirschsprung,” which reinterpreted the well-known section of the Höllentalbahn, which had already been rebuilt several times.

The famous Talenge with the stag monument on the rock above the road and railway line as well as for the first time correct and suitable buildings, which were contributed by MBZ with laser cut technology, also belonged to its presentation.

Jens Wimmel of ZettZeit, on the other hand, processed his holiday memories in a drivable diorama: "Morant's Curve" has its model in Canada and those who took a close look could also find the builder with his motorhome in the diorama.

The vehicle was the first sample for a series production, which will be available as a ZettZeit special in the future.



The Hirschsprung is probably the most famous place in the narrow Höllental. That's why it was a must on Jürgen Walther's new layout in the Black Forest.

Some time ago Karl Sinn had built a demonstration system with interchangeable diorama inserts for American Z Lines. This can now be experienced personally, and alternately with a desert and mountain motif, with long US freight trains passing through the scenery.



These gentlemen are dedicated to photographing trains on the "Morant's Curve". The right motorhome belongs to Jens Wimmel and also appears as ZettZeit-Special. The unpainted 3D print sample gives an impression of the work that still lies ahead of him.

The stand belonged to AZL itself, because Hans Ridder-vold (Norway), one of AZL's owners, exhibited for the first time in Altenbeken.

In his luggage he also had an announcement of new products for the US railway friends: In the spring of 2018, the 40-foot long, covered AAR wagon, which represents a standard type from 1937, is to appear as a single wagon as well as in packs of two and four wagons.

He also announced a return of his own brand SZL. This is achieved by producing one of only three SBB double locomotives Ae 8/14, a high-quality brass model with the company number 11801, which was retained as a museum vehicle after it was taken out of service in 1975.

It can be pre-ordered as a museum machine and in a version from the earlier planned operation. The miniatures, which will be powered by two motors, will be delivered in autumn 2019. Ulrich Günther with



Photo above:
AZL was exhibiting for the first time in Altenbeken and had brought its new demonstration system with it. One of two interchangeable dioramas was the Moffat tunnel shown here. The layout and diorama were built by Karl Sinn from the Spur-Z studio, who was also present at the stand.

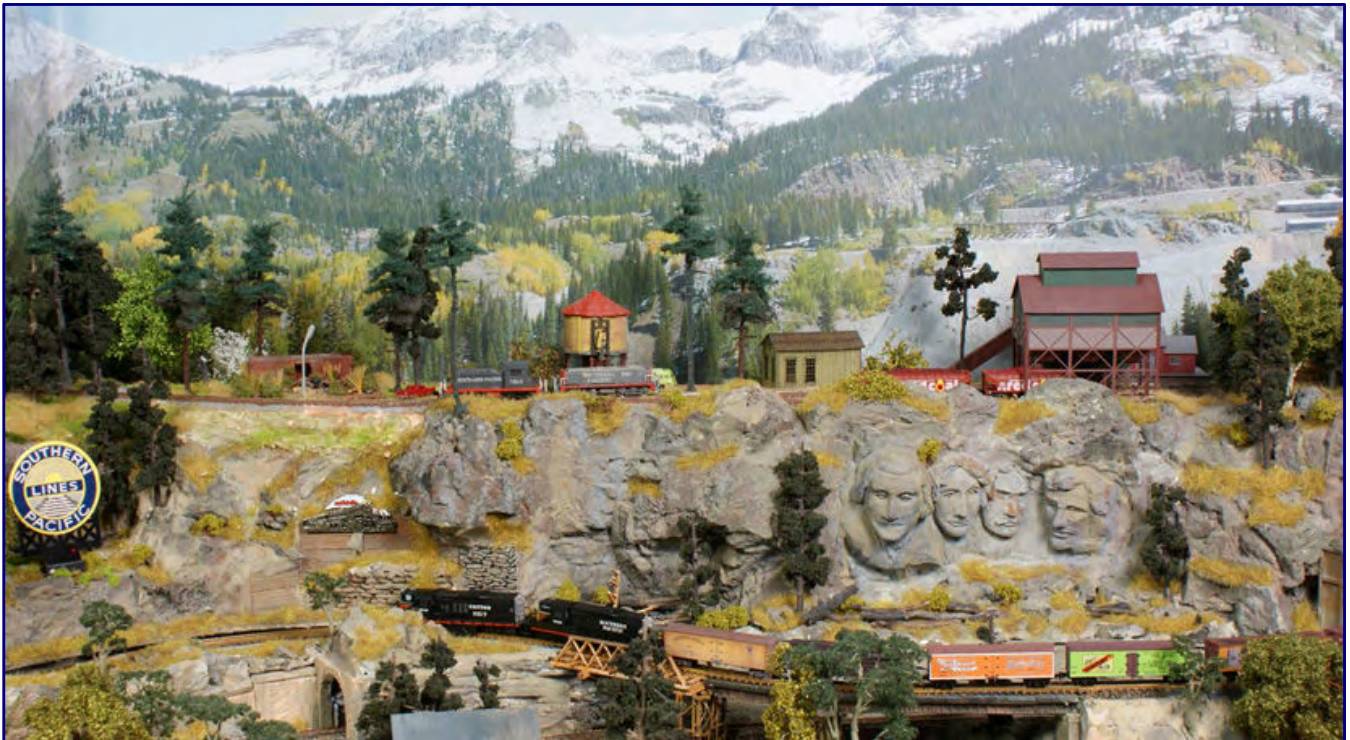
Photo below:
"Neu-Hagen" by Hagen Sroka offered local motifs and provided an enormous depth effect with suitable background scenery. A freight train with wagons skilfully aged by Dirk Rohwerder travels through the station of the digitally controlled facility.

his city station and Jürgen Kottsieper, who once again competed with his home facility on which the railway line crosses a river valley at a greater height on an elongated bridge, are already traditionally present.

Sascha Braun (Zcustomizer) also gave an impression of his skills, and exhibited patinas and graffiti on cars, and also offered vehicles from his own small series production.

He was surrounded by his colleagues at the Stammtisch Bayern, who also showed models or gave tips. The digitally operated "Neu-Hagen" by Hagen Sroka, who is also a member of this regulars' table, celebrated its premiere in Altenbeken. On its tranquil branch line, the trains cross with the pastel yellow plastered building at the station. It is also worth taking a look at the small locomotive station to the left of the railway station tracks.

We must not forget Maria and Herbert Strauss, who had returned after a long break with their US suitcase system. This showpiece had changed its face considerably in the meantime.



The US suitcase system of Maria and Herbert Strauss (Z-Stammtisch Bayern) could not be recognized in many scenes compared to their last appearance in Altenbeken.

It was supplemented and partly redesigned. It was also as beautiful as ever this time.



Among other things, the Stammtisch Wien brought this miniature suitcase layout with Rokuhan track from Vienna.

Toy-Tec with its ALAN control system for analogue and digital systems was next door to the stand.

After there had recently been some complaints from Zetties that the digital operation in the Z scale was not functioning correctly, Alexander Gaugler contacted Claudius Veit (Velmo) and made some adjustments. Now he answered the questions of customers and interested parties.

Even the Stammtisch Wien (Vienna) did not miss the opportunity to attend the Z scale weekend. As an exhibitor, this group showed various small suitcase systems and table layouts of its members.

Neighbor Manfred Forst showed moving cars in his city and plant area diorama. We were very pleased about the ship and light rail system of Günter Falkus, where compared to the last demonstration in Zell (Mosel) clear construction progress could be observed.



Manfred Forst's cars usually also move on the showpieces - as in this factory complex, which has interesting loading scenes ready (top picture). Günter Falkus had also continued to build his diorama and, in addition to the heavily aged Märklin train running in it, now also knew how to captivate with moving ships and light railways (bottom picture). At the bottom right you can see the pattern of a wing signal of Bahls Modelleisenbahnen shown in Altenbeken. Photo: Michael Bahls

Like Manfred Forst, the Magnorail chain drive, hidden on the underside, used magnets to move objects on the surface.

Quietly and evenly, a light railway train and a riverboat with barge passed through the largely completed landscape. Also a heavily weathered tender steam locomotive of the 89 series with two Talbot self-discharging wagons was to be found.

At the Aspenmodel and Bahls Modelleisenbahnen joint stand, we found the first sample of a grand piano signal that Michael Bahls had arranged on a Plexiglas base in order to be able to show the mechanical workings of his gem, which is to be operated by a servo drive during system operation.



The various members of the Stammtisch Blomberg, who occupied almost an entire side of the hall, are design artists. Here there were various individual systems and modules from different builders to see Raimund Meiseberg, Hans-Joachim Rüssel or Stefan Schulz.



Stephan Schulz (Stammtisch Blomberg) also built his layout based on motifs from the Höllentalbahn. Both he and his regulars knew how to display particularly finely designed exhibits.

At this point we would like to emphasize another layout based on motifs of the Höllentalbahn, which in this case was designed by Stephan Schulz. A heavy class 85 tank locomotive with detailed control from Bahls towed a typical passenger train through the beautiful landscape of this region.



Original photos of the model installation helped to recognize the scenes on Jürgen Wagner's replica of the Almstedt-Segeste museum railway station.

This stand was followed by a new layout from Jürgen Wagner. She showed a museum station according to a real model. Well known to the builder, he had implemented the installations of the Almstedt-Segeste museum station (near Hildesheim, Greater Hanover) here.

Among the larger representatives of the exhibition is also the stand of the Stammtisches Untereschbach e.V., in the middle of which Heinz O. Schramm (HOS-Modellbahntechnik) showed his new products and other available accessories. Other exhibits included a lovingly aged coking plant owned by association chairman Dietmar Stäbler, which had the character of an industrial monument worthy of restoration.



Hermann Kammler (Stammtisch Untereschbach e.V.) presented his moving buses and trucks, for whose basic work we awarded him last year.

Hermann Kammler demonstrated moving buses and trucks on a new demonstration facility, on which the railway played only a minor role.

Road traffic, on the other hand, moved on several levels of the mountainous landscape, through the middle of which a river with a moving barge also appeared.

The same group also includes the married couple Michael and Gabriele Klingenhöfer, who showed their figures and kit program known as *Creativ-Modellbau Klingenhöfer* in the same aisle.

Her creations often take up seasonal or seasonal themes, which also led to an extremely topical programme here.



The morbid charm of an industrial heritage monument in need of renovation was spread by the disused coking plant of Dietmar Stäbler (Stammtisch Untereschbach e.V.).

Well-known faces were also Götz Guddas with the arrangement "From Güglingen to Sägethal" with many button-press actions for children and Harald Hieber with his installation "Drachenstein", which impressed not only with its good design but also with the enormous depth effect due to the successful photo background from the Dietrich studio.

The large modular system of the Z-Stammtisch Rhein-Ruhr (ZSRR) with its motifs from the Ruhr area and Bergisches Land was also able to appeal to visitors.

At the same time she hosted show runs of the self-made models from the Train Model Club Pečky in the Czech Republic.

Tüftler Vačlav Podracký had designed the diesel locomotives with the nickname "Bison" (class 753 of the CZ), "Bardotka" (class 751 of the ČD Cargo) and "diving goggles" (classes 750, 752 and 754; also called "spectacled cobra") and cast their models in resin.

In February we reported in detail about the new products and plans at Avantgarde-Modellbau (Phillip Meyer).

In addition to the purchase offer shown, a finely designed diorama could be seen at the stand, on which many of the current developments could already be viewed, including fern and the typical vegetation that we often find at the edge of the forest.

The Horst Werstadt / Hannelore Hafermalz duo cut a strawberry cake a few metres further. This was not to be understood literally, because the tasty looking confection was by no means edible, but a small model railway system made of well-known materials, with an unusual surface design.

After his Z-Car system received great attention from KK Producja at the end of 2017 and has already been shown and demonstrated at several events, Oliver Kessler) did not miss the opportunity to appear personally in Altenbeken and demonstrate it there. Maciej Gawecki, who travelled with us from Poland, showed a beautiful, rural table arrangement with Polish motifs.

Raffaele Picollo from Genoa had an unusual idea: After he had already installed two systems in picture frames, after "Schwindeltaal" also a US motif with a trestle bridge, an old postcard in black and white print impressed him. It apparently showed the Altenbeken viaduct or a bridge of similar architectural design.



Photo above:

For some time now, Götz Guddas has again devoted himself increasingly to the conversion of road vehicles. The latest work of his desire was this historic Deutz tractor from the 1zu220 shop.

Photo below:

These three models of "diving goggles" and the "bison" case (front) are homemade in the Czech Republic.



Photo above:
On Saturday the class 749 "Bardotka" of ČD was on the road with an Intercity, built by Vaclav Podracký.

Photo below:
Perfect vegetation is the trademark of Phillip Meyer (Avantgarde Modellbau), as he once again proved in Altenbeken with a new diorama.

So he decided to place a viaduct spanning a valley in another frame. What was extraordinary about this idea was that he consistently completed the entire model construction in black and white style, including the displayed grand piano signal. Those who looked closely could see that only the slightly dimmed signal lights deviated from it! Occasionally, for example, a complete train was allowed to run in colours other than black, white and shades of grey.

Remains on our tour to complete another visit in the next room. Here we met Graham Jones with the Z Club GB.

He showed one of his best-known installations based on narrowly defined small town motifs. As a surprise he also presented the body of an English saddle tank steam locomotive made of brass.

We could see that it had been produced with 3D printing technology and thus showed new perspectives for this still young technology.



A cake for the festival: This strawberry cake was not intended for slicing, however!

The railway friends Lippe e.V., who this time had their “Bremervhaven Columbuskaje” layout with them, were also present. The quay at the harbour with rails, railway vehicles and sheds clearly illustrated the size of ocean-going ships, because of course such a ship could not be missing in this compilation.



The latest work by Raffaele Picollo from Genoa was bizarre, but perfectly executed: Inspired by an ancient postcard, he ventured to build a viaduct in the style of the Altenbeken model. Like the card template, the system in the photoframe is also completely in black and white.



Photo above:
The Eisenbahnfreunde Lippe e.V. showed "Bremerhaven Columbuskaje", a diorama whose buildings were built using paper models.

Photo below:
This association also included this youth work by Marvin Schneider, with whom he took part in Miba's "Mature for the Stage" competition.

The diorama in the peep-box, which was shown at the end of the exhibition, also took part in Miba's "Mature for the stage" competition. However, the largest area of the adjoining room was used by the Stammtisch Berlin-Brandenburg.

This seems surprising at first, because it was another arrangement of regulars' table layouts. But even two years ago, the Berliners already knew very well how to build what was shown into the depths by combining the track sections with trackless design segments.



Photo above:
The brass 3D-printed locomotive body by Graham Jones (Z Club GB) does not show its production technology. For comparison he has put behind it a finished and painted steam locomotive.

Photo below:
The regulars' table board layout of the ZIST 1 is dedicated to Berlin motifs, as can also be easily recognized by the passing half train of the S-Bahn.

This time, too, there were many urban motifs inspired by the capital, as well as canal bridges and sights from the greener outskirts. Matching rolling stock such as the diesel multiple unit class 601 as IC Max Liebermann of the Deutsche Reichsbahn or a self-built train of the Berlin S-Bahn consisting of four quarter trains left no doubt as to where these scenes should play.

Unfortunately, this meeting was over much too soon, but on the evenings before and during the event there are many opportunities for good conversations. And as already explained at the beginning, a further edition has been firmly planned by all participants. From the visitors' point of view, we also clearly heard that the quality of what was shown has continued to rise this time, making Altenbeken the business card of Z gauge!

Commercial exhibitors in Altenbeken:

<http://www.americanzline.com>
<http://www.archistories-shop.de>
<http://www.artitec.nl>
<http://www.aspenmodel.de>

<http://www.avantgarde-modellbau.de>
<http://www.bahls-moedelleisenbahnen.de>
<http://case-hobbies.de>
<http://www.fr-model.de>

<http://www.hagemodell.hu>
<http://www.heckl-kleinserien.de>
<http://www.hos-modellbahntechnik.de>
<http://www.klingenhoefler.com>

<http://www.komi-miniaturen.de>
<http://www.luetke-modellbahn.de>
<http://www.maerklin.de>
<http://www.modschoelz.de>

<http://www.passmann.com>
<http://www.rokuhan.de>
<http://www.rolfs-laedchen.de>
<http://www.spur-z-atelier.de>

<https://toy-tec.de>
<http://www.trafofuchs.de>
<http://www.velmo.de>
<http://z-car-system.de>

<http://www.zcustomizer.de>
<http://www.zettzeit.ch>
<http://www.z-railways.de>
<https://www.zsrr.de>

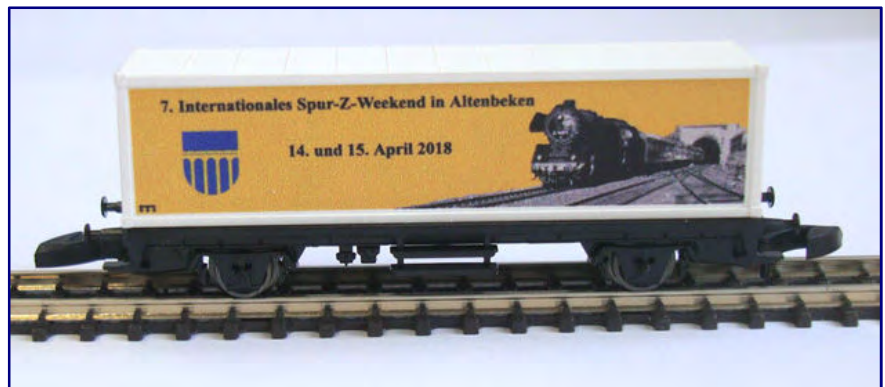
<http://www.1zu220-shop.de>
<http://www.3d-labs.de>

Webpages of several exhibitors:

<http://www.eisenbahnfreunde-lippe.de>
<http://www.forstberg.de>
<http://www.modelluwe.de/Zist1/index.html>
<http://www.ratimo-z.de>

<http://www.picollo.it>
<http://www.stammtisch-unteresbach.de>
<http://www.szmp.cz>
<http://www.z-lights.de>

<http://z-stammtisch-bayern.de>
<http://www.1-220-modellbahn.de>



View of the beautiful layout composed of Polish models by Maciej Gawecki (top picture) and both views of the ZFI Märklin special car at this year's event (middle and bottom picture).



**We are currently looking for
a translator (m/f)
on a voluntary basis.**

Trainini is a free, non-commercial magazine for all friends of Z gauge model railways and their big role model. Beginning with the year 2018 Trainini will also be published in an English edition. It is produced by a volunteer editorial staff and many volunteers who work regularly or on projects. Our motivation is the common hobby, our motivation the satisfaction of our readers, good contacts with model railroaders and manufacturers as well as a friendly solidarity of the whole team. Become a part of it!

You should have these skills:

- be able to translate articles in German in their sense
- a basic technical understanding
- confident language and spelling skills (German and English, English preferred as native language)
- Collegiality and good teamwork skills due to active coordination with the editorial staff and your translator colleague

Our editorial staff consists of three persons, one translator for the translation of the "International Edition" is currently assisting us. You will have decide for yourself how much time you wish to invest here. It is important that you fit in with us and we fit in with you. If we have aroused your interest, if you would like to spend your free time in a meaningful and enjoyable way, then write to us or ask us what else you would like to know: Editorial Office Trainini, Mr. Holger Späing, Am Rondell 119, 44319 Dortmund; E-Mail: [redaktion\[at\]trainini.de](mailto:redaktion[at]trainini.de). We are looking forward to hearing from you.

Not just a continuation Fair in Dortmund

Only a few days after the big show in Altenbeken, the Intermodellbau in Dortmund called for a trade fair visit. Also there there was a lot to see and discover for our gauge. Fortunately, there were no overlaps with the meeting a few days earlier. Join us on a tour of the world's largest model building exhibition.



Although Intermodellbau for its 40th anniversary was shortened by one day, this did not have a negative effect on the number of visitors. Between Thursday, 19 April and Sunday, 22 April 2018, the organiser Westfalenhallen Dortmund counted around 77,000 visitors, and statistically it was even able to boast an increase in the average number of visitors per day of the fair.

The fact that holders of advance booking tickets, which can be identified by your order, were able to visit the exhibition a second time on Sunday free of charge certainly contributed to this. For some years now, there have also been free visits to registered school classes.

A thoughtful commentary on our own behalf

The Messe Westfalenhallen Dortmund will remain a major construction site at least until autumn 2018. Outside the halls this fair was therefore marked by temporary arrangements and unfortunately also coordination problems: Paid and firmly allocated exhibitor parking spaces were reported as occupied, as we had to experience as witnesses. The press car park is also located somewhere else every day, depending on the mood and knowledge of the attendants. In case of doubt, the "press car park" was already occupied at 8:45 a.m. according to them.

Concerned parking place seekers of each Couleur were referred to a distantly located parking lot, where then again they tried to collect the daily lump sum parking fee. Those who had to move equipment into the halls and were affected were then allowed to set off on a long march with bulky equipment.

But also at the partly equally provisional entrances there were further surprises: If the exhibitors were allowed to visit their stands before the opening hours of course, we representatives of the press were rejected and were allowed to queue up with our luggage until 9:00 a.m. when a dense crowd entered the halls, because every bargain hunter wants to be the first - happy, who had to complain afterwards no damage to his equipment!

On request of the exhibition management, it was said that this had been regulated in this way at the request of the exhibitors and had actually also been the norm in earlier years, but that it had not been lived consistently enough in practice. We can only shake our heads about this in disappointment, especially as this is not known to us from other model building, toy and model railway fairs. And it's no fun wasting expensive time and paying for more damage.

Especially for the big exhibitors it is common practice to order press representatives for photo shootings before the visitors enter. That can probably not (no longer) work in Dortmund, as long as there is no folder that takes its duties less seriously.

However, these regulations are a farce in view of no fewer stands, which we still found covered at 9:15 a.m. - obviously these exhibitors had overslept or enormously underestimated the morning rush hour in the vicinity of the event location. At the same time, one of the allegedly occupied exhibitor parking lots was only a quarter full.

Dear fair management, there's a lot going on here! I don't understand why representatives of the press are led through the halls by representatives of their communications department before the first day of the fair. Do they disturb you at the half-assembled stands with open showcases and almost freely accessible models less than 30 minutes before the morning entrance?

If I may wish for something from you, then I ask for dedicated parking spaces within walking distance of the hall or alternatively for an approach and short-term parking zone in which heavy loads and equipment can be unloaded and brought into the hall.

It would be a small consolation if all parking lot attendants knew and accepted at least the parking authorizations, because this knowledge unfortunately decreases disproportionately with increasing distance to the hall. Just to remind you: You have not explicitly and firmly assigned a parking space to the press representative. Please put an urgent end to this arbitrariness!

Holger Späing, Editor-in-chief

Especially on Thursday it became very tight in Halls 4 and 7, where the model railway sector is located, but at that time the mentioned option was not yet known, because it had not been announced in advance.

Apparently the bargain hunters and experts who had otherwise used Wednesday or Thursday met on a single day - perhaps in the expectation that it could be even fuller for the weekend.

The mood didn't diminish. Whoever had a heart for model building, no matter what sector, was in good hands here, sought expert advice or made contacts.

Even other sectors and sizes are always suitable for getting ideas or finding new approaches to technical problems.

From the point of view of model railroaders, this applies in particular to fire brigade, fairground, circus and plastic model construction, but also to cardboard model construction, which is often close to our scale.

Every year we are impressed by the dioramas built by Bernhard P. Schulte from Hagen. This time he showed us a museum harbour, which had developed without model and which allows the merging of very different ship types.

Equally impressive was the Hamburg Dike Street, built in Z-scale shortly after the turn of the century before last. It was implemented by Manfred Krüger from Hanau. Local experts of the regulars' table "Team Z Hamburg" recognized them immediately and were of the opinion that not so much had changed in appearance.

The offer for the next generation of model railroaders proved to be somewhat changed in contrast to that in truck, airplane and ship model making: The shunting game, first offered by the BDEF last year, now took place in the care of its inventor "Master Johannes" from the Netherlands.

The craft stations of the Junior College Europe of the BDEF were now located in Hall 8 and their content changed: The manufacturer Busch, who was not yet present this time, dropped out as a supporter, leaving



Photo above: Manfred Krüger's Dike Street of Hamburg originates from paper model making on a scale of Z gauge.

Photo below: The BDEF Junior College Europe was located in Hall 8 this time.

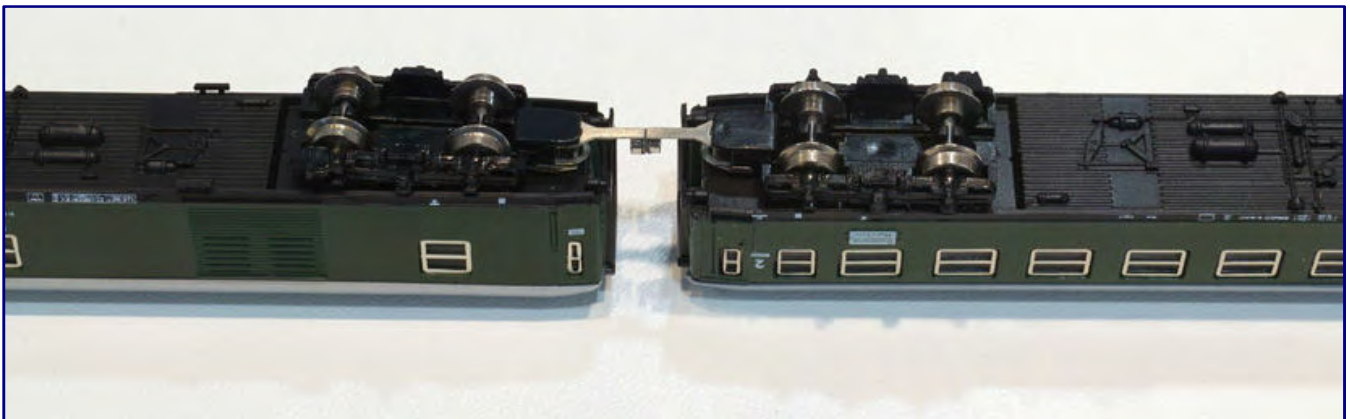


Photo above:
A view into the museum harbour of Bernhard P. Schulte shows the variety of the exhibits and the good visitor acceptance of this exhibition.

Photo below:
Michael Bahls demonstrated his new magnetic coupling in Dortmund using the example of these two Märklin passenger coaches.

only Auhagen, Faller and Viessmann. If Auhagen and Faller provided their kits unchanged and free of charge, the support staff for Kibri and Vollmer kits had to pay a contribution of 2 Euro again.

At the Jugendamt Dortmund (Dortmund Youth Welfare Office), which is also in sight, the building offers of the handicraft program supported by Revell were similar and consistently free of charge. The placement of both almost identical offers so close to each other can be described as unskilled. The chosen hall turned out to be rather unhappy, because before the weekend it was remarkably quiet here. The spatial distribution of the previous year was obviously much better.

Otherwise there was a lot to see, which was to be expected and visitors should finally also specifically move here: The stands of the big and for us important suppliers like Faller, Lütke Modellbahn, MBZ, MKB-



Representing the successful installations of the larger tracks, we show a scene of the "Stirmouth" installation from Modelspoorvereniging Midden - Limburg (size 0n30; top photo) and one of the district modules that show the Ruhr area in the age of the mining industry (size H0; bottom photo).

Modelle, Noch or Viessmann showed their program with the yearly new items or offered bargains. Märklin also exhibited the summer new products - see also our message in the last article.



The central summer innovation at Märklin is an ICE 3 of the 406 series with newly designed intercommunications. Also the boxes of the air conditioners on the roof, which were installed later on the model, are now finally copied.

Modellplan presented its collection Märklin Z gauge on the latest state of 2018, which also includes a changed appearance of the application. The exhibitor "Das Kantoor," as we already mentioned in the February issue of the report from Nuremberg, has also just entered Z gauge.



Karl-Heinz Büttner also displayed various loads for Märklin freight cars for Z scale.

The joint Aspen-model and Bahls model railways stand offered the opportunity for technical discussions, during which the newly presented magnetic coupling for four-axle friction train cars was examined in detail.

Martin Röhrig's stand at the Kölner Modell-Manufaktur proved to be a true discovery: there were not only storage systems "Moba-Trans" for crates and cases, but also a wide range of over 7,000 historical advertising motifs, which can also be displayed for the nominal Z size.

They cover the areas of food, everyday items and film posters for a period from 1896 to the nineties!

In addition to the regular publishing programs at EK-Verlag, Geramond and VG Bahn, there were books from sales and inexpensive copies with defects. In any case worth seeing were the model railway systems on display, among which we would like to name the district modules (size H0) and the "Stirmouth" system of Modelspoorvereniging Midden - Limburg (size 0n30) on behalf of the larger track gauges.



The nominal size Z was represented in Dortmund by Wolf-Ullrich Malm with the "Buntekuh" layout, which was modelled on a district of Lübeck. Here the Swedish electric locomotive class Ra was also allowed to drive a container train.

Lectures and seminars could again be attended in a separate area of Hall 7, where the dealers of new and used goods and other equipment could also be found. Tools were offered by the companies Heiko Wild and Johndee, precision mechanical screws were available from Minischrauben Thomas Heider.

A previously unknown cargo supplier named Karl-Heinz Büttner was personally present at the fair and also had a selection of Z-gauge inserts for various freight cars with him. The range on display included coal, scrap metal and gravel for various types of wagons from the Märklin range. Heckl small series and Saller models were also not to be missed at this exhibition.

The demonstrations of Gwendal Theis, owner of Microrama Miniatur, proved to be helpful for many interested parties. Its special design material requires slightly different procedures for electrostatic grassing and is also suitable for foliage of trees from the conductive base material.

The Pinselmanufaktur (brush manufacturer) Springer offer, which offered natural hair and synthetic brushes of various sizes and shapes for almost any application, was convincing in terms of quality. In



Counting the seagulls proved to be a real challenge on the “Catharinen Tief” diorama, with which Dietmar Allekotte also represented the Z scale. If you want to try it, please note that on this photo only a small part of the birds can be seen.

addition, there was also comprehensive and good advice if customers did not know how to identify the product best suited for them.

Two ideal exhibitors also competed for gauge Z: Wolf-Ullrich Malm had brought the larger exhibit with his “Buntekuh” (“coloured cow”) system. The name of the Lübeck district depicted on it is derived from a farm. As part of an urban expansion in the Sixties, residential space was quickly created there with high-rise buildings.

Over a length of three metres, Ulli represented the typical allotment garden culture that accompanies the railway lines, and his work would also like to point out the social problems that were created with this type of urban development. Some of the high-rise buildings with their colourful facades have already been demolished and replaced by terraced or detached houses.

Small, but by no means less fine, was Dietmar Allekotte's navigable diorama “Catharinentief”. Already his table decoration spread a maritime atmosphere and aroused curiosity for what could be found in the illuminated peep-box. Zetties knew about it, but for everyone else the beautiful North Sea motifs at the small fishing harbour were a pleasant surprise.

Alternately, a V 100 and a V 36 with short passenger or freight trains provided lively scenes and welcome photo motifs for the spectators. It was a special fun to encourage the visitors to search and count the seagulls, because until then they hadn't even noticed such tiny sea birds in their role models. Incidentally, the course of the fair revealed a total of nine copies.

Because Dietmar needed time out for human needs and for his own pleasure, he was able to recruit stand support for the trade fair weekend. Kristin and Hendrik Späing brought their diorama “On the Swabian



Kristin and Hendrik Späing were pleased to exhibit their diorama "On the Swabian railway". Whoever took the time to take on different perspectives and discover the many different scenes individually, realized how skilfully this student's work was worked with the targeted concealment of the depicted scenes.

railway" and exhibited it on free areas of the stand. They were happy to answer many questions on the part of the viewers about their early learned skills.

A highlight for our tiny nominal size was the Moba evening on Friday. At the end of the fair, the members of the association and exhibitors were again invited to a cosy get-together with a soup.

This round was used for honours from clubs and individuals for many years of membership, but also for the awards for the three best-placed turbines in the "Layout of the Year" competition.

On the pages of the Modellbahnverband in Deutschland e.V. it was allowed to vote for the twelve installations of the month 2017.

With 57% of the votes cast, first place went to Rainer Tielke's Moselbrücke in our gauge Z.



Rainer Tielke (far right) was awarded for the choice of his "Double-deck Bridge Bullay" for the layout of the year 2017 and awarded a cheque for 500.00 euros. Karl-Friedrich Ebe, Helmut Liedtke and Jürgen Wiethäuper of the Moba association made the award (from left to right).

Links to the article:

- <http://www.artitec.nl>
- <https://aspenmodel.com>
- <http://www.bahls-modelleisenbahnen.de>
- <https://www.bdef.de>
- <http://das-kantoor.de>
- <https://www.efs-badschwartau.de>
- <https://www.faller.de>
- <http://www.heckkleinserien.de>
- <http://www.heikowild.de>
- <http://www.johndee.de>
- <http://koelner-modell-manufaktur.de>
- <http://www.luetke-modellbahn.de>
- <https://www.maerklin.de>
- <http://www.mbz-modellbahnzubehoer.de>
- <http://minischrauben.com>
- <http://www.mkb-modelle.de>
- <http://www.moba-deutschland.de>
- <https://modellplan.de>
- <https://www.revell.de>
- <http://www.saller-modelle.de>
- <https://springer-pinsel.de/>
- <http://www.viessmann-modell.com>

Contact address:

t.b.buettner[at]t-online.de

The extremely detailed replica with a perfect background and now also moving cars was obviously thrilling. At last year's Intermodellbau, Rainer presented his work to a sufficiently large audience.

Together with a certificate as a reminder, Rainer Tielke received a 500 euro cheque from the association's board of directors for this success. We hope that our milling and construction expert from Norderstapel will use this as an incentive to surprise us and the rest of the audience with many other superlatives of model making.

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Readers' letters and messages

Zetties and Trainini in Dialogue

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

Error message for Märklin delivery:

On page 32 I noticed a mistake, especially because you mention it in the text that 88437 has the older head shape. Unfortunately, the model did not, even though it was still correctly illustrated in the brochure.

The model carries the order number of a locomotive, which should have the old angular head (≤ 298) but has a round head for the higher road numbers (≥ 299). This is unfortunately the same error as with the locomotive from Zugset 81444, also here the locomotive (order number 239) should have had a square head according to the number but came with a round head. Too bad, because Märklin has developed both head shapes for Z.

Torsten Scheithauer, by e-mail

Question about the vegetation article of the May issue:

First of all, many thanks for your interesting **Trainini®** magazine, which I like to browse regularly. It is madness what has happened since I started with the Z scale in 1995.

It would be very kind of you to help me or to forward my question to Mr Brüggemann. P. 10 and p. 14 of your current magazine show a photo with form signals. Apparently they're dummies. I would be very interested to know where to buy these signals.



These two signals prompted our reader to ask him about the origins and sources of reference. Photo: Jochen Brüggemann

The background is this: I would like to equip my system with them and there is no room for underfloor drives. I have a model railway system consisting of two boards, which can be put together to a box (more suitable would be: model railway type station module), which can be stowed practically under the living room couch.

I covered the complex cabling with a fleece stapled under the panel and easy to remove at any time, so that it is not damaged.

The model is the junction station Pirmasens Nord (where my father was the dispatcher until 2017), whose track plan we modeled in free form. Originally it was to be a small village station. This explains why the



This station, modelled on Pirmasens, is still waiting for suitable flat-drive form signals. Photo: Patrick Jung

control panels, which were not originally planned, have unfortunately moved a little closer to the tracks. Also the front freight track at the plate edge (on the older photos it is still missing) I added only afterwards.

Later it should continue with a single-track branch line and the double-track main line (which still stop at the edge of the plateau). Probably with narrow track modules that can be joined together at will. In the foreground is mainly the fun at the exemplary operation and at the reproduction of selected buildings. At some point it will also have to be planted, but the next step will be the platforms that are needed for operations. Here are some impressions.

Patrick Jung, Dellfeld

Answer of the editorship: It concerns signal models of Schmidt, which have not been produced for some years. To my knowledge there were (at least) three different models, the first of them was used by Jochen Brüggemann:

- Art. no. 103 Two-leaf main signal with distant signal, three aspects
- Art. no. 104 Single-wing main signal
- Art. no. 106 Distant signal with three aspects.

Criticism of the first digital article:

Criticism of the first digital article I liked the digital article very much. The only thing I don't find correct and misleading is the description at MM and MFX.

MFX is not an extension of MM, but a completely separate protocol. The text "Because of the shortcomings of MM..." is misleading. It sounds as if SX and DCC are not affected, which is not the case.

It is also misleading that MFX has not become generally accepted. MFX is well established, limited to Märklin/Trix. Since the protocol has now been released, MFX-enabled decoders from other manufacturers (Uhlenbrock, Zimo) are now also available.

Stephan Bauer, by e-mail

Answer by Andreas Hagendorf (Author):

MM (Märklin-Motorola, Märklin Digital) consists of two parts, technically speaking: The data format for controlling locomotive decoders and the data format for controlling turnout and function decoders, but at twice the data rate. The two decoder types ignore the signals of the other type.

At the beginning MM was of course designed for Märklin's three-wire alternating voltage system of the H0 gauge, so it did not play a role in DC voltage systems of the same and especially different gauges in Germany, Europe and the rest of the world. In addition, the unidirectional system was initially remarkably limited to 80 locomotive addresses, 256 addresses for stationary decoders and only one function (mostly light).

It was also not very innovative, since there was no simulated starting or braking deceleration, but only the direct implementation as with analogue. Furthermore, there were only 14 speed steps and due to the special type of direction change by voltage pulse (speed step 1) no unambiguous and absolute determination of the direction of travel, which had a negative effect especially with computer control.

Over the years, the protocol was extended and the restrictions gradually defused until finally, in February 2004, MFX was introduced as a modern, bidirectional system (also known as "Multifunction Extension"; first as "Märklin Systems", then again as "Märklin Digital" and now also marketed as "mfx+") - with 16,384 addresses, 128 speed steps and very many switchable functions.

Apparently it only replaces the driving log, while the data format from MM is still used for switching etc. Despite all expansion and improvement, DCC has established itself worldwide, since Railcom was also bidirectional. Since Märklin is still ignoring the growing digitization of our Z track, this will probably not change.



Our reader Stephan Bauer does not like the fact that the MFX format used by Märklin today is just an extension of the former Märklin Motorola format. Stephan Bauer, by e-mail



Altenbeken new products from Trafofuchs:

After the seagulls we already introduced, Trafofuchs now also offers five crows for mountains or fields based on etched parts.

Cheers to Father's Day, three men say on their humid, cheerful outing. The man sitting in the handcart with the keg obviously has severe headaches shortly after the start of the lap. It's better for the man on the drawbar who takes a strong sip out of the bottle.

This combination of figures can probably not only be used for father's day trips. The trio could also be arranged for the journey home from pub, beer garden or drinking hall. The child with cat seems much more harmless here. He drives his pet for a walk in a handcart.



The new monk with a cross can be combined with the traditional costumed figures or the hiker pack of this figure supplier. New products and the rest of the product range can be purchased at <http://www.trafofuchs.de>.

News from Zmodell from Ukraine:

Since our new product report in the February issue of the new small series manufacturer Zmodell from the Ukraine is doing a lot again. Unfortunately, he failed to inform us directly. However, we would like to give a short summary of his announcements in the ZFI Forum here:



Father's Day excursion (top left picture), child with cat (middle left picture) and crows produced in etching technique (bottom left picture) are three of the four Altenbeken new products by Birgit Foken-Brock. Photos: Trafofuchs

Weights for Märklin's US-Ellok GG-1 were already presented a few weeks ago, which should help the light model to have considerably better traction properties. They are simply attached at the intended place, and a good quality double-sided adhesive tape is already attached.

The friends of the East German Reichsbahn can look forward to two more locomotive models after further versions have already been announced for the 250 / 155 series. The E 11 / 211 and the V 180 / 118 diesel locomotives are also to appear in the good reproduction quality of this vehicle, implemented by combining various techniques including 3D printing.

The Russian double locomotive of the VL8 class, which is used by both the Russian and Ukrainian State Railways, was also presented. Perhaps this will help us to position our benchmark a little more strongly in former Eastern bloc countries as well?

The LKAB double locomotive (IORE), which travels on the ore railway from Kiruna in Sweden to the Norwegian coast, will be a strong piece of equipment in the truest sense of the word. It is the most advanced model of the still young supplier with a very high level of detail.

Two driven Ludmilla chassis from Märklin also provide traction thanks to eight traction tires; they are controlled analogue or digital. If you choose the latter version, you will find a Velmo LDS161388-B decoder inside each half of the locomotive. The headlights are illuminated in warm white by means of LEDs.



Preview of the Märklin summer new products 2018 on the next page: V 36 of the DR as series 103 (Art.-No. 88771) with five matching ore wagons (82802). Photo: Märklin

The many power supplies are made of plastic, metal or were manufactured using etching technology. Two couplings (Märklin or US standard) are available, the pantographs as well as the disks of the drive wheels are painted. The model is even equipped with a driver's cab.

Two coating variants (LKAB 133/134 and LKAB 111/112) are available, each of which is labelled industrially using the pad printing process. Matching ore wagons are to follow later, in order to be able to compose a complete train.

A new interior lighting with short afterglow time, which is completely sufficient for flicker-free light, is intended to upgrade Märklin's Senator multiple unit (Art. No. 88100). Five white PCB boards, equipped with warm white LEDs, are included and are also compatible with digital operation (0 - 15 Volt DC or AC) without their own decoder. They do not require a fixed connection direction and therefore light up in both directions of travel.

You can contact us at <http://www.facebook.com/Zmodelltrains/> or at [zmodell\(at\)ukr.net](mailto:zmodell(at)ukr.net).

Summer new products 2018 presented:

A few days before the official announcement of the summer new products for the larger tracks Märklin has already lifted the veil for the Mini-Club in Altenbeken. The announcements for the smallest track were communicated to the customers in a special brochure.

A thematic focus is the offer for the era IV of the Deutsche Reichsbahn in the former GDR. The shape and colour of the V 36 diesel locomotive will be adapted and offered as Series 103 (Art. No. 88771). Technically it remains unchanged, with which it offers warm-white-red light exchange by LED and will be driven by the new bell-shaped armature motor.



The Zetties will also soon be able to operate a full-length (88715 / 87715 / 87716) modified ICE 3 on their layouts. Photo: Märklin

A freight train package (82802) consisting of five wagons of type OOtU[6778] is put aside. The wagons are fitted with a short coupling. The MM 2018 annual car is also traditionally announced with the summer new products. This time it is a Zans articulated tank car in blue magazine paint (80828).

Followers of the current era VI can look forward to the ICE 3 returning to the programme. It does this with thorough revisions, which were already largely comprehensible in the pattern shown: Technically it is converted to the bell-shaped armature motor as the new standard drive, externally it stands out due to shorter and modelled transition imitations as well as the now typical air conditioning units on the roof.

The eight-part train of the 406 series is divided into a four-part basic unit (88715) and two two-part supplementary packs each (87715 & 87716). The first of the two additions contains the second 1st class car that is missing for the correct train length.

In addition, there is a new kit for the construction of the Kn equestrian signal box in Kreuztal (89601). The model of this electromechanical signal box is located on the Rhein-Sieg line and was built in 1931. Today it is a listed building. Märklin offers the filigree model a long period of use.

The latest new products from American Z Line:

GE P42 Genesis, Amtrak Phase 1 Paint No. 156 (Item No. 63507-1) is the first new product to be shipped. However, this is not a model for a past epoch, but a current nostalgia painting of the railway company to observe its 40th anniversary.



The front nostalgic paint finish on the GE P42 Genesis from Amtrak is the latest innovation for May. The other two locomotives follow in June and July. Photo: AZL / Ztrack

It is followed by two more such nostalgic vehicles of the same type: Phase 2 will take place next month, phase 3 will follow in July. The ES44AC of Norfolk Southern is also a nostalgic design that bears the bright colours of the former Interstate (62411-9).

In addition to the deliveries, there are also covered 40-foot wagons with an external box frame for the Canadian Pacific. These are available as single wagons (903108-1) and in packs of two (903178-1) and four (913108-1 / -2). All cars have unique road numbers.

To our knowledge already sold out is a special production of two red Southern Pacific C-30-5 quality train cabooses with side bay windows (92011-1S / -2S): They were previously only sold in connection with the steam locomotive AC12 with front cab and the Pacific-Fruit-Express. According to the manufacturer's announcement, a remaining quantity was found during an inventory.

Further manufacturer photos of the current deliveries can be found at <http://www.americanzline.com>.



View of the new "Goldtree Station" (Art.-No. 101181). Photo: Archistories

New exclusive model of Archistories for the USA:

For American dioramas Archistories has developed a fictitious, but very typical, branch line railway station building with the name "Goldtree Station" (Art. No. 101181).

The building draws its authentic effect from typical American architectural elements such as a stud construction with inverted formwork as well as the very finely crafted details.

The two-part structure consists of a representative passenger reception main building and adjoining goods shed. The track side is defined by a pergola motif. This station is an exclusive contract development for Frank

Daniels from Z Scale Hobo (<http://www.zscalehobo.com>) and is therefore not available through other distribution channels. The degree of difficulty is indicated as average.

Always the right load from Küpper:

With up-to-date information distributed by e-mail, Josephine Küpper keeps customers up to date. This has become all the more important as this couple no longer exhibits at trade fairs (see also Altenbeken report in this issue).

The delivery program is always adjusted to Märklin new item announcements and deliveries, and also partly to new wagon models of FR Freudenreich Feinwerktechnik which are completed in the usual high quality.



For Märklin's Erz-Ild wagons, Josephine Küpper currently has suitable iron ore inserts (Art. No. Z-151 - Erz) in the range, which appear somewhat darker than earlier editions (top). They are suitable for completing the 44 series freight train package and various loads are also available for the rotary vane wagons (Z-145), here coal (below).

In view of the unchanged current model of the Series 44 freight train steam locomotive with six Ore Ild type OÖtz 43 wagons, the applications currently available are primarily geared to this and related wagon types. Thus, Märklin's freight train becomes worthy suitable ore inserts (Art. No. Z-151). For the higher catalogue number types (Märklin 8630 and others) there is also suitable filling material (Z-10-2).

Last but not least, the "bright ballast load for rotary vans" (Z-145), similar to Märklin 82373 models, provides some variety on the tracks. They fit perfectly in construction trains for track work or pick up ballast from the crushers in longer complete trains.

You can find these offers and many more materials such as used goods or spare parts at the familiar site <https://spur-z-ladegut.de>.

View ahead to the 35th International Model Railway Exhibition:

The 35th edition of the International Model Railway Exhibition (<http://www.modellbahn-koeln.de>) will take place at Koelnmesse from 15 to 18 November 2018. Open daily from 9:00 to 18:00, only on Sundays the exhibition closes at 17:00.

All track gauges should be represented there, although no exhibits or installations have yet been announced. In addition to the model railway fair, there will also be a real steam meeting as well as a larger Lego event for children and adults at the same time.

News announcements at FR Freudenreich Feinwerktechnik:

FR Freudenreich Feinwerktechnik has announced a new F series pitched roof wagons. From the 20th calendar week onwards, a two-pack for the Italian State Railways FS (Art. No. 39.333.22) is available, which is lettered for Era II. It is produced in a limited edition of 30 units.

A single wagon produced in a limited edition of 20 copies bears Swiss signage (41,333.01) of the early Era III. This is a copy that remained with SBB during the turmoil of the Second World War and was no longer allowed to leave according to the signage.

The manufacturer pages can be found at <http://www.fr-model.de>.

Märklin deliveries:

The five-part IC car package in the current DB long-distance traffic paint finish and with interior equipment (87756) as well as the covered freight car GI Dresden with the advertising label "Märklin" (82267) have been delivered.

Märklin has finally reproduced the front sides of the white IC cars correctly in colour. According to our first impressions, the LED interior lighting now does not flicker.

The full scope of deliveries includes a Bimdzf, Bpmbz and Bpmz (all 2nd class until now), Arkimbz bistro coach and Avmz compartment coach (1st class).

The VS 98⁹ (88171) sidecar is now also equipped with warm white LEDs.

This allows a good view of the interior of the model for Era III, which now features an interior that perfectly reproduces the typical blue of the imitation leather upholstery and also takes into account the small luggage compartment and driver's desk in the interiors.



In addition to its extensive production run, the rail bus now also benefits from an interior in the correct shade of blue as well as LED lighting. However, only the control car is delivered (Art. no. 88171).

While the VT 98⁹ (88166) locomotive is still a long time coming, copies of the "high-current construction train" wagon package (82101) have already found their way to the dealers. This consists of a material supply car (ex G 10) and a crew car (ex Württ. through car) as well as two overhead line construction cars on the basis of the R 10 with cable drums and structures made of laser cut real wood.

Märklin customer information about a delivery error:

We received customer information from the manufacturer Märklin regarding the "DB high-current construction train" wagon package (Art. No. 82101) presented in the previous report with the request for publication in order to reach as many buyers as possible.

In it Märklin has advised that only one accessory bag of green and brown stakes was accidentally added to this article. Please order the two missing accessory bags - one for each colour - informally and state the required quantity (= number because of possibly several purchased packs) at service@maerklin.de. The manufacturer apologizes for the error.



Klingenhöfer invites this month to a barrel tapping (Art.-No. K06) and turns thereby again to a seasonal topic. Photo: C-M-K

May new products at C-M-K:

Also at Creativ-Modellbau Klingenhöfer (<http://www.klingenhoefer.com>), the May new products were, in part, linked to the recent Father's Day: The men during keg tapping (Art. No. K06) will still enjoy their large beer supply for a while, from the tapped keg on the table.

Thus this compilation will surely also be able to decorate one or more barbecue or garden parties. But with the warm season many couples celebrate their weddings again. Also for this C-M-K has different figure arrangements in the program, which can be found under the tab Events -> Wedding on its web pages.

On our own account - Trainini®-Page relocation pending:

Due to dissatisfaction with the notification of malfunctions as well as help and support, we have initiated a change of our e-mail and site service provider and terminated the previous business relationship.

During the period through the end of July, our pages and e-mail addresses will be moved to a new business partner on a date yet to be determined. In this respect, we can finally offer secure connections.

At the same time, the technical prerequisites are created to drive forward the conversion to an editorial/content management system (CMS / Content Management System) that has been under consideration for years. Accordingly, we ask our readers for some patience, if our pages are not accessible on a daily basis or e-mail messages are temporarily undeliverable.

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