

*International Edition*

Free,  
electronic magazine  
for railroad enthusiasts  
in the scale 1:220  
and Prototype

# Trainini

German Magazine for Z Gauge

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That's gotta roll...

Shinkansen into the light  
Theatrical layout design

## Introduction

Dear readers,

It is hard to believe that it is already another year (almost) around! The 15th year of our popular magazine is finished with this December issue.

I can still well remember how, in August 2005, we virtually out of emergency pulled **Trainini®** out of the ground. Only the name of what is now by far the world's leading magazine especially for Z-gauge had been known for a long time.



Holger Späing  
Editor-in-chief

Only it had not been thought up for a magazine. A distribution platform for small series manufacturers was to be built up under it. At the beginning of 2005 our gauge seemed well positioned in the media: We had long been well networked and visible at the important exhibitions, knew how to draw attention to ourselves and impress third parties.

What was missing from my point of view at the time was the sales platform. It was supposed to relieve small-series manufacturers of the effort of picking, shipping and accounting and to create free space for the development and production of models. On the customer side, postage costs would have been better exploited, because products from different manufacturers could have been ordered in a single process.

But as the people so often say: "First of all, things don't happen the way you think they will." When, from one day to the next, Z gauge was lacking an information medium, quick action was required. Throwing the almost finished business plan overboard, I spontaneously decided to fill this gap on a voluntary basis and to look for helpers.

I could rely on editorial experience with a membership magazine of the German Lifesaving Society (DLRG) and my professional past in the field of marketing including conceptual responsibility, which in today's manufacturing industry is usually defined as product management.

I also found the necessary helpers quickly and can still count on them today. Their number has grown over the years and I can only list those who are regularly involved in **Trainini®** in various ways and can also partially be found in the imprint:

Bernd Knauf (†) as proof-reader and later editor, Joachim Ritter as author, correspondent, proof-reader and editor, Dirk Kuhlmann as model manufacturer, author and editor, Stephan Fuchs as photographer and author and Torsten Schubert in the field of trade fair reports, solder works and model making.

Michael Etz runs a Facebook group that uses the name **Trainini®** under license, and the licensed archives don't want to be forgotten either. Occasionally, Jörg Erkel, Götz Guddas, Dirk Rohwerder, Andreas Petkelis and Peter Scheele help us in various ways, also in an advisory manner. Stephan Bauer plays a similar role in the area of internet presence.

I am also particularly proud of our three translators Alexander Hock, Christoph Maier and Martin Stercken. Christmas is now the time to thank all our readers and all the helpers - even those not mentioned by name here - and to wish them a Merry Christmas!

Holger Späing

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### **Cover photo:**

In the years of the German economic miracle, the demand for fuels increases enormously year after year. 80,032 tank wagons are shunting on the tracks of a junction two tank wagons, which will go on a long journey as a wagon group within one of the next freight trains.



Tank cars, filling stations and mineral oil logistics

## A small step with a big effect

*Märklin revitalizes mineral oil logistics with a new Aral tank car on a scale of 1:220. We took a look at the ground breaking Era III model and thought about what suitable accessories are or were to be found on the right and left in order to successfully and effectively present the topic of fuel supply in the model. And this topic is more colourful and diverse than initially thought, so we will stick to a few suggestions*

“That's one small step...”, began the famous quote from the first moon ascent by American Neil Armstrong in 1969, and the conclusion of a Märklin new product for gauge Z could begin fifty years later.

The fact that we are reporting on them with our own article may seem surprising at first. The model would have remained just one of many colour variations, if its manufacturer had not decided to give it a small shield that makes the difference and also shows perspectives.



The old-style tank car from Märklin is one of the better realized models. The finely reproduced details include the rows of rivets on the tank and the wooden structure of the running boards next to the filler dome. In the latest edition, it appears as a private car of the BV-Aral Aktiengesellschaft (Item No. 82324), and is used by the Deutsche Bundesbahn (German Federal Railroad).

And so we expect that this small step will mark the beginning of a new era of more prototypical tank cars. We take this as an opportunity to take a closer look at the new model, to place it in its epoch, and to venture a small market overview on the subject of filling stations and crude oil logistics, but without claiming to be complete.



We will first focus our considerations on the recently delivered Aral tank car of the replacement type with brakeman's platform (item no. 82324). According to the operating labelling of Deutsche Bundesbahn, it is registered as a private car of BV-Aral Aktiengesellschaft and has the road number 503 316 [P].

It is no longer assigned to a genus district, but the area from which his road number originates comes from the one which BD Essen was allowed to use for such cars. This is in keeping with the Bochum-Riemke home station that was written: local wagons had to be returned directly to the home station after emptying.



Painting and printing of the new item are impeccable, as we are used to from Märklin. But a big step forward is the separately applied shield for the Aral diamond, undoubtedly a small detail with great effect.

Its capacity of 194 hl according to the inscription seems to us quite small, and we could neither prove nor disprove that Aral had such a small car in use. Its load is indicated by the attached signs with "petrol, benzene, toluene, spirit and oil".

#### Best new releases of the year 2019

For the best new releases of the year, we nominate new models that were delivered to retailers or end customers in the respective year of our magazine, and submitted to the editorial team for personal evaluation.

In the case of new products based on already known parts, it is decided on a case-by-case basis whether the level of creation or degree of innovation is sufficient to be nominated for the awards.

The model considered here is a good example of how, even with relatively minor innovations, it is sometimes possible to achieve great effects, and tangible steps forward.

The Aral tank car (item no. 82324) from Märklin will therefore be nominated as the 2019 best new releases in the category of cars.

The riveted cauldron resting on the jet-black chassis with old steps and railings is painted light grey, and bears the ultramarine blue Aral diamond for the first time, as a separately attached shield on the right-hand side of the cauldron.

And this is precisely the decisive innovation to which we would like to refer. On earlier tank cars, such as the Bundesbahn model of the same design with silver-coloured tank from a DB starter pack, the company logo was always printed directly on the tank.



Mineral oil logistics has many facets, including the transport of heavy oil for oil-fired steam locomotives in service tank cars (82060). Our Aral miniature is shunted here together with a brother belonging to VTG, which, like the four-axle Gasolin wagon, comes from an older freight train package (82518).

Directly comparable would also be the older model with a cream-white boiler and brakeman's cab, which Z Club 92 offered as a museum car in 1997. There was a prototype model from the DGEG railway museum in Bochum-Dahlhausen. This wagon bore labelling as a private car of the BV-Aral Aktiengesellschaft, which was registered with the Deutsche Reichsbahn-Gesellschaft.

They all looked appealing and largely followed real-life examples, but the company emblems printed on the boiler were not correct.

In the days of the Reichsbahn and even the Bundesbahn, signs were usually screwed on separately with brackets, which is why the company emblems stood distinctly away from the boiler, and did not follow the boiler's curvature.

Märklin has now reproduced this on a Z scale model for the first time.

But there is a small hitch, because the model plate has the plug connection to the boiler at its middle connection. The model had two beams (right and left) on which the sign was fixed and which were angled around 90° so that they could be riveted or welded to the boiler.



The 1997 Z Club 92 museum car produced and printed by Märklin had a real prototype model, but only had a printed company emblem (in the 1952 design).



If you also value this detail on a scale of 1:220, you would certainly be right with the relevant small-series manufacturers, especially as there are comparable super parts for larger tracks. We don't want to criticize the new product at this point and are happy about this effective feature, which fits perfectly to the written operating condition between 1958 and 1961.

By the way, the same applies to the chosen boiler colouring in light grey. However, the wagon under consideration here stands in stark contrast to the four-axle standard tank car with a sheet metal brakeman's cab (82073), which the Insider members were able to purchase at a reduced price in 2008 as compensation for an unusual catalogue.

The body of this car was painted completely in ultramarine blue and also carried the Aral logo from 1952 on the right side of the boiler. But which colour scheme is right for a company-owned Aral tank car?



Photo above:

In the Aral stock, it seems certain today, there were also blue tank cars. So the four-axle Insider car (82073) probably did not originate from Märklin's imagination. However, its emblem, unlike the new product, was only printed on it. Photo: F.-J. Huwig

Photo below:

Many colourful tank cars in the history of model railways had no prototype model in their design. With the three Olex cars (82311) from the transition period to BP (see colour scheme and logos next to the lettering), this probably looked different.

After all, many colourful tank car designs of the seventies and eighties allegedly originate from the imagination of product managers, as can be read and heard again and again? We agree with this impression, because only very few realizations of that time can be exactly or approximately documented with photos.



At Aral, however, it is certain that some of the tank cars were painted blue, as can be read in "Güterwagen Band 7" by Stefan Carstens. Anyone who would like to take a closer look at this subject, should, therefore, refer to this excellently researched book.

A final note, however, is that Aral was the first crude oil company to give up its own tank car fleet, whose cars ended up with the lessors VTG and Eva. We are thus already touching on the era of uniformly grey tank wagons, which, when leased to the same company for a longer period of time, at best referred to the crude oil brand with an attached sign.

How much more colourful was the situation before the Second World War? Märklin once tried to remind people of this with a three-part tank car pack (82311), two yellow and one blue of which were on the road for the OLEX and some of which already had the later BP logo next to them. The yellow Shell cars, which are well remembered by so many model railroaders, also date from that period.

## Suitable road vehicles

Since crude oil logistics is a very interesting subject area for model railways, it is not surprising that it has always been popular with accessory manufacturers. The DAF tractor from the Kibri range is classic Z.

Currently, it can be found in the programme under article number 36980 with a modern tanker trailer, which is designed in the colours and with the emblems of Aral. The mentioned vehicle combination is one of six different truck-trailer combinations of the mentioned product combination.



**This Aral tanker truck in a still quite contemporary design is included in the Kibri 36980 package and can justifiably be called a classic in scale 1:220. Photos: Kibri / Viessmann**

Also already a classic, because it has long since ceased to be available, the Opel Blitz is available as "Tanker Shell" (Item No. 35) from Limized, at that time still trading under the name "Live Miniatures". This small vehicle is a typical fuel transporter for the early post-war years, when the successful Opel Blitz model was still being built, and, therefore, fits perfectly into the early Era III. It can certainly also credibly bring heating oil to households.



The Opel Blitz as a Shell tanker still comes from the era of the former “live miniatures” (35), while the Ford Canada 60, built as a military transporter from 1944 onwards, was already produced in the BP-Olex design (4310074) under the Limized brand. Today this small series manufacturer is unfortunately no longer active.

For many Zetties, the Ford Canada 60 probably looks unusual. Its long part number (4310074) refers to the later years of Limized, which unfortunately are already a thing of the past. It was designed as an OLEX vehicle in blue and yellow, and, with its strange looking shape, it is quite unique to most Germans.

This truck was built from 1944 by Ford in Canada as a unified military vehicle, which was used in large numbers as a load carrier in the war against Germany. Since gasoline and diesel fuel were compulsory in Germany at that time, and were only sold as unbranded standard fuel, it cannot be a prize vehicle.

The original vehicle was probably a truck that came into civilian hands after the end of the war, and had a second career in the stock of the oil company that was contacted. Like the aforementioned Opel Blitz, it belongs to Era IIIa.



However, due to the merger of OLEX in 1950 and the change of name to BP with a subsequent change of company colour to their green/yellow, the active period for this vehicle is more limited than for the Shell tanker.

A still quite young model also belongs to this long gone time and deserves to be reissued in the catalogue programme with inscriptions of a well-known oil company. We would suggest Gasolin (a company name, not the product), as we know of some suitable model photographs.

We are talking about the supplement to the Märklin museum car 2016 (80027). It was dedicated to the company Zeller + Gmelin, whose red corporate color radiated in an almost brilliant way. The enclosed vehicle model was a Büssing truck with rubber tires.



The Märklin Museum Car 2016 (80027), a four-axle standard tank car designed in the corporate colours of Zeller + Gmelin, contained an interesting addition: The loading area of the rollable Büssing truck was fitted with a demountable tank, which was often used by coal dealers, who had discovered mineral trading oil as an additional line of business.

A grey container was loaded on his loading platform, as was the case with many coal merchants for a long time, which opened up a further source of income by trading in fuel oil. If we think of Gasolin in this model, this now leads us to three designs of our own, which fit perfectly to today's topic.

The first model is a VW Transporter T1, which comes from MBW. We painted it white, set it off in red and gave it a window grey roof. Supplemented by the emergency labelling of the classic Gasolin lettering on the sides and a logo on the front (in place of the VW emblem), it exactly reproduces one of the many minibuses that were actually on the road in such an effective advertising design.

The DAF 1300 (220.DAF.01.02), built in 1959, which is not very common in Germany, and the tanker semitrailer (220.TRL.02.02), built around 1960, make a visually and chronologically appropriate tractor-trailer combination.





In view of the popularity and awareness of the former brand Gasolin, we have designed two vehicles of this chain based on templates with decals by Andreas Nothaft. The tractor of the tank truck is a less common model in Germany.

We have also painted these two models in the house colours of Gasolin. While the tractor is painted completely red, the trailer has all three colours (red, white and window grey). On the long side of the boiler the traditional Gasolin lettering is emblazoned, while the doors of the tractor unit show the then valid logo. Both originate from lettering sets by Andreas Nothaft.



While the Gasolin vehicles only required painting and lettering, the Aral articulated lorry was created by a conversion. Here you can see all three models after applying the last colour refinements such as indicators, tail lights, headlights and number plates.

## Aral tanker truck in self-construction

However, it was somewhat trickier with a comparable supply vehicle from Aral. Of course, it should not only differ in colour, but also be typical for the Germany of the sixties.

Since there was no alternative for the tanker trailer, the only remaining option was to replace the articulated lorry. But for our purpose no suitable models could be found at A2 Models. So we went, similar to Dirk Rohwerder (see photo on page 19), the way of converting of an existing German model.



For the conversion, the Märklin base vehicle must be disassembled as described in the article. The printed labelling on the doors is first removed (photo above), and then the rear wall of the driver's cab is filled (photo below).





Before the filled area can be repainted in the cabin colour, the surface must first be sanded smooth.

While our idea generator used the Krupp Titan and was on the road before 1952, with BV-Aral labelling, and the old BV logo, our focus was on the first half of the sixties.

Since there was no alternative for the tanker trailer, the only remaining option was to replace the articulated lorry.

They were already on the market at the beginning of the fifties, but were not built for the German market until 1967 via the Planet Series and the type S 6500. Their wide distribution made them perfect for our project.

We found a model for the tractor unit in the Märklin program: The supplement to the 2009 museum car was a blue Magirus platform truck with tarpaulin. Together with the blue chassis it seemed perfect, as long as it could be converted into a semi-trailer.



The chassis of the semitrailer truck is already reassembled. The semitrailer attachment was supplied as a 3D printed part by EtchIT-Modellbau. Compared to the unpainted DAF 1300 with rear trailer, it is easy to see how much the base paint already makes up the overall impression.

The platform attachment could be removed after the connection point between the chassis and the body had been drilled out from below. Now the chassis had to be shortened to the length of a tractor unit. To do this, a suitable piece was sawn out between the tank container and the rear axle, and the shortened frame was then reassembled with two-component adhesive.



In order for this connection to hold, a frame reinforcement was still missing to increase the bonding surface. This could be realized in a prototypical way with a truck seat post including its plate surface, which was produced as a 3D printed part by EtchIT Modellbau.

It was actually taken from the construction kit of one of our own models, and fitted perfectly to our new model. In the front they were supported by a thin strip of black 0.5 mm polystyrene plate from Evergreen. A silky matt spray paint coat in deep black completed the work on the chassis.

But also the driver's cab still required some modifications. The paint colour was a little lighter than the ultramarine blue, which comes closest to the historic Aral colours. But this could not be changed because to do so, the front imprints of headlights, radiator grille and Magirus signs would have been lost.

We therefore accepted a slight colour deviation at this point and explain it with the company colours which were not yet definitively set at that time. At the doors, however, the tampon (pad printed) imprints were still disturbing, because the Aral diamonds were later to be placed there. Electric eraser and the Tampondruckentferner (pad printing remover) from Prehm Modellbahn made the labelling disappear without a trace.

In addition, the rear wall of the driver's cab also had to be reworked because a saw cut had to separate it from the platform, which no longer belonged together. So the surface was carefully smoothed, joints and cracks were closed with modelling putty "Revell Plasto", and, after drying, they were sanded smooth.



The finished labelled vehicle is waiting for its clear lacquer finish for permanent protection of the decals. Following photo templates, the Aral tank truck has also been given a company emblem at the rear of the trailer.

The glossy enamel paint "Revell 52" proved to be an exact match for repainting. The last change needed to be made now only on the roof, which was white on all Aral tankers we saw in historical photos.

With 10 mm wide Tamiya-Abklebeband (“Masking Tape”) from the dispenser, in our opinion the best product on the market, due to sufficient adhesion and good removability, we protected all parts of the cab that should not be allowed to get paint mist. The spraying unit then sprayed the exposed surface RAL 9002 grey-white.

The trailer, a super-resolved 3D print model of A2 Models, was also spray painted with colours from Oesling-Modellbau: basic colour RAL 9002 grey-white, contrasting surfaces in RAL 5002 ultramarine blue and black wheels and chassis in RAL 9005 jet black.



The finished Aral tanker truck cuts a fine figure on the site. It represents the generation of typical trucks that were on Germany's roads at the time chosen by most model railroaders.

At this point, we would like to give you a tip for working with masking tape: Pin-sharp dividing lines can only be achieved if the tape is applied to the surface without joints. The separating edge is then first sprayed briefly so that the paint could undermine the tape. However, the colour that would be found under the taped surface is chosen. Sprayed thinly, this layer dries so quickly that work can continue immediately with the target colour.

Now all that was missing were the company addresses before this model could be sealed with clear varnish and allowed to be installed on the layout as a finished piece. The scope of the symbols and writings to be applied included small Aral diamonds in the 1952 design (used until 1973) on the cab doors, on the right and left sides of the trailer, and in a larger form on its rear.

Between the logos on the sides, we only chose the lettering “Aral,” although we did not find a secure template for this. The reason for this is that we have chosen the mid-sixties as the time shown: Aral completely deleted the “BV” from its name in 1962, so that, newly built and labelled vehicles from that time on, should also be without it.

## Self-constructed Kits

In view of the listed road vehicles and many more passenger cars waiting for fuel in the model, we did not want to forget to also take a look at the no less interesting filling stations.



Finally, they provide surfaces for the presentation of car models, for interesting figure and light scenes during work in the workshop, or also for easily visible interior design in the lavishly glazed checkout area.



Wolf-Ullrich Malm has built a replica of the Olex filling station, which was built in Lübeck in 1924 (picture above). The once typical combination of a workshop or village smithy (blacksmith) with a small filling station (picture below) has been converted by MBZ into a kit.

This did not yet exist in the model for Wolf-Ullrich Malm from 1924. On his "Alt-Lübeck 1905" layout, he built his own model of the OLEX filling station in Lübeck, which at the time was one of the first of its kind in the country.



MBZ-Modellbahnzubehör reminds of the time, when gas stations were often connected to repair shops as a sideline business, with its laser cardboard construction kit “Alte Schmiede mit Tankstelle” (old blacksmith with filling station; 16388), which is in good hands in village areas on branch lines and could be found there for some years longer.



Torsten Schubert transformed the typical appearance of a former large Gasolin petrol station with mushroom-shaped roof support column, petrol pumps, oil cabinet, maintenance and care hall, as well as the mast with the trademark on the road into the model. His prototype model was the preserved petrol station Brandshof in Hamburg.

A sample of small post-war petrol stations can be found in the same programme: The kit, simply called "Tankstelle" (16389), has an Esso station with only two petrol pumps as a model, but they are already covered away from the cash desk.



**Photo above:**  
The small Esso filling station of MBZ (16389) has only two columns and no annex for refreshment room or vehicle care. It probably represents the smallest type of petrol station which was common at that time. Photo: MBZ-Modellbahnzubehör

**Photo below:**  
Luetke Modellbahn has chosen a more modern architecture of free petrol stations (73240). Although there are only two fuel pumps under the roof, this model has considerable maintenance and repair capacity as well as a car wash. Photo: Luetke Modellbahn



Completely different were the large filling stations of Gasolin, which, unfortunately, are not available as a kit. Torsten Schubert nevertheless fulfilled his wish, and built the impressively illuminated vintage gas station Brandshof in Hamburg, with the help of parts Ratimo had made to order.

As a starting point for your own construction projects, the gas station (73240) of Luetke Modellbahn is also a good place to begin. It has a station to the model and has besides the cash room on the left and also a wash hall, and on the right a larger workshop with tire service and lifting platforms. All these are more modern features that fit well into the seventies and eighties.



The hatchway kit was adapted and redesigned for Dirk Rohwerder's plant (picture above). Now it bears the colours and design of Aral. The associated supply vehicle (picture below) was also made from a Märklin model and a trailer from A2 Models, but still bears the labelling valid before 1982. Photo below: Dirk Rohwerder

It could be changed or “flagged” to one of the well-known brands without much effort. A suitable colour scheme and topping the mast with the encircled T do wonders here. Dirk Rohwerder has also demonstrated this very impressively: He reduced the size of his kit by the larger hall and left it at the maintenance and washing halls.

An ultramarine blue support column for the roof above the columns and equally blue doors on the sides mean that even without a logo notice, every viewer can immediately see who is selling fuel here. As with the models of that time, however, he also placed a pole with the Aral diamond on the street.



Another aspect of crude oil logistics is addressed by Faller with the Aral tank farm (282747). Here, the focus is on the storage of fuels and lubricants and their loading onto road and rail. Photo: Faller

At the end of these observations, one facet remains that we have not yet considered at all. Many years ago, a tank farm and a filling plant for tank wagons and tank trucks were already included in the Faller programme.

In 2014, the Gütenbach-based kit producer has reissued this polystyrene classic and combined it to form the “Aral Tank Farm” (282747). In its modern, distinctly lighter shades of blue, this facility, including warehouse and rolling tire drums for lubricating oils, cannot be overlooked as an eye-catcher.

**Manufacturer of the model new products:**

<https://www.maerklin.de>

**Company addresses of the market overview:**

<https://www.a2models.nl>

<https://www.faller.de>

<https://www.luetke-modellbahn.de>

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

<https://viessmann-modell.com/kibri>

**3D printing, labels and materials:**

<http://www.etchit.de>

<https://www.modellbahndecals.de>

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

<https://www.revell.de>

<https://www.tamiya.de>

**Replica of the Gasoline filling station:**

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



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Fuel supply in retrospect

## In the beginning there was coal

*In order to be able to correctly classify the Märklin model of the tank car and the road vehicles also presented in the previous article, we also take a look at the prototype. The development of the filling station chains with a focus on the Aral brand, which is the leading brand in Germany, should help us to understand how gasoline and diesel fuels reached their current importance and the supply of land became more important.*

No matter which epoch model railroaders turn to, there is probably no way around tank car and car models after the end of epoch I. While motor vehicles were still a rarity on German roads in the twenties of the 19th century, their importance grew rapidly with the advent of the first trucks and buses.



Mineral oil transport was and still is a popular topic among model railroaders. Tank car trains (here the gag 65680), here pulled on 23 March 1976 by 042 106-5 and coming from the Emsland oil refinery, we also find as model reproductions. Photo: Peter Schiffer, Eisenbahnstiftung

Those who could afford it switched from horse and carriage to the modern form of mobility. Then as now, the car was above all a status symbol. And with the increasing number of cars, fuel supply also gained in importance.

In the beginning, fuels such as petrol or kerosene could only be purchased in pharmacies. The first “filling station” in the world in this sense is now the Stadt-Apotheke (City Pharmacy) in Wiesloch (Germany),



where Bertha Benz acquired the light petrol Ligroin (white spirit) during her overland journey by car from Mannheim to Pforzheim in August 1888.

However, with the increase in motorised traffic, tanks were eventually set up, often at car repair shops, locksmiths and blacksmiths, who maintained or repaired the vehicles, in equal measure. The pumps used there were usually simply barrel pumps, as they had also been long used in garages.

Later, high hand pump columns appeared, with petrol tanks embedded under the road or pavement surface. These were often found in restaurants that sold fuel as a side-line business and invited the car excursionists of the time to stop by.



This BV-Aral petrol station from 1924 gives an idea of the first stations that emerged in this decade. Diesel fuel was not available there at that time. Photo: Historisches Archiv BP/Aral



As shown here in 1942 at the Engelsburg restaurant, petrol was often sold as a side-line for many years: Anyone who had to fill up the tank of his car on a weekend trip, stopped here. Photo: Historisches Archiv BP/Aral

In those pioneering days, the petrol stations initially offered light petrol and kerosene, later benzene and petrol. Diesel fuels were by no means part of this, because compression ignition engines were only found in (a few) trucks and these were usually filled up at a depot.

A first unit type for a so-called “large filling station” was developed in 1917 by the Standard Oil of Indiana. Behind the term is a fuel dispensing operation as we still know it today in its essential features: The fuel dispensers are located under a free-standing canopy roof that protects personnel, vehicles and customers from rain.



An early representative of the large filling stations is this BV-Aral station in 1939, with its high hand pump columns and the still outdoor lifting platform for work on vehicles. Photo: Historisches Archiv BP/Aral

The cashier's office is a few metres away and is glazed towards the columns. A price pole is set up so that the daily prices can be seen from the street. The first filling station in the German Reich according to a comparable scheme was opened by OLEX, a predecessor company of Deutsche BP, at the end of 1922 at Raschplatz in Hannover (Hanover).

Following the American model, the station was filled with petrol by means of a nozzle instead of canisters, and from August 11, 1927, OLEX was also operating in Hamburg. It was not untypical for the time before the Second World War that fuels of different brands could be bought at one and the same filling station. The brand specialization and strict separation is a development of the post-war period.

The cornerstone for this had already been laid by the forced management of fuels during the Third Reich. The resulting brands had now become meaningless due to the form of the levy under state control, and the crude oil companies could in fact no longer appear under their own name.

Leuna had previously taken on a special role, being marketed as Deutsches Benzin (German Gasoline) in a business heavily dominated by foreign companies. I.G. Farben marketed this gasoline, initially produced in the Leuna plants, mainly through its own marketing company, Deutsche Gasolin Aktiengesellschaft.





Bundesarchiv, Bild 111-098-075  
Foto: o. Ang. | 1936

Leuna took on a special role in the German petrol station market, with its red-and-white glowing stations dispensing fuel obtained by hydrogenation of coal. In 1936, this filling station also clearly advertised the term "Deutsche Benzin" (German gasoline). Photo: Bundesarchiv, Bild 111-098-075 / CC-BY-SA 3.0

From 1936, however, this gasoline was also produced in hydrogenation plants in other coal liquefaction manufacturing processes, as well as by other companies that did not belong to I.G. Farben.

## Crude Oil Transport

For decades coal was and remained the most important fuel, not only in Germany. As a classic bulk cargo, its transport by rail was almost without alternative.

At times, open wagons represented the highest number of units of all wagon types.

The situation was quite different with tank wagons, in which other goods in liquid aggregate state were also transported.

If we restrict our focus to petrol, benzene and diesel fuel or heating oil, they together fell far behind coal.



The view over the Esso tank farm in Hamburg in 1959 shows not only a company-owned mineral oil tank car but also a lot of rolling tire drums that were stored in the open air. Photo: B. Rieckhoff, Eisenbahnstiftung

If we were able to look at long trains of open wagons, tank wagons were at best reserved for groups of wagons in mixed trains. This changed with the Second World War, because now fuels for the war effort had to be transported in large quantities and over long distances.



In 1956, tank cars were also delivered individually to customers, if necessary, also by road. Here, an Esso private wagon is loaded onto a DB road scooter unit at Hanau station (photo above). Like all big brands, Aral once had its own tank cars, here two two-axle and one four-axle version. They were mostly grey, some probably blue, painted and also had brand name plates set in the late fifties. BV-Aral was finally the first company to give up its own fleet of tank cars and rely entirely on rented cars. Photos: Historical Archive BP: Paul Trost, Eisenbahnstiftung (Photo above) / Historical Archive BP /Aral (Photo below)





This is what petroleum transport looks like today: 145 020 of the RBH will be on the road with modern articulated tank cars from four different manufacturers near Nordheim/Württ. on 3 September 2019. Photo: Zeno Pillmann, Eisenbahnstiftung

After the war, mass motorization with the Volkswagen (Beetle) quickly set in, which led to an increasing demand and also to higher transport volumes. The number of tank wagons increased, larger new wagons became necessary, and, at some point, entire trains of these types also became part of the everyday life of the railway.



In the sixties there were also still quite small tankers on the road to supply the filling stations, as we know these tankers today from heating oil deliveries. Photo: Historisches Archiv BP/Aral

At the same time, however, it was also necessary to guarantee the transport from crude oil depots (and sometimes refineries) to the filling stations and heating oil suppliers emerging from former coal traders. This was usually done with tankers, which soon grew in size.

In the beginning, there was usually a removable tank on the platform of the two-axle truck, which could also transport coal to customers when the tank container was not needed.



As demand increased, so did the amount of fuel to be transported. Tankers therefore also made use of the weight permitted by the registration regulations. In 1965, articulated lorries, like this Mercedes short bonnet with Aral semi-trailer, had long been commonplace. Photo: Historisches Archiv BP/Aral

The simple, two-axle trucks were then converted into trailers on tractors that could drive larger quantities and, in divided chambers, also different types of fuel. After the war, trucks were initially in a class of usually only two to three tons, but today heavy 40-ton trucks are standard.

## The market development after 1945

When the economy picked up again after the war, the number of motor vehicles increased rapidly, as described in the previous section, and the network of filling stations also grew enormously. All companies and brands were striving for the highest possible market shares and tried to create unique selling points and high recognition value.

This was the birth of the modern branded petrol station. Now the task was to create easily identifiable brand emblems, to cover the company with the clearest possible company colours and also to create ad design for the petrol stations' architecture of the future that was as independent and uniform, as possible, throughout Germany.

Customers were wooed with a clean and courteous appearance, good service and small promotional gifts. At that time, the range of petrol stations, included not only fuels, but also lubricating oils, spark plugs and accessories, and, sometimes, also tyres.





Hand pump columns, here at a BP station, disappeared quite quickly after the Second World War and made way for more modern types of construction. Photo: Sammlung Ulrich Biene

Connected to a petrol station was often a washing and maintenance hall, and a workshop was rarely found. On site, windows were cleaned, oil level, radiator water level, the antifreeze content of the coolant and the air pressure of the tyres were checked, the lighting was checked, and defective lamps were replaced.

At that time, fuel dispensing was still inclusive of service, the term “tank attendant” refers to his function of maintaining the tank, i.e. refilling fuel and collecting the amount due for it. In 1952, this became an apprenticeship in the Federal Republic of Germany with a three-year training period.

When the market was saturated, a shake out set in. Familiar brands disappeared overnight after companies were acquired and the nets were re-flagged. Size was now the key to being able to withstand the incipient price pressure and maintain the necessary structures. Customer service, which had previously been a matter of course, increasingly receded, and promotional gifts and awards for brand loyalty lost their importance.

continued on page 31



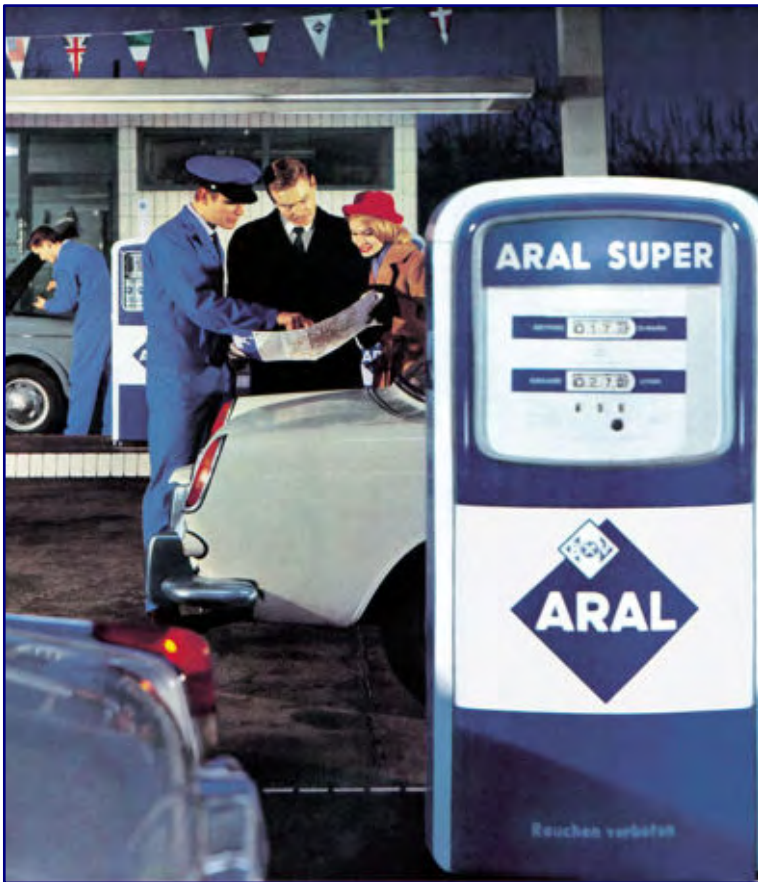
Filling stations connected to restaurants, as here in Soest, also disappeared visibly. A similar fate befell many once well-known brands, such as Rheinpreußen here, which were lost through mergers and takeovers. Photo: Sammlung Ulrich Biene





Tank attendant became a three-year apprenticeship in the Federal Republic of Germany. Here we see a further training course for tank attendants at Esso, from a time when a clean uniform was still part of the obligatory job description. Photo: Sammlung Ulrich Biene





In 1964, customer service at German petrol stations was still a top priority, as it was at Aral. Photo: Historisches Archiv BP/Aral

And so, on the customer side, too, there was a long-lasting but constant change in thinking. Customers became increasingly price-sensitive and, as a result, also more independent. Cars were gladly maintained and smaller repairs were sometimes carried out by the customers themselves. Successful book series like "Jetzt helfe ich mir selbst" (Now I help myself) reflect this trend.

The filling station business began to change, familiar sources of income disappeared and even earnings from the core fuel business fell. Free filling stations and self-service stations emerged, and served exactly the needs of those times.

Instead of a filling station attendant, a motor vehicle mechanic was now needed to be able to do important business alongside the petrol pump.

More and more frequently, repairs were now being carried out at the filling stations or used cars were being sold. The number of petrol station brands dropped to hardly more than a handful, and the number of stations also fell, with the remaining ones tending to become larger.

If we look at the current sales offices, it is easy to get the impression that the sale of petrol and diesel fuels has been assigned a secondary role.

The former refreshment rooms have disappeared; instead, the cash desk area gives the impression of a small supermarket. Here you can buy beer and spirits until late at night, and in the morning warm rolls are waiting for early risers.

If you want to build a filling station on your model railway, you should therefore familiarize yourself with these developments and choose and design it to suit the chosen era.

In any case, the topic is attractive, because hardly any other place allows bringing together so many everyday cars and dream cars in a small space.



A company-specific architecture was also characteristic of the post-war history of petrol station chains. At first, Shell did without a canopy and let the glass front of the cashier's office take effect for itself. A typical stylistic element was the lanterns that bordered the tank island. Photo: Sammlung Ulrich Biene

## Aral – a German brand

The Aral brand, which has been the market leader in Germany for decades, has played and continues to play an important role in the development described. Since 90% of Germans spontaneously know the name Aral and can describe the trademark, the so-called diamond, it is worth taking a short look back at the history of this Bochum-based company, not only with regard to Märklin's tank car innovation.



The change of the Aral trademark in the course of time: The oldest version (far left), contrary to the proof, dates from 1918 and was changed to the Bochum city colours in 1927 with the introduction of black and yellow road signs. The most important version for the majority of model railroaders is the one from 1952, in which an Aral logo appears for the first time. Photo: Historisches Archiv BP/Aral

In 1924 the chemist Walter Ostwald had developed a novel and engine-friendly fuel from a benzene-petrol mixture and christened it B.V.-Aral. It consists of the two initial letters of the chemical group of aromatics (benzene) and aliphatics (petrol). 85 years later almost every German knows this brand name.



The company has been based in Bochum, a city in the Ruhr area, since its establishment in 1898. Here, you can see the historical main building of the sixties with a brand name filling station in front of it. Photo: Historisches Archiv BP/Aral



However, the history of the company is even longer: On 28 November 1898, 13 mining companies founded the West German Benzene Sales Association in Bochum, which later became the Aral Aktiengesellschaft.

Its task was the marketing of the benzene obtained from the coking of hard coal, e.g. for the production of paints or also for lighting purposes. From 1918, after restructuring, the company finally traded as Benzol-Verband, or B.V. for short.

The B.V.-Aral, developed in 1924 and already mentioned, is the first super fuel in the world, which also helps to promote the accelerated development of the company's own filling station network from 1926. Just one year later, the B.V.-Aral changed its corporate colours from black and yellow to the Bochum city colours blue and white. The reason for this is the newly introduced traffic signs in Germany, which would otherwise have created a risk of confusion.

In 1929, lubricants were also added to the range, and one year later Aral dyed its fuel in the corporate colour blue - a measure to protect the brand. From 1932, B.V.-Aral also offers diesel fuel for the first time. At the same time, the first mobile car test benches are used for free adjustment of the carburetors.

Competition comes to a standstill with the introduction by the state in 1939 of the compulsory management of standard fuels. Now only quantity counts to keep the war machine running. Increasingly, petrol is now also produced from coal, instead of oil.

It was not until 1951 that the fuels could again be offered under their own name. The refineries are now gradually converting their processing operations back to oil. Nevertheless, Aral had already introduced the first electrically operated petrol pump in Germany two years earlier.



Symbol of German wanderlust in the economic miracle: A Mercedes-Benz W120 stops at an Aral filling station in Kirchdorf / Tyrol to refill fuel. Aral is already an international brand in these years. Photo: Paul Walde (1899-1970); in the public domain

In 1952 the name Aral appeared in the company name for the first time. Kohlenwertstoff AG is broken up and B.V.-Aral Aktiengesellschaft is founded as a successor company. Between 1956 and 1961, the filling station network is expanded considerably, increasingly, also in other European countries. In 1968 it finally reaches its peak with 11,000 filling stations.

When Aral withdrew from the Benzin-Benzol-Verband (gasoline-benzene association) in 1962, the letters B.V. were also dropped from the company name. The company was now called Aral Aktiengesellschaft. The sales products receive new designations: Aral is the regular petrol, all others are prefixed with the brand name, like "Aral Super" for the super fuel.



Aral took account of the market development towards self-service petrol stations from 1969 onwards. Here, we see a station with this offer and the reference to the cheaper price in the seventies. Photo: Historisches Archiv BP/Aral

New services are being added to the range, including car care or the small shop in the ticket office. Aral responded to the trend towards self-service from 1969 with the first self-service filling station: customers received a discount of 2 pfennigs (approx. 1 euro cent) per litre, if they do not need to be served by the filling station attendant.

Increasing price competition caused the network of filling stations to shrink from 1970 onwards and favoured concentration on large filling stations. Aral also maintains its market position by taking over Gasolin, which suddenly disappears from the market in 1971. The Aral brand, under which all petrol stations will appear in future, is given a new design.

This is followed by the introduction of the trademarked Aral font, which also characterizes the brand lettering in the new "Diamond", from which the suffix "B.V." now finally disappears. The company colours are brighter and, above all, in 1973 are made binding. Blue sky and white clouds flow into the advertising presence.



In the same year, Germany is also hit by the “oil shock” as a result of the first oil crisis. Sunday driving bans are suddenly part of the agenda, and Aral feels compelled to look for alternatives to oil, and to push ahead with his research. By the time it celebrated its 100th birthday in 1998, the company is finally able to present some innovations and pioneering achievements. With still 2,418 stations, Aral remains the market leader in the third largest petrol station market in the world.



The extent to which petrol stations have also changed at Aral is easy to see in comparison with this modern station: The brand image has been further developed and adapted to contemporary tastes, but above all, petrol stations today are usually more distinct than thirty or forty years ago. The range of products on sale in the cash registers has come much closer to that of bakeries, cafés and supermarkets in terms of size and range. Photo: Historisches Archiv BP/Aral

Aral has also experienced shifts or changes in its shareholder structures in the course of its company history. We have only touched on a few of them briefly. The takeover of all shares by VEBA OEL AG in 2000 was significant. The new company name was now Aral Aktiengesellschaft & Co. KG.

But this was only of short duration: on 1 April 2002 Deutsche BP AG took over 51 % of the shares in VEBA OEL AG and on 1 July the remaining 49%. Aral was therefore integrated into the BP Group. The resulting crude oil company had to sell four percent of its market share, on condition that it was sold by the EU.

Because Aral was and is the market leader in Germany and enjoys a high level of brand awareness, all stations in Germany were rebranded to Aral by 2004. The BP brand disappeared from the petrol station business, but remained active in the aviation fuel sector, for example. Similarly, the service stations in other European countries now operate only under the BP brand.



Aral's modern brand image continued to exist even after the takeover by BP. The modern shades of blue and white are reminiscent of a cloudy sky, as this tanker truck impressively demonstrates. Photo: Historisches Archiv BP/Aral

The German BP headquarters is located at the Aral headquarters in Bochum and construction begins on a new office building to accommodate the increased tasks. In 2006 it is ready for occupancy and not only national business activities, but also parts of the European divisions have been based in Bochum since then.

## A short review of Gasolin

Gasolin (a company name, not the product) was a German petroleum company with its own filling stations from 1920 to 1971. From 1926 onwards, it was primarily intended to market the synthetic Leuna petrol produced by Leunawerke. The fuel obtained via coal hydrogenation was successfully marketed as "Leuna Deutsches Benzin" (Leuna German gasoline).

In 1929 Gasolin was one of the big five oil companies operating in Germany by balance sheet totals, and in 1935 also by number of its filling stations. The consequences of the beginning of the war and its forced management were drastic.

From 1943, the Deutsche Reichsbank (German Central Bank) in Berlin had been Germany's only central securities depository bank where the company's shares were deposited. At the end of the war it was in the Soviet sector.

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Two examples of Gasolin: Large filling station in Cologne at night (picture above) and in Wuppertal-Elberfeld according to company architecture. These included the well-kept landscaping strip along the street and the mushroom-shaped supporting column of the canopy. Just as typical were the oil cabinet between the petrol pumps and the display on the street. Photo: Collection Ulrich Biene







Although Gasolin became an independent gas station company in the West (registered in Berlin-Charlottenburg) with the breakup of I.G. Farben in the West, with the loss of its eastern holdings, the shares were no longer accessible. Leunawerke, previously the largest supplier of gasoline, was also located in the territory of the later DDR.

With the Securities Settlement Act of 1 October 1949, Gasolin's shares were declared invalid and replaced by a global certificate. The demonstrable owners became shareholders again and received ownership of this global certificate.

In the mid-1950s, the market share of foreign petrol station chains in the Federal Republic of Germany was about 40 %, and the share of the large German companies about 36 %. To strengthen the German share of the petrol station market, Wintershall and DEA became co-owners of the BV-Aral association in 1956, contributing their distribution subsidiary NITAG (Wintershall), their petrol stations (DEA) and their respective shares in Gasolin.



**Photo above**

The Büssing LS 11 pulls an already quite modern trailer with a four-chamber tank that could hold a proud 17,000 litres of fuel.

**Photo on page 37:**

The Gasolin bullis (nickname for the VW bus) with an oversized record oil dove on the trailer were used as advertising media for Gasolin. Photos: Sammlung Ulrich Biene

Subsequently, NITAG with its approximately 800 filling stations was merged with Gasolin with approximately 2,000 filling stations to form Deutsche Gasolin-Nitag AG. This meant that the NITAG brand had finally disappeared from the market.

As was already the case with other brands, the interests of the shareholders and major shareholders of Gasolin were later changed by market pressure. As a result of such developments, Rheinpreußen was also absorbed by DEA, which in turn was later swallowed by Texaco. Decades later it was re-established and soon afterwards merged with Shell.

It was similar with Gasolin, which was integrated into the Aral in 1971. Within only a few months, all petrol stations were then re-flagged from red, white and black to Aral blue. The Gasolin brand seemed to have suddenly, and surprisingly quickly, disappeared from the everyday picture. However, the Gasolin refinery in Dollbergen had already closed in 1969.

Here too, consumer interest in the Gasolin brand had not diminished, but the increased competitive pressure in the German petroleum industry, which had intensified considerably in the 1960s, had taken

its toll. After years of economic boom, fuel sales have been declining since the 1960s and the price war instigated by the first independent petrol stations has increased the cost pressure on the companies.

**Official website of Aral AG:**

<https://www.aral.de>

**Historical Archive of BP / Aral:**

<https://www.aral.de/de/global/retail/ueber-aral/geschichte/historisches-archiv-bp-aral.html>





Like a small theatre

## Theatrical layout design

*In addition to a small installation and some dioramas from our circle of readers, this year we have submitted our own proposals for projects of comparable size. With this issue, our annual theme "Layout diversity" comes to an end. Our editor Dirk Kuhlmann uses this closing point to promote an effective idea and also shows well-known showpieces that follow this concept.*

By Dirk Kuhlmann. On your visits to various model railway exhibitions and trade shows you may have noticed already a trend towards small Z-scale layouts featuring a picture frame or "shadow box" design with a display area of perhaps 60 x 20 cm.



Miniature theatre stage in the living room: The impressive diorama "Le Viaduc sur la Valeé" is an eye-catcher in Dirk Kuhlmann's dining room and captivates every visitor.

Inside and under bright lights, highly detailed landscapes on a scale of 1:220 can be found. Of course, many visitors might think at first that they are witnessing the inglorious reincarnation of a TV set from the cathode-ray tube era - but far from it!

The "Marienfeld" layout by Dietmar Allekotte, for example, has attracted quite some attention at recent exhibitions. At present, it is the "Kohlenkiste" layout by Manfred Forst, a highly topical representative of this genre, which is going on an exhibition tour.

The charm of these types of layouts lies in their concentration on one specific theme within the smallest possible space, without sensory overload, but with a corresponding selection of rolling stock that complements the scenery. They often consist of a continuous run track oval with or without a staging

yard, and are sometimes operated by an automatic shuttle train controller. What are the other advantages of such a box?

First and foremost, it allows the inclined hobbyist to build and finish a presentable model railway layout within a reasonable period of time. It is actually also the right type of project for a beginner or somebody getting back into the hobby.

And for those of us having already a larger layout with a, let's say, German Federal Railway era III theme, a small picture frame layout would allow us to dabble in other eras or even areas of the world. Moreover, such a jewel should surely find its place in the living room without causing a major outcry of our spouse.



Another peep-box as a decorative object: The narrow "Süderheidetal" even attracts attention with an automatic shuttle train.

In order to further showcase all the advantages of this type of theatrical layout design, I present you with a special picture frame layout design project in this Christmas edition of **Trainini®**. For this we are leaving Germany and go to the Northeast of the United States. But don't worry, the track plan and the proposed scenery can be used universally.

For example, a German "Wupper River Valley" theme would also go well with this scenery. In addition, I will avoid the special jargon of the die-hard US model railroaders as far as possible. To make sure we are all visually involved in the game, you will find links to two videos and a website in the info box at the end of this article: So I recommend that you first have a look at that before reading on.





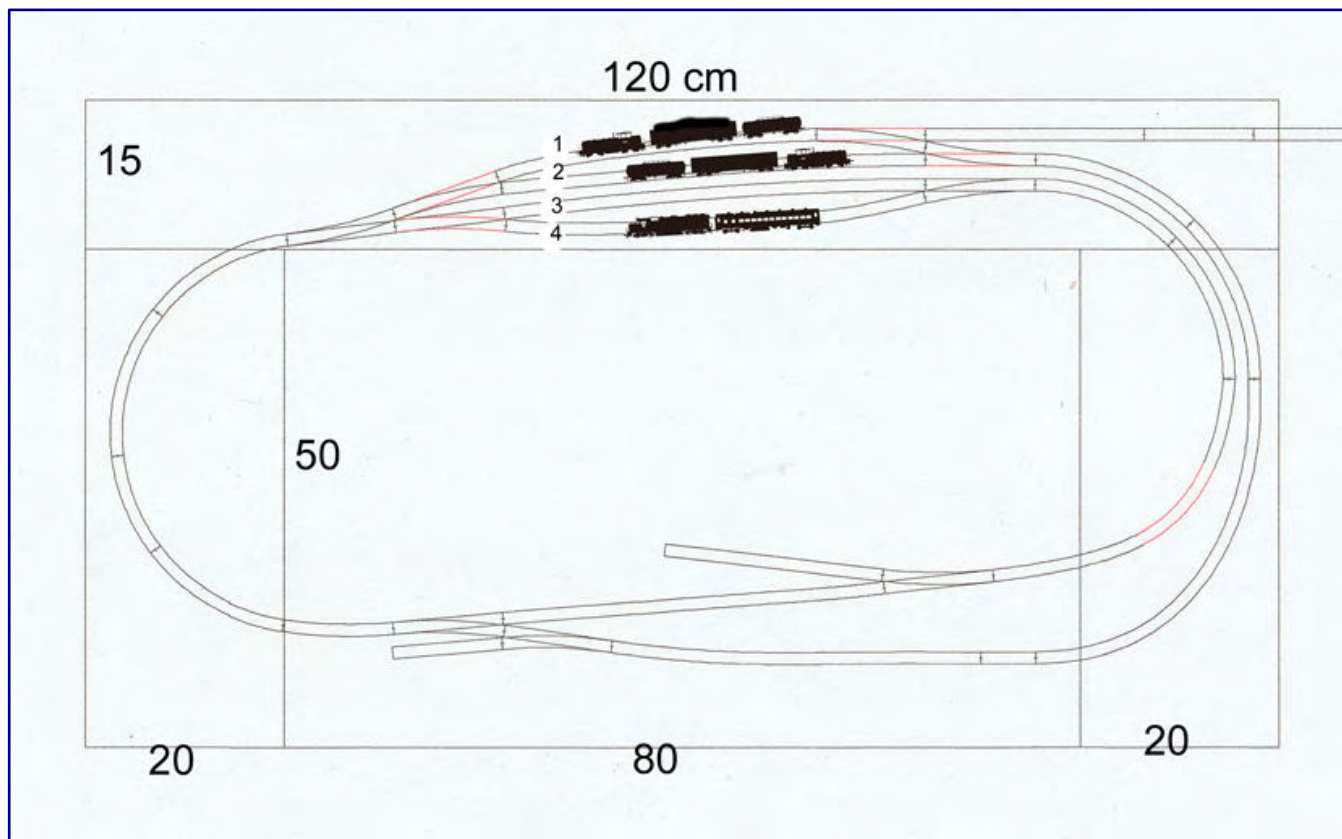
The viaduct diorama also allows for the use of American rolling stock. Here, for example, a Budd Rail Diesel Car (Budd RDC).

## A North-American branch line theme

Many model railroaders usually connect the United States with ultra-long freight trains which are pulled by several diesel locomotives. That is great if you have enough space in your home or your model train club plays along. A reasonably realistic implementation of such a theme will easily require a layout measuring 5 meters in length or more.

However, modelling interchange or switching operations of a so-called “short line” is feasible and attractive even in the confines of a small space.

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Simple track plan (top) with the different sections measured in centimetres. Bottom: scenery proposal with 1 depot, 2 loading siding, 3 farm house, 4 industrial access.



Just imagine a situation with a remote branch line serving several industries. Usually, a shunting locomotive (“switcher”) with two or three wagons in tow will pass by (from track 1) and deliver materials to a company.

Sometime later the train will pull out of the industry siding without its cargo (from track 2), and without the model railway operator or his assistants doing any offloading! How does that work?

Well, it is an old trick, which just requires two sets of the same locomotives and wagons with identical markings, one with and one without cargo. In a non-visible area of the layout, the trains are started, controlled by an automatic system, and with a corresponding reversal of polarity.



Here is an example of suitable American rolling stock (photo above). These are products from AZL, MTL and open wagons from FR Freudenreich Feinwerktechnik. Some of them were repainted and re-labelled. As explained in the article, having one train loaded, and another identical one unloaded adds operational interest which will surprise spectators. We also found some typical American houses (photo below), amongst them in the middle a brand new item from Archistories, which is further presented in the news section of this issue.

For even more fun, our proposal includes two additional tracks in the fiddle yard (tracks 3 & 4). This allows us to operate additional trains, such as the weathered “Budd RDC” (shown on the viaduct photo above), the American equivalent of the German rail buses.

Finally, there is an extra behind-the-scenes siding which provides the possibility to connect the layout to an external staging area for additional trains.

The tracks are preferably sourced from MTL or Atlas, which come closest to the prototypical spacing of American sleepers. To ensure a high level of operational safety, a radius of 195 mm is used.

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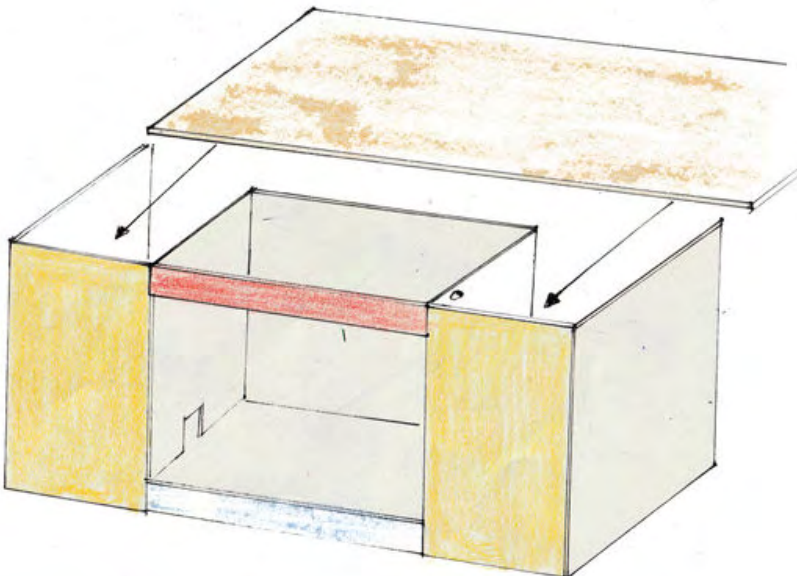
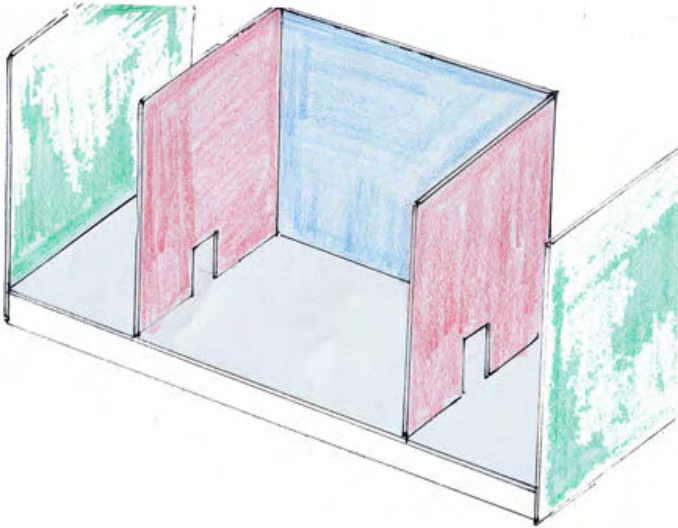
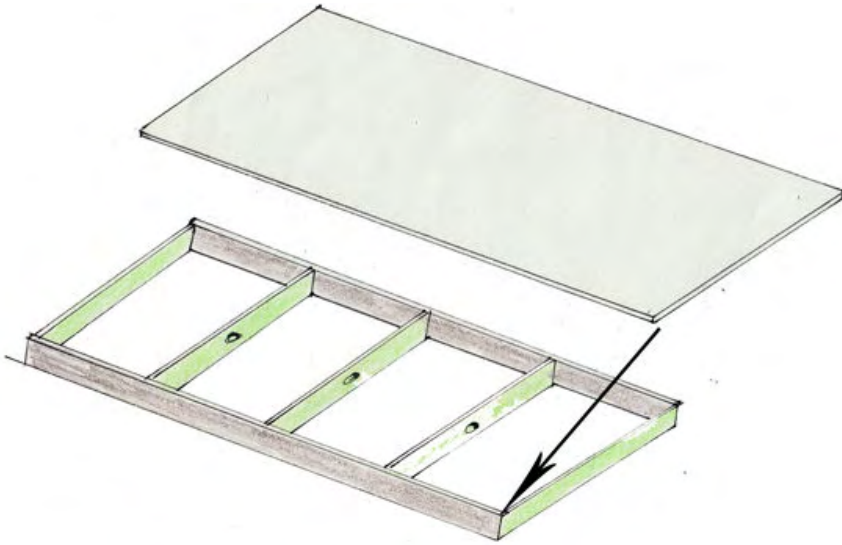


Diagram left:  
The basic structure of a photo frame display layout.



## Suitable buildings

The choice of available American Z-scale houses and other buildings is, of course, limited here in Europe. A look across the pond and at the pages of the dealer and manufacturer "Walthers.com" offers at least a first visual orientation (see also illustrations on page 45).

The brand-new series of US-American houses by Archistories (presented in the news section of this edition) is, however, more than suitable for our project.

A small platform is easily and quickly built from scratch and a search amongst various manufacturers will surely yield a small depot building. A large gate entrance with enclosing walls and a gatehouse are enough to hint at a large industrial plant.



**Photos above and below:**

Here you can see the basic construction of the "Catharinen Tief" and a view of the finished backside, which the viewer normally does not get to see or was not allowed to view.

The inclusion of only a few selected buildings provides us with sufficient space for some effective landscape design. Already the small valley with its river makes for quite some visual variety and interest.

Hoping to facilitate an easy start for such a project, I have also included some sketches for building the basic structure of a picture frame display layout. And, as always, a look at a diorama under construction is still the best visual guide.



Some inspiration for starting your own functional Z-scale diorama project: Landscaping work on “Le Viaduc sur la Valeé” diorama. On page 49 in our final picture you can see our author’s latest work entitled “Strandgatan,” which will soon have its exhibition premiere at the Lahnstein Model Railway Show (see below for further information).

As always, a suitable backdrop and an effective illumination of the scenery complete the showpiece.

**Visit tip for the exhibition in Lahnstein**  
If you can sacrifice desire and a little time on February 29, 2020 or March 1, 2020, you should visit the “International Model Railway Exhibition” in Lahnstein.

Here, for the first time in public the swiss theatre stage “Strandgatan” in scale 1:220 is presented. Further information in the profile on page 49.

This brings us to the end of the third instalment of our small series of articles on layout design over the course of 2019. I wish you a lot of fun building your own “theatre stage”!

The **Trainini®** editorial team is of course available to answer questions from our readers, but I would also like to mention the 8th International Track Z Weekend in Altenbeken on 28-29 March 2020. Many of the small plants

mentioned will be on site and the individual builders will certainly also be there to give advice.

Let me finish by saying: “Ladies and gentlemen, please welcome to the stage...”

**Video recommendations:**  
<https://www.youtube.com/watch?v=9t1qAMlhUHQ>  
[https://www.youtube.com/watch?v=4H10g\\_dmaUI](https://www.youtube.com/watch?v=4H10g_dmaUI)

**Website recommendation:**  
<https://www.american-rails.com/shortlines.html>

**Author’s website:**  
<http://helenensiel.com>





**Vormerken!**

- **18. Lahnsteiner Modellbahntage**  
29.2. / 1.3.2020  
10:00 - 17:00 Uhr (So. ab 11:00 Uhr)  
Stadhalle am Lahnhofplatz  
56112 Lahnstein
- des MEC Lahnstein-Koblenz  
<https://www.mec-lahnstein-koblenz.de>
- mit Beteiligung von Dirk Kuhlmann und  
seinem neuesten Werk „Strandgatan“

Shinkansen E6 Komachi

## Outside wow, ...inside too!

*Japanese high-speed rail has its special attractions: this type of transport has its origins in the technology-obsessed land of the rising sun. And it is here that even the most modern trains in the world seem to race along the elevated tracks. We take the model of the still very young E6 series and equip it with Rokuhan interior lighting.*

The Shinkansen trains of the E6 series, which are now our demonstration object as a model, have been in service with JR East since March 16, 2013. Like the E5, which they resemble in their design, and with which they are coupled to run on partial routes, they emerged from the two prototypes called FASTECH 360Z.



JR East's E6 series Shinkansen, which can travel at up to 320 km/h on the Komachi line, is the latest development among the high-speed trains currently in service. On May 16, 2016, this train will be stretching its nose towards the photographer in Tokyo.

At the time of the first commercial use on the Super Komachi connection, the maximum speed was still limited to 300 km/h. Compared to the predecessor E3 ( $V_{\max}$  275 km/h), however, they made it possible to reduce travel time between Tokyo and Akita by 10 to 15 minutes.





The Shinkansen E3, which was also in Tokyo on the same day, only ran at a maximum speed of 275 km/h. The six-piece set had the same space capacity as its successor, which was longer by a middle car.

In order to be able to drive coupled with the E5, it was necessary to increase the maximum permitted speed to 320 km/h, which was done one year after the start of these most modern Shinkansen trains. At that time the delivery of the E6 was completed, which meant that the E3 could be taken out of service.

The connection between Tokyo and Akita driven by the E6 was changed back from Super Komachi to Komachi with this complete change - the connection name is also found in the official product name of



Not all Shinkansen lines stop in Oyama and so the trains can be observed here on the middle tracks even when passing through at top speed. However, this double unit consisting of an E5 (rear) and an E6 (front), which could be stopped in full length, made an intermediate stop on 14 May 2016.

Rokuhan. Due to the high running demands on curves, the trains are equipped with a tilting technology in the prototype, which can tilt the car body up to 1.5° in the curve.

Like the E5, which also runs in regular service at 320 km/h, the E6 series has also been designed to be consistently streamlined. This leads to a 13-meter-long nose with a "duck's beak" on the end cars, which is intended to counteract the tunnel bang.

For this reason, the new trains need seven cars to achieve the same space capacity as the predecessors of the E3 series, which only had six cars. Rokuhan has taken this unit of an E6 from the prototype and divided it into a basic (end car and a motorised middle car; item no. T029-1 / Still 7297675) and an extension pack (four middle cars; T02-2 / 7297676).

The exterior design of the prototype and model is dominated by white car bodies with a silver-coloured decorative stripe and red roofs and fronts. The trains look sleek, attractive and very modern when entering the station.

## View of the model

The models of Rokuhan look very successful: Shapes and proportions appear appropriate, the paintwork is clean and free of dust inclusions, and even the rather sparse labelling of the model can be easily read under a magnifying glass.

The only special feature we stumble upon is a decal sheet enclosed with the bilingual instructions (Japanese / English). It contains the car numbers for the two end cars, which are to be applied by the customer himself after cutting out and loosening in a water bath.



The logo of the railway administration, which Rokuhan also reproduces on his models, is emblazoned on the middle car between the two end cars.



The long and typical nose shape of the Shinkansen E6 has also been well met in the model. The individual car parts have short couplings, give a closed train image even in curves and also show the breaks in the otherwise closed image of the prototype apron.





The two train sets, in the picture the basic unit (Item No. T029-1 / Still 7297675), are delivered safely packed in plastic cassettes with the bilingual printed instructions (and here also the decal sheet for the car numbers of the end cars).

This does not pose a problem, but is also for Rokuhan rather unusual. The two end cars are absolutely identical in their shapes and so additional print templates were not necessary.

But do all five carriages really show different shapes, at least in the smallest details? These have been completely pad-printed.

If you already own the Shinkansen 500, you may find it a bit strange at first sight that the E6 carriages are quite short and have a rectangular cross-section.

But this is a correct reproduction of the original, because the layout is typical for all Shinkansen trains with the one exception - and that's exactly what Rokuhan once did.

Also the length of the car body does not reveal any shortening, which would probably also be superfluous on a scale of 1:220. This is shown by the conversion of the original dimensions and re-measurements on the end and middle cars: Rokuhan has kept all important original dimensions absolutely exactly! The cars of the similar E5 are also about five meters longer in the prototype.

**Dimensions for Shinkansen E6 Komachi**

	<u>Prototype</u>	<u>1:220</u>	<u>Model</u>
Length	23.075 mm (End wagon)	104,9 mm	104,9 mm
	20.500 mm (Middle wagon)	93,2 mm	93,3 mm
Height	3.650 mm	16,6 mm	16,8 mm
Width	2.945 mm	13,4 mm	13,8 mm

In order not to impair the comfort and space available to passengers, the high-speed trains have rectangular cross-sections and generous widths. This “trick” is necessary to ensure that the E6 Komachi Mini-Shinkansen, which also runs on converted old lines (see **Trainini®** 10/2014), does not exceed the permissible clearance gauge.

Placed on the track, the good impression is confirmed: the train gently starts moving as soon as it receives power through the track. In keeping with its role model, it is also suitable as a real “racehorse” that loves excessive curves.

The drive is again hidden in one of the middle cars - under the reproduction of the interior design. It is the E628-5 car equipped with a pantograph, which is of course included in the basic package. There a flat, but sufficiently strong bell-type armature motor, works via cardan shafts and worms on the gear wheels of all four axles.

Compared to the models of the Shinkansen 500, the E6 Komachi is however considerably louder in the higher speed range. We don't find this annoying, but it is also not to be ignored. A little grease on the worms (made of metal) and the actually self-lubricating POM gearwheels at least provides some relief.

Standard at Rokuhan is the double-sided current collection on all axles of each middle and end car. Since the wheel grinders that grip the axle tips do not produce any measurable rolling resistance, this seems astonishing when a wagon is unknowingly turned over and checked for the first time.



The separation strips and a few operating addresses are printed accurately on the trolley (photo above). Only the railway logo and the pictograms for car number, disabled access and 1st class (green cloverleaf symbol) are multi-coloured. The buffers and bumper plates, which lead to the apron cut-out on the prototype, have been reproduced as engravings, but not darkened. Typical for this train is also the mounting of the pantograph with surrounding wind defectors (photo below).

It is a technical masterstroke to make this electrical connection on moving parts in such a way that contact is secure and at the same time low friction: If a wagon standing on rails is pushed lightly, it will continue to roll unperturbed, after being released.

In comparison to the three model variants of the 500 series so far, we have noticed another change with pleasure: Instead of yellow LEDs for marking the tip light - in Japan a dual-light tip signal - the E6 Komachi now uses cool white LEDs. They reflect the original prototype much better.



## Installation of the interior lighting

Cold-white SMD light-emitting diodes are also used for interior lighting, which we want to install in the Shinkansen E6 Komachi for testing purposes. This requires seven circuit boards, because no part of the car should remain dark.

Technically, they are all prepared for this ex works, so a Rokuhan product can be installed without any problems and, as we would like to show, very easily. We have to get a total of seven lighting sets, which are needed in two technical versions.



Two interior lighting units for Shinkansen end cars (A030 / Noch 7297432) and five "Type A" (A009 / Noch 7297409) are required to illuminate the (equipped) interiors of the entire train. Motorised and non-motorised intermediate cars therefore use the same type.

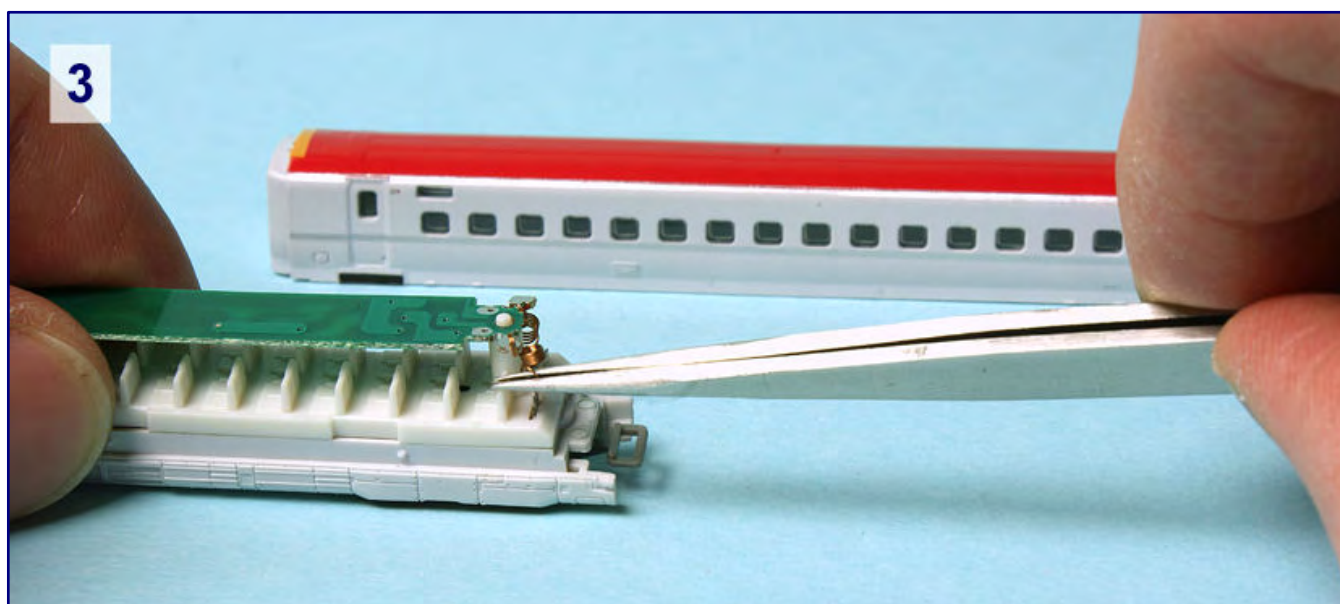
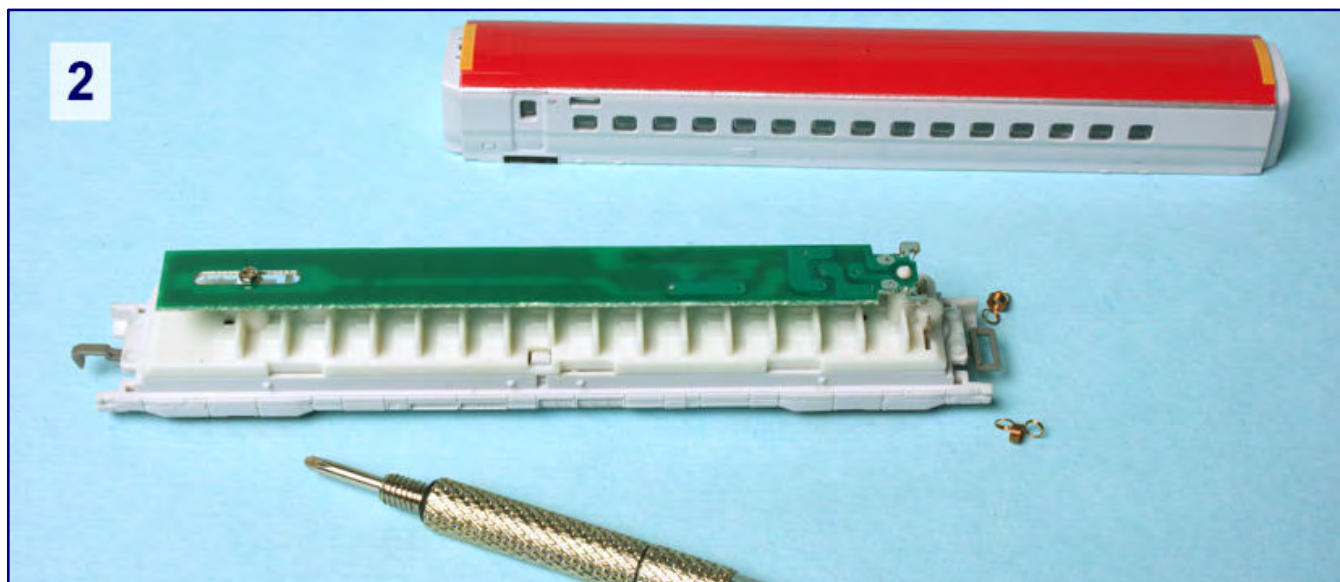
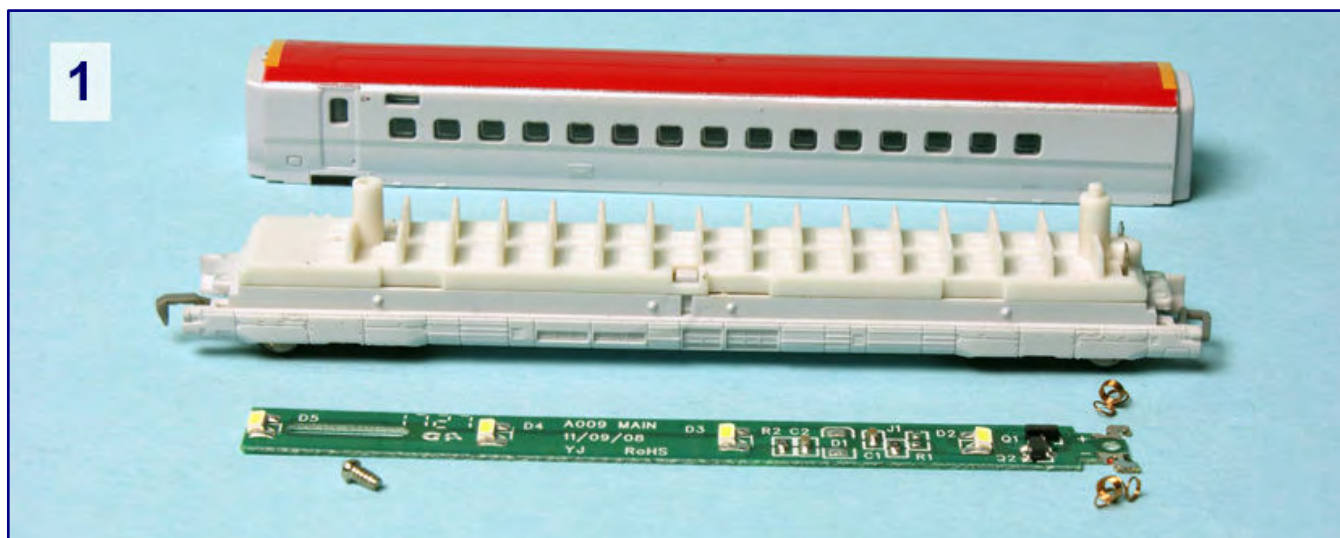
The "Interior Lighting Type A" (Item No. A009 / Noch 7297409) fits into the middle cars, of which we therefore need five, while the two end cars can only cope with the shorter "Shinkansen (Front) Interior Lighting" (A030 / Noch 7297432).

In addition to the actual circuit board, each package contains four tension springs and two small screws - only half of these are required for installation, provided no part is lost or damaged.

To complete the installation, we first have to separate the chassis and body of the vehicle part to be retrofitted, which means different procedures. This is explained in the instructions that come with the vehicle, not the interior lighting.

Fortunately, the pictorial representations here are very "informative", because Rokuhan's instructions are limited to Japanese and English descriptions. We will start with the non-motorized middle cars of the supplementary package according to the procedure described.

continued on page 57

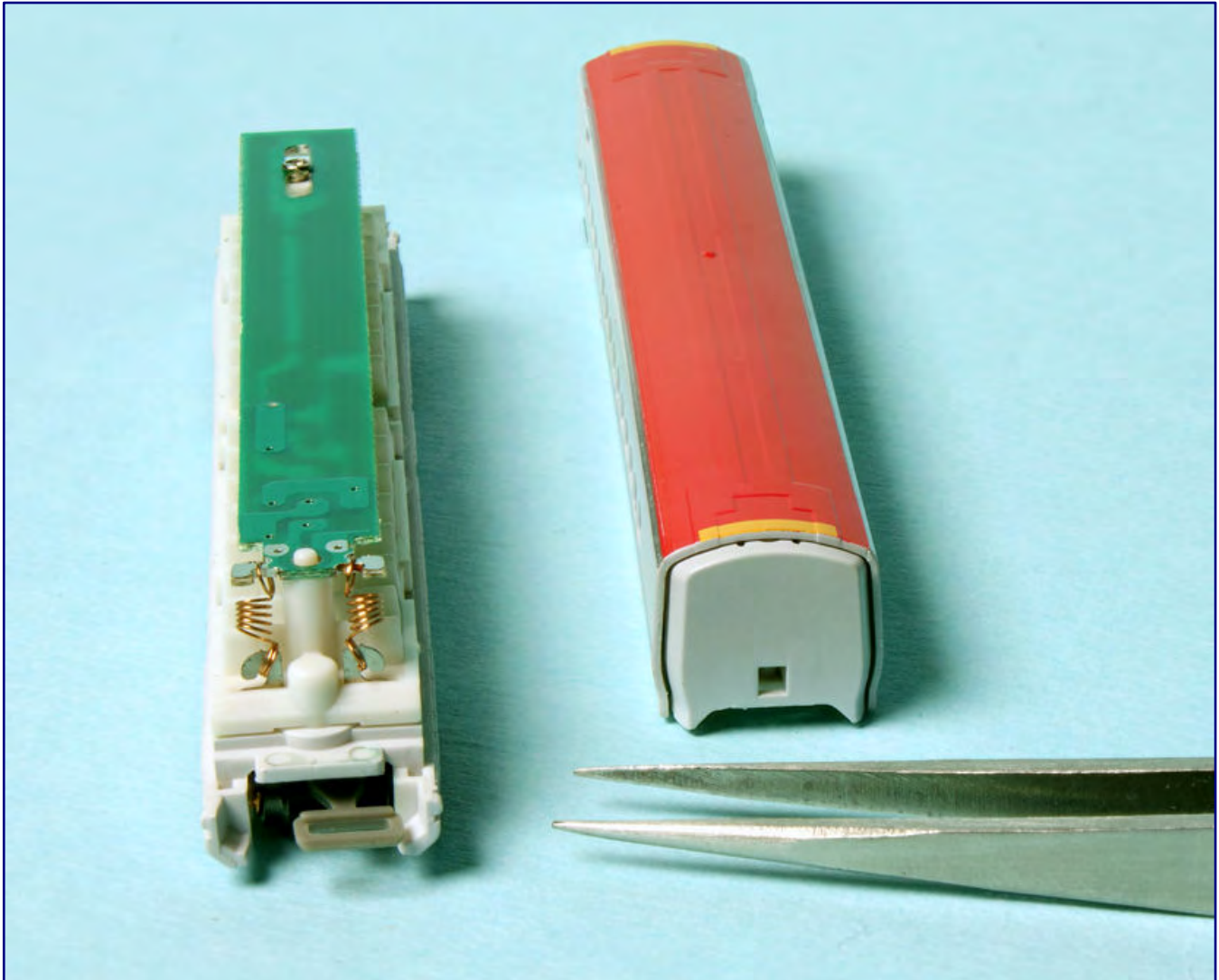


Easy installation of the Rokuhan interior lighting in three steps: Getting the PCB, the two springs and the fixing screw ready, then spread and remove the housing (1), put on the PCB with the LED pointing downwards, put on the screw and tighten it, (2), then hook the two springs with the help of tweezers (3) – done!



With these, the body is only attached to the chassis with lugs. By slightly spreading the body, it can be pulled upwards, as we know it from Märklin bogie locomotives.

An interior design that reproduces correct 2+3 seating, but is too narrow in the model to place figures on the seats, comes to light. At first this seems to be an obstacle, because later on we will use the light to focus on the interior.

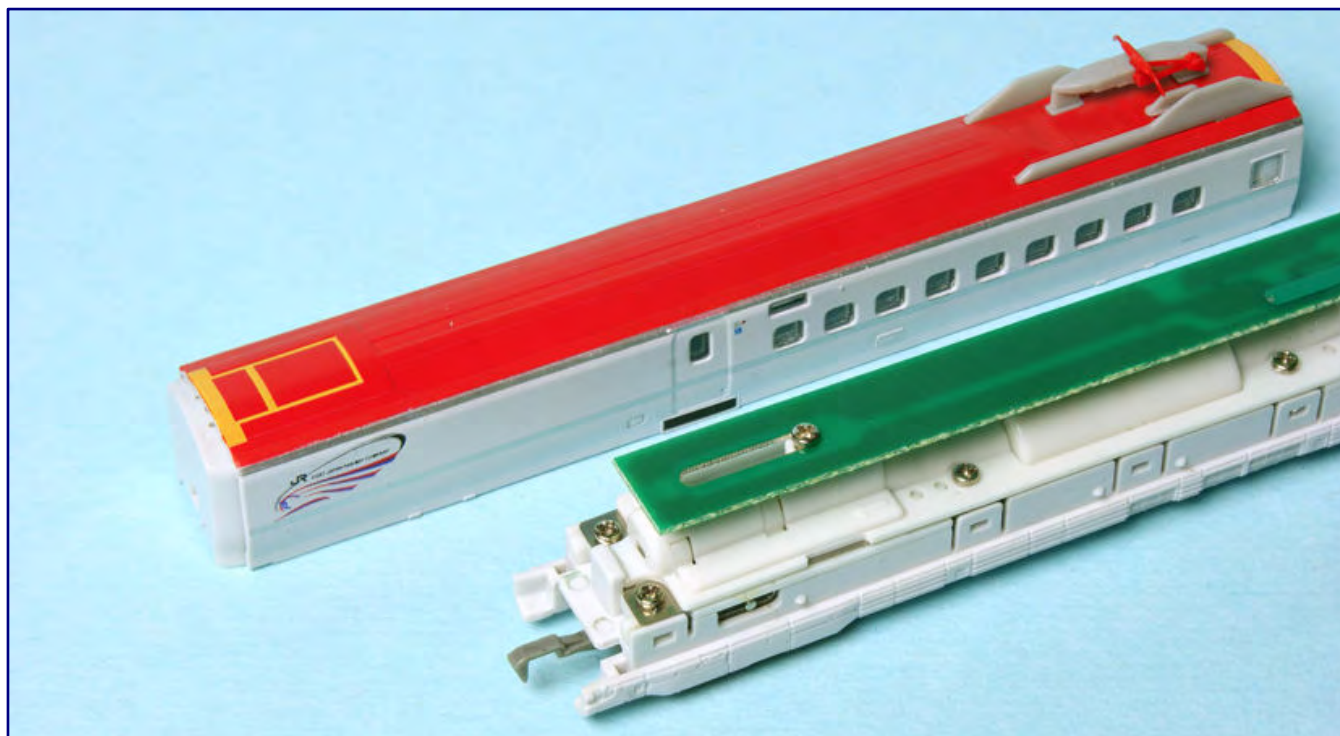
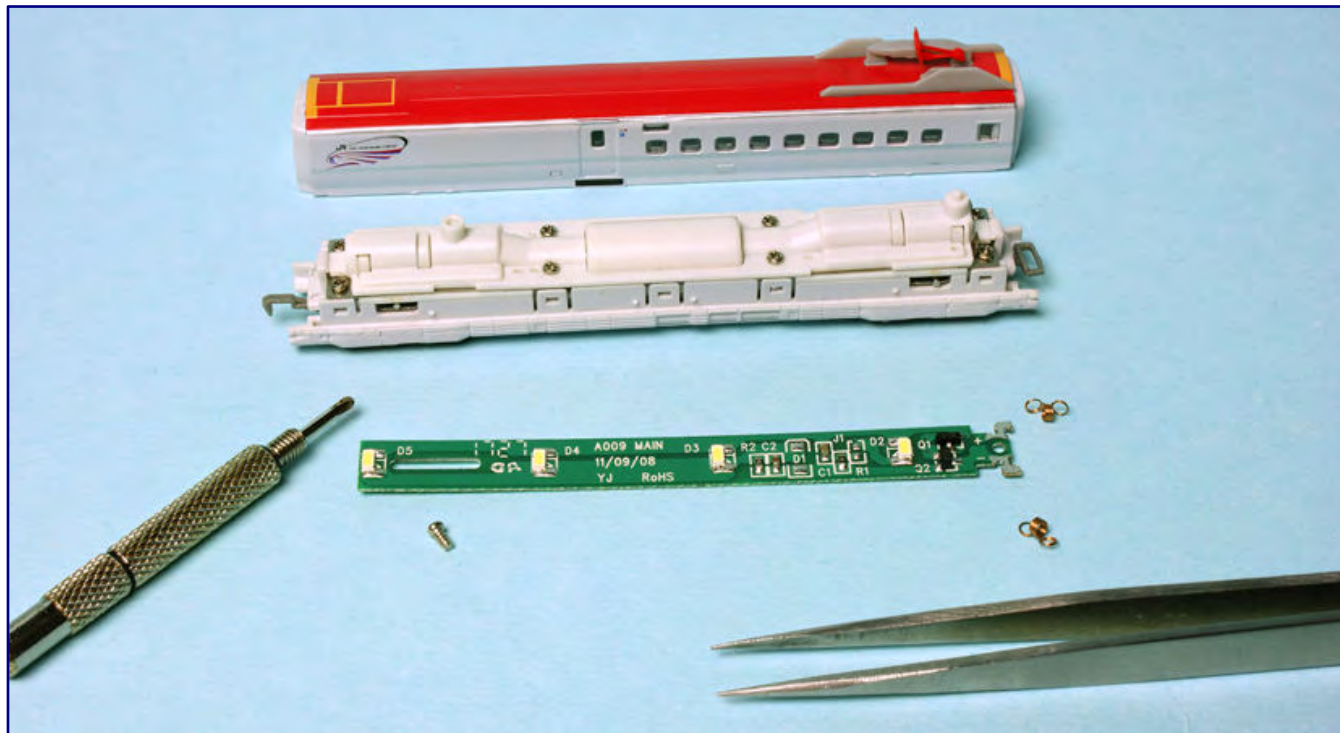


**Simple, but effective:** Here you can see how the safely suspended springs electrically connect the current collection of the chassis and the light board. The tension springs must not be overstretched during installation. There is no electrical coupling between the carriages. The carriages are connected again by a simple hook-and-eye coupling (in the picture the eyelet formed as a slotted hole), which allows a safe and quick uncoupling.

But since the Shinkansen trains have very small windows, as is similarly the case with airplanes, this is not noticeable. So we will continue right away! We inspect the model and find that the installation direction is clear and unambiguous.

On one side, the circuit board, whose LEDs must naturally point downwards and then illuminate the interior, is placed on a bridge with a nose. The opposite side at the other end shows a slotted hole under which the second web with a screw hole is placed. Here, we screw in the enclosed screw with a watchmaker's tool and fix the board on its brackets in this manner.

Once this is done, it is necessary to connect to the live parts of the chassis. At the plugged end we find two metal brackets and on the circuit board above it two corresponding suspension points. They are connected with the enclosed tension springs, which transmit current to the board.



The assembly in the driven middle carriage shows no difference to the others (photo above). The same type of board (A009 / Noch 7297409) with four LEDs is also used. In comparison to photo 2 on page 56, however, it is now possible to understand why the position of the tightened screw is such that its feed-through in the PCB was designed as an elongated hole (photo below).

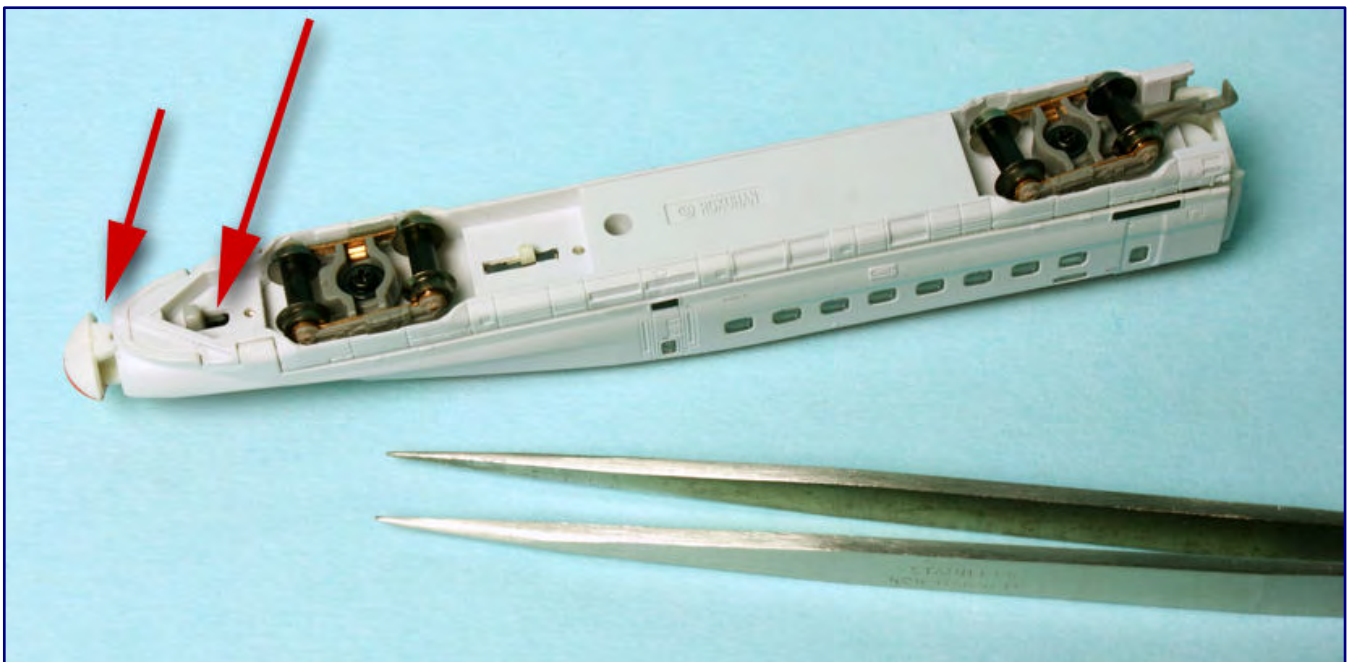


With pointed tweezers, steady hand and skill, the springs are first attached to the bottom and then to the top of the board. They should be gripped in such a way that the pulling forces do not act towards the open end of the tweezers.

Otherwise, you will quickly understand why Rokuhan attaches four instead of the only two required. But a loss of parts can also result from the fact that too much force is exerted on them when the springs are hooked in, stretching them so much that they no longer develop sufficient holding power and get unhooked again. This is also warned by the text of the enclosed instructions – but unfortunately not in German.

If this step is also completed, a function test can be carried out and the housing can be put back on. In our case, this construction step has to be repeated three more times before we work on the first part of the basic package with the motor vehicle.

Again, the procedure is identical to the four previous intermediate cars. Differences exist only in that the motor vehicle does not show any replicas of seats, because the cover of the flat, longitudinally installed bell-shaped armature motor is too high for this. This is also not disturbing from the outside, it is simply not recognizable, especially not when driving past.



The only tricky part of our exemplary equipment with interior lighting is processing the end cars. Here the body cannot simply be removed. Before that, the wagons have to be turned over and with the help of a blunt but sufficiently narrow tool the pin marked with the right arrow has to be pushed forward. Then the front fairing (left arrow) moves in the same direction and releases the body. Here you can also see the fine current consumption at the axle tips, which are contact-safe without creating rolling resistance.

But if you pay attention, you will find out what a slotted hole on the circuit board is for: The screw is screwed in at a noticeably different position. So Rokuhan has designed its light boards in a way that they can be used in as many products as possible.

Nevertheless, the parts used so far do not fit into the two end cars, which are longer than the middle cars, but have a shorter passenger compartment due to the elongated noses. The selected installation parts are correspondingly shorter, but their assembly is identical.

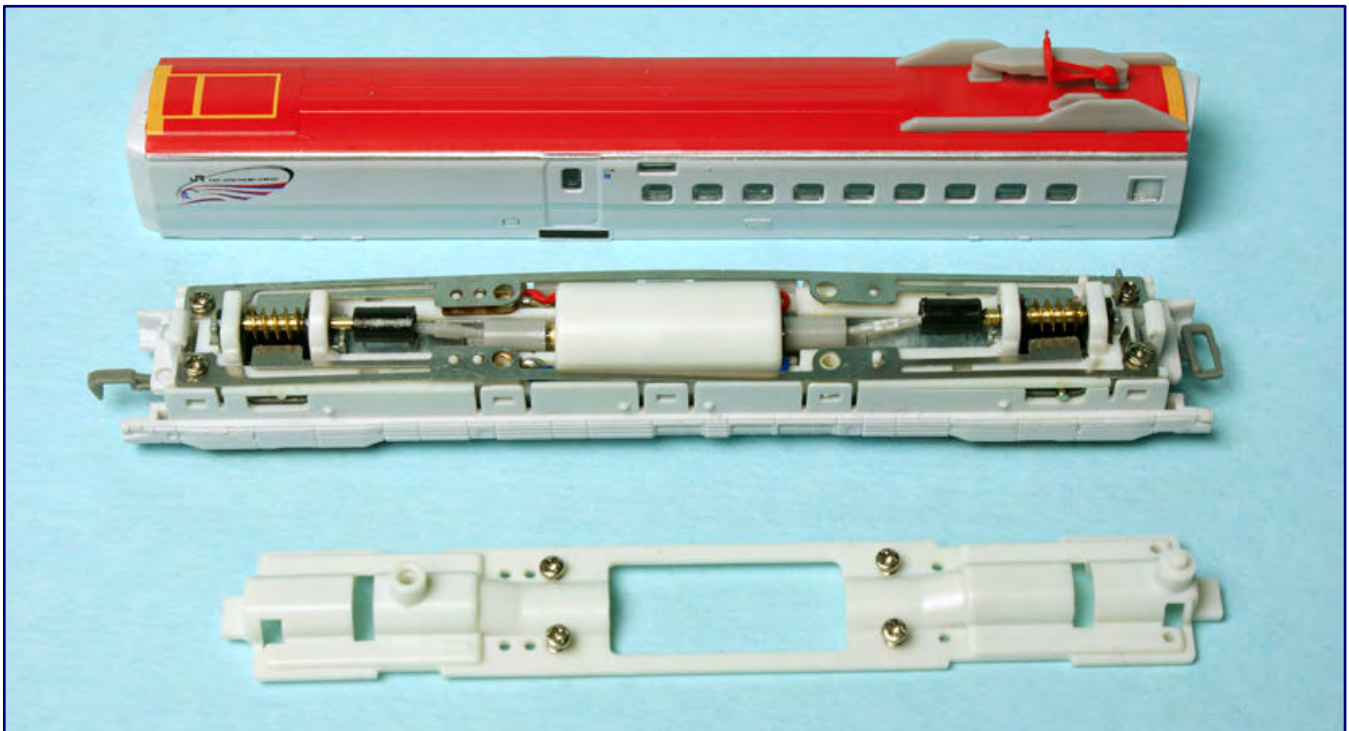
A bit more complex and also more difficult is the lifting of the housings to get access to the interior. It is not possible without consulting the diagram in the instructions: The end car to be fitted with the lighting

board is placed upside down on the table – a locomotive foam tray can do a good job here. The front cover of the nose, under which the automatic coupling is hidden in the prototype, must now be removed.

To do this, the grey pin in front of the front bogie has to be moved towards the tip of the nose. This is best done with the blunt end of a pair of tweezers or a wooden pin. It is better not to use a screwdriver, because if it slipped off, a noticeable scratch could occur.

When you move the pin, which has a quite firm fit, the cover slips out a little at the front and can then be easily removed with the fingers. Now the body can also be braced and pulled off the end car, paying special attention to the area between the bogie and the slot (for the pin), because here the body reaches far around the bogie.

With a strong but sensitive pull the body finally detaches from the chassis, and we can turn the chassis over. Now, we can insert the PCB, screw it to the chassis at the other end, and hook in the contact springs. After carrying out these steps on the other end wagon, our train is fully illuminated, and can go on the layout.



The drive shows the construction method of all multiple units known from Rokuhan: A low-profile bell-type armature motor sits deep in the chassis and drives two metal worms via cardan shafts, which sit above the bogies. POM plastic gears transmit power to both axles.

## Impressions from the test drives

Four (A009 for the middle carriages) or three SMD light emitting diodes (A030 for the middle carriages) are installed by the manufacturer per light circuit board. They are spaced quite far apart with a distance of two centimetres. They are surrounded by further SMD components such as series resistors for reducing the track voltage to a level suitable for LEDs.



All four LEDs are located between the two retaining bars, which hold their plates at the correct height in the wagon. Only in the end cars is one LED located in front of the retaining pin, viewed in the direction of the nose, the other two are also located between the bars.

We are therefore curious to see how well the light is distributed, what the light colour might look like and how reliably the interior lighting works at all. As soon as the train is completely placed on the track and the Rokuhan controller is turned up slightly (constant light function), the interior lighting starts working.



The advantages of interior lighting are particularly evident in night-time operation, as we have chosen here. The likewise white top lighting also catches the eye pleasantly.

If we turn the knob back to zero after a few laps, the light is visibly dimmed, but remains active. If, on the other hand, we turn the speed control knob off, it goes out immediately. The products have not received a stronger buffering by capacitors.

Nevertheless, the interior lighting works reliably and flicker-free. So Rokuhan has done a good job here, and has matched its solution well to his own speed controllers. We are particularly impressed by the contact reliability of the pantographs at the axle tips.

So far we don't know of any comparable Märklin product in this area: The double-deck cars of the previous editions with comparable current collection showed a high rolling resistance, but the LED interior lighting of the Lufthansa Airport Express flickered noticeably. With Rokuhan, the interplay fits.

The only small weakness is the distribution of the cold white light in the interior of the individual cars. This is particularly noticeable with dimmed light in constant light mode. The areas on the LEDs appear much brighter than the spaces between them, each 1 cm away from them. If we increase the track voltage, however, this effect recedes noticeably.

All in all, we rate the retrofit kits as a smart and easy to install solution. We welcome the fact that Rokuhan's multiple units, and coaches are prepared at the factory for later installation of interior lighting.

At the same time, the buyer who does not wish to choose this option will not be charged additionally. Rokuhan thus manages to satisfy very different customer interests on an equal footing. It is also fortunate that the PCBs can be designed in such a modular way that all passenger trains can be illuminated with just a few items – so far only three in all.

**Sales pages for Germany:**

<https://www.noch.de>  
<https://www.rokuhan.de>

**Manufacturer website:**

<http://www.rokuhan.com/english/>



**Grenzenloser Modellbahnspaß in 1:220**

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



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

## Der Kunde war König **Tanken mit Handkuss**

*Lange vorbei sind die Zeiten, in denen die Dienstleistung rund um ein Produkt im Vordergrund stand und Firmen durch tadelloses Auftreten und zuvorkommendes Handeln Alleinstellungsmerkmale zu schaffen versuchten. Heute zählen Selbstbedienung und möglichst günstige Preise. Das folgende Buch lässt uns in eine Zeit eintauchen, die viele nicht mehr kennen und doch im Kleinen auf ihrer Modellbahnanlage nachzustellen versuchen.*

Ulrich Biene  
Gasolin  
Nimm dir Zeit – und nicht das Leben  
aus der Reihe „Bewegte Zeiten“ (Band 26)

Delius Klasing & Co. KG  
Bielefeld 2018

Gebundenes Buch  
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Ulrich Biene kennen unsere Leserinnen und Leser als Autor des Buches, mit dem die Firmen- und Modellgeschichte von Fallers aus Gütenbach zu deren Jubiläum erzählt wurde. Doch ist der Verfasser jenes Buches auch auf anderen Gebieten unterwegs, beispielsweise bei nicht minder geschichtsträchtigen Wiking-Automodellen.



Hauptberuflich ist er Pressesprecher eines Getränkekonzerns, nebenbei literarisch und fachjournalistisch tätig. Und hier ist er erheblich breiter aufgestellt als sich nur auf den Modellbau zu beschränken. Im vorliegenden Buch hat er ein großes Stück deutscher Wirtschafts- und vor allem Nachkriegsgeschichte aufgearbeitet und wiedergegeben.

Schon kurz nach der Währungsreform holte die deutsche Wirtschaft mit Riesenschritten auf. Der VW Käfer ist ein Synonym für das deutsche Wirtschaftswunder geworden. Er läuft und läuft und läuft. Doch damit er das kann, braucht er Kraftstoff. Und der kam nicht selten aus einer Zapfsäule von Gasolin.

Der vorliegende Band erinnert an die markante Architektur der „Großtankstellen“, rot-weiße Zapfsäulen und den bis heute noch nicht vergessenen Werbespruch „Nimm dir Zeit – und nicht das Leben“. Gehört hat ihn schon jeder, doch kaum jemand wird ihn 48 Jahre nach dem Ende dieser Kette noch zuordnen können. Damals prangte er an der Rückseite vieler Laster und mahnte angesichts steigender Unfallzahlen zur Gelassenheit am Steuer.



Ulrich Biene holt Erinnerungen zurück, erzählt Geschichte und auch Geschichten. Die Geschichte von Gasolin geht bis in die zwanziger Jahre zurück, weshalb auch das Buch beim Motoröl Motanol und dem früheren Leuna-Kraftstoff ansetzt. Wie aus einem einstigen Logo und dem bekannt gewordenen Benzinamen die Wort-Bild-Marken von Gasolin wurden, wird in diesem Verlauf beschrieben.

Der Autor hat in akribischer Arbeit zeitgenössische Dokumente und Bilder gesichtet und die Markengeschichte recherchiert. Als Ergebnis informiert er über die Historie bis hin zu den Relikten, die es heute noch zu entdecken gibt.

Einen weiteren Schwerpunkt streift der bekannte Markenspruch selbst: Der Firmenauftritt hinsichtlich seiner Farben, seiner Sprache und Bildmotive sowie auch der Architektur ist über viele Jahre mit einem Namen fest verbunden. Deshalb findet sich auch dieser besondere Aspekt der Gasolin-Geschichte im Buch zu Recht wieder. So zeitlos der berühmte Satz war, so vergänglich zeigte sich sein Urheber.

Für jeden, der das typische Lebensgefühl der Blütezeit von Gasolin und das Verständnis jener Jahre im Modell wiedergeben möchte, ist ein Werk wie dieses einfach eine Pflichtlektüre. Tadellos saubere und perfekt sitzende Uniformen, höchst zuvorkommend agierende Tankwarte, ein Handkuss für die Dame und eine aufgeräumt und sortiert erscheinende Verkaufsstelle prägen das einst erwartete Erscheinungsbild.

Wer an den an Autos anhaftenden Schmutz und Schmierflecken von Betriebsmitteln denkt, erkennt sofort, wie gut oder schlecht Anspruch und Wirklichkeit oft zusammengepasst haben dürften. Das ist weiterer Stoff für spannende Kapitel, die sich in diesem Buch wiederfinden.

Es erzählt nämlich auch die Geschichte und Erfahrungen von Unternehmern und Unternehmen, die mit Gasolin verbunden waren. Sogar das sich wandelnde Bild von Zapfsäulen taucht darin auf. Eine besondere Rolle spielten damals Werbemittel. Seien es Straßenkarten für die steigende Zahl an Wochenendausflüglern und Urlaubsreisenden oder kleinere Modelle für die mitfahrenden Kinder.

Gasolin war damals omnipräsent und hatte nach 1945 doch bei Null anfangen müssen. Als das Auto zum Allgemeingut geworden war, war das Tankstellennetz so dicht geflochten, dass Gasolin bis zu 3.500 Stationen mit dem technisch modernsten Standard betrieb.

Ein Tankwart säuberte damals noch unaufgefordert die Windschutzscheibe und kontrollierte auf Wunsch auch den Ölstand und den Reifendruck. Das Wort Dienstleistung war da noch wörtlich zu verstehen und meinte wirklich noch aus den beiden wörtlich zu nehmenden Hälften Dienst und Leistung.

Doch die Zeiten änderten sich, aus einem Profiteur der Wirtschaftswunderjahre wurde ein Opfer der Marktkonsolidierung. Unverändert geschätzt und beliebt bei den Kunden, verschwand Gasolin 1971 quasi über Nacht.

Ulrich Biene erzählt mit profundem Fachwissen und unterstützt von einem hervorragenden Bildarchiv die Gasolin-Geschichte. Teile des ebenso gut ausgewählten wie auch wiedergegebenen Bildmaterials waren zuvor unveröffentlicht.

In geradezu bewegenden Bildern erlebt der Leser Aufstieg und Niedergang von Gasolin in jedem Detail. Vergessene Welten werden darin sogar für diejenigen lebendig, die zu jung sind, um sie selbst erlebt zu haben. Waren das einst bessere Zeiten? Auf jeden Fall waren es billigere: Ein Liter Benzin kostete 1970 gerade mal 55 Pfennig. Fangen Sie gar nicht erst an, das in Euro umzurechnen...

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Tankstellen im Wandel der Zeit

## Sammelpunkte der Mobilität

*Ging es im zuvor vorgestellten Buch um die Geschichte einer einzigen Kraftstoffmarke, so sind sie hier alle gleichermaßen berücksichtigt und vorgestellt. Mit ausschließlichem Fokus auf Nordrhein-Westfalen erleben wir auch hier ein Stück Wirtschafts- und Mobilitätsgeschichte. Geschickt vermittelt der Autor das sich wandelnde Erscheinungsbild der Tankstellen und flechtet ein, welche Rolle sie in der Wahrnehmung der Gesellschaft spielten.*

Ulrich Biene  
**Bitte volltanken!**  
Tankstellen-Kultur in Nordrhein-Westfalen

Klartext Verlag  
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Und wieder Ulrich Biene... In der Tat greift auch die zweite Buchbesprechung dieser Ausgabe einen Titel desselben Autors auf wie der vorherige Beitrag. Von Haus aus Journalist und in der Pressearbeit tätig, beschäftigt er sich seit vielen Jahren mit Themen zur Nachkriegsgeschichte und gesellschaftlichen Entwicklungen im Wirtschaftswunderland.

So erscheint es beim zweiten Hinsehen wenig verwunderlich, dass er als „Kind des Ruhrgebiets“ auch hier verantwortlich zeichnet. Deshalb besteht kein Grund zur Sorge, dass sich Inhalte wiederholen oder überschneiden könnten. Nur ganz wenige Bildmotive finden wir in beiden Titeln wieder.

Die Botschaft des Autors liegt auch hier wieder in der Authentizität seiner Reportagen, Zeitzeugenberichte und Dokumente. All das fügt er gekonnt zu einem wahrheitsgetreuen und reich illustrierten Bild der Wirtschaftsgeschichte zusammen.

Auch das in diesem Jahr erschienene „Bitte volltanken!“ ist ein Werk geworden, auf das Modellbahner nicht verzichten sollten, wenn sie Tankstellengeschichte auf ihrer Anlage authentisch wiedergeben und umsetzen wollen.

Genau darin liegt auch der Grund, warum wir mutig waren und Ihnen heute gleich zwei Bücher vorstellen, die auf den ersten Blick nichts mit der Eisenbahn zu tun haben. Wo die Berührungspunkte liegen und wie allgegenwärtig sie auch im Kleinen sein sollten, wird der geneigte Leser bei Lektüre dieser Ausgabe aber sicher schon festgestellt haben.

Tankstellen entfalteteten bald nach dem Krieg eine Strahlkraft wie weithin sichtbare Leuchttürme. In vielen Farben erstrahlten die Symbole und großen Buchstaben der Mineralölketten von den Masten am





Bürgersteig. Doch bis hierher sind die Ausführungen noch gleichermaßen für alle Regionen der jungen Bundesrepublik gültig. Was also macht dieses Buch aus, dass sich auf Nordrhein-Westfalen fokussiert?

Das ist zum einen natürlich der größte Ballungsraum Deutschlands, in dem viele Kulturen, Gewohnheiten, Charaktere und auch Autos aufeinandertreffen. Hier begegnen die Motorräder und Kleinwagen der an Wohlstand gewinnenden Arbeiter an der Tankstelle den großen Limousinen der Zechenbarone und Stahlwerkseigner.

Und wie nirgendwo sonst suchen junge Ehepaare ihr berufliches und finanzielles Glück als Pächter einer Tankstelle. Innerhalb von nur zwei Jahrzehnten entsteht in Nordrhein-Westfalen mit beträchtlichen Investitionen das dichteste Tankstellennetz Europas. Das ist in dieser Form einzigartig und liefert den Stoff, mit dem dieses Buch so eindrucksvoll geschrieben wurde.

Wir begegnen Firmen, die auch heute noch im Ruhrgebiet bestens bekannt sind, nur kaum jemand wird sich noch erinnern, dass ihre Ursprünge im Tankstellengeschäft liegen könnten. Hier treffen wir Sonntagsausflügler, die in Werl an der Bundesstraße 1 Halt an der Großtankstelle machen, um ihren Kraftstoffvorrat aufzufüllen.

Arbeit und Vergnügen, Alltag und Erholung – alles liegt so nah beisammen und zeigt auf, wie wichtig die Mobilität im wiedererwachenden Deutschland war. So bunt wie das Bild der Menschen, ist auch jenes der Tankstellen.

Ob groß, ob klein, ob in einen bestehenden Betrieb integriert oder nach den Architekturplänen der Konzerne errichtet: Ihre Vielfalt findet sich im vorliegenden Werk wieder und liefert Anregungen für den Modellbau in Hülle und Fülle.

Dabei fasst dieser Titel die Entwicklung der Tankstellen von der Gehwegpumpe über die rasanten Wachstumsjahrzehnte bis zur Ölkrise detailliert und unterhaltsam zusammen. Alle Ketten, die nach 1945 in Nordrhein-Westfalen bekannt waren und auftraten, sind hier vertreten und ihre Geschichte, die häufig in einer Fusion oder Übernahme endet, wird anschaulich beschrieben.

Die Erkenntnis daraus lautet, dass es nicht immer Aral, Shell oder Esso sein muss, was auf den Modellen unserer Landschaften angeschrieben wird. Aufmerksamkeit gewinnen auch längst verblichene Namen, die mit heute eher ungewohnten Farben um die Gunst der Kunden warben.

Eine Tankstelle als Modell war auch damals übrigens schon sehr beliebt. Am Ende des Titels finden wir einige Modelle, die bei bekannten Herstellern erschienen, als Werbegeschenke verteilt wurden oder an der Station selbst gekauft werden konnten. Selbst der Papierbausatz zum Ausschneiden fand sich darunter. Die Faszination des Nachbaus gab es also auch schon vor fünfzig Jahren.

Freilich lässt sich all das nun Beschriebene nicht ohne Bilder zu den Lesern transportieren. Und so haben wir hier in erster Linie einen Bildband statt eines Fachbuches mit großem Tiefgang vor uns.

Ulrich Biene ist der Spagat zwischen sprechenden Fotos und nicht zu knappen oder auch zu umfangreichen Informationen sehr gut gelungen. Und da die über 400, bestens und passend ausgewählten Fotos auch tadellos im Druck wiedergegeben werden konnten, lassen sie die nordrhein-westfälische Tankstellengeschichte in den Gedanken der Leser wiederaufleben.

Wir nominieren dieses Buch für die Neuerscheinungen des Jahres 2019 in der Kategorie Literatur.

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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 are in imprint) - Trainini® lives from dialogue with you! Of course, this also applies to all suppliers in Z gauge, who would like to introduce innovations here. A representative sample is our goal. Likewise, here we note any events or meetings with significance to Z gauge reference, if we are informed in time.*

Christmas greetings from Switzerland:

Unfortunately, the snow this year was slow in coming, and, therefore, it was quite late for a suitable holiday photo, but perhaps it is still enough for a contribution in the dialogue section. Many thanks to the editors for the great work you do for us readers every year, month after month.



Another version of SBB's „Roten Pfeils“ (“Red Arrow”) from SMZ's production, which is not just a colour or lettering variant, was the biggest surprise 2019 for our reader. Photo: Simon Wernli

To the photo: The biggest surprise from a Swiss point of view this year was probably the revised version of the „Roten Pfeils“ (Red Arrow) of Sondermodelle Z, this time in the short original version.

Happy holidays and a happy new year! Hearty Christmas greetings from Switzerland.

Simon Wernli, by E-Mail



**Container carrier wagons in the Herz:**

Thank you for the interesting issue, the topic "container wagons" appealed very much to me. I'm curious if Märklin will publish car types based on the Rmms 33, like the BTmms 51 (or the Rmmso), as Z-models. I have already registered interest there.

Happy Advent season, and all the best for the New Year.  
Jörg Endreß, Bremen

**Inspiring contribution in Trainini® 11/2019:**

Thank you very much for the detailed report on the container wagons. Many of the photos were new to me. Also many thanks for the contribution to my conversion to BTms 55.



The title theme of the last issue was extremely well received by the readers, as confirmed by the feedback we received. Even the cover picture suggested that the scene depicted on the loading line of the company's own plant could be recreated with similar models. Photo: Dirk Rohwerder

I liked the cover so much that I re-created this scene. The photo is attached.

Dirk Rohwerder, Sprockhövel

**Advice to LED exchange base from Great Britain::**

I was searching on Ebay and saw an item for the replacement of the original bulbs on Z locos by LEDs.

Search term: CKLED Märklin

There's also a video on Youtube, same search term. Perhaps a topic for Trainini (the best Z Magazine)?

Hans Prudon, by E-Mail

Answer of the editors' board: Thank you very much for this notice. We have inquired under the e-mail address given in the film contributions and asked for further information including sources of supply outside the auction platform. At the time of going to press, we had not yet received a reply to our inquiry.

## Modern night trains thanks to Sondermodelle Z:

SMZ has recently introduced models of the Nightjet, which are based on well-known Märklin models, in their well-known good paint and lettering quality. One Ellok "Taurus" locomotive and four passenger coaches drive up in the typical ÖBB night train livery. Three of them are based on a Eurofima car, the fourth one is a compartment car.



The five-part ÖBB Era VI night jet of Sondermodelle Z was created on a Märklin basis and impresses like everything else that has been realized by the Viennese inventors so far. Photo: Jörg Erkel

## Deliveries of new products from Noch:

A whole series of new products were able to make it into the Christmas business on time. We would therefore like to take this opportunity to highlight the products relevant for Z scale.

Among the deliveries are also tree packs of the standard series for Z-scale. The 16 deciduous trees (Art. No. 24603) with a height of 4 to 10 cm, sprinkled with specially developed flocking, and provided with a root base, but certainly also the 16 mixed forest specimens with a height of up to 14 cm (24621) are suitable for cost-effective reforestation.

In our discretion, the 10 to 14 cm high conifers of the following combinations are also usable: 8 firs (24640), 8 snow firs (24680) and 16 snow firs (24681). We also offer single trees of this series with 8, 10 and 12 cm high specimens in dealer assortments: 100 deciduous trees (25963) as well as mixed deciduous and coniferous trees (25964).

## New loads at Modellbahn-Union:

The Modellbahn-Union (<https://www.modellbahnunion.com>) has launched no less than ten load inserts for Märklin's models of the modern, open freight car type Eanos-x 052 as new products. They are manufactured in our own Issum plant using laser cutting technology.

They are delivered as kits, which can be quickly assembled according to the instructions and can be realistically designed and coloured, as desired. You can choose between "planed boards dark" (art. no. MU-Z-F00003) and "light" (MU-Z-F00004), "sawn boards dark" (MU-Z-F00005) and "light" (MU-Z-F00006), "gravel fine black" (MU-Z-F00007) and "grey" (MU-Z-F00008), "brick" (MU-Z-F00009) and "brick" (MU-Z-F00010).



## Märklin deliveries in November:

The Märklin catalogues 2019/20 are now available for collection (free copy for Insider members) or purchase from dealers. They list all known models of the delivery program including the new models introduced or announced this year.



Unfortunately, the new catalogue does not offer a special experience. This is also due to the lack of surprises, but above all to the very compressed and "listless" presentation of Z gauge. It has to do almost completely without motivational shots, which are actually supposed to set the buying incentives.

Among the few motifs we find, we could not discover anything new. In any case, there is potential for improvement here, which we have already indicated to Märklin.

Many customers will certainly also regret that some other models have slipped further back in the delivery schedule and have thus been pushed into 2020, including the local transport package with another shape variant of the 141 series. This means that the Christmas business on a small scale will, unfortunately, remain quite manageable.

But there are also pleasant exceptions: For example, the class 0310 express steam locomotive was delivered to the German Federal Railways with a newly built boiler (Item No. 88850). The Insider model 2019, driven by a bell-type armature motor, features excellent detailing, a closed driver's cab with side window panes and also tender lantern lighting.



The recently delivered express steam locomotive 03 1001 of the DB with new boiler (Item No. 88850) has a side window on both sides of the driver's cab and also drives up at the tender with direction-dependent headlights.

We will present this model in detail and test it in the next issue.

The X 05 low side car with brakeman's cab (82334), which is delivered with a large diesel engine mounted on a loading frame, has also found its way into the dealer shelves. The oversized engine on this small wagon will probably have exceeded the load limits of the prototype, as well.

Shortly before Christmas, Era VI will also be served with a pack of cars in service around 2015. The three side-tipping cars of the Eamos type (82435) registered in Austria, bear the orange RTS Rail Transport Service design and even have fine frame lettering.

#### **Regulars' table special models Rhine-Neckar 2019:**

In cooperation with FR Freudenreich Feinwerktechnik, the Rhein-Neckar regulars' table has once again this year had special models issued to alleviate the shortage of vehicles for Era IIIa, i.e., the period when the Reichsbahn was in the occupation zones, and before the successor companies were re-established.

The special packs (art. no. 49.014.02), produced in a one-time edition of 40 pieces, contain an open freight car "Klagenfurt" of the DR in the USSR zone with real coal load insert and a covered car G 19 of the DR Brit-US zone.

Both cars were in service around 1947/48 in the lettering shown, but can still be used beyond that, because experience has shown that it took several years to completely relabel the stock as DR and DB.



**A removable load and operating traces of blurred chalk markings and torn labelling further enhance the attractiveness of the two cars (Item No. 49.014.02) for the period between 1948 and the early 1950s.**

The open car has the wooden doors typical only of the Reichsbahn remaining in the east. In the case of the Bundesbahn, these were replaced early on by metal doors and the opening area was reinforced by an upper belt inserted above the doors.

The models were given a light patina at the factory, and the "Kassel" also has wiped or blurred chalk writing. Narrow rubbing stripes are intended to reflect residues of address labels. This design is protected by a thin matt lacquer coating. The handcrafting makes each trolley unique.

The car package was offered for the first time at the Advent meeting in Zell (Mosel), the first issue price offered there (155.00 EUR / from two packages 150.00 EUR) remains valid until 24 December 2019. Interested parties please contact Volker Töpfer directly ([info\[at\]kurfalz220.de](mailto:info[at]kurfalz220.de)).



If there are any remaining stocks after this date, they will be offered at the regular price (159.00 EUR) from the 1to220-Shop in 2020. As an exception, we will mention concrete prices here, because there are no other sources of supply other than those mentioned here, and, therefore, these prices are considered fixed.

#### The current deliveries of AZL:

In December 2019, American Z Line will be offering sleeping cars from the ATSF light passenger coach series. These are Pullman sleeping cars, whose series has been given the product name "Valley" by the manufacturer. The latest deliveries include no fewer than thirteen matching cars.

The mentioned 6-6-4 sleeping cars were the first streamlined vehicles with smooth outer walls, which were used by the ATSF. They were put into service in June 1942, and while they were initially painted green or two-tone grey, they were later also given a "shade dress" in aluminium colour, which visually matched other types with beading under the windows.



Thus they were used both in the transcontinental Chief trains and in lower category passenger trains. At AZL, the new items include nine specimens, both grey and with painted beading (item nos. 73128-1 to -9) and four matching baggage cars (73628-1 to -4).



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

In these two designs, the passenger coaches have now been launched for ATSF. Photos: AZL / *Ztrack*

#### East German commercial vehicle from EtchIT-Modellbau:

The IFA L60 KT truck, offered as a kit in high-resolution 3D printing, was the standard vehicle in the commercial vehicle sector of the former GDR. The model of the all-wheel-drive prototype has a fuel tank (Item No. XD153kt\_Z) and is supplied in three parts (chassis, tank tank and driver's cab), and assembly is simple.

Manufacturer EtchIT-Modellbau has classified the assembly into the easiest of five levels of difficulty. However, the customer must bear in mind that the parts must be painted before assembly. It is a great advantage that the well-detailed model still consists of the individual components mentioned.

The novelty is available on the manufacturer's website (<http://etchit.de>). It may seem tempting here that until 30 December 2019, shipping is free of charge for orders with a relatively small minimum order value. So it is not worthwhile to order other models from East and West, as well?

**Archistories Exclusive kits for Ztrack:**

Exclusively produced by Archistories for **Ztrack** are the new kits of a US-American farmhouse from the 19th century ("19th Century Farm House"). The multivariable kit (Item No. 406191) features typical design features from the rural regions of the United States.



**A picture is worth a thousand words: Here you can see all five selectable building colours and also several of the possible variations by arranging the elements differently for the American farmhouse of the 19th century. Photo: Archistories**

The individual components of the building, consisting of main building, porch, annex and portal, can be combined completely freely. In addition, the house can also be built in a mirrored form, which is why the five colour versions currently available can be combined to create an enormous number of variations which together form a lively settlement. This is also ensured by the fact that the components of the kits are interchangeable.

The kits are made of high-quality, solid-coloured hard cardboard, as is usual for Archistories. The dimensions of the building, assembled according to plan, are approximately 46 × 36 × 34 mm.

**At the end of the year there is also something from Micro-Trains:**

The Farm-to-table series is now entering lap 11 and is now focusing on a wooden refrigerator car in brown basic colour with yellow side walls, as it was used for the Horvitz Brothers (Item No. 518 00 810).

Covered bulk freight cars with two outlets on the car floor appear in both the grey of the BNSF (531 00 301 / 302), and the former green of the Burlington Northern (531 00 311 / 312).

Painted in two shades of green are the four passenger coaches of a Northern-Pacific composition (994 01 250), which consists of three four-axle cars with smooth outer walls and a six-axle pulpit car after its modernization.

The models are distributed in Germany by Case Hobbies (<http://case-hobbies.de>), among others.

**News about the Insider Locomotive 2020:**

Märklin has sent us a new product picture of the 042 series (item no. 88275), which already shows in the photo montage how the circulation on the later model should appear. The hand sample shown with the announced one still showed the body of the 0310 series, where only the closed cab was exchanged for the open version of the standard cab.





In the latest representation of the steam locomotive class 042 (item no. 88275) the typical course of the circulation on the side with the bend at the transition to the smoke chamber has now been implemented. Product illustration: Märklin

As this can lead to irritation in view of an earlier model with a completely unsuitable structure, we have asked for this in order to achieve security for our interested readers. In addition to a positive answer, we also received the product photo shown here with the correct circulation, which, slightly lowered, completely surrounds the smoke chamber.

**Free model addition of the 1zu220-Shops:**

The 1zu220-Shop (<https://www.1zu220-shop.de>) will continue this year's campaign to include a model car free of charge with the Märklin Insider model for those who order it. Whoever orders the oil-fired steam locomotive 41 356 with a tender can look forward to this gift, which is not available separately, and thus, should keep its exclusive character.

In 2020 it will still be a truck model with a red chassis and blue painted cab. This time, however, the Krupp Titan SW L 80 with platform and tarpaulin, which is so popular with model railroaders, was selected and implemented by Wasp models, after the Magirus tipper from the current year was so well received.



The 1zu220-Shop offers this model of a truck with platform and tarpaulin of the type Krupp Titan as a free addition to the Insider model 2020 in Z gauge.

A matching trailer with three axles and a Krupp 980 front control arm in open platform design have also been completed and delivered. However, they are to be added to future models, or offered via other promotions.

#### **Review of the International Model Railroading Day 2019:**

Also, in 2019 many events and exhibitions occurred on 2 December as well as on the weekends before and after, which should actively draw attention to our beautiful hobby. As with every year, the companies Faller and Noch were present.

Due to limited capacities only with advance reservation, a look behind the scenes of the Wangen-based accessory manufacturer was possible. Every hour on the hour, 16 people were given the opportunity to be guided through the halls and to gain impressions of the production of model landscapes, the production of kits using laser-cutting technology, or the fully automated warehouse in operation.



The International Model Railroading Day 2019 on 2 December and the weekends surrounding it are now the occasion for many events aimed specifically at children, newcomers and re-starters.

Meanwhile, the press had rediscovered the 30 x 15 m H0-gauge layout of singer Rod Stewart, already known from the American "Model Railroader" for years, and reported about it. This showed how well rock music and this supposedly quiet hobby go together, when the same people usually like to spread the image of the aged, and fallen out of time, senior.

A reader survey conducted by the company Market Research (<https://www.tag-der-modelleisenbahn.de/de/fakten-rekorde>) paints a different picture, because according to this survey around 1.5 million German citizens are very interested in the railway. Almost half a million of them are also actively involved with model railways in their leisure time.

#### **Special models for the Advent meeting:**

For the Advent meeting in Zell (Mosel) Jörg Erkel presented two matching special models, which were initially offered exclusively on site. Remaining stocks were intended for subsequent sale in the 1to220 shop.



All models of the ocean-blue Deutsche Bundesbahn workshop car 611 (item no. 49.334.211), which was exclusively produced by FR Freudenreich Feinwerktechnik in a limited edition 40 units, have already found a new owner on site, which means that the original plan has already been fulfilled.

The Westheimer series, based on covered G 10 cars and printed exclusively with Märklin prints, found a seasonal continuation: The latest motif for "Westheimer Winter" (98166) was only available in Zell (Mosel) together with a sample bottle of the beer advertised on the car.



The latest beer trolley from the Westheimer series from the 1zu220 shop shows a very attractive design. The motif presented in Zell (Mosel) (Item No. 98166) advertises Westheimer Winter and was once again produced and printed by Märklin.

But the 100 unit model also has a lot to offer in terms of design: The iron-coloured front and side walls have a refreshingly different look and are reminiscent of the earlier design of Italian pointed roof cars. The red roof, which also has a slightly metallic appearance, stands out pleasantly warm.

Scale models of the operating lettering and printed brake corners also allow the railroad employees to add this car to their own stock and integrate it into freight trains without losing a realistic appearance. Anyone interested in the Westheimer winter car should not wait too long: One-time edition models are still available (<https://www.1zu220-shop.de>), but the older wagons of the series, which are already sold out, prove the good demand.

The rail bus models for Era IV by Märklin (88167), digitized in cooperation with Oliver Passmann, also meet with great interest. Jörg Erkel has already been able to bring some of them to Zell. The vehicles, which are already equipped with interior lighting and interior fittings ex-works, are driven by a bell-type armature motor, which provides a good basis for this DCC variant.

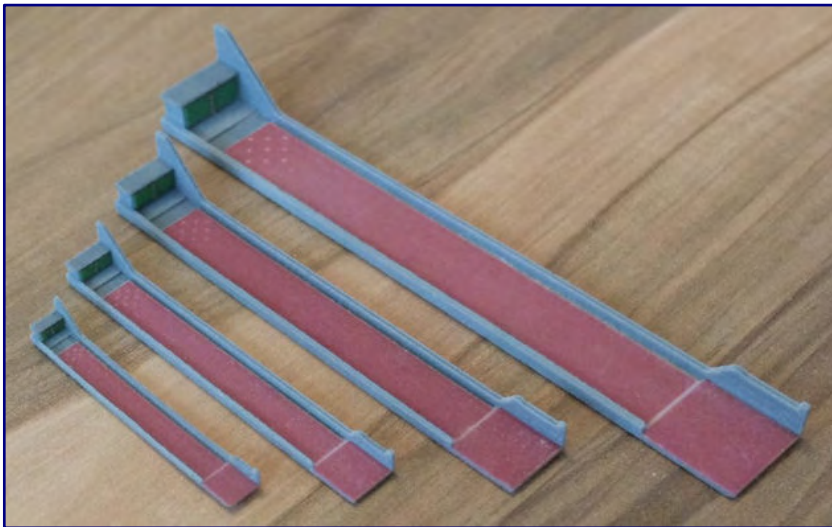
Proven decoders from Doehler + Haass provide the digital control option: In the motor car, a DH05C motor decoder controls the motor decoder, in the control trailer, the FB05B function decoder is useful.

#### Sweet fruit new at WDW Full Throttle:

WDW Full Throttle will be presenting a yellow wooden refrigerated truck with red front walls and roof in December 2019, which was modelled for the Fruit Growers Express and provided an attractive model. This type of car is available in a double pack (Item No. FT/B-9022-1), which is distributed in Germany by Case Hobbies (<http://case-hobbies.de>), among others.

#### Schrax presents something different:

An unusual idea came from the 3D printing accessories manufacturer Schrax (<http://www.schrax.com>). One of the bowling alleys that used to be so popular in the past, and which were by no means only found in enclosed spaces, was realized here on a scale of 1:220. The novelty seems suitable for the epochs I to IV.



The new bowling alley is also offered as a 3D printed model for Z-gauge (far left in the picture). Photo: Schrax

The template is a typical “pub railway.” In the days of non-automatic tracks, balls and cones were locked in a steel cabinet at the end of the track. After paying the rent for the track, the athletes received the key.

While they were playing, someone had to stand at the end to put the knocked over cones back on their positions and lift the ball onto the ramp so it could roll back to the players.

Children were happy to earn a few pennies, a bockwurst or even a barrel shower as a skittles boy. With the Schrax novelty this long gone time can be reproduced on the model railway in the future.

#### Exhibition outlook for next year:

Fascination Modellbahn would like to kick off the public exhibitions in 2020 and be the first to show the new products presented in Nuremberg directly to model railroaders.

The venue for the event is once again the Maimarkthalle in Mannheim, where the gates will be open from 13 to 15 March 2020 from 9:00 to 17:00 hours. Information about the fair will again be available at <https://www.faszination-modellbahn.com>, and will be updated regularly.

Intermodellbau in Dortmund, which shows all branches of model making, will follow between 23 and 26 April 2020. In the field of model railways, the organizers and the Modellbahnverband in Deutschland e.V. (MOBA) will then celebrate the 25th anniversary of their successful cooperation.

But before all other events, Zetties is looking forward to the 8th International Gauge Z Weekend in Altenbeken, which is heading for a new record in international participation. On 28th and 29th March 2020, all those of rank and name on a scale of 1:220 will meet again in the railway town in the east of Westphalia for an exchange of ideas, presentation of new products and unusual exhibits.

But there was still one horror to digest: As the railway press service Ferpress reported, the 37th International Model Railway Exhibition in Köln (Cologne) was cancelled. The reason given was that the Lego exhibition, which would otherwise have taken place at the same time, also would not take place and thus synergy effects were lost.



In addition, according to the report, the City of Köln (Cologne) insisted that new model railway articles on the Sunday of the fair should not be sold until the afternoon - a condition that was probably not reasonable for the commercial exhibitors in view of their personnel and stand costs.

Fortunately, Messe Sinsheim, as the organiser, reacted quickly and chose Faszination Modellbau in Friedrichshafen (30 October to 1 November 2020) as an alternative venue. There, the IMA will extend the already extensive model railway section even further, as Ferpress announced.

It remains questionable, however, whether the end of the fair in Köln (Cologne) is solely due to the city: It was planned to be held on the Sunday National Day of Mourning 2020, a public, Protestant holiday. It is one of the silent holidays in November, the month of mourning, when other commercial events may not be permitted. Should the organizers really have overlooked this?

So the question arises whether the International Model Railway Exhibition in Cologne should not may have been deliberately set up to fail. Since Messe Sinsheim took over the organisation it lost its attractiveness in the opinion of many model railroaders and recently also showed a strong Visitor fade-out. Critics expressed similar opinions about the earlier fair in Bremen, which had a similar development with a quick end.

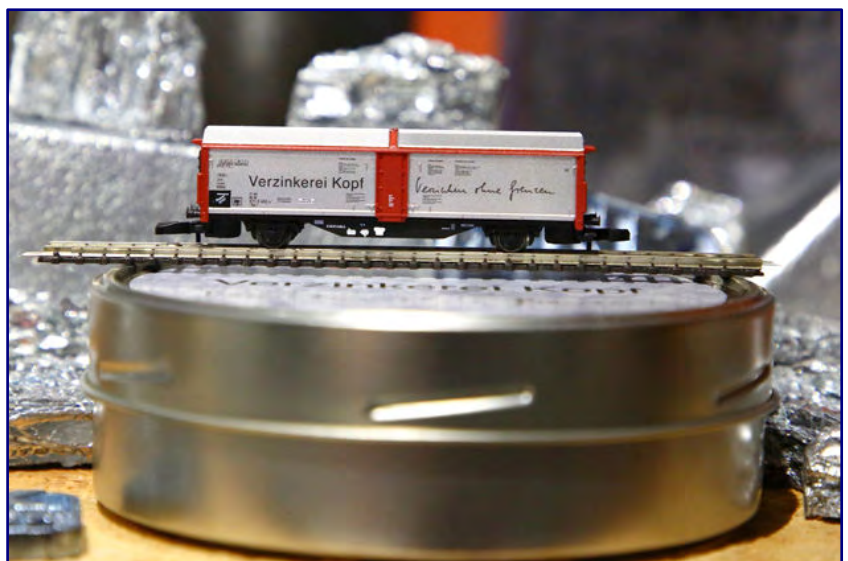
Such criticism will hardly be able to be disproved and dispelled. One thing is certain for us, that Friedrichshafen cannot be a substitute for Cologne: The catchment area of the three countries Germany, Switzerland and Austria has already been developed. It remains to be seen how far it can still be developed.

This contrasts with three Benelux countries, which, in addition to the direct catchment area of the only megacity of North Rhine-Westphalia are now completely undersupplied. A replacement location in the immediate vicinity such as Düsseldorf or with European neighbours would be necessary. Perhaps, Eurospoor, held in Utrecht, the Netherlands, could in this respect and even more strongly be developed into an international event?

#### **Presentation of the museum wagon 2020:**

As is tradition, shortly before Christmas Märklin again invited guests to the museum car presentation at Märklineum. Managing Director Wolfram Bächle welcomed the numerous guests and had researched a lot of detailed information about the partner companies of the Museum Wagon 2020 and their company history.

The partner for Märklin cars is Kopf Holding GmbH, which was founded as a galvanizing plant in 1973. A connection to Märklin can already be established through the material zinc. For the Trix and LGB brands, the partner is once again from Nuremberg, this time the traditional company Lebkuchen Schmidt GmbH & Co. KG.





The two Märklin Managing Directors Wolfrad Bächle (left) and Florian Sieber (right), together with representatives of the two affiliated companies, present the Museum Cars 2020 for the Märklin, Trix and LGB brands.

Under a galvanized palm tree and a fine decorative arrangement, the curtain was opened to showcase the models that are officially only available in the Märklineum. The Z scale model is a Tbis 850 sliding-roof side-wall car with a sliding roof and advertising design by Verzinkerei Kopf, Schlierbach, packed in a round metal box.

This evening also provided the setting for the ceremonial signatures for the sale of the Märklin tower room collection. The Chairman of the Board of Management of Kreissparkasse Göppingen, Hariolf Teufel, District Administrator Edgar Wolff, the two Managing Directors of Turmzimmer GmbH, Ingo Putschkat and Joachim Müller, as well as Märklin Managing Directors Florian Sieber and Wolfrad Bächle, all attended.



Presentation of the new museum cars in the Märklineum for the museum car presentation (for 2020).



Märklin is investing around 11.3 million euros in the construction of the new adventure world called Märklineum. 5.3 million euros of this amount will come from the aforementioned sale of the Märklin tower room collection. Additionally, there is a commitment to the long-term preservation of this unique collection.

#### Herpa airplane models for Spring 2020:

Already in March and April 2020, the aircraft new products recently announced by Herpa will be available on a scale of 1:200. We have looked at what can be installed in overall sizes suitable for plant operation on aprons, taxiways and runways with a European character.

We first came across the Airbus A220-300 "Lithuania" of Air Baltic (Item No. 570770), which completes a series of three aircraft with special designs for all three Baltic EU states, which had already started with the May/June new products of this year.

However, holidaymakers may also be familiar with the same aircraft type as the Egyptair (570787), which will then perhaps be available next to the Embraer E190 from KLM Cityhopper (557580-001) with a new designation. For the Hungarian Malév, is the Fokker 70 (570763), which completes the civil new items.



In dieser Gestaltung flog die Fokker 70 einst für die ungarische Malév. Herpa bildet sie so als Modell (Art.-Nr. 570763) nach. Abbildung: Herpa

The special design "Fulcrum Farewell Tour 2003" carried a Mikoyan MiG-29A of Fighter Wing 73 (570794) which had been transferred from NVA stocks to the stock of the German Air Force. The Snapfit model of the Airbus A320 neo "Padre Américo" of the Portuguese TAP (612593) concludes this list.

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