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and Prototype**

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Along the Ruhr and the Diemel

Railway Lines along Wine Mountainsides
A German Oddity

Introduction

Holger Späing
Editor-in-chief

Dear Readers,

If I were to find a headline for this issue that could summarise (almost) all the articles, it would probably have to read as follows: “Travels through German lands”.

That sounds almost a bit poetic, which is not even undesirable: Our articles from the design section invite you to dream or help you to make others dream.

With his Rhosel layout Jürgen Wagner has created a new work in which the landscape is clearly in the foreground. His work was based on the most beautiful impressions he took from the wine-growing regions along the Rhein and Mosel (Rhine and Moselle). At home he modelled them.

We like the result so much that we do not want to withhold it from our readers! We are happy and proud at the same time to be the first magazine to report on it. Thus, we are today, after a short break in the last issue, also continuing our annual main topic.

We also had to realize that the occurrence of infections has queered our pitch. As a result, we have not been able to take pictures of some of the originally planned layouts to this day, and many topics have shifted and are now threatening to conglomerate towards the end of the year.

At this point it is therefore important to me to convey the message that we will not forget any layout: It's only a pleasure deferred! On the other hand, we as editors will also reschedule, tinker and push in such a way that each edition will be varied and always up to date.

As regular readers, you will not miss a thing in the future. If necessary, we will simply report the news separately from the test or detailed discussion. A good example of this is the Grasmaster 3.0 from Noch, which unfortunately is still waiting for its tests here.

But the current situation has also made us think outside the box, and tackle something that you would usually not expect from us. If we do use railroads as models and sometimes also use Flix buses as models, then it is worthwhile to have a comparative look at the original.

How is the “good old railroad” performing against its modern competitor, especially in these pandemic times? To find out, we too have travelled through German speaking countries and gathered impressions. Meanwhile, Dirk Kuhlmann continues to put his many impressions into practice on the “Diemeltal” layout. This is also about landscapes, namely those of the Oberen Ruhrtalbahn (Upper Ruhr Valley Railway), which we also made the subject of a showcase report.

Last but not least, there is one important model presentation: The GGths 43 was a long desired item, which surprisingly has now been fulfilled by Zmodell. And, we didn't forget a book recommendation and of course the latest news and new deliveries. Have fun!

Sin-Z-erely,

Holger Späing

Editorial

Model

Prototype

Design

Technology

Currently no items

Literature (not translated - only in German)

News

We thank Jörg Erkel, Thomas Nebelung, Peter Tüllmann, Jürgen Wagner, Eisenbahnstiftung and Timber Plant Egger for their photo support.

Date of publication of the German language version of this issue: 29 October 2020

Cover photo:
Only a few routes were allowed to be driven by the Kasseler 10 001 due to the high axle load. Otherwise, it would have been possible to use it on the Oberen Ruhrtalbahn (Upper Ruhr Valley Railway). But, at least, in the model the "Black Swan" is at home on the layout "Diemeltal".

Four-axle freight wagon GGths 43

A popular Exotic in the West

Originally, the covered and multi-purpose wagons of the Bydgoszcz district were designed to transport grain from the areas of the Ukraine conquered during the Russian campaign to the Reich. But they came much too late for this and no longer played a role. What is now coming to us from the Ukraine, however, is its conversion to the scale 1:220. We have already looked at the new form.

As in the previous Polish and French campaigns, the German attack on the Soviet Union in 1941 was to bring about a quick result. Indeed, large ground gains were quickly achieved, which led to a transport crisis, shortly after the start of the Russian campaign.

In view of the long transport routes to and from the conquered Ukraine, the Reichsbahn was already working on designs for a four-axle covered freight car in 1941. In March 1942, the Reich Ministry of Transport was relieved of the task of developing and procuring railway vehicles, and responsibility was transferred to the Reichsverkehrsministerium vom Entwickeln und Beschaffen der Eisenbahnfahrzeuge (Reich Ministry for the Development and Procurement of Railroad Vehicles).

The newly designed GGths 43 covered freight car from Zmodell (centre) is part of a local goods train. The class 86 pulls the car to its customer on the branch line, and picks up other cars loaded, like the Omm 52 filled with scrap metal behind it.

From that date on, it was no longer the Reichsbahn, but the Sonderausschuss für Eisenbahnwagen (SAE) über Konstruktion und Auftragsvergabe (SAE) (Special Committee for Design and Procurement of Railroad Wagons) which decided on the design and award of contracts. The wagon production industry was decisively represented in this committee, whereas the RZA, which had previously been responsible, now only had an advisory function.

The SAE thus also took over the development of the so-called express freight wagons, which we are covering here. However, as with other war freight wagons, construction did not extend beyond four experimental wagons.

Gottfried Lindner AG finally received an order in September 1943 to build 100 express freight cars, with and without end wall doors, but this was then reduced to 80 units with end wall doors. A first prototype was only be delivered in August 1944.

By the end of 1944, when the series production of the GGth Bydgoszcz was finally begun, the reason for procurement had long since ceased to exist, as the German Wehrmacht was in retreat, and the war activities had already shifted to the German Reich border.

At Offenburg station the Hacrs 340 (ex GGths 43) with the road number 21 80 272 7 022-0 in May 1967 reveals that it originates from the early deliveries of its type: Its four-wing end wall doors are stiffened crosswise in the upper part. Photo: Reinhard Todt, Eisenbahnstiftung

By the end of the year, 26 GGths had been completed, including the only one without end wall doors with the road number 116 (later GGhs 42 of DB). Until the end of the war another 51 GGths followed, so that the “Bromberg” remained a splinter genre.

When the weapons were finally at rest, almost half of the total stock was in the western zones (about 40 specimens). While the GGhs 42 was converted to an equipment wagon, 36 GGths 43 remained closed until 1970, when they were taken out of service.

The Bundesbahn pursued the concept of a four-axle, covered freight car, unlike the DR, which also had new cars designed, but did not pursue this concept after the war. Instead, it relied on the two-axle high-capacity freight wagon.

Only a few examples remained in the east, but Lindner delivered 54 more GGths. However, only one of the replicas finally reached the DR, as all the others were claimed by the Soviet Union for its own

purposes. In the course of the removal, some of the cars may have been left in Poland, and thus come to the PKP.

Four more Bydgoszcz remained in Austria after 1945 and were stationed at the Franz Josef railway station in Vienna. No further information on their use and the date of their withdrawal from service has yet been found. However, given the extremely small number of pieces, it is likely that they did not have a long operational life left.

Operating characteristics

Unlike other fast freight wagons, the Bromberg was not designed for light general cargo. Their intended purpose was rather bulky and heavy general cargo. But they could do much more and proved to be real multi-functional wagons. Vehicles could also be loaded into them via four-wing front doors and transported in a concealed manner. Transfer flaps secured the transition from one wagon to the next.

They were also ideally suited for the transport of bulk goods that had to be protected from the weather while being transported. Other covered wagons from peacetime, such as the Opole, had similar characteristics. Hinged loading hatches on the side of the wagons were used for loading the cargo; the Bromberg now perfected this claim.

They had three hatches in the roof through which grain could be loaded. After all, the original idea was to use them to ship large quantities of grain from the Ukraine. Two lateral roof walkways, each of which reached up to the middle of the wagon, ensured access to them. Unloading was carried out via unloading flaps in the sliding doors and side walls.

On 11 October 1967, a Harcs 340 is shunted standing on four trestles in Marbach station of the Bottwartalbahn. It is from the later deliveries, because the upper part of the gullwing doors is only diagonally stiffened. Like the car in the previous photo, however, it has long since lost its unloading doors for grain. Photo: Dieter Junker, Eisenbahnstiftung

Since the load capacity was expected to be used in very different ways depending on the application (full load for grain transport and partial load for troop or vehicle transport), the new GGths was fitted with brakes with four-stage load braking in the series.

A design change that is easily recognisable from the outside is also mentioned here because of its relevance to the model: in early deliveries the four-wing front doors were stiffened crosswise in the upper area, later examples only show diagonal struts there.

During the refurbishment by DB, some changes were made to the cars designated there as GGths 43: At least two cars were fitted with electric heating cables, while the loading flaps with the windows disappeared. The tie-down lugs at the ends of the wagons and the grain loading flaps were also frequently removed, in whole, or in part.

Modified in this way, the stock, which was reduced to 36 units by two conversions into control cars and one of the prototypes into a tool car, remained constant for a long time. It was not until 1970 that it began to thin out. In the meantime called Hac(r)s(-v) 340 and thus classified as a special type of covered goods wagon, the last examples were in service with DB until 1979.

Zmodell delivers its GGths 43 well protected in a transparent box with hard foam inlay and paper insert. Today, it has to face our test in the first delivered DB version and show what makes it stand out.

Premiere thanks to Zmodell

Originally planned to serve the war of annihilation against the Soviet Union and to transport grain from the granary of the Ukraine into the Reich, the Bydgoszcz did not play a decisive role in the war until 1945.

The fact that the first model of this type for the scale 1:220, which we are discussing here, now rolls to us from the Ukraine of all places, sounds like an irony of history. But it also shows how extraordinary, and, therefore, popular this wagon, which is exotic by German standards, is.

Although it is a small series model, shortly after the announcement was made there were already so many orders placed with Zmodell and the German importer 1zu220-Shop, that Alex Mark will be busy with production for months. He did well to announce a variant for fans of the Reichsbahn and PKP.

A variant was selected that still largely corresponds to the original design: the three roof hatches are still there, as are the two gangways, and the unloading hatches in the lower part of the side walls. Modifications have only been made in the area of the ventilation openings.

At this point we will concentrate exclusively on the DB version of the GGth 43 (Item No. 96051), which is already available in its first edition. We would like to start with the fact that this wagon was announced by Hagemodell (Hungary) in 2018 and was also shown as a sample in Altenbeken.

Consequently, this is a double development, which did not cause any storms of enthusiasm. However, this was based on the assumption that the project in Budapest had been discontinued because no new information was available after more than two years.

Alex Mark was, therefore, right in assessing the great potential for this type of wagon. We therefore hope that Hagemodell will be able to adapt its design to one of the possible shape variants, and that it will still be able to offer it. We are sure that two such distinguishable models can exploit their market opportunities, in parallel.

Before we take a look at the new model with its new shape, it is important to point out that Ukraine is not part of the European Union internal market, so imports from Ukraine must be cleared through customs. The purchase price (and shipping costs) will then be increased once again by the Einfuhrumsatzsteuer (import turnover tax (VAT)) to be paid, which is currently 16% (normally 19%).

In order to save interested model railroaders the effort involved, the 1to220-Shop has agreed to act as a distribution partner and to handle the import itself. So all three planned variants can be ordered there, on request, and then become a local purchase without additional import duties.

Upside down, the new wagon also has an excellently detailed underside with beams, air tanks and brake system: it is almost a pity that none of this can be seen during layout operation.

When the goods arrive, the buyer is delighted: the transparent plastic box with the embossed Micro Trains logo reveals its origin and the model, which is safely stored in a cleanly cut, hard foam insert, is immediately recognisable.

The colour-printed paper insert loosens up the overall picture, presents the Zmodell logo and also provides some brief information about the model on the underside of the box. This all looks very professional, and not at all like a small series producer product, and, in view of the number of pre-orders, this wagon is clearly developing away from that, anyway.

But if you don't know the manufacturer's name, you might think that you are dealing with a large supplier, which has previously been unknown in Germany. And this raises the question of whether the model in the box can also meet this high standard of the subject packing?

Looking at the details

The most important components of the present model were produced by resin casting, whereby the master model for the construction of the moulds was designed with a CAD programme and output on a 3D printer. Subsequently, reworking was carried out until it could serve as the basis for the moulds.

Therefore, the origin of the master model is not visible in the miniature and can only be identified by a specific search, provided that the knowledge of the previous process is available. The engravings of all surfaces are very detailed and on the level of modern large series production models.

The successful contours of the hat profiles of the car body and the board replicas of the side walls deserve special mention. In this way, the brake adjustment devices on the floor of the car are also perfectly reproduced and contrasted in colour.

Maße und Daten zum GGths Bromberg / GGths 43 der DB:

	Vorbild	1:220	Modell
Length over buffers	18.000 mm	81,8 mm	82,5 mm
Width (exterior walls)	2.750 mm	12,5 mm	13,2 mm
Height over SO	4.050 mm	18,4 mm	19,4 mm
Bogie centre-to-centre spacing	12.000 mm	54,5 mm	53,0 mm
Bogie wheelbase	2.000 mm	9,1 mm	8,0 mm
Wheel diameter	940 mm	4,3 mm	4,5 mm
Net weight	23.500 kg	---	18 g
Permitted V_{max}	100 km/h		
Years of manufacture	1942 & 1944/45		
Quantity produced	77 copies (+ 4 test cars)		
Retired in	1979		

And the car floor, which cannot be seen during operation, was also redesigned. If you are persistently looking for a deviation from the original, you would mention here the brake release cables, which the model does not reproduce.

In order to avoid this being taken as a criticism on our part, we would like to add that up to now no model has been implemented.

Other features include the three roof loading hatches and walkways, the later loading hatches without the two circular windows of the original state, dismantled binding rings, but leaving existing grain unloading hatches. This shows a typical, early DB construction stage in which the wagon is still suitable for transporting grain.

The three feed openings (two of them in the photo) for grain goods, which are closed with roof hatches and can be reached via gangways, are special features of this design and have been correctly reproduced by Zmodell. The grey handle on the right side of the roof should also be on the opposite side of the roof as in the model drawing.

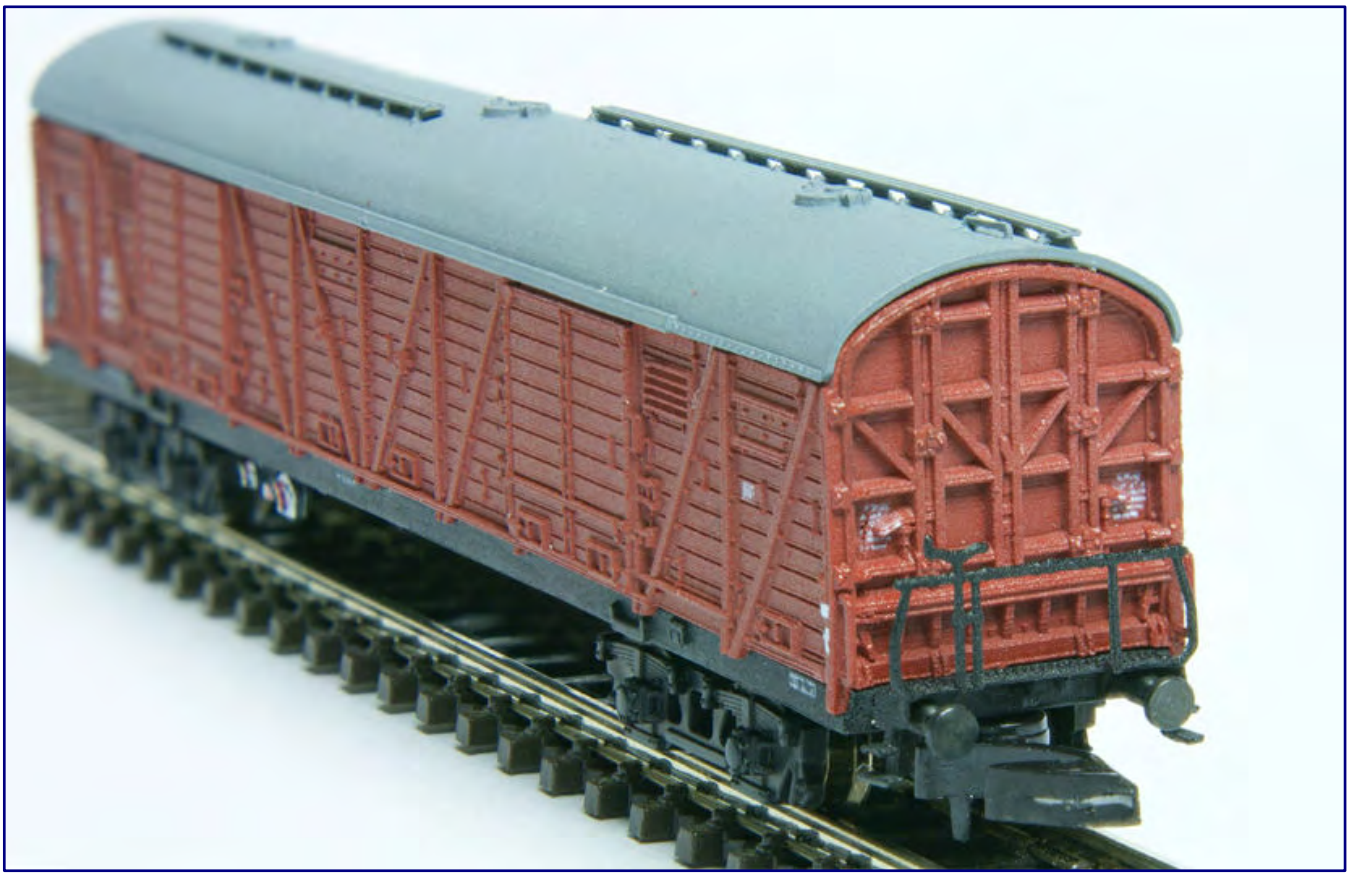
While buffers, bogie frames (pressed plate bogies), axles and couplings are made by Märklin, the attached parts like stage railings are made of etched stainless steel. Especially with the railings Alex Mark has given a lot of thought to the best choice for filigree appearance and sufficient stability, when touching and re-railing.

continues on page 12

Buffers, axles, bogies and close couplers were made by Märklin, which forced smaller compromises that could not be noted without measurements. The lettering is very fine, but should have been a little bit darker and more opaque. On both photos you can see the missing roof handle at the end of the car without brakes.

We have chosen stainless steel because of its higher flexibility compared to nickel silver and because of its stability even at low material thicknesses. The manufacturer then followed this suggestion. The painted handle on the roof is certainly made of the same metal. However, we must point out that this was found at both ends of the gangways in the prototype.

The present DB model and also the two following variants are equipped with a close coupler as standard. The longer standard coupler is only available if the customer expressly requests it, when ordering.



The origin of the master model in the 3D printer can only be guessed at by looking closely at the end walls. Meanwhile, the fine attached parts, such as the brakeman's platform, which can be lowered in the prototype, ensure a filigree effect, so that the overrun flaps can be placed over the buffers. Incidentally, the warning signs on the wing doors could not be read with a magnifying glass. On the prototype it read "Attention! Wagons must not be moved with open end wall doors."

At this point we also have to evaluate the dimensions of the new products. When viewed as a whole and compared to original drawings and photographs, all proportions appear consistent and well defined. The calliper gauge shows individual, smaller deviations, which, less unavoidable measuring errors are mainly attributable to the purchased series parts.

Since it is not noticeable by the eye, this decision was therefore the right one. Newly designed bogies with a 1 mm higher axle base, as well as a coupling design that also allows 1.5 mm more pivot distance without disturbingly increasing the coupling distance, would have driven the price up without any noticeable added value.

All in all, the new model is not only well detailed, but also very cleanly finished. All surfaces are free of defects and show a perfect paint finish. In addition, the lettering is clean and even largely flawless, and the white ink coverage should probably be somewhat greater.

It was applied as a printing, even on the black frame. What is really impressive is that even the warning inscriptions on the end doors could be inserted into the tiny field! It can be generously overlooked that a few signs were not reproduced: These include red lettering on the frame and the smearing grid on the right-hand body, which was still common for a long time.

Only the red frame inscriptions of the prototype are missing on the model, which is hardly noticeable, due to a lack of contrast. The white smear grid looks a little different, which should be in the outermost box far below the RIV sign, but just above the right unloading slide (see photo on page 6).

A more critical view deserves the painting of the model, which was done with proven Tamiya paints. These show a perfectly matt, almost dull appearance and adhere very well to plastics. This makes the choice of the product comprehensible.

However, the colour palette of this Japanese manufacturer does not match the German RAL system, which was also followed by the colours of the Reichsbahn before 1945, and the Deutsche Bundesbahn. And so, we are not surprised, by the colour deviations that were found.

While the black of the frame does not show any measurable difference to the RAL 9005 deep black of the prototype, the car body shows a clearly different colour tone than later Märklin models or even small series products from Heckl Kleinserien, FR Freudenreich Feinwerktechnik or KoMi-Miniaturen.

While RAL 8012 red-brown according to the DB painting scheme is used here, the colour tone chosen by Zmodell appears much brighter, even without direct comparison. The RAL colour chart also proves this and reveals a slight tendency towards RAL 8004 Copper Brown, which is not used by German railways.

However, we do not want to call this a mistake, because the appearance is reminiscent of a reddish brown faded by UV light and other weather influences. And this is exactly what makes this wagon fit with other models and results in a convincing appearance.

The comparison against a RAL colour card reveals a clear deviation from the specified RAL 8012 Red Brown (lower colour field). With regard to colour temperature, the chosen colour is closer to RAL 8004 Copper Brown, which is also slightly darker.

It would also be too bad for ageing, especially since we haven't even found a suitable role model for it. The roof colour, which we have identified as RAL 7000 off-grey, is also in keeping with this impression.

RAL 9006 white aluminium was the default colour for the prototype, but as we can see on photos, this metallic shade was no longer visible in the steam locomotive era after a few weeks at the latest. So Märklin has repeatedly deviated from this and has decided to use an industrial railway impression. Often the choice is then a mouse, window or umbra grey. Zmodell went its own way here too.

Wagon in layout operation

The high weight of the model was criticised by some readers. There was talk of up to 28 grams, which would have corresponded to a Märklin 218 series model. We could not understand that.

But the 18 grams determined by the electronic kitchen scale are already a “house number,” well above many comparable freight cars. This tare weight, combined with a low centre of gravity, ensures a good track alignment, which in tests did not lead to a single derailment. Similarly, it did not contribute to the pulling apart of the formation and derailment of other wagons at the end of the train.

As the wagon rolls well, our locomotives (without traction tyres) had no problems with traction either. But here, of course, we must also add, that the tractive effort is shared by all wagons. The GGths 43 alone takes up about the same amount of power that would otherwise go to about three other cars.

So this will tend to lead to shorter goods trains, which is especially important when inclines come into play. But if you avoid them in Z gauge, you can also enjoy the Bromberg in long goods trains.

This brings us to a question which is always of particular interest to our readers and on which we also receive frequent requests for information: How do I use my wagon in the most appropriate manner?

Here V 200 052 is travelling south on the Hamburg Pfeilerbahn with a block train of covered cars. In second place in the train formation is a GGths 43. Another suggestion for the train formation on branch lines is given with our lead photo on page 4.

At this point we wanted to remind ourselves that the model was a very exotic one. While thousands or even tens of thousands of other types of covered trains could be found in the stock, only 40 of the only 77 units built were delivered to the Bundesbahn.

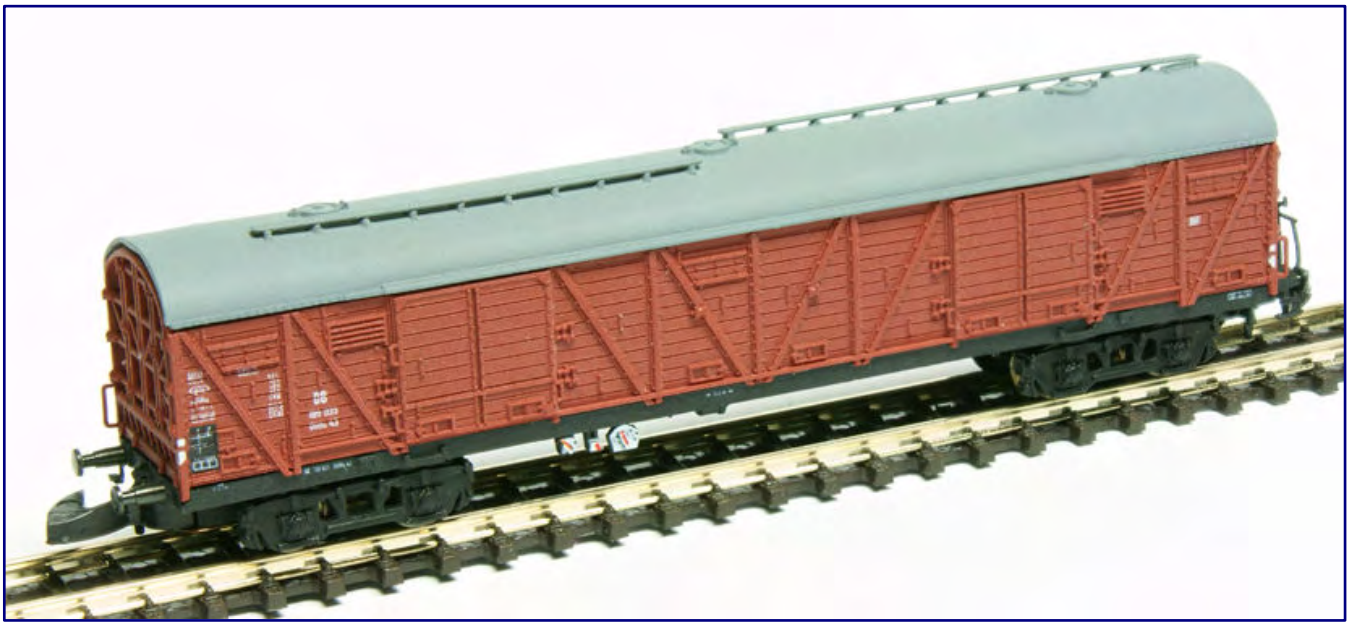
It is therefore highly unlikely that more than one of these four-axle units were to be found in the same train. If Hagemodell were to submit its implementation, both units could be coupled to form a small group of cars, thus deliberately emphasising the differences, which will certainly also affect the paintwork.

It is conceivable that the duo was ordered to an agricultural loading station, for example, and is now on a mixed goods train on its way to a grain mill. All other freight cars of any type can be freely combined in this train: Stake cars, tank cars and perhaps a rotary side discharge car provide a welcome change in a train formation, which is occasionally supplemented by other, covered types.

A shortened compilation from this selection, for example when loading the stake wagons with tractors or straw, then also results in a suitable Üg (transfer train) for the last few kilometres on branch lines.

If you prefer to have goods trains that are as long as possible, you should focus on a block train. This means a longer queue of wagons, exclusively of covered types, among which the Bromberg is almost immediately “out of line”.

In no other wagon segment is the available choice as large as for G-wagons: Gmmhs 50, G 10 and Dresden (all Märklin) or Bremen, Kassel and Oppeln, as well as, Italian “Tipo F” and Swiss K3 (FR Freudenreich Feinwerktechnik).



The GGths 43 of the Deutsche Bundesbahn by Zmodell (Item No. 86051) presents itself qualitatively on a very high level, and is therefore nominated by us for the best new releases of the year 2021 in the category cars.

Against this background, our final conclusion is brief and sober, but highly commendable: The GGths 43 is a welcome and easily recognisable change in the range of 1:220 scale freight cars, and since it was the only four-axle design among all DB's covered cars, it is extremely popular with model railroaders.

Zmodell was well aware of this responsibility and with great effort, ample reflection on the crucial details and skilful implementation, has created a model that is exceptional, and is also attractively priced.

Here, it is really worth taking a close look and addressing points that would remain hidden from the viewer without a magnifying glass. The only thing that might be worth thinking about is the weight of the interior.

We are sure that the great success of this model, which is already apparent, will not only continue in the short term. And we hope that Hagemodell will feel called upon to provide it with its own variant and to share in this success.

We honour the successful implementation and the feeling for one of the few gaps in covered designs, deliberately following the noticeable customer resonance, with a nomination of the GGth 43 of the DB (96051) for the best new releases of the year 2020 in the category cars.

Manufacturer of the model:
www.facebook.com/Zmodelltrains/
zmodell[at]ukr.net

German distribution partner:
https://www.1zu220-shop.de

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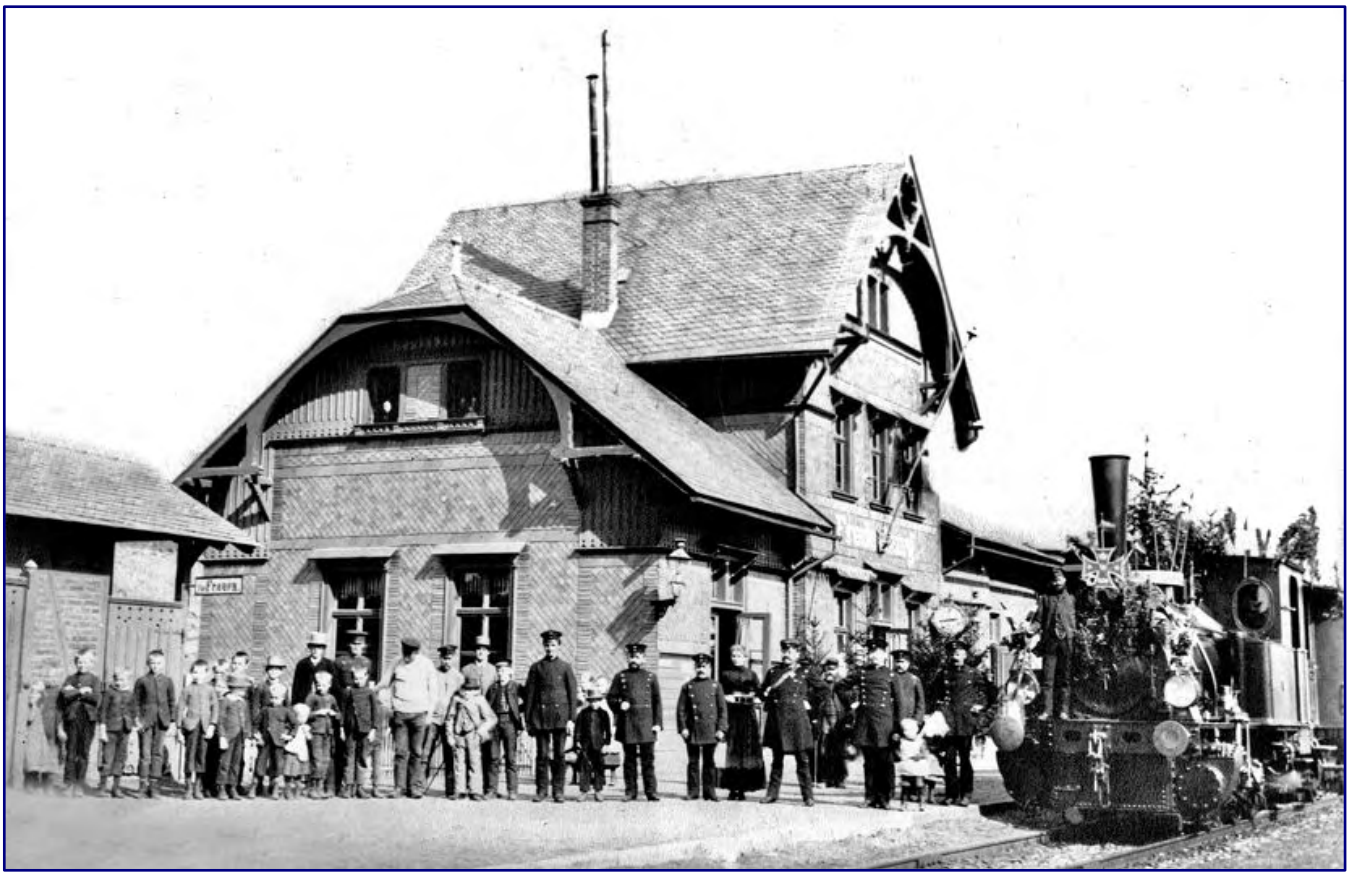
Along the Ruhr, Hoppecke and Diemel

History of the Upper Ruhr Valley Railway

The need for transport in the German Empire grew enormously during the peacetime from 1871 onwards. Many railway lines were built and gradually grew together to form a network. The Sauerland was developed surprisingly late and connected to the big wide world. Only the Obere Ruhrtalbahn (Upper Ruhr Valley Railway) with its branch lines created a perspective for its industry, agriculture and forestry.

As early as 1849 the Westfälische Eisenbahn (Westphalian Railway) planned a connection between central and western Germany, which gave the people of Hochsauerland hope for a railway connection, unfortunately, still in vain. The planned route finally led via Soest and Paderborn and thus far past their catchment area.



For a long time the people of the Sauerland fought for a railway in the Upper Ruhr Valley and its tributary valleys. The photo shows the opening train with a Prussian T 3 in Fredeburg station on 15 November 1889 after completion of the extension of the Altenhundem - Schmallenberg - Wenholthausen connection in the direction of Fredeburg. Photo: Slg. Johannes Glöckner, Archiv Eisenbahnstiftung

The people here were to have to wait around 20 years before they were connected to the companies in the Ruhr area around Dortmund, which processed their ores near the coal mines. Until then, the mining companies were increasingly faced with an ever more depressing competitive situation which no longer allowed economic transport.

The first railway line in the Sauerland region then ran through the valleys of the Lenne and Hundem rivers, and for many communities this did not provide a solution. When the Bergisch-Märkische Eisenbahn (BME) agreed to build the line from Hagen to Siegen in 1856, the “Ruhr-Eisenbahn-Comité” was founded.

It included representatives of the then districts of Arnsberg, Brilon, Meschede, Iserlohn and Soest, as well as others from the cities of Dortmund and Hamm, who were customers for the ores from the Sauerland region. Their aim was to finally open up the Ruhr valley by rail. Various routes were proposed, discussed and rejected.

In 1862 the committee approached the Prussian Minister of Trade with its “Denkschrift über die Ruhr-Eisenbahn” (Memorandum on the Ruhr Railway) and asked for financial assistance from the state to build a railway line from Schwerte (Ruhr) through the Ruhr valley to Bestwig, although the exact route was still not known.

Thus, Franz Wilhelm Clöer, Mayor of Werl, had promoted a route from Werl via Arnsberg and Meschede to Warburg. However, Friedrich Wilhelm von Spankeren, president of the administrative district of Arnsberg, was finally able to prevail with a route from Hagen to Warburg.

In addition to timber and mineral resources, agricultural produce and livestock sent for slaughter in the direction of the Ruhr region have always been important goods transported on the Obere Ruhrtalbahn (Upper Ruhr Valley Railway). This picture was taken in Brilon. Photo: Gerhard Tüllmann Brilon

The Annual Meeting of the Bergisch-Märkische Eisenbahn-Gesellschaft declared itself ready for construction and decided such at its Annual Meeting on 30 June 1866, especially as a concession had already been granted. The Annual Meeting of the Bergisch-Märkische Eisenbahn-Gesellschaft declared itself ready for construction and decided so at its Annual Meeting on 30 June 1866, especially since a concession had already been granted.

However, BME wanted to continue building from Bestwig uphill, as wood, slate and iron ore promised good profitability here. On 1 October 1866 it was granted the concession, but with the condition that the line be connected as far as Cassel (not spelled with a K at the time).

The final route of the Obere Ruhrtalbahn (Upper Ruhr Valley Railway) runs from Hagen via Schwerte (Ruhr), Arnsberg, Bestwig, Brilon and Marsberg to Warburg. Illustration: Markus Schweiss (CC-BY-SA-3.0-migrated)

This meant that there were now two possible routes, a shorter one through the Principality of Waldeck or a longer one via Warburg, which, however, provided a connection to the Westfälische Eisenbahn and the Hessische Nordbahn.

Because of the more favourable topographical conditions, the final choice was the route Schwerte (Ruhr) - Fröndenberg - Neheim - Arnsberg - Meschede - Nuttlar - Bredelar - Marsberg - Warburg (138 km) and on to Kassel.

Stages of the Ruhrtalbahn:
The Ruhrtalbahn was built between 1870 and 1876 by the BME and runs from Düsseldorf-Rath via Essen-Kupferdreh, Bochum-Dahlhausen, Hattingen, Witten-Herbede, Hagen-Vorhalle, Schwerte (Ruhr), Bestwig and Brilon Forest to Warburg.

Individual sections were designated the Lower (Essen-Kettwig - Mülheim-Styrum; mined), Middle (Bochum-Dahlhausen - Hagen porch) and Obere Ruhrtalbahn (Schwerte - Warburg).

Hagen Hbf is the operational starting point of the connection to Warburg, but the section from there to Schwerte (Ruhr) is part of the Hagen - Hamm (West) line. It is only there that the Obere Ruhrtalbahn (KBS 435) branches off from this railway connection.

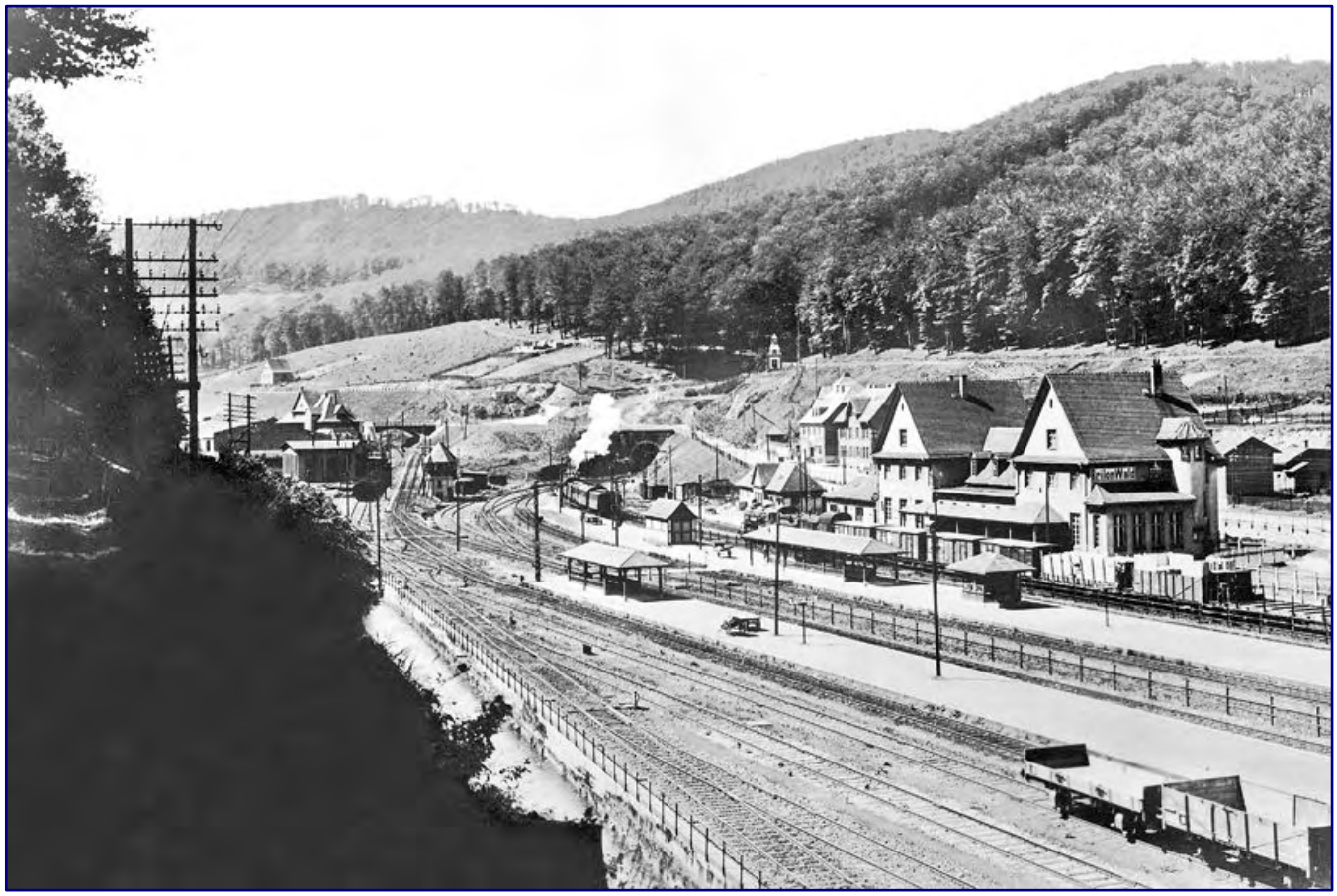
Building permission was granted on 2 March 1868, which led to the start of work on the initially single-track line that same year. It followed the Ruhr valley from Schwerte to Olsberg, which also gave it its name.

From there it continues eastwards and links Brilon Wald and Marsberg a little further north. Here it runs along Hoppecke and Diemel. Right from the start, the line was prepared for double-track operation due to an expected

sharp increase in traffic. This began in 1874, but extended over a total of 26 years until Scherfede - Warburg were also extended!

The Obere Ruhrtalbahn could be put into operation very quickly on a single track in four sections: Schwerte (Ruhr) - Arnsberg on 1 June 1870 (43.2 km), Arnsberg - Meschede (18 December 1871; 19.8 km), Meschede - Nuttlar (1 July 1872; 10.6 km) and Nuttlar - Warburg on 6 January 1873 (63.7 km). A connection between Warburg and Kassel existed already since 1849.

Brilon itself was not connected to the route, much to the regret of the inhabitants and the administration, because topographically this could not be taken into account, as the municipality is too far uphill. The Obere Ruhrtalbahn (Upper Ruhr Valley Railway) runs a full seven kilometres past the actual town area and was given a stop to the south, instead at the Brilon Wald station. Wald is today a suburb of Brilon.



Despite all the efforts of the town of Brilon, the town was not directly connected to the line in 1866, but via Brilon Wald station (photograph taken in 1930). However, it developed into an important junction of the Obere Ruhrtalbahn (Upper Ruhr Valley Railway) with connections to Willingen and Korbach and, from 1900, also to Brilon town via the Almetalbahn. Photo: RVM, Eisenbahnstiftung

However, Brilon Wald soon developed into an important crossroads for the Obere Ruhrtalbahn (Upper Ruhr Valley Railway): the centre of the town was connected on 1 July 1900 by the Almetalbahn, which has its starting and finishing point here. It ran via Brilon Stadt and Büren to Paderborn and Geseke and via Belecke to Soest and Lippstadt.

Typical for them were for a long time the “Heckeneilzüge,” so popular with model railroaders, like the E 151/152 Bremen - Frankfurt (Main) or the “Kardinalszug” E 697/698 Köln (Cologne) - Olpe - Paderborn between two diocese towns.

continues on page 23


03 1060
A

Today, the Egger timber mill is also connected to Brilon Stadt via the branch line with its own connection. Logs also travel by rail, and finished products are also transported by rail. In 2016 two Ludmillas took over the service. Photo: Egger

Photo on page 22:
In 1965 03 1060 from the Bw Hagen-Eckesey near Oeventropauf the double-track section of the Obere Ruhrtalbahn (Upper Ruhr Valley Railway) between Arnsberg and Bestwig. Photo: Slg. Günter Mitze, Eisenbahnstiftung

A further line (Uplandbahn) led from 31 October 1914 to Willingen (tourist resort) and from 1 April 1917 created a connection across the state border to Korbach and from there to Kassel (today's Kurhessenbahn).

The route through time

But with the start of the winter timetable 1974/75, passenger traffic between Büren and Brilon town was suspended for a long time. Continuous freight traffic on the line had already been interrupted since 30 May 1965.

Fortunately, however, there are positive trends to report: Thanks to the Egger timber mill, which has established itself not far from the centre of Brilon, there is once again regular connecting traffic on the Brilon Wald - Anschluss Egger section. Raw timber is delivered by rail, and finished products such as chipboard are also partly shipped by rail.

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Photo above:
Due to a defective boiler, 221 117-5 was unable to take over the unscheduled additional train to the express train D 2328 (Bad Wildungen - Amsterdam) in Brilon Wald on 21 October 1983. So the locomotive drove back to Oberhausen as the Lz and could be captured in the photo near Olsberg on the double-tracked line. Photo: Wolfgang Bügel, Eisenbahnstiftung

Photo below:
212 309-9 and 212 255-4 (Bw Hagen Eckesey) arrive at Langschede on 27 April 1984 with special train D 25083. This station is on the first section of the line between Schwerte (Ruhr) and Fröndenberg. Photo: Wolfgang Bügel, Eisenbahnstiftung

In addition, as a result of regionalisation, passenger traffic between Brilon Wald and Brilon Stadt has been operating again since 2010. The trains on these seven kilometres are integrated into a Hessian local transport line to Marburg (Lahn) and provide connections to the trains on the Obere Ruhrtalbahn (Upper Ruhr Valley Railway).

The historic station building in Brilon town has been preserved (photo top left) and is now used as a residential building. Since 2010 there is a new stop with a single platform track and bus connection a few metres further on (photo, top right).

Photo below:
The picture of Köf 11 089 from February 1966 shows the track side of the old station with much more capacity. Photo: Reinhard Todt, Eisenbahnstiftung

At Bredelar station, the single-track dismantling between Brilon and Warburg is particularly easy to follow: Today only one stop with one track, the station building, which has long been privately used, is conspicuously far away from it in June 2020. Photos: Märklin

Although the historic station building in Brilon town is still standing and the platforms can still be made out, the new station has been moved about a hundred metres. It is now designed as a double-track terminus station with a transfer track, to which parking spaces and a small bus station are connected.

The entire line reached its operational peak during the Second World War. During this period it was important for logistics between the Ruhr area and the frontline in the east. Because of the cuts and tunnels, the tracks ran for many kilometres outside the attack possibilities of low-flying aircraft, which ensured a consistently high utilisation rate.

It was not until autumn 1944 that the railway line became a target for Allied attacks. Until April 1945 the Obere Ruhrtalbahn (Upper Ruhr Valley Railway) was attacked several times by bombers, but eventually also by low-flying fighter bombers and fighter planes.

In the spring of 1945, the attacks concentrated on the Arnsberg Viaduct, which suffered seven bombings between 9 February and 19 March 1945 alone. According to American reports, 1,818 bombs were dropped there during this period. However, it was only destroyed in the last attack with only 18 bombs.

British Avro Lancaster bombers dropped six “Grand Slam” bombs, the largest and heaviest bomb type of the Second World War at 10 tons each, and twelve “Tallboys” (5.4 tons each) on 19 March 1945.

Other bridges and larger railway stations such as Bestwig, Meschede and Schwerte (Ruhr) were also important targets and were completely destroyed along with the surrounding buildings. The end of the war and the shift of traffic to the north-south axis led to a noticeable reduction in the number of trains on the Upper Ruhr Valley Railway after 1945.

Due to the massive decline in rail-bound freight traffic following the withdrawal from the area, the Brilon Wald, Warburg section is of little transport significance today. The Obere Ruhrtalbahn often appears here as a single-track branch line, as here at a level-crossing near Westheim, which is similar to a field path. On 8 July 2017 a multiple unit train of the series 644.

In the end, the German Federal Railways even started dismantling the infrastructure. As early as 1968, train operations between Bredelar and Marsberg, as well as Scherfede and Warburg, were only single-track. From 1984 the second track was dismantled on the entire eastern section of the line between Brilon Wald and Warburg.

Of particular importance for the Obere Ruhrtalbahn (Upper Ruhr Valley Railway) were and still are some branch lines which connect other valleys and towns to this traffic axis. We cannot list them all here and describe them in detail without leaving the main topic.

However, they usually had one thing in common when they were built. It was then a question of eliminating an economic disadvantage of the Sauerland and of promoting structural development as well as population growth. At the turn of the 20th century, the obere Sauerland (upper Sauerland) was described as a “region lagging behind in development”.

It was only the link with the Ruhrgebiet (Ruhr area), that gave many people real and lasting prospects for using additional agricultural land, intensifying livestock farming and transporting goods to the up-and-coming conurbation. The mining of ores, including barite, also played a further role here.

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The connection Bestwig - Winterberg, which leaves the Obere Ruhrtalbahn in Nuttlar, was of particular importance for winter sports trains. On 5 January 1985 218 128-7 with E 3689 at the Nuttlar branch, which has not been a train stop for a long time, changes to the Ruhr-Eder-Bahn to Winterberg (photo above). 218 137-2 waits in Winterberg on 29 March 1993 in front of E 6082 for the departure to Bestwig. Photos: Joachim Bügel, Eisenbahnstiftung (photo above) / Phil Richards (CC-BY-SA-2.0; photo below)

This was also the case with the Negertalbahn, which branched off the Obere Ruhrtalbahn (Upper Ruhr Valley Railway) shortly after Bestwig in Nuttlar and led via Winterberg to Hallenberg (where it continued on to Frankenberg).

However, it also intensified long-distance traffic and led to Winterberg becoming an important tourist destination even before the First World War. This trend in winter sports continues today, after the construction of a bobsleigh run with Winterberg becoming a centre for international winter sports.

A Büssing Bahnbus (train bus) waits for passengers in front of Bestwig station (bus line Bestwig - Nuttlar - Winterberg - Hallenberg). Hallenberg was no longer served by rail, as far back as 28 May 1967. Photo: Thomas Nebelung

The numerous special winter sports trains from the Ruhr area to Winterberg, which ran until 1998 and could not all be parked there until the return trip, remain unforgotten. The heavy class 221 diesel locomotives from Oberhausen will be remembered.

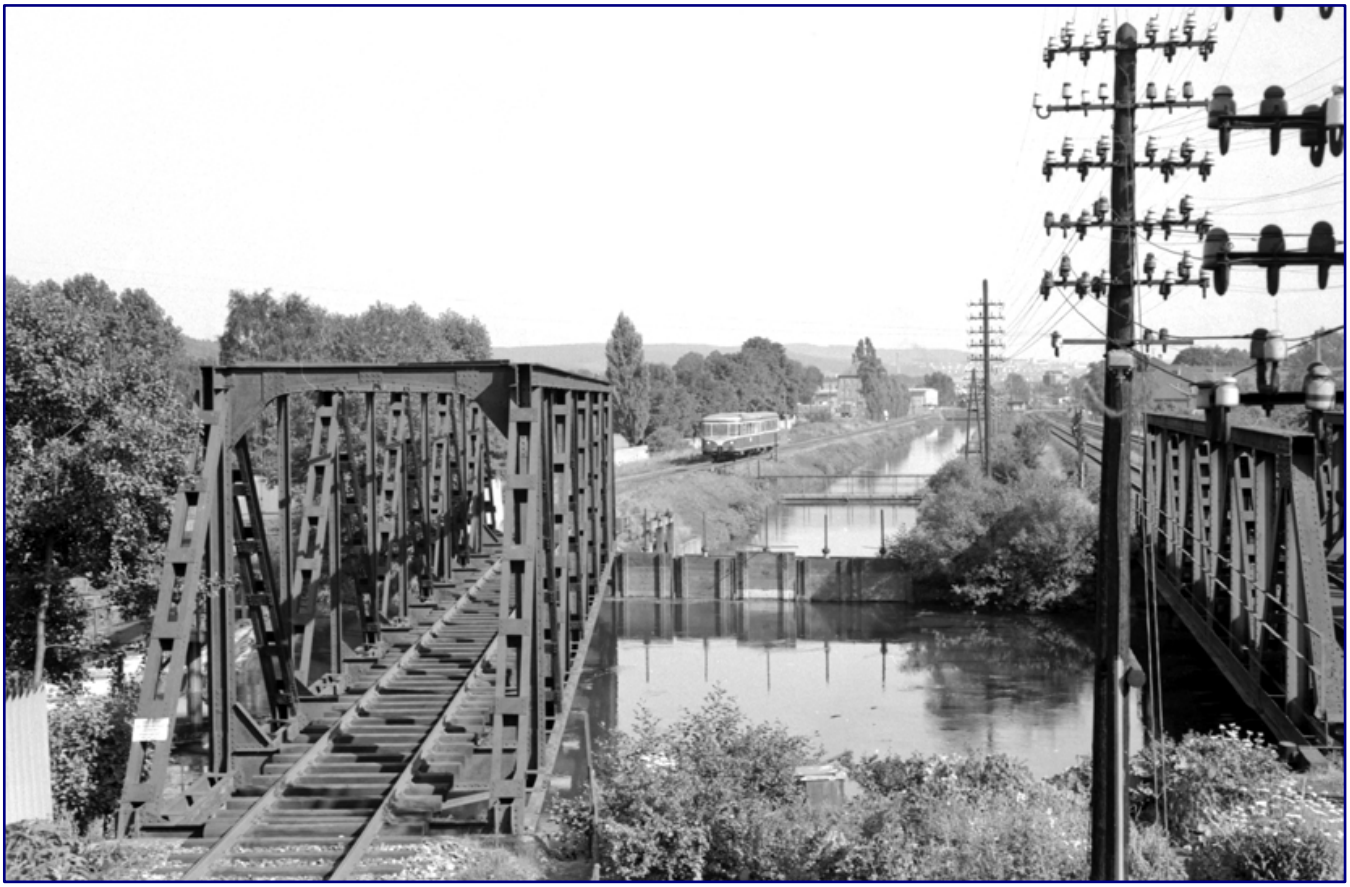
After their retirement, the Hagen class 218 machines took over, which until 2002 dominated events in the Sauerland before freight and passenger trains. The typical goods transported on the Negertalbahn were, as on the main line, mainly gravel, wood, fertilizer, coal and barite.

Until the 1960s, cattle were also transported by rail to slaughterhouses in the Ruhrgebiet. Construction of the branch line to Winterberg began shortly after the decision of the Prussian Landtag on 20 May 1898 and continued until 1 December 1908, when Frankenberg was connected.

As in other regions, however, the importance of railways declined (in part) as individual motorisation increased. This was the case with the Winterberg - Hallenberg section, where passenger train services ended on 28 May 1967 and were replaced by a railway bus line from Bestwig. All traffic was discontinued on 30 May 1992.

Other branch lines suffered similar fates, such as the line Wennemen - Wenholthausen - Eslohe - Finnentrop or Wennemen - Wenholthausen - Schmallenberg - Altenhundem, which connected the Obere Ruhrtalbahn (Upper Ruhr Valley Railway) with the Ruhr-Sieg line.

Here too, the sharp decline in passenger and freight traffic led to rationalisation processes and creeping closures. Between 1964 and 1996 the entire line came to an end in several stages.



The VT 5 of the Ruhr-Lippe Railway (predecessor company of RLG) was taken up on 1 September 1962 on the Neheim-Hüsten - Arnsberg line at the Röhrbrücke near Arnsberg. There was still road scooter traffic on this line until 1994. On the right of the branch line you can see the double-tracked line of the Oberen Ruhrtalbahn (Upper Ruhr Valley Railway). Photo: Gerd Wolff, Eisenbahnstiftung

A special feature of the Röhrtalbahn (Neheim-Hüsten - Sundern), which was once of particular importance during the construction of the Sorpe dam, should not remain unmentioned at this point: Even long after the withdrawal of the Bundesbahn (German Federal Railways) from this business sector, private road scooter transport still existed in Sundern and Hachen. The Kaelble tractor units and Culemeyer vehicles were operated by RLG (Regionalverkehr Ruhr-Lippe GmbH) until 28 May 1994.

When 216 204-8 with E 3598 reached Marsberg station on 9 August 1981, it was at the border of a single and double-track section: while the second track in the direction of Bredelar had already been dismantled for over ten years, double-track operation was continued in the direction of Westheim as far as Scherfede for almost three years. Inspiration for the model railway is provided by the once typical train set and also the single, orange painted luggage cart on the middle platform. Photo: Joachim Bügel, Eisenbahnstiftung

The leap into the new millennium

Hopes that the Obere Ruhrtalbahn (Upper Ruhr Valley Railway) would regain importance for long-distance traffic after German reunification and that Intercity trains would run here in future in the direction of the “new” federal states were not fulfilled.

This was due to the lack of electrification, which made a line from Hagen via Dortmund, Soest, Paderborn and Altenbeken to Kassel-Wilhelmshöhe appear more attractive despite detours. Thus the railway line along the Ruhr valley today only plays a role in local traffic and to a very limited extent in freight traffic. Long-distance traffic no longer exists here at all.

However, accelerated local transport is also playing an increasingly important role in regionalised areas of responsibility. The first plans for tilting technology came up as early as 1993, following the start of operation of the 610 series (“Pendolino”) in north-east Bavaria.

It was expected that the line would be upgraded, including an adjustment of the approach signal spacing, for this technology by 2006, in order to reduce the journey time from Hagen to Kassel by about 30 minutes to two and a half hours. With financial support from the state, twelve units of the 612 series were procured for this purpose.

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Today's local rail traffic is dominated by the sleek Pesa-Link vehicles of the 632 (two-part) and 633 (three-part; photo above) series. In case of failure, sets of the 644 series are used as a replacement. Goods trains have become rare, from the wooden trains to the Egger connection. But now and then the Obere Ruhrtalbahn (Upper Ruhr Valley Railway) takes on a diverter function, as was the case on 27 July 2020, when container carrying wagons and tank wagons dominate the photo alongside sliding-wall wagons. The class 294 or a representative of the Gravita family (photo below) is usually used as the locomotive. Photos: Jörg Erkel

In the Bundesverkehrswegeplan (Federal Transport Infrastructure Plan), this project, like many other projects, finally ended up in silence after it was only included in the further requirements. The review of the requirement plan in 2010 then revealed a negative cost-benefit ratio, which led to its final completion. In Nordrhein-Westfalen (North Rhine Westphalia), however, the aim is still to increase speed even without tilting technology.

What became known in August 2012 in the context of necessary tunnel renovations seems like a farce: DB Netz planned to reduce capacity by dismantling just one track on a further 3.8 km.

The trigger for these plans, which were intended to reduce maintenance and renovation costs considerably, was the necessary work on three tunnels on the section between Arnsberg and Brilon Wald: Glösinger Tunnel (687 metres), Freienohler Tunnel (650 metres) and Elleringhäuser Tunnel (1,399 metres). In the latter structure there is currently a ban on trains passing.

The 323-metre-long Messinghauser Tunnel is just as made for model railways: As you drive past, you can look through the entire tunnel tube, your gaze falling on the level crossing at the other end. While the train takes the shortest route here, the road goes around the mountain to cross the track once more directly in front of the portal.

The recent increase in the importance of rail-bound local transport, also for environmental reasons, gives hope for the Obere Ruhrtalbahn (Upper Ruhr Valley Railway). Today, the following maximum speeds apply on the sections of the line:

from		to	Highest speed
Schwerte	–	Wickede	140 km/h
Wickede	–	Arnsberg	120 km/h
Arnsberg	–	Meschede	100 km/h
Meschede	–	Bestwig	120 km/h

Bestwig	–	Brilon Wald	90 km/h
Brilon Wald	–	Warburg	120 km/h

Still unchanged today, the Obere Ruhrtalbahn (railway line 435) begins at Schwerte (Ruhr) station, where it branches off from the Hagen - Hamm line. A single-track connecting curve leads from there to Schwerte Ost.

The KBS 435 then follows a double-track and winding but relatively gentle gradient to Bestwig. Up to Olsberg the route follows the valley of the Ruhr. Then a gradient begins as far as Brilon Wald, which is the apex of the route. Over a length of 14 kilometres, a difference in altitude of 155 metres is overcome. The Elleringhäuser Tunnel is the watershed between the Rhine and Weser rivers.

Afterwards the further course leads through the Hoppecke valley and later the Diemel valley. Up to Bredelar, the route drops 165 metres in altitude over 18 kilometres. After that there are no more significant ascents. The present single-track section between Brilon Wald and Warburg has crossings at Messinghausen, Marsberg and Scherfede.

With the exception of the privately used, former reception building on 6 June 2020, Messinghausen station, which looks rather run-down, is one of three intersections in the single-track section. However, most of it now only has an operational function, and access is only possible at the edge of the day.

An important role on the Obere Ruhrtalbahn (Upper Ruhr Valley Railway) was also played by structures that could not be avoided in the low mountain range. Often they served to cut off narrow river bends in consideration of the minimum track radii.

In the area of bridge construction, the Arnsberg Viaduct behind the Schlossberg Tunnel, already mentioned in connection with the attacks of the Second World War, is worthy of special mention. At 80 metres, it is the longest structure on the line. At the watershed near Brilon, two larger ramps on both sides of the Elleringhauser Tunnel were once necessary.

That leaves the total of seven tunnel constructions in the west-east direction:

Name	Length	Origin
Schlossbergtunnel	276 m	Arnsberg
Glösinger Tunnel	685 m	Oeventrop
Freienohler Tunnel	650 m	Freinohl
Schellensteintunnel	247 m	Nuttlar
Elleringhauser Tunnel	1.393 m	Brilon Wald
Messinghauser Tunnel	323 m	Messinghausen
Beringhauser Tunnel	236 m	Bredelar

The original plan to speed up traffic by upgrading the Obere Ruhrtalbahn (Upper Ruhr Valley Railway) for tilting trains was reflected in the use of the class 612 "Regio-Swinger". Here, 612 041-4 is waiting to continue its journey to Warburg on 13 May 2006 in Brilon Wald.

Important places and stations

In order to be able to provide and supply sufficient locomotives, workshops have also been set up along the Obere Ruhrtalbahn (Upper Ruhr Valley Railway), which also allow us to list typical series that were at home there and shaped events before railbuses, V 100s and representatives of the V-160 family made their home here.

Photo above:
The class 03[10] of the Bw Hagen-Eckesey shaped the express and fast train traffic on the Upper Ruhr Valley Railway until it was taken out of service in 1966. Two weeks before its retirement the second last machine of this class, the 03 1076, can be seen on 10th September in Brilon Wald in front of D 398 (Bebra -) Kassel - Hagen (- Cologne). Photo: Kurt Reimelt, Eisenbahnstiftung

Photo below:
The Bw Bestwig was home to 23 049. From there she and her sisters came to Hagen, where she also used the turntable in the depot Hagen Gbf on 15 July 1965. Photo: Rolf Wiemann, Eisenbahnstiftung

In Schwerte (Ruhr) a repair works was set up in 1922 with steam locomotives as its main activity. After no steam locomotives had been repaired there since 19 October 1967, but only special carriages or locomotive parts, it was finally closed in 1983.

There were once depots in Fröndenberg, Arnsberg and Bestwig with the Bredelar locomotive station for push locomotives on the incline to Brilon Wald, which was under his control. Bestwig was also the last depot which lost its independence to Hagen-Eckesey on 1 April 1982 and was then completely closed down in the nineties.

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On 1 August 1983, during a parade of locomotives at Bw Bestwig (from left to right), the photographer is shown 218 133-7, 218 140-2, 218 129-5, 218 143-6, a climatic snow plough, 212 022-8, 212 111-9, 212 284-4, 323 128-9, 323 593-4, 324 033-0, several 798 and 332 084-3. Photo: Joachim Schmidt, Eisenbahnstiftung

This is how the two most important junction stations of the Obere Ruhrtalbahn (Upper Ruhr Valley Railway) appeared on 6 June 2020: Bestwig (photo above) and Brilon Wald (photo below) at the ends of the line.

While the former site of the roundhouse is now used for other purposes, the trains used on the line are again parked, refuelled and cleaned in the area around the station. In its heyday the Bestwig depot was home to the 55^{25} (Prussian G 8^{1}), 57^{10} (G 10), and at times also 58^{10} (G 12), 38^{10-40} (P 8) and 93^{0-4} (T 14) series.

Between the two world wars the Obere Ruhrtalbahn (Upper Ruhr Valley Railway) also used the class 39 (P 10), which was especially suitable for the mountains, and later the 93^{5-12} (T 14^{1}) was also used here. After 1945 the long-distance traffic was taken over by Kasseler 01^{10} and Hagener 01, after the installation of the new boiler, the 03^{10} from Hagen-Eckesey carried the main load of the high-quality passenger train traffic.

How well historic traffic on this low mountain range line in Z gauge can be represented is also evident from other series that have played a role here: Already in the early sixties the V 200^{0} from Hamm arrived here and the new steam locomotive of class 23 was used in Bestwig until 1971, replacing the class 38^{10-40} before express trains.

Where steam locomotives used to dominate operations and were at home in the area adjoining the platform on the right, diesel multiple-unit trains are now running: 644 030-9 on 6 June 2020 in Bestwig as RE 17 to Hagen Bf.

The 50 series was ubiquitous throughout Germany and was therefore also to be seen on the KBS 435 in local freight transport. Heavy through trains were often covered with the 44 series from Hagen Vorhalle.

A last important place on the line, which we have not yet mentioned, is Fröndenberg. It has become an important junction on the Obere Ruhrtalbahn (Upper Ruhr Valley Railway), after the Hönnetalbahn had created a connection to Unna and Menden, which are 12 km away. The route continues south to Neuenrade and once from Menden in another branch also to Iserlohn.

Today, Fröndenberg is a transfer station where almost all vehicles can be observed that have or have had an impact on traffic on the Obere Ruhrtalbahn (Upper Ruhr Valley Railway) after 2002 - unfortunately, it is still not possible to see them in the Z gauge: 612, 6284, 632 and 633 (Pesa Link), 644 and 648.

On 12 October 2019 Fröndenberg did not lose its function as a connecting station either: While a double traction of class 644 is leaving the station straight as an RE in the direction of Warburg, a Pesa Link (class 632) turns here, creating a connection via the Hönnetalbahn to Balve and Neuenrade. In the opposite direction this line leads north to Menden and Unna, but is not operationally connected today.

In the remaining freight traffic, since the departure of the 212 series, machines from the earlier 290 and 360 series, as well as modern “Gravita”, have been observed. The class 218 also left the fleet early, after it was added to DB Regio.

So let's stay curious what the further time will bring and if we can show it in the model. The increasing environmental awareness and completely congested roads and motorways do not allow “keep it up” and can also promote a traffic turnaround in the Sauerland.

Even today there are important companies there that want to transport their goods and perhaps can contribute to a renaissance of the railway. At the same time, the region is also a local recreation area and holiday destination; neither of these is compatible with car noise and exhaust fumes. So let us hope for the best!

Recommended pages on the topic:
http://www.bahnen-wuppertal.de/html/aw-schwerte.html
http://www.die-zugfolgestelle.de/cgi-bin/galerie.cgi?seite=4901
http://www.ef-obere-ruhrtalbahn.de

https://www.youtube.com/watch?v=2ujtTDVWhD8

On the way in Diemeltal (Part 3)

Up and down – shaping the Landscape

Welcome to the third instalment of our detailed series of reports on the "Diemeltal" large-scale layout. In front of us, already since part 2 of the May issue, there are three segments which are equipped with the track material, but are still quite flat on the surface. We will finally change that in this part!

You will certainly remember the famous, infamous "railway plates" from times gone by: the rails screwed onto the wood, and a few hills of fly screen, newspaper and plaster. The rest is well known, but that's not the way model railroad construction works these days.

The frame construction method in all its variations is nowadays preferred by many hobbyists, but with an astonished look, I still observe the continuation of the original construction.

The Westheim (Westf.) railway station, which was implemented in the model of Archistories, also plays a special role in the present section. But before it can take its place as shown here, some basic steps have to be taken, which are described in the article.

The landscape design goes up at any time, but rarely goes down. In this edition I will show you a few possibilities to break the rigid specification of a completely flat surface several times.

I have the perhaps outrageous luck that a future model landscape is quite well represented in my "mind's eye." Paired with a three-dimensional imagination, nothing will actually go wrong. But it is a really difficult matter to put this feeling into words and sentences for our readers. But it is always worth a try!

Step 1 - In the beginning was chaos

We prepare our painted track plan, model photos and possibly already finished houses and arm ourselves with a pencil and eraser. Please do not work with rulers or other measuring instruments, it would not be beneficial to the later model nature!

And they do little to help us with the famous “railway in the landscape”. In this phase, work easily, even a little chaotic, and from the gut.

On the station segment, the future locations of the buildings are already roughly marked. At that time, the Westheim station (marker 1) and the fire station (2) were still in the development phase at Archistories, so markers took their place for the time being.

The first sketches on the segment boxes already give an idea of whether the preliminary plans can now be implemented. I would rather omit a building than create constricting scenery.

Step 2 - Life out of the water

If the result is satisfactory, we will now start to “break open” our railway plate. With a frame height of 11 cm I have enough space downwards at “Diemeltal.” With a jigsaw and an oscillating saw (from Fein or Bosch) especially the river and stream courses are cut out and subsequently these “holes” are closed again with a 10 mm board from below.

I have been using the oscillating saw for years now for my first carvings. In this way the banks of rivers and streams are given a first visually satisfying form. Here, it is important to make sure that the slopes are not too steep; otherwise, it would look quite unnatural.

Here, by the way, the restraint of excessive track figures, structures and houses pays off quite quickly, the modelled nature gets a real chance for its typical chaotic but always flowing development.

Step 3 - up and down

Now it is time to go up. In the railway station area we are talking only about a few millimetres. The house platform should be about 4 mm high, but on the same level as the station plaza with the walkway.

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The edges of rivers and streams are cut with the oscillating saw, which is also very suitable for cut-outs of later model building sites (photo above). Thin plywood panels are the foundation for the later streets and walkways. Even a few millimetres of difference in height enliven a landscape, often already with the help of Evergreen strips as curbs (photo below).

Here a suitable 3 mm plywood panel is screwed and glued in a simple manner. I use Evergreen strips (polystyrene profiles from Faller) to build the platform edges and kerbs of the future streets, but then I stop and continue in a similar way in many other places.

The finished houses are now used for the pure landscape surveys. Placed on various bases, the height ratios are quickly clarified and the work moves to the edges of the segments. 10 mm thick residual wood “wildly” sawn (extra) wavy from the feeling, forms the desired topographical conclusion of the later landscape.

Now the many different houses and buildings also get their final bases in terms of various “boards” glued on. With this strict constructional sequence of steps, I now have a better chance to adapt possible roads and paths exactly into the future landscape.

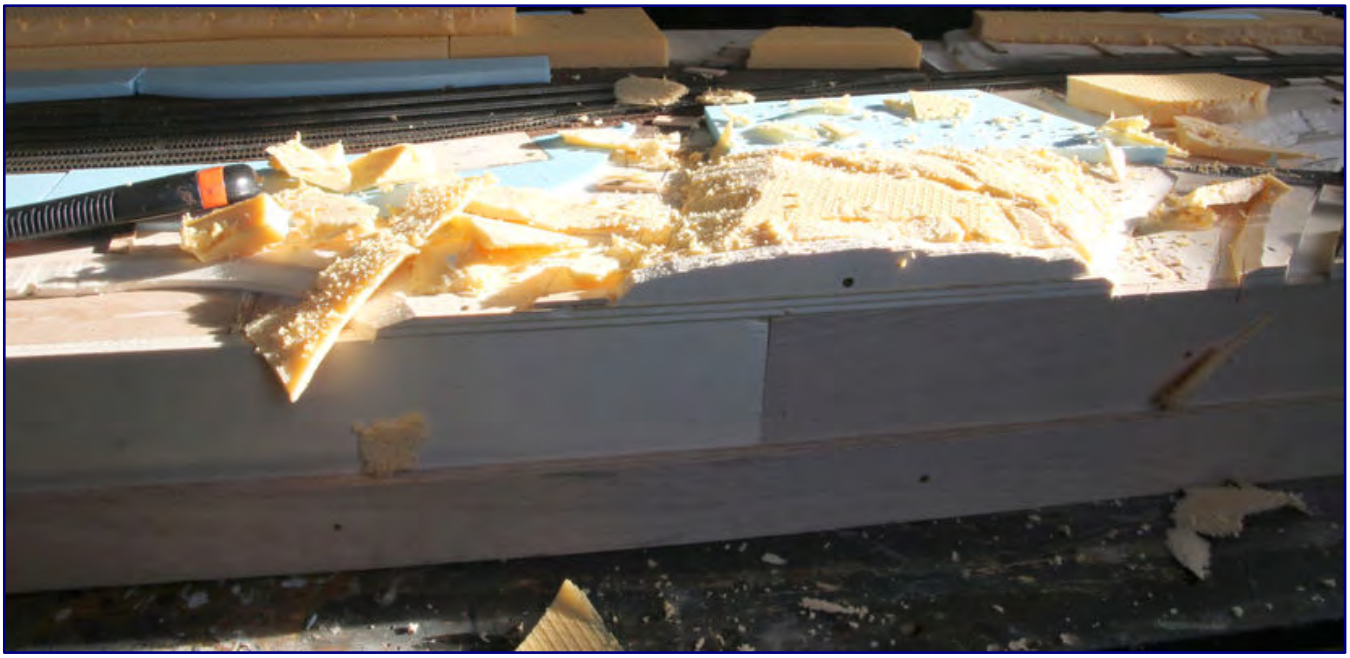
My choice is always the 1 mm aircraft plywood, which is very flexible. In advance, enough small pieces of wood have been prepared as a base, so that our future paths and roads can now go up and down. Also here the screwing and gluing is very important especially for an exhibition layout.

Purely optically the structural work looks now quite wild and not very inviting. But this will change soon.

Step 4 - Board construction

Now the hard foam panels procured from the DIY store are ready for processing. Here the 20 mm versions are sufficient, as no huge mountains are to be shaped. The location just shows the Diemel in a valley.

Several panels glued one on top of the other and loaded with weights now rest on the segments for two to three days, then everything is really sturdy. The hard foam mountain should be a little bit higher during this phase to leave enough space for the following carving work. A waste bag is already available to dispose of the larger cut-off pieces immediately.



The firmly bonded hard foam panels now experience the “topographical deformation”: a chaotic landscape is created.

Text continuation on page 30

Photo left:
The complete 450 cm long layout in one photo: A well- proportioned landscape is the objective!

I only use serrated kitchen knives, sharp smooth knives and my obligatory rasp as tools. I do not use a “Thermocut” (styrofoam hot wire cutter), because the surfaces are, unfortunately, always very smooth as a result, and the later putty would not hold well without pre-treatment.

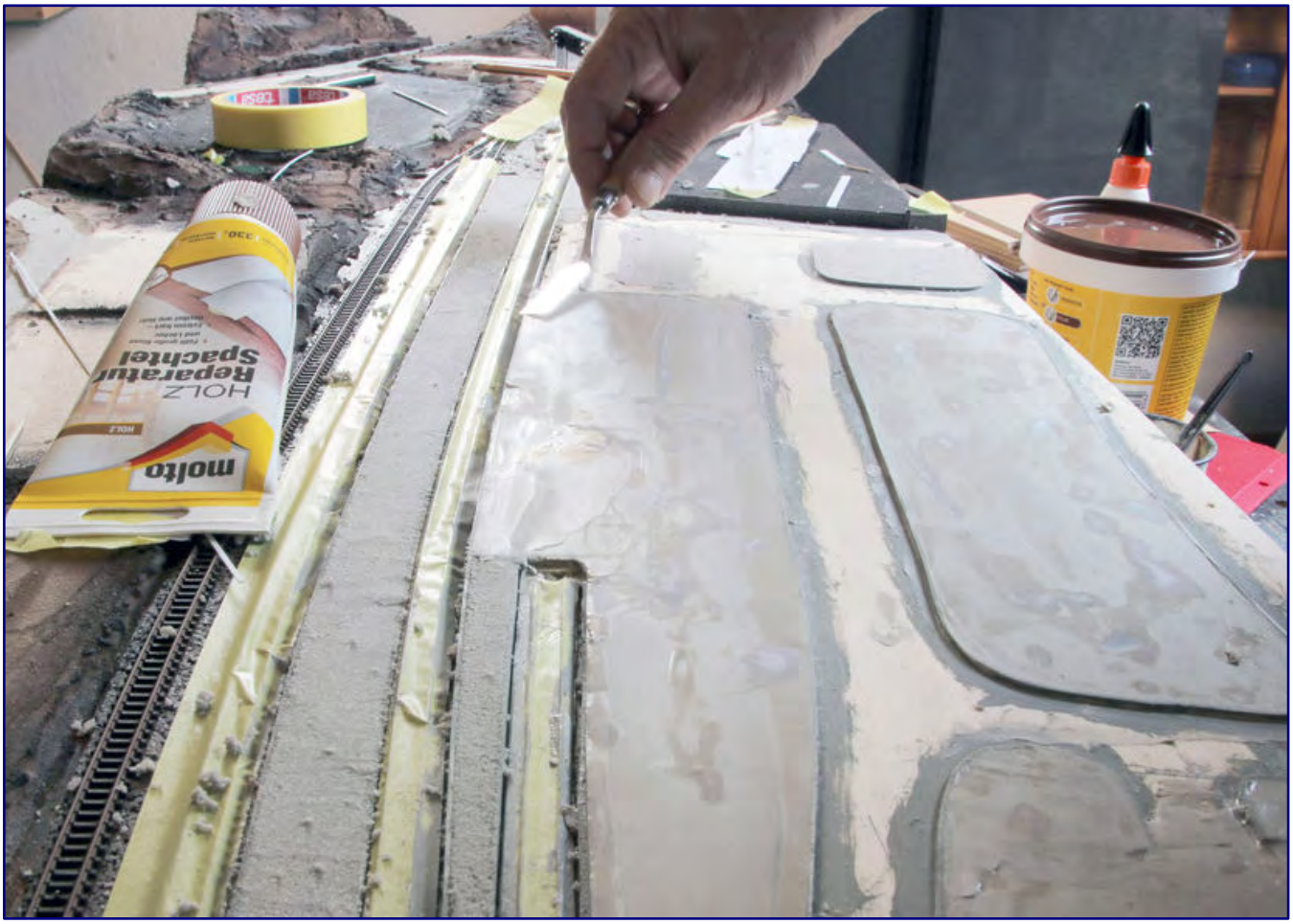
In addition, the floor surface would look too organized to me. The rasp is therefore not only an alternative, but the only correct tool. The rough landscape contours have a rather wild appearance after many hours of removal, just as desired.

Possible gaps between two hard foam panels are now simply closed with kitchen towels in preparation for the later filling work. Now the installation of all structural elements, such as bridge heads and walls, is carried out.

This handicraft work can also be a lot of fun, as I have repeatedly built all bridges myself. They are unique and will never be seen on any other layout.

Step 5 - Model ling structures

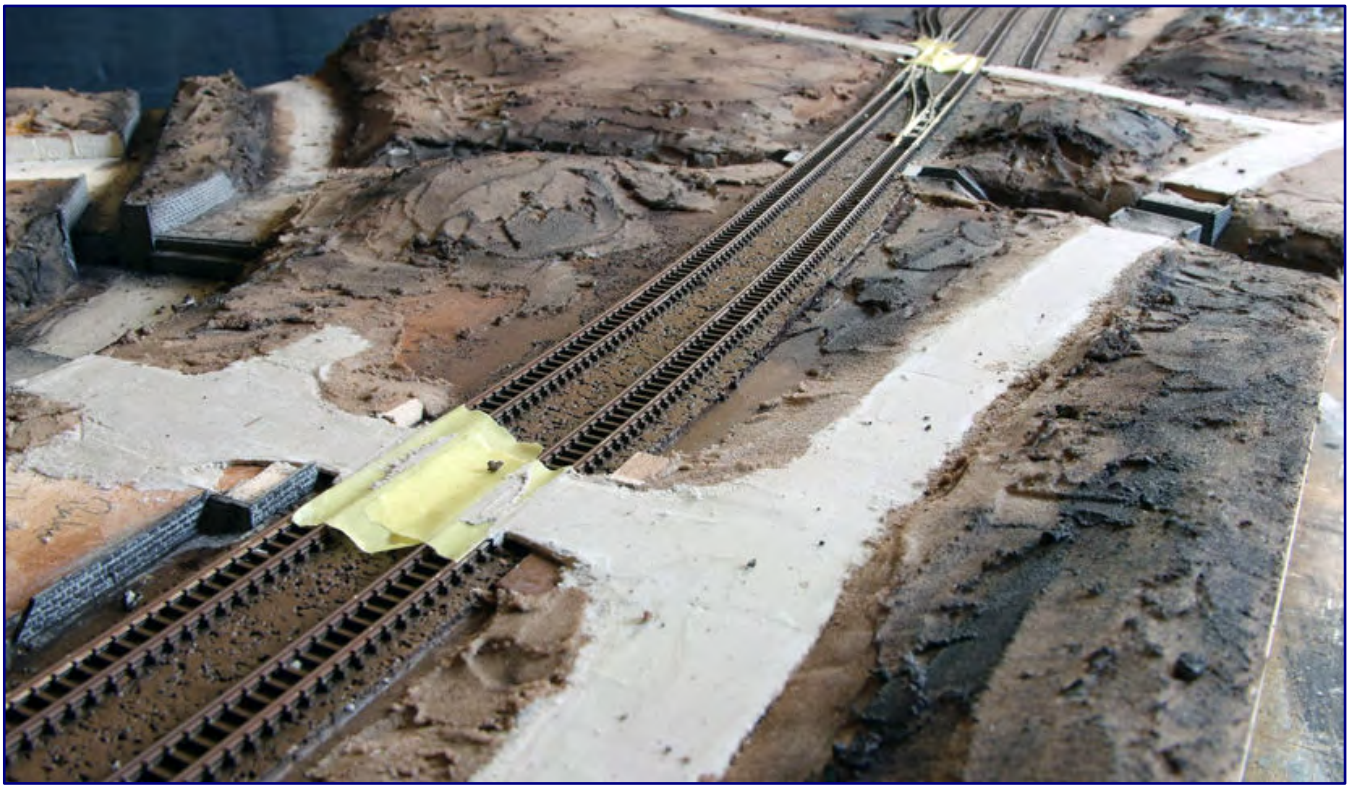
The wood repair putty of Molto should be known to our readers by various publications. I had already explained the processing, in detail in **Trainini®** 7/2017, during the creation of the “Rothenzeller Weg”.



With fine and coarse putties the first correct contours are created. The future platform is also already clearly visible.

In the same way, approx. 11 kg of this container have been processed on the large “Diemeltal" layout. During the filling work I also worked on smaller paths and ways directly, which were not yet considered on the plan.

As you can see, a drawn plan is just a template for me. Fine additions are usually made in different phases of construction and enhance the final picture of this model railway. Give it a try in such small details, it always fits!



Walls and bridgeheads are now fitted in on the left segment. In addition, the putty has already been applied in several layers in a brown tone.

After the drying phase it continues with the finer Molto repair putty from the tube. This is used to model streets, squares and other flat, paved surfaces. Here, I refer to the **Trainini®** 8/2017 for an explanation.

Further, above, I had briefly explained the height relation between platform and station plaza. It fits easily and looks good.

Step 6 - With deliberation and intuition

After the landscape shapes have received a first natural impression by glazing them with various earth-like dispersion paints, various types of sand and earth are already available for perfect surface representation.

I may only warn you, the design of earth takes up a lot of working time and it is annoying that at a later point in time there is usually not much to see because of the landscaping. However, often a photo in the macro range reveals the absolute fineness of an exhibit. Grass alternates with earth and/or sand and stones.

continues on page 49

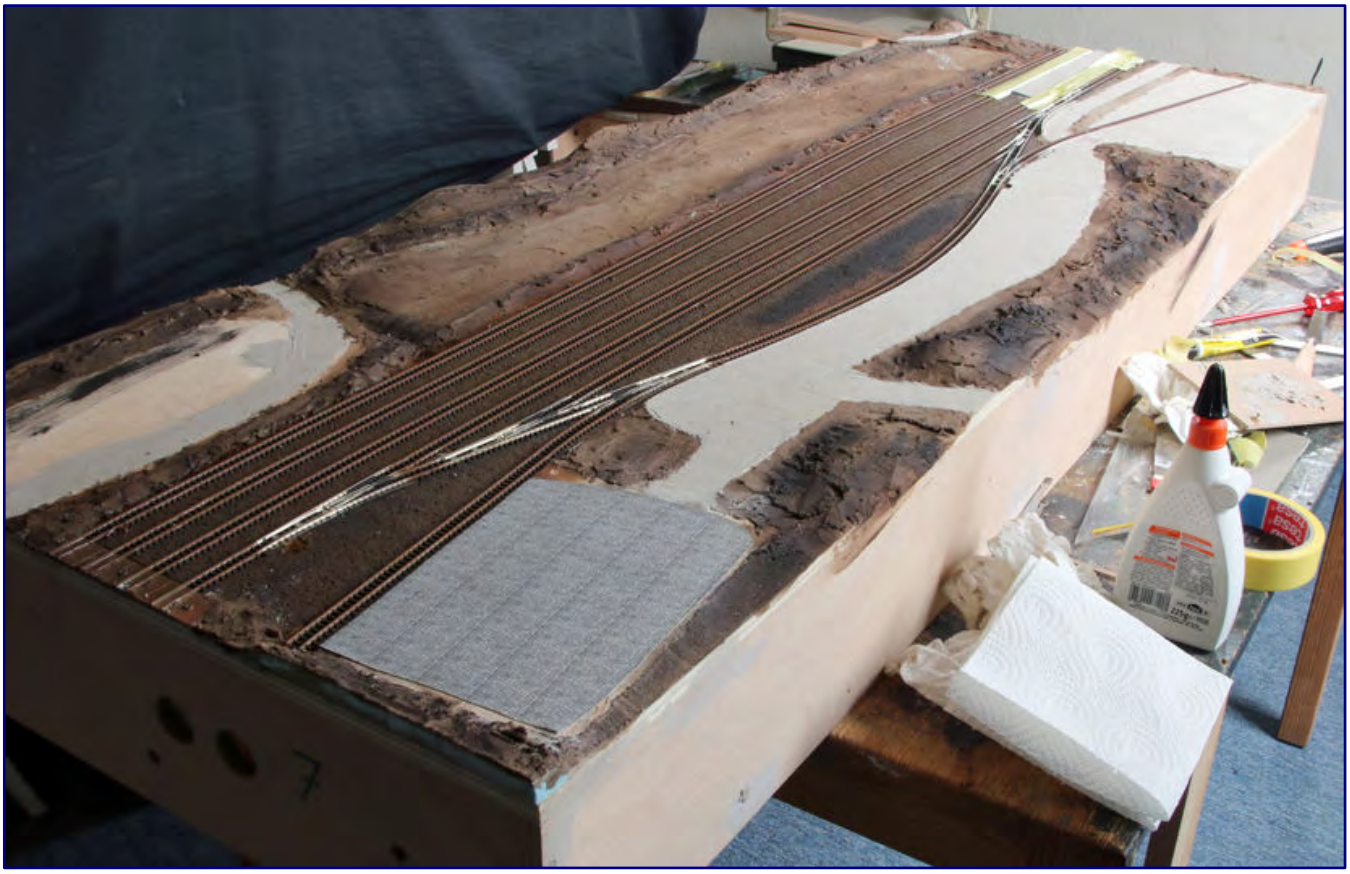


Photo above:
The middle segment is now largely prepared for the application of sand and earth.

Photo below:
After ballasting the water surfaces are worked on. The layout should always be carefully vacuumed before this step.

Here, we play a further advantage on a scale of 1:220, in addition to the generous landscape design. Modellers of larger scales very often do not work in this absolute fine range, and therefore even highly praised “super layouts” sometimes fall through on my personal scoring grid.

Due to our scale, one just should not make the mistake to include coarse-looking decoration material on a future macro photo. Even when including rolling stock, caution is required, otherwise the illusion is gone.

As you could see, I too work with the normal ingredients for a model railway. However, it always depends on the mixture, or better on the recipe. A few Z-scale railroaders have seen me in action, but were very surprised that I only created the landscape with the putty and the appropriate but simple tools.

After the remaining finishing touches, such as fencing in the houses, the first signs of weathering will appear on the layout.

It does not always have to be the huge range of products offered by the respective manufacturers, which offer an almost vast range of products for apparently every application. Here, every kind of hobbyist should simply take the time to experiment and gather his own experience.

A well-proven and first assistance for the realization of a subtle landscape with its ups and downs should also be a photo of the original. Try out the course of the landscape on a test board. In this way you will soon get a feeling for the geological shapes, even without the “mind’s eye” already mentioned.

Connected with this is also the answer to everything, practice makes perfect. After a few test boards, personal success will always follow. The experience gained can then be directly incorporated into the main layout.

But there is one more aspect I would like to add: Observation.

If you should, unfortunately not in the foreseeable future, visit a model railway exhibition again, an observation of the other viewers of a layout would be a most revealing exercise. To a high degree the spectators are impressed by the complete realisation of a model railway.

The pure “tunnel view”, referring only to the rolling stock, is rather in retreat, a nice play on words. In the past, this species had the ability to hide disturbing elements on and next to the layout. Does this still apply in the present?

This is the state of “Diemeltal” shortly before the landscaping phase, which is to be carried out in the next step. The effort for the described “earthworks” was worth it.

The focus was without exception on the model train. Its detailing could not be high enough. This was and is, in my opinion, unfortunately a wrong approach!

I myself often work in a group of two, there is the specialist for railway engineering, and myself, as an expert for landscape design. Just give it a try, especially in the model railway clubs such constellations emerge quite quickly. We all profit from it and especially this special hobby.

In the next episode we will not look at how Diemeltal gets its green dress! A pity? Not at all! I would rather take you on a journey of sophisticated arrangements. The placement of trees alone has a decisive influence on the later appearance of the layout.

And the magic works, on the builder as well as the later audience.

Manufacturer of the used materials:
https://www.faller.de
https://www.heki-kittler.de
https://www.molto.de

1zu220-shop.de

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Archistories 105191 - Bahnhof 'Westheim' - Exklusivprodukt des www.1zu220-shop.de

Art.-Nr. 105191, Maßstab 1:220 (Spurweite Z)

Der sauerländische Bahnhof 'Westheim' wurde maßstabsgetreu und hoch detailliert seinem Vorbild entsprechend umgesetzt. Der dreiteilige Baukörper gliedert sich in einen giebelständigen repräsentativen Mittelteil, ein Restaurant und auf der Gegenseite den Bereich der Güterabfertigung. Auch spätere Um- und Anbauten, wie das Büro der Fahrdienstleitung wurde berücksichtigt, was dem Bahnhof eine besonders authentische Wirkung verleiht. Der Bausatz ist mit aufwendig produzierten, vollflächig gravierten Schieferfassadenteilen, Echtholz- und Fachwerk-Elementen ausgestattet.
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Germany's wine valleys

Along the River Rhosel

Jürgen Wagner also belongs to the creative scene of the Zetties, from which many worth seeing layouts of the most different motives and main focuses emerged in the last years. His most recent work is based on impressions from Germany's best vineyards, and is thus rightly included in our annual theme.

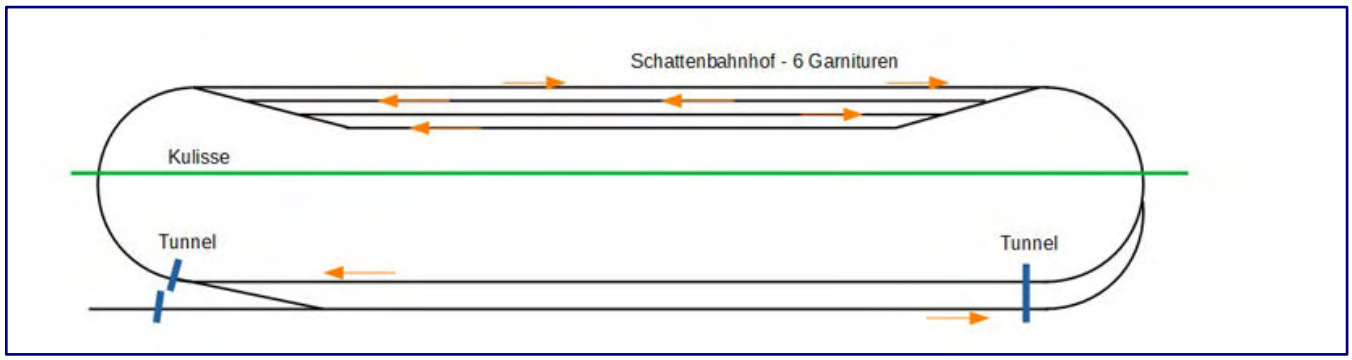
By Jürgen Wagner. The showpiece that I am presenting here today is already my third exhibition installation on a scale of 1:220, filling a gap in the operating procedures and rolling stock usage.

On my first layout “Middle Earth”, electric and Diesel locomotives of the era IV are running on a single-railed, electrified track, but the track helix limits the maximum train length to four express train cars. The “Almstedt-Segeste” layout is used for museum sets with steam locomotive covering, as well as branch line vehicles.

Jürgen Wagner wanted to see long goods trains alternating with long-distance trains made up of 26.4 m long passenger coaches on his new layout “Along the Rhosel.”

“Along the Rhosel” was now to depict a double-track, electrified main line for long passenger and freight trains in the smallest possible space. Again, the focus is on Era IV with Diesel and electric traction, but with up to eight 26.4-metre coaches or correspondingly long freight trains.

I intentionally went without a railway station. A romantic river landscape with gentle track curves, vineyards and rock formations was to provide the scenery for a long parade route with a length of 2.70 m. The scenery continues in a suitable backdrop, which I found at Faller under the name “Sauschwänzlebahn”.



The track plan is deliberately kept simple and does not require a station. “Along the Rhosel” is a pure ride system with a long parade route.

Since I did not want to commit myself to a specific model, but I wanted to recreate one or the other impression from the German river valleys, the layout was given an artificial name composed of Rhine and Mosel (Rhine and Moselle): Rhosel.

For example, I have always been fascinated by the “Kammereck” block station. This is probably the most frequently built model of a block station in Germany. Many variants can already be found on the Internet. Since I, like some others before (and certainly after) me, did not implement the model 100% exactly, I call the block station “Kammerrund”.

continues on page 39

The decisive idea for the layout motif came when cycling along well-developed cycle paths through the German wine-producing regions. This is also reflected in the layout, made possible by Trafofuchs and complemented by a railbus.

The reconstruction of a Roman funeral temple in the vineyards (photo above) is modelled on a partially reconstructed funeral temple near Igel (Mosel). Like the adjoining buildings of the vineyard (photo below), it was created using a 3D printer.

The annual leave in 2019 coincidentally led to the Moselle. My wife and I really liked the beautiful, wide and well-developed cycle paths along the river. That's why a cycle path dominates between the railroad tracks and the river. Suitable cyclists were supplied by the company Trafofuchs on request - even differently sorted and painted especially for this project.

Another eye-catching feature is the Roman funeral temple in the vineyards. The 3D-printed model is a partially reconstructed funeral temple near the village of Igel on the Moselle. Further information can be found in Wikipedia.

Jürgen Wagner has always been taken with the very well-known Kammereck block station. Therefore he designed the blockhouse Kammerrund, which was built with a little artistic freedom.

Of course, a castle and a winery cannot be missing in such a project, as they are almost obligatory for a credible and close to the original implementation. And so the adjoining buildings of the winery were also created with the help of the 3D printer.

Creative landscaping

I created the individual vines with a string, soaked in a mixture of wood glue and water, which was then rolled in model leaves. Then, I cut it into pieces of about 1 cm length using scissors and glued these sections to the trellises using pins prepared with string.

After it was completely dry, I dabbed the entire piece again with wood glue and completed it with more leaves. Since I would like to ask the question about the number of vines at exhibitions, as an estimation, I will not give away a total number at this point.

With the exception of a few fir trees, the trees and bushes were self-built from sea grass (Noch natural trees). In addition I have used for the vegetation flockage and foliage of Woodland Scenics, Noch and Busch. The rocks were made of cork oak bark. I ordered it in the internet at a cork shop. They sell much larger pieces than model shops, which are calculated by the kilogram.

The panoramic view allows our readers to follow the arrangement of the layout. In the foreground the river dominates, framing the parade route. The hillsides form its backdrop, so to speak. While on the right and in the middle are the vineyards, the left third is dominated by the rocks made of cork oak bark, with the castle placed at the edge of the layout.

The offers of model railroad suppliers are at best suitable for smaller projects, where mine was already a bit “out of the ordinary”. I filled the gaps between the individual cuts with smaller pieces of cork and plaster.

After that, all that was missing was a little bit of colour and some vegetation, and a natural-looking, rocky landscape has grown.

The era of pop colours is long gone: We indulge in reminiscences and enjoy the sight of the vines that were planted with great effort in the best vineyards of the Rhosel. The only thing missing is the special train “German Wine Route”…

The two-part railbus focuses the observer's gaze on the self-built overhead line with double cantilevers and wheel tensioners on the masts.

Technical gimmicks

Most of the catenary is also self-made, only the masts are from Märklin. Special ones, e.g. with double cantilever, I have assembled from different masts. I designed the parts for the guying with a CAD program (Blender 3D) and printed them on a 3D printer. Also my masts got finer concrete bases with the same manufacturing method.

Meanwhile, contact wire, suspension cable and hangers were made of 0.5 and 0.35 mm thin steel wires from Sommerfeldt, which were soldered. I took the insulators from their N-gauge assortment, as Karl-Heinz Wobschall, who was also allowed to present his layout here, had practised before me.

As the connector system has proven itself in the construction of the “Almstedt-Segeste” layout (**Trainini®** reported on this in issue 12/2018 on page 55), it should also be used for the new layout.

The basis is therefore plywood boards of 12 mm thickness, which are simply laid on top of bases (again from the 3D print) on a table. They are then held together by furniture magnets. The idea for this came from the principle of the Z-gauge small cutting boards. However, each of my six “small boards” here measures 90 x 27 cm.

I did not build the two staging yard parts including the control system from scratch, but I simply use those of the “Almstedt-Segeste” layout for this project as well. To reach the total length of 2,70 m, I only had to put a 90 cm. centre piece in between.

This way I can use a single staging yard for two completely different layouts. If you know that, you will also notice the unusual track plan at the entrances to this staging yard. This solution is of course much more complex in terms of control and programming techniques than separate directional tracks.

On the left side of the layout I have reduced the train operation to one track already in the visible part. The trains running on the river bank have to pass the tunnel on the opposite track. There is a construction site on the standard track, which causes a closure. Isn't that much more interesting than just driving in circles?

A nuisance in the model, the left tunnel tube on the layout, which has been closed due to a construction site, forms an operational enhancement.

By the way, the system is controlled by an “Arduino Mega” microcontroller. This receives information about the train movements from a total of 15 light barriers. On the basis of this information, it switches the relays for the tracks, servos for turnout drives and signals, as well as, the control of the train speeds via two electronic speed controllers with pulse width modulation.

An Ethernet interface on the controller also provides communication with a laptop, on which the system is visualised and operated. The speed and control parameters are set individually for each locomotive and assigned to the respective track by train tracking. This allows for a varied train operation with prototypical speed and soft retardation during acceleration and braking.

All photos and track plan: Jürgen Wagner

The suppliers of accessories mentioned in the text:
https://www.faller.de
https://www.maerklin.de
https://www.noch.de
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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.

Handbuch für effektvolles Lackieren

Maßstabsgerecht patinieren

Wo sehen wir nagelneue Eisenbahnfahrzeuge auf frisch geschotterten Trassen, die an frisch gestrichenen Hausfassaden vorbeifahren? Nirgendwo, werden Sie antworten, doch das stimmt nicht: Dies war lange Zeit das gewohnte Bild auf vielen Modellbahnanlagen. Doch die Entwicklungen der letzten Jahre geben eine neue Richtung vor. Wir haben ein Buch gefunden, das beim Erlernen der erforderlichen Kniffe und Techniken helfen kann.

Mathias Faber
Modellbahn realistisch gestalten
Loks, Waggons und Gleisanlagen farblich aufbereiten

Heel Verlag GmbH
Königswinter 2015

Gebundenes Buch
Format 30,2 x 21,5 cm
128 Seiten mit 244 farbigen Abbildungen

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Modelle nicht einfach schachtelfrisch auf der Anlage zu zeigen, liegt seit Jahren voll im Trend. Das gilt sowohl für das Rollmaterial als auch Gebäude. Auch das Schienenmaterial selbst bleibt davon nicht ausgenommen.

Längst hat sich die Erkenntnis durchgesetzt, dass sich ohne Spuren von Betrieb und Wetter beim Ansehen der Anlage oder Betrachten von Fotografien keine realistische Wirkung einstellt. Und so hat die Entwicklung weg vom früheren Sammler hin zum Betriebsbahner längst auch die Hersteller erreicht.

Doch gelungene Verwitterungen und Patinierungen sind zwar auf der einen Seite kein Hexenwerk, aber auch nicht ohne Vorkenntnisse und Übungen zu bewerkstelligen. Mit Bedacht und geschicktem Händchen selbst gemacht schlägt aber jede Alterung das, was aus dem Katalog heraus angeboten wird.

Keine Frage, denn Zeit ist schließlich Geld und aufwändige Alterungsarbeiten erfordern einen deutlich spürbaren Arbeitseinsatz. Und so bleibt jeder Modellbahner doch meist selbst gefragt, seinen Modellen und seiner Anlage ein realistisch wirkendes Antlitz zu verschaffen. Und schließlich macht dies auch noch Spaß.

Doch häufig sehen wir, dass gut gemeint nicht automatisch gut gemacht bedeutet. Einfach loslegen, ein Griff in einen fast beliebigen Farbtopf und aufgetragen aufs Modell, vermag niemanden zu überzeugen.

Daran ändern auch klatschende Hände und ein nettes Lob nichts. Gefragt bleiben geeignete Anleitungen, sei es durch Seminare oder Bücher, die ein planvolles Vorgehen lehren.

Zu vermitteln gilt es das gezielte und analysierende Betrachten von Vorlagen, Kenntnis von Farben und Techniken und schließlich das passende Anwenden, denn grau ist alle Theorie. Mathias Faber erklärt im vorliegenden Anleitungsbuch in anschaulichen Schritt-für-Schritt-Anleitungen, wie Farbschemata und Gebrauchsspuren des Originals vorbildgetreu auf der Modellbahn umgesetzt werden.

Dazu hat er sich eine geeignete Struktur für die einzelnen Wissensfelder ausgedacht und diese anschaulich und verständlich mit Leben gefüllt. Seine zuvor bei uns rezensierten Titel wie auch dieser sind in der Tat dazu geeignet, auch einem Neuanfänger das erforderliche Basiswissen zu vermitteln.

Und das ist leider keine Selbstverständlichkeit, wie wir auch aus vielen Leserrückmeldungen wissen. Allzu häufig verlieren sich Autoren in einer Fachsprache, die für Unbedarfte unverständlich bleibt, oder setzen an einem Punkt an, der bereits viel Grundlagenwissen voraussetzt.

Hier liegt eine zentrale Stärke des Autors, der im Umgang mit Farben und Spritzapparat nicht nur als Profi zu sehen ist, sondern sich auch als guter Lehrer erweist und sein Wissen weitergeben kann. Gehen wir mit diesem Bewusstsein kurz die Struktur des Buches durch:

Ausgehend von der Überlegung, dass es hinsichtlich der Wirkung von Farben (im Licht) feste Gesetzmäßigkeiten geben muss, was Größe und Fläche betrifft, hat sich Mathias Faber ausgiebig mit einem Phänomen beschäftigt, das er als „Scale Effect“ beschreibt.

Dieser Einstieg hilft zu verstehen, wie natürliches Licht im Freien unser Farbempfinden beeinflusst und welche Schlussfolgerungen sich daraus für den Modellbau ergeben, dessen Ergebnisse in der Regel künstlich beleuchtet werden – mit anderen Farben, abweichender Intensität, Richtung und Streuung.

Es folgt das Grundlagenwissen zu Farben, Werkzeugen und Hilfsmaterialien, bevor es ans Lackieren und Altern geht. Stets steht dabei der Blick aufs Vorbild mit der auf der Agenda. Nach und nach steigert der Autor den Schwierigkeitsgrad und gibt über Exkurse zusätzliche Anregungen für verschiedenste Ideen.

So werden Kapitel zu Farbvarianten von Fahrzeugen, im Anschluss dann Betriebsspuren und schließlich individuellen Erscheinungsbildern einzelner Fahrzeuge abgehandelt. Für einige Leser wichtig dürfte auch ein sich anschließender Abschnitt sein, der sich mit den besonderen Herausforderungen des werterhaltenen Restaurierens und Neulackierens beschäftigt.

Doch selbst an dieser Stelle ist der Inhalt des Werkes noch nicht erschöpft. Ein kürzeres Kapitel beschäftigt sich mit der Gleisanlage, die ebenso viel Aufmerksamkeit verdient, damit ein wie zuvor beschrieben behandeltes Modell seine Wirkung nicht verfehlt.

Eine als Anhang deklarierte und noch folgende Seiten richten den Blick auf eine mögliche Fortsetzung, die wir im Heel-Programm leider nicht finden können: das realistische Gestalten von Hausfassaden, Anbringen von (teilweise auch verblichenen oder überstrichenen) Fassadenanschriften und Graffiti auf Güterwagen.

Auch wenn dies hier nicht mehr vertieft wird, ist der Leser fürs Erste mit Anregungen gesättigt und es dürfte jedem in den Fingern jucken, das theoretisch Erlernte auch in der Praxis zu beweisen. Lange durch den Kopf geistern wird dabei das Schlagwort „Scale Effect“, das zum maßstabsgerechten Anpassen der Farbtöne mahnt, um ein bestmögliches und realistisch wirkendes Ergebnis zu erzielen.

Verfehlte Verkehrspolitik und ihre Folgen

Die Bahn auf dem Abstellgleis

Ein Wissenschaftler oder Verkehrsexperte muss niemand sein, um festzustellen, dass auf der Schiene einiges im Argen liegt. 1994 sollte die Privatisierung als Allheilmittel wirken, doch heute stehen wir vor einem Scherbenhaufen: keine Konkurrenz im Fernverkehr, Lkw-Schlangen auf der Autobahn, marode Strecken, stinkende und verdreckte Vorortbahnhöfe, Rückzug aus der Fläche und Rekordschulden. Ein Buch deckt auf und zeigt Alternativen für Volk und Umwelt.

Thomas Wüpper
Betriebsstörung
Das Chaos bei der Bahn und die überfällige Verkehrswende

Christoph Links Verlag GmbH
Berlin 2019

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Thomas Wüpper, Jahrgang 1961, ist seit Anfang der neunziger Jahre Wirtschaftskorrespondent in Berlin. Schwerpunkte seines Schaffens sind Verkehrs- und Verbraucherthemen. Gerade zum Thema Bahn hat der Schwabe aus dem Nordschwarzwald bereits mehr als 1.000 Artikel verfasst.

Da schien es wohl Zeit zu sein für ein ausführliches Buch, in dem er auch mehrfach auf passende Artikel seines Treibens verweist und sie am Ende des Titels auch aufführt, wenn sie elektronisch (noch) aufrufbar sind.

Auch uns hat dieses Buch angesprochen, denn dass es im System Bahn und besonders bei der Deutschen Bahn nicht gerade rund läuft, blieb in den letzten Jahren wohl nur wenigen verborgen: Fahren auf Verschleiß, Geldverbrennen in Milliardengröße für Auslandsbeteiligungen und fragwürdige Prestigeobjekte, in der Folge sich häufende Zugausfälle, immer schlimmer werdende Verspätungen, wochenlange Streckensperrungen für erforderliche Sanierungen, „Saunazüge“ usw.

Der vorliegende Titel aus der Kategorie von Politik und Zeitgeschichte geht den Problemen nach, die die Deutsche Bahn seit ihrer Geburtsstunde begleiten und belasten. Auslöser und Ursachen sind aber teilweise auch lange davor zu suchen.

Der Autor meint: Bei der Deutschen Bahn ist die Betriebsstörung (längst) ein Dauerzustand. Doch wenn er auf Spurensuche für Verspätungen, Ausfälle, überfüllte Züge und geschlossene Speisewagen geht, dann mündet das nicht in der Generalabrechnung eines unzufriedenen Kunden.

Deutlich zu merken ist es vielmehr, dass sich ein steuerzahlender Bürger hier um eines unserer wichtigsten Verkehrsmittel sorgt, das gerade in der anstehenden Verkehrswende eine besondere Rolle spielen soll und muss. Ohne funktionierende Bahn sind das Verfehlen aller Klimaschutzziele und ein Verkehrskollaps vorprogrammiert.

Trotzdem sind bei hohen Fahrpreisen viele Fahrzeuge und das Schienennetz geradezu verlottert, der größte Staatskonzern Deutschlands droht zum Fass ohne Boden zu werden. Die Unternehmensschulden liegen auf Rekordniveau mit steigender Tendenz. Und genau da sollte doch die Bahnreform wirken.

Wirtschaftsjournalist Thomas Wüpper deckt seit Jahren die Fehlentwicklungen bei der Bahn auf. Dazu stellt er nicht nur Anfragen, wertet Statistiken und Daten des Unternehmens und von Ministerien aus, sondern sucht auch das Gespräch mit all jenen, die in diesem Sektor eine Funktion haben: Vorstände und hohe Angestellte, Politiker, Gewerkschaftsführer und einfache Bedienstete.

Deutlich vernehmbar stellt er die Frage, was wohl wäre, wenn ein deutscher Verkehrsminister plötzlich und tatsächlich (am Gemeinwohl orientierte) Verkehrspolitik betreiben müsste, statt Lobbyisten mit Spendenbereitschaft zu gefallen?

Doch auch andere Beteiligte kommen nicht gut weg, der Fisch stinkt bekanntlich immer vom Kopf. Er beschreibt das ganze Ausmaß des Debakels und analysiert schonungslos und vollständig dessen Ursachen: Missmanagement, überflüssige und viel zu teure Projekte wie Stuttgart 21, Politikversagen.

So wird unmissverständlich klar, dass die Verantwortlichen sowohl in der Politik als auch bei der Bahn in Vorstand und Aufsichtsrat, ja sogar unter Unternehmensberatern, zu suchen sind. Unwissenheit, Fehleinschätzungen und Fehlentscheidungen haben seit Jahrzehnten Methode, während im Konzern aufgewachsene „Eigengewächse“ allzu häufig ignoriert werden.

Kapitel für Kapitel, treffender vielleicht „Symptom für Symptom“, arbeitet er sich verständlich durchs äußerst komplexe Thema. Zuerst analysiert Thomas Wüpper die Fehler im Unternehmen selbst, anschließend in der Politik. Dies führt dann zum entscheidenden Kapitel mit Konzepten für eine funktionierende Bahn: günstig, verlässlich und ein Motor für nachhaltige Mobilität.

Und genau das macht dieses Buch aus. Es ist kein Klagelied über schlechte Zeiten, sondern ein Weckruf und das aktive Angebot von Alternativen. Wir müssen es nur wollen, und wenn unsere Volksvertreter dies weiter ignorieren, dann müssen sie den Aufschrei der Straße hören.

Die Stärke des Buches liegt in der Genauigkeit und Treffsicherheit der enthaltenen Analysen, zumal auch unbequeme Wahrheiten hier nicht verschwiegen werden. Dirk Flege von der Allianz pro Schiene brachte es treffend auf den Punkt: „Wer wissen will, wie wir eine bessere Bahn bekommen, sollte dieses Buch lesen.“

Obwohl schon im September des letzten Jahres erschienen, hat es kein Stück an Aktualität verloren. Unverändert ist außer vielen Worten, häufig ohne Inhalt oder Umsetzen in die Tat, nichts zu vernehmen, was die Bahn wieder schlagkräftig und effizient machen kann.

Deshalb ist es das perfekte Weihnachtsgeschäft für alle politisch Interessierten, gebeutelten Steuerzahler, unzufriedenen Bahnkunden, Umwelt- und Klimabesorgten wie auch jeden Modellbahner, der die Bahn schätzt und mag, vom vielen Kopfschütteln aber langsam Schwindel verspürt.

Long distance travel in times of crisis

Who is leading the Game?

This summer, Germans longed for a return to normality and holidays. Significantly lower infection rates allowed for more travel over a period of about two months. Passenger numbers of long-distance buses and trains also increased somewhat during this period, which soon resulted in newspaper reports about people flouting face mask rules. Based on a roundtrip to Nürnberg (Nuremberg), we checked which means of transport felt the safest to us.

By Holger Späing. Does one really have to always travel in one's own car? Journalistic investigations and an appointment in Nuremberg called for a trip that could be neither postponed nor replaced by electronic communication tools.

On the one hand, my environmental conscience told me not to embark on a single occupancy 450 km. motorway journey by car. On the other hand, I felt that the absence of fellow passengers and risk of contagion would be of undeniable advantage.

Destination Nuremberg in terms of convenience, environmental awareness and price competitiveness during a pandemic: Is it better to travel by the Deutsche Bahn AG's ICE trains or rather by long-distance bus? One thing is certain, train services have at times been criticised for not enforcing compulsory mask wearing on board of their trains.

It was unsettling to read media reports about railway crew being unable to enforce the legal obligation for passengers to wear face masks on the trains of Deutsche Bahn AG. This was apparently due to a loophole in internal regulations which was shamelessly exploited by the ignorant and Covid-deniers to the detriment of society.

No question, I do not want to catch the virus! Even though this disease does not necessarily pose an immediate threat to my life, I prefer to be rather safe than sorry. I have heard from too many patients and

For half of all Germans, environmental and climate change considerations already are of top priority when it comes to the future development of transport. But convenience and travel cost are a close second. Illustration: BMU

have personally spoken with people who have recovered from the virus, so as not to take the often persisting health problems lightly.

Scientific evidence from the SARS epidemics of the last twenty years or so is a warning to protect myself and others from infection. I see this as a civic duty. During these times, this should be just as natural as one would expect a surgeon to wear a face mask when operating a patient.

That is why I reacted to all these reports with anger, fear and incomprehension. So, should I travel with my own car after all? But the all-clear apparently came a few days later, when the Deutsche Bahn AG announced that it would now take rigorous action against passengers refusing to wear a mask and, if necessary, expel them from the train.

Journalistic curiosity kicked in: were these just empty phrases or a serious announcement? In addition, I had never travelled on a long-distance bus before and was tempted to do so in order to be able to compare it to the train experience. When, if not now?

Design, vehicle and livery speak a clear language about the German long-distance bus brand's own image. The European market leader in this travel segment wants to be perceived as modern and environmentally conscious. Photo: Flixbus

No sooner said than done: the decision had been made to complete one of each route on the same day with a long-distance bus and a long-distance train, and to compare the journeys. After all, DB's quasi-monopoly in long-distance train transport does not have to fear other railway companies, but does face competition on the motorways by long-distance buses, above all from market leader, Flixbus.

Comparing prices and travel times

As expected, the ICE trains of DB's long-distance branch beat any long-distance bus over longer journeys as long as the distances between stops are sufficiently long and, ideally, the journey includes new high speed line sections.

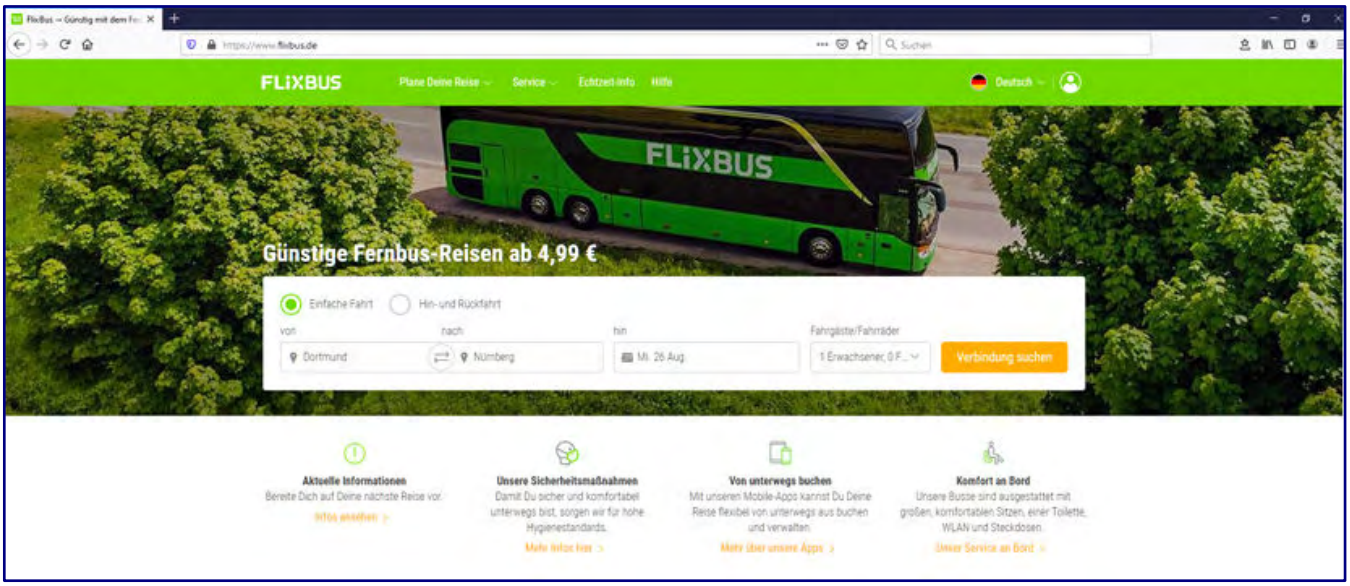
Especially, at top speeds of 250 km/h and more, this has a noticeable effect on the average travel speed, which must also include stopping times. Long-distance buses also have such stops, but with a maximum speed of 100 km/h on motorways, they are at a certain disadvantage.

Another reason that can significantly prolong journeys is the time needed to change trains. I have not selected my journey according to criteria that favour or discriminate against one means of transport or another. However, I am also not aiming to do a systematic or even representative study.

At this point, it is often forgotten that the clock for individual travel times does not start at the departure station of long-distance transport. The full equation also needs to account for the type of transport and time it takes get first to the long-distance train or bus station. Under environmental considerations, therefore, only local public rail or road-based transport was to be considered here.

The destination itself and the precise schedule at the destinations were set. The only thing left to do was to find suitable travel options that were as environmentally friendly as possible, attractively priced and as reliable as possible in terms of timing. Many passengers planning the same kind of trip for similar reasons will be faced with having to make similar decisions.

The first step consisted of some research: Which providers offer the Dortmund – Nürnberg (Nuremberg) route on which days and times? Given my limited flexibility with respect to date and timing, only two providers remained: Flixbus and DB Fernverkehr.



It couldn't be simpler: click on one way or return, enter departing and arriving location, select travel date, start search and the offers appear on screen. There is no need to search for the cheapest fare. Flixbus understands what its customers want.

The choice of which company to use for which leg of the journey was also determined by my planned schedule at the destination. The latest arrival time in Nürnberg (Nuremberg) was fixed, but I had some flexibility with respect to my departure time. As for the return journey I could also not arrive back home too late in order to not compromise plans for the following day. An overnight stay in Nürnberg (Nuremberg) was, therefore, also out of the question.

This resulted in an early departure with Flixbus from Dortmund's central bus station and a return journey with a Deutsche Bahn ICE train from Nürnberg (Nuremberg) central station. Since the central bus station and the railway station in both cities are close or directly adjacent to each other and both the starting point and the destination were identical, both means of transport had the same advantage in terms of local connections.

In Nürnberg (Nuremberg), it was a five-minute walk to and from the station, and in my home town there are frequent scheduled train connections to and from a station that is a ten minute walk from my home, and which offers at least hourly services even throughout the night.

However, the comparison started already getting interesting when it came to ticket prices and the booking process: Flixbus only offers one class and one price, which appears on the screen together with the connections offered. Buying a ticket is intuitive and fast.

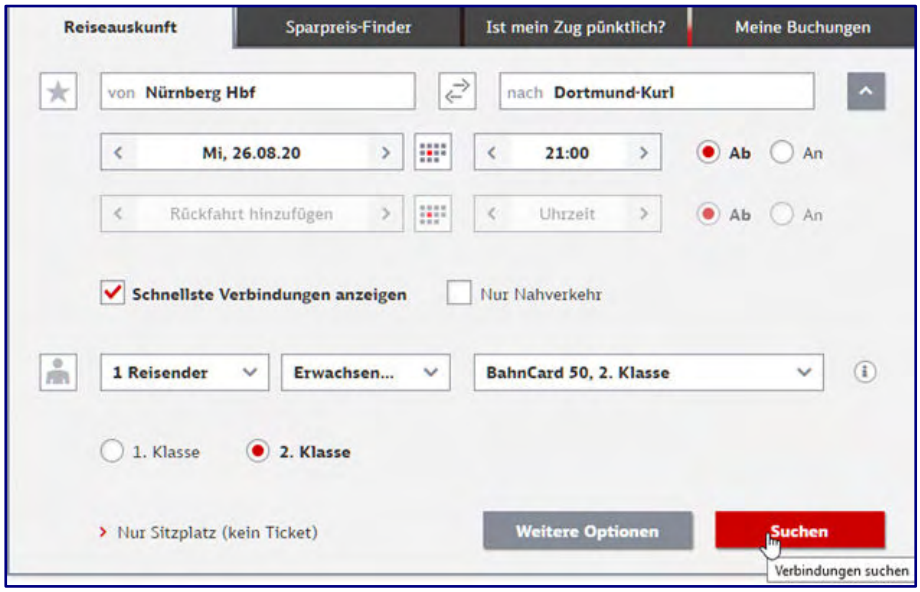
From Dortmund central bus station to Frankfurt (Main) central bus station, and from there one to Nürnberg (Nuremberg) central bus station came to a total of 23.47 Euro, including seat reservations that can be selected, individually. However, this does not include additional travel costs to the departure point of the long-distance bus, which need to be added extra (unless one does not already have a local transport season ticket).

Depending on customer preference all travel documents can be saved as PDF files, printed out on paper or simply managed with a mobile phone app. This ensures that all types of customers and age groups are served in the best possible way.

The Flixbus electronic booking system, which also includes the Flix trains, is particularly practical for travelling, as it also provides up-to-date information in case of delays or other problems. The buses also offer free and paid entertainment programme, via WIFI.

Summarised in one sentence, it can be said that Flixbus's cost-saving self-service system makes for a simple and intuitive experience. Its services are offered and provided in a modern way using the most recent technology and target therefore mostly young and price-sensitive customers.

Unfortunately, this is still not the case with Deutsche Bahn. While departure and destination stations as well as the key data for the day of travel are quickly entered into their online system, this is only the beginning of the search.



It's different with Deutsche Bahn: once the basic travel data have been entered, the search only gets started. There are three types of tariffs per coach class (flex, economy and super economy), depending on availability, and possible discount options add to the confusion. Between the cheapest and the most expensive offer there can be a price difference up to 100 Euro.

Which connection should it be? There are different routes, travel times, train categories, number of stops, and each possible choice results in a different price.

In addition, there are two coach classes, discount options for various discount cards, flexible and train-based fares, different cancellation options, seat reservations included in the price or to be paid separately and differences in whether the ticket is valid for the rest of the local transport at the start and destination - or not.

As a frequent train traveller, I am quite used to all this and usually navigate the system without thinking too much about it. But it is only now that I am beginning to wonder if these booking procedures are state-of-the-art and customer-friendly.

I do understand the criticism that has been levelled at the railway system for years: that it is too bureaucratic, inflexible, expensive and confusing. A competitor who is also active in the railway business proves beyond doubt that things can definitely be done more easily. But Deutsche Bahn has also had to learn a lot from the competition and has now implemented some of its ideas, but more on that later.

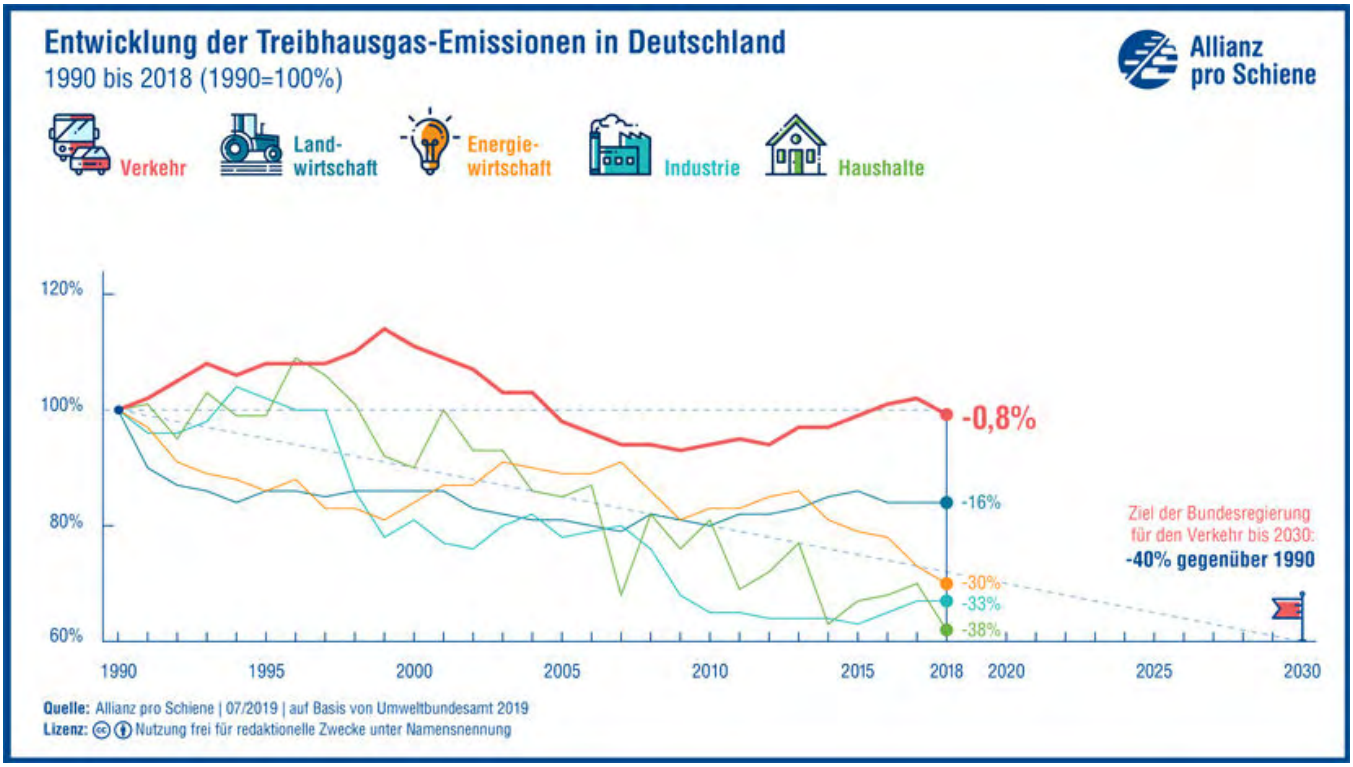
While I am still searching and thinking, it briefly crosses my mind to give up on the train booking and just take the bus for the return trip, too! But that is out of the question. This is about a self-experiment, a personal comparison, and besides, I am a railway enthusiast.

And today, rail transport is in greater demand than ever before as the most environmentally friendly means of transport. It is the only way to achieve a turnaround in transport. I honestly want to avoid a future scenario of having to travel to Nürnberg (Nuremberg) in a stage coach on a trip lasting several weeks, once politicians, under pressure from idealised youths, should have reverted the freedom to travel back into an unaffordable luxury good for a few rich people.

Ecologically sensible behaviour, thinking twice about the necessity of every trip and choosing the most sensible means of transport should therefore become a habit for us all and would help to avoid restrictions and ever increasing energy taxes disguised under fancy names. So it would be preferable to let our common sense prevail in the interest of us all.

In the meantime, I had found a suitable ICE train connection at an acceptable price. Opting for a specific, and non-changeable train connection, was no problem for me, and to my surprise, I was able to still get hold of a super saver fare.

The seat reservation was calculated separately at a hefty 4 Euro. Flixbus did not even come close to half of that for two buses, but at least the ticket could be booked directly to my place of residence without additional costs. All in all, the total price of 27.90 Euro charged by DB Fernverkehr was about the same as the bus tickets.



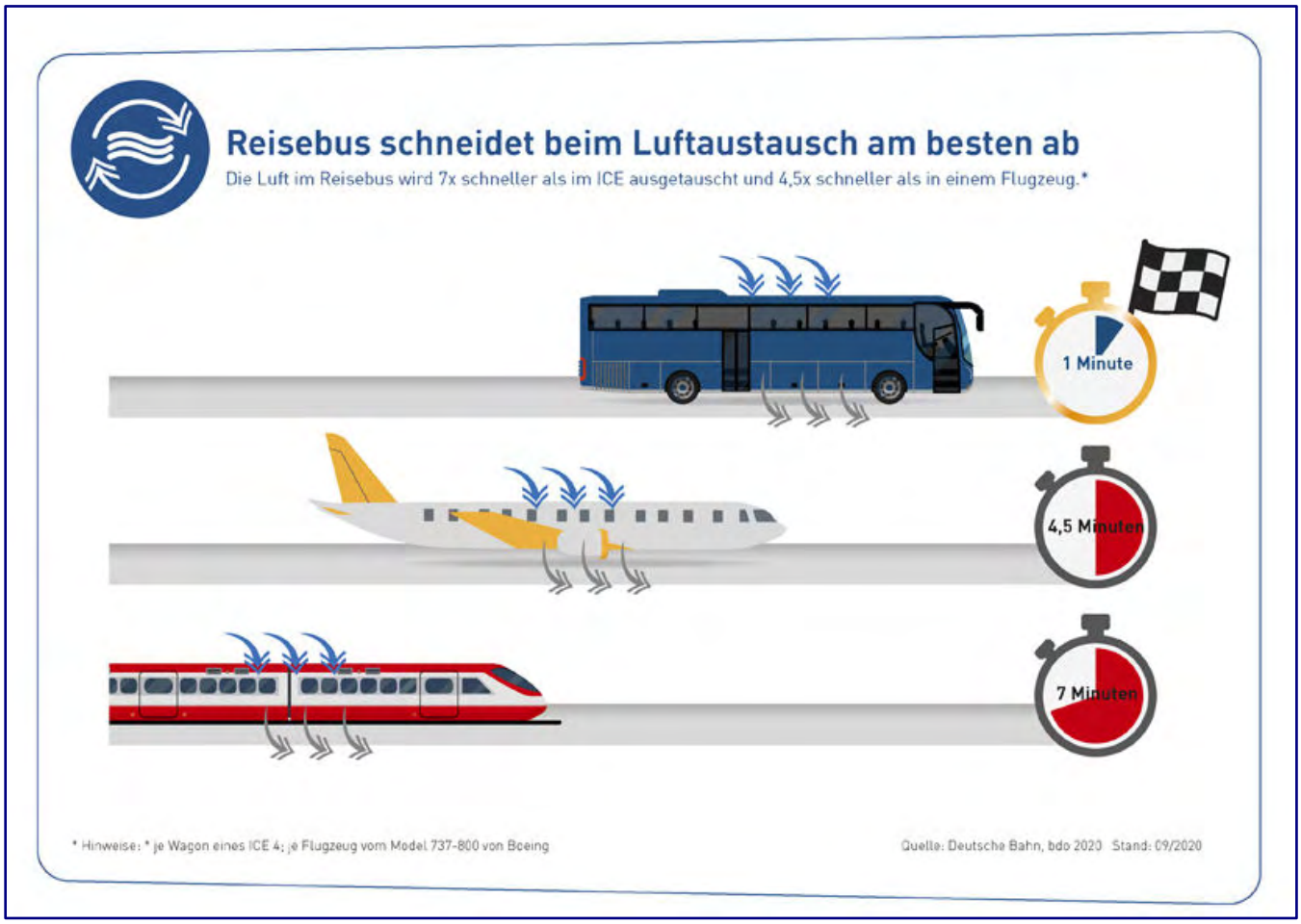
The development of greenhouse gas emissions over 18 years (until 2018) shows a general need for the transport sector (red curve) to catch up with the general trend. While all sectors show reductions of at least 30% and industry as much as 16%, transport is still almost at 1990 levels with a reduction of only 0.8%. Is this a reflection of the rapidly increasing traffic volume that we all perceive? Graph: Pro-Rail Alliance

But I must confess at this point that this is the only DB fare which is competitive with long-distance bus services at all, but one which is available in very limited quantities only. There are no longer additional

discounts for frequent travellers, but there are discounts on other savings prices and the regular price; nevertheless they are always far above what Flixbus charges.

The question of how this is economically feasible can only be answered internally by the top management of the railways, and externally by our transport politicians, who for 60 years have consistently put the railways at a disadvantage compared with air and road transport, and who have a say in the fate of the state enterprise on their supervisory board.

The price structure of the railways is also being affected by the fact that tickets are now only taxed at a reduced VAT rate of 7% instead of the full 19%. The temporary reduction for six months from 1 July 2020 (to the current 5%) will of course also apply here.



Der Bundesverband deutscher Omnibusunternehmer (Federal Association of German Bus and Coach Operators) currently considers the coach to be the best choice from a health point of view. It claims that the air inside coaches it is changed 7 times faster than in the ICE train, which should significantly reduce the viral load. Illustration: BDO

After heavy investment by companies in new video-conferencing facilities and computer equipment with cameras, microphones and suitable software to avoid business trips, I would like to question very much today how much more travel will be done in the foreseeable future. After all, less business trips can also make for a massive future gain in working time and productivity.

I think Deutsche Bahn would be ill-advised to announce already now its usual annual price increases for December 2020. In terms of prices, Deutsche Bahn is at best on a par with the other means of passenger transport, but in most cases it is clearly at a disadvantage. If they should put an upwards pressure on prices again, companies will probably reconsider even more their travel budgets, especially in view of this year's experience.

Let's take a final look at the predicted travel times before the start of our trip. The route from Dortmund bus or train stations to Nürnberg (Nuremberg) bus or train stations, is scheduled to last 7:35 hours with the long-distance bus and only 5:08 hours with the ICE train without changing trains.

If we include additional travel times for getting to and from the stations, i.e., including changing from/to public transport and a Flixbus advice to arrive 15 minutes before departure, the effective times increase to 9:05 hours (long-distance bus) and 5:47 hours for the train. This means that the ICE is also much better connected to other regular rail services.

With Flixbus to Nürnberg (Nuremberg)

The outward journey to Nürnberg (Nuremberg) was off to a good start. An advertisement in Dortmund central bus station listed the routes and departure times of the long-distance buses and assigned them to a bus platform. Flixbus had also used its corporate colours to guide passengers to the right area.

The test drive begins. The stop at Dortmund central bus station is clearly marked by the company colours, and, therefore, cannot be missed. The modern coach holds promises for a pleasant journey.

As all passengers book their route by in their name, the driver can check them in one by one on his list, ask them to disinfect their hands, and wear their face mask, and stow any luggage they may have. In our case this meant a departure 2 minutes ahead of schedule at 7:53 am, as nobody was missing.

The modern coach came with a comfortable seat, where only the backrest should have been higher, a pleasantly air-conditioned interior, and free and functioning WIFI with a data volume of 150 MB per day.

There were 13 passengers on the bus and in contrast to the morning regional express train, which had taken me to the city centre, all of them wore their masks according to regulations, a reassuring feeling, even with large distances between passengers due to low bookings.

And, so this trip was very pleasant at first, and I was able to get a bit more sleep. After all, it was going to be a long day and some rest would certainly do me good. But, at some point, I was woken by loud honking on the A 45 motorway.

The cause for this (and a similar situation later on the A 5 motorway) was the very aggressive driving style of our driver, who repeatedly crossed solid lines and forced following cars to brake hard, which led them to vent their anger loudly.

Tickets are checked by Flixbus at the door and completely contactless. The hygiene concept currently also includes compulsory wearing of masks, a safe distance when waiting and boarding, and a disinfectant dispenser that is attached to the boarding door. Here, too, the functioning of the system depends on the acceptance of the passengers. Photo: Flixbus

By the way, if an accident can only be avoided by the intervention of the other driver, lawyers would already consider this a legally relevant provocation of a hazard. So much for mutual respect and consideration? I felt particularly uneasy due to the fact that this happened several times in narrow lanes at the many construction sites along the route.

But neither that, nor signs prohibiting vehicles over 2.10 metres wide from driving outside the right lane did seem to bother our driver. He also made ample use of the left lane(s), which, as I could easily see from the last row when looking back, were considerably narrower than our bus.

And so he overtook diligently and cheerfully other cars, ignoring all the honking of harried and coerced drivers in the construction areas, in order to make faster progress himself. My own experience makes me doubt very much that he observed the relevant speed limits of 80 km/h or especially, only 60 km/h.

I have to confess that I started to fear for my own safety. Several times I thought about calling the police to put an end to this odyssey, before people get hurt. The only thing that would have been difficult would have been to tell them the exact location, because I could not read the motorway exit signs from my position in the back row.

Arriving in Frankfurt (Main) central bus station, I could have kissed the ground with relief and was glad that the second part of the bus journey was going better. That is probably the only reason why I did not file a complaint with Flixbus, especially since they do not operate their long-distance buses themselves, but instead use (other) bus companies, as contractors. Nevertheless, the feeling of being much safer on the train remained.

I cannot gloss it over, so I write it as clearly as In Frankfurt (Main) the central bus station is located in a rather small area, but very close to the main station. Like the main station, the ZOB is an important junction for long-distance traffic, which is why a change of trains was necessary, here.

By the way, we arrived in Frankfurt (Main) at 10:38 a.m., 7 minutes ahead of schedule, despite heavy traffic on the motorways. This gave me more than the estimated 45 minutes layover time to stretch my legs a little and have a second breakfast, as refreshment.

I also walked a little bit in the direction of the main station to discover possible photo objects and to get an impression of how operations at Deutsche Bahn were going that day. A platform announcement I overheard by chance reported that a train was probably going to be 95 minutes late due to signal malfunction, which made me doubt whether I would have reached my destination today with the long-distance train.

I also got curious about the advertising poster of another long-distance bus company. It referred to the social distancing rules that only they apply and reduced passenger numbers on their buses as a contribution to the health of their customers. I took this as an occasion to take a closer look at Flixbus policies, because I was only at an intermediate destination.

Back at the central bus station, I observed the bus traffic, which consisted not only of long distance bus services with destinations far beyond the borders of Germany. Many foreign workers also seem to have been “carted” here in the context of the free movement of persons within the EU, an economic contribution which is dubious from an environmental point of view.

This also reminded me again that the driver on the first leg of my trip spoke only very broken German and was hardly able to converse. And, I encountered enormous language barriers also with the driver on the second leg.

Clean interiors, comfortable seats, pleasant air conditioning and sockets (mains plug and USB) at every seat are arguments that clearly speak in favour of travelling by modern long-distance bus.

On the journey itself, this did not matter, because any conversation with the driver is forbidden anyway, during driving. But the language barrier was particularly annoying for older people who were not sure whether they were standing in front of the right bus, or wanted to know where they could find their means of transport.

Such customers were clearly in the minority, however. Being in my mid-forties, I was already above the average age of all passengers – except the drivers. Around ten passengers in all legs of my trip were around the same age or older than me. All the others were probably students on their way home, which explicitly applied to all those I spoke to during the trip.

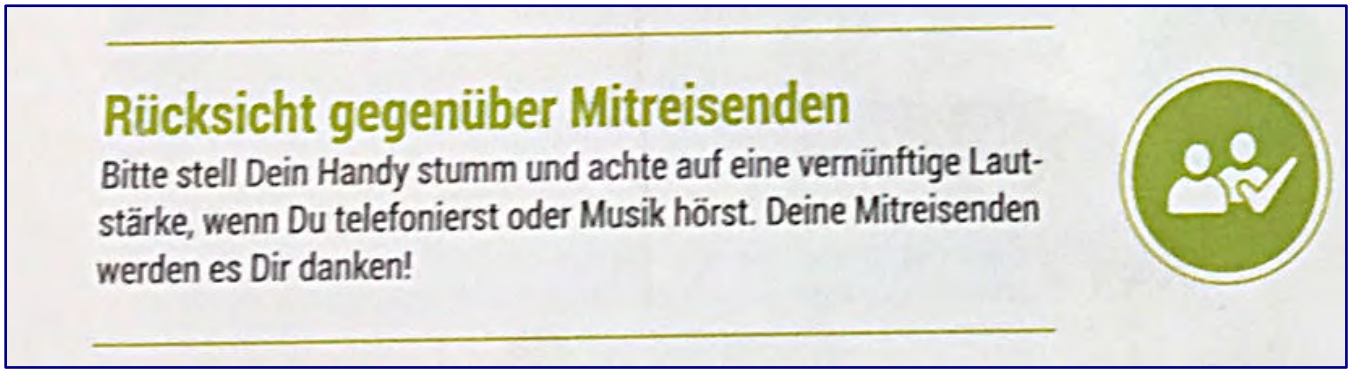
One conspicuous feature was the staff of a security service present in Frankfurt (Main) central bus station. Deutsche Bahn also employs such personnel at major stations, which is why I asked about their duties. I was told that they were deployed to protect passengers from aggressive begging, harassment and theft. I now realised the risk of open luggage flaps on buses during stops.

My journey continued on another bus, for which Frankfurt and Nuremberg were only stopovers. I was supposed to leave Frankfurt at 11:30 a.m., and reach my destination at 3:30 p.m. I would not have much time in Nürnberg (Nuremberg), everything was tightly timed, but feasible. We started with a four minute delay, so everything was OK.

I counted 18 passengers in the bus, two of whom had taken off their masks. The driver did not seem to mind, because there were no general announcements or specific requests. And as I noticed, all seats and rows in Flixbus were available for reservations.

At least during the following stops along the route some areas of the bus became tightly packed. Passengers were then seated less than one metre apart and that over a period of possibly several hours. So, it was all the more important to wear face masks to prevent the spread of aerosols.

Also, the female passenger directly in front of me did not mind. Her mask remained off for the full four hours, she ate and drank merrily, made phone calls in between or watched a film on her mobile without headphones. Friendly requests were stubbornly, ignored. There were no staff to enforce rules and the driver could not intervene whilst driving (and would have had problems anyway to say something because of lacking language skills).



Flixbus urges its customers to be considerate of each other, which must currently include the obligation to wear masks. But, if somebody does not play along, unfortunately, every passenger is on their own when travelling. Source: Flixbus-Reisendeninformation

In addition, I had problems logging in to the WIFI of this bus, which was not available to me for most of the time. At least, the 220-volt and the USB charging socket at my seat worked. How happy I was when the technician of my phone company called me on my phone about an internet problem at my place, that had been going on for months.

How I enjoyed drowning out with my voice the TV sound of the crisps and biscuit munching cookie monster in front of me. I wondered if she would notice now, how much of a nuisance her inconsiderate behaviour, was to her fellow passengers. But no, no such luck!

A nap was out of the question and I considered asking her if she could hold the device a bit higher so that I could watch as well. Reading was just as impossible. Physically relaxed thanks to comfortable seats and good air conditioning, but therefore quite annoyed, I arrived in Nürnberg (Nuremberg) 15 minutes ahead of schedule.

I still had some extra time and was able to observe the hustle and bustle at the central bus station. The line I arrived on split-up for two destinations, so some of the passengers had to change to another bus.

Why are we comparing Flixbus with Deutsche Bahn? As the only competitor in long-distance passenger transport, this company also directly competes with it on rail, with an offer called "Flixtrain". Photo: Flixbus

To ensure smooth operations, local Flixbus staff coordinated the transfer of people and luggage to the right bus. All Flixbus staff I met that day always wore face masks, when in contact with passengers, and the contactless boarding and control process, with sufficient safety distance, seemed to be well thought out.

But what good is that if individual passengers do not participate? When things quietened down, I asked how Flixbus was to ensure that passengers kept wearing their masks, especially during the journeys.

I was told that this was the task of the drivers, who were obliged to make announcements about safety measures who also attach disinfectant dispensers to the doors during stops. So far, so good, but, it was also clear that drivers could not intervene whilst driving.

However, the contracted bus companies cannot be exempted from their obligations. The driver has the right to exercise authority if needed and is also allowed to issue reprimands. So was the driver on this journey simply indifferent, or was he not sufficiently aware of the problems?

The local representatives quickly pointed to the police, who sometimes carry out spot checks, and sometimes even drug raids. What, Flixbus as a drug courier? Well, thinking about it, that seemed quite possible, particularly in the case of cross-border trips.

One of the two Flixtrain connections recently started up again with newly renovated passenger coaches. Comfort and ambience are in no way inferior to the buses. Bookings are made via the same portal, and, therefore, offer the same user-friendliness and transparent low-cost fares. Photo: Flixbus

Well then, I arrived in Nürnberg (Nuremberg) safe and sound and on time. Two weeks later, I was to know for sure that I had not caught an infection there. And, an extra point goes to Flixbus for their clean and functioning bus toilets.

…and return by train

Compared to my bus journey, my return journey by train should prove to be less spectacular most of the time. Fortunately, I did not have to travel on of the very uncomfortable ICE 4 trains. My ICE 3 did not belong to the already renovated trains either, because otherwise it would have had those awful seats with a much too short seat surface, where even the backrest cannot be tilted in any useful way.

Punctually, i.e. in time before departure, I arrived at Nürnberg main station. I bought a bread roll, something for dinner and drinks, and was ready to start. In the entrance area security personnel pointed out that the obligation to wear face masks was compulsory and enforced.

Even in the station itself, I witnessed the Federal Police intervening and issuing a verbal caution when somebody moved around the station without a mask. This enforcement of protective rules gave me a good feeling of reassurance.

But, is this due to the Free State of Bavaria, which is known for its strict approach, or has it been the Deutsche Bahn AG demonstrating they have done their homework? The following weeks showed me that rules are increasingly being enforced, but that there are still differences in implementation between locations.

At the start of the return journey, the exciting question arose: Would Deutsche Bahn show itself to be just as detached as its ICE 2 power unit 402 020-2?

While hearing more loudspeaker announcements on the subject in Düsseldorf main station and also observed interventions of security services and the federal police, I repeatedly had the impression in Dortmund main station that people could do whatever they wanted.

In any case, the morning “storm chaos” seemed to have calmed down again and my ICE train left Nuremberg on time at 9:00 p.m. There were only relatively few passengers on the evening train, but other daytime connections with more passengers confirmed my impressions shortly afterwards. Sufficient social distance could usually be kept on board.

Friendly train attendants helped their passengers, showed them the way to the seat where it was necessary, checked tickets, but also actively demanded that everybody wear their face masks, a clear extra point for DB. The only slight problem was that they did not notice that some people wore their mask only over their mouths, but not over their noses.

However, it was also clearly noticeable that things on the train were much more disciplined than on the long distance bus in the morning. This can and probably is due to the average age of the passengers, a significantly higher number, of whom, belong to a risk group. Here, I was one of the younger passengers and in any case probably below the average age.

A typical problem in the ICE trains is suitcases, as there are no, too few, or too far away luggage racks. While I would have to book extra luggage allowance on the long-distance bus, and, as on the plane, am only allowed to take some of it with me as hand luggage and stow it at the seat, on the train everything that people can carry goes into the compartment.

The question of where to put suitcases, bags and jackets regularly arises. They should be kept in view at all times and should not be put into the overhead shelves far above the seats because of their weight. If backrests or entire seats, or at least passages and emergency exits are blocked, train staff, all too often, prove to be helpless, or even resigned.

But there was no sign of this on the return journey from Nürnberg (Nuremberg), which was due to the significantly lower capacity utilisation. But, I think that this should be an issue which Deutsche Bahn should reflect upon. Apart from business travellers, it is mainly older people who travel long distances by train.

The air conditioning also worked perfectly. But in the last two years, I have also observed defects, more often in local trains, where individual formations were often operated for weeks on end as a “rolling sauna”, the operating number of a wagon always gave it away. These were and are days on which 30˚C outside temperature can be felt as refreshingly cool when getting off the train.

After 20 years of service, the interior of the ICE 3 no longer looks as modern as the very recent long-distance buses. But they do provide comfortable seating around the table even in 2nd class, as long as the customer doesn't catch one of the refurbished trains with their new seats! Electrical sockets and WIFI are also available here.

Almost surprisingly, the toilet also made a very clean impression. Although there was no soap in the dispenser, there was disinfectant. The on-board entertainment programme was much better than before.

After a problem free login to the WIFI system, no daily data limit is displayed. I wondered whether this was a mistake or progress; in any case, it contributed to personal joy. The online portal offers much free and paid content. Similar to the long-distance bus, this refers to music, films, reading material and audio books.

With the DB Navigator and the ICE portal (start page in photo), the company has visibly learned from Flixbus and improved its services.

Deutsche Bahn has undoubtedly also learned from the success of long-distance buses when using its “DB Navigator.”

On the one hand it is used for more consistent up-to-date information, delays and likely problems with train connections, and on the other hand every ticket (and discount card) can also be loaded electronically.

Although it makes no difference whether I show my ticket to the train driver on paper or on a screen, DB has now gone further.

When I use the “comfort check-in” function and confirm that I have taken my reserved seat (or selected any free seat), I have peace of mind.

My ticket is then validated and the accompanying staff will see this on their devices. This allowed me to read without any problems, use the entertainment programme and catch some sleep without being disturbed.

Things would have been marvellous if there hadn't been a delay. At 11:09 p.m. a loudspeaker announcement during the stop in Frankfurt (Main) Hbf (Hauptbahnhof) (main train station) informed us that the next train driver would arrive with a delayed train, and would then have to change the track. The forecast delay was 15 minutes, but in the end (and for the time being) it was only nine minutes.

But that would jeopardise my connection at Dortmund main station, and result in a full hour's delay. To my delight, the train attendants are very honest and friendly in their efforts to find connections or alternatives for my fellow passengers.

I too was given hope, as we were likely to gain a few minutes of time on the “roller coaster” route between Frankfurt (Main) and Köln (Cologne) Central Station. But it came differently: due to a door malfunction we arrived 15 minutes late in Dortmund.

Killing almost a full hour during the night at Dortmund central station, which does not even offer passengers a waiting room, at night, and still looks like an emergency shelter for homeless and drunk people, was a pretty nightmarish event.

Those who know what I am talking about will avoid this connection when travelling by train at night.

But the friendly train staff surpassed all expectations and did not give up in finding a solution.

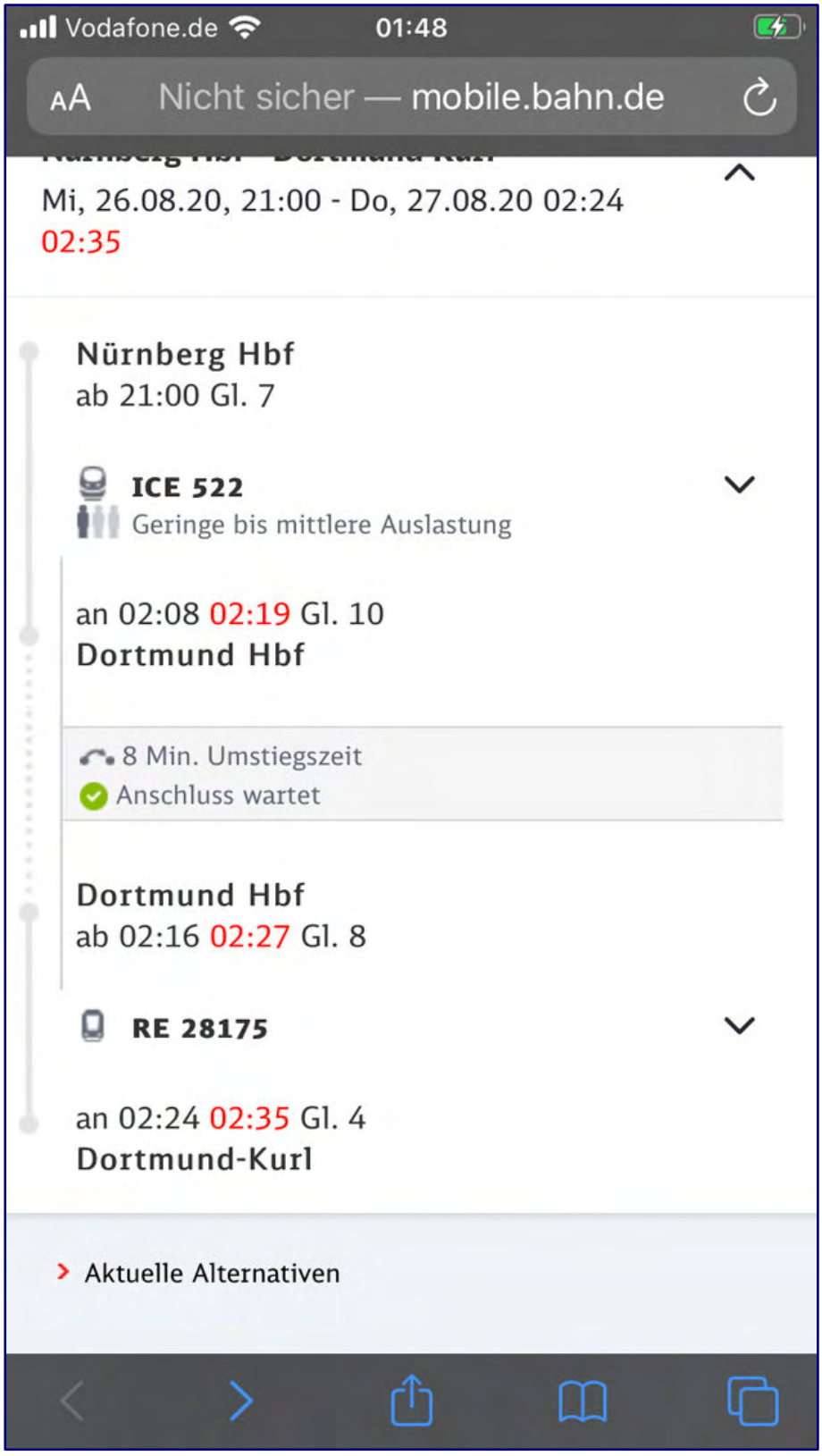
With my stopover approaching, they took care of my request and proudly announced that I should reach my connection.

We had actually just overtaken my connecting train and I could also verify myself online that it would arrive after us.

In fact, I even had to wait a bit in the end after having reached Dortmund main station, only 7 minutes behind schedule, and with my connecting train was already 10 minutes late.

But I could not care less, as I would not lose a full hour with a very unpleasant wait at what is perhaps Germany's worst ICE train station.

The trip on the connecting train to my home station normally takes only eight minutes, but even an additional six minutes of delay due to an alleged construction site did not dampen my mood any further.



At 1:48 a.m. is safe, the connection fits despite the delay and is shown as waiting. Relief is spreading.

The intermediate destination Dortmund main station has been reached. But while the ICE was able catch up seven of its original fifteen minutes of delay at night, the connecting local train service diligently added another few minutes of delay. Deutsche Bahn causing some excitement…

Finally, after an endlessly long day, I was about to arrive at home and thus to my bed. The following day I took stock of my one day round trip to Nürnberg (Nuremberg).

And the winner is …

In summary, it can be said that the scheduled and actual travel times on my journey were not far apart. Thus, they do not change in the overall conclusion in any surprising way. Flixbus was actually 15 minutes faster than scheduled, and Deutsche Bahn brought me home 16 minutes late (including the connecting trip).

With 2.5 to 3 hours difference in travel times, depending on the pure long-distance travel time, or the total duration with outward and return journey to the starting point as well as the destination, the bus cannot make up for its disadvantage in travel time.

The question of the better means of transport is therefore not easy to answer and remains very subjective. In the end, it comes down to how much weight one personally attaches to the following range of individual criteria:

- Sustainability / Environmental protection,
- Attractiveness in terms of price,
- Total travel time,
- Reliability and susceptibility to delays,
- Fare structure, clarity and user-friendliness,

- Travel environment, comfort and atmosphere,
- Cleanliness and hygiene
- The human factor.

In my view, the long-distance bus has one major advantage in that it is unbeatably cheap, but this is above all an expression of a politically intended discrimination against rail transport: while rail transport has to bear full energy taxes on electricity, long-distance buses run on tax-privileged diesel fuel.

And while the railways services are expected to cover their own network costs, long-distance buses do not even have to pay the motorway toll (which in any case covers only a fraction of the true cost of motorway use) and are thus in a much better position. The MwSt (VAT) reduction on tickets is at best a marginal incentive for encouraging more environmentally friendly travel.

Transparent fares, unbeatable low prices, an intuitive easy to use booking system and electronic comfort during the journey, makes Flixbus appealing to mainly young passengers. Photo: Flixbus

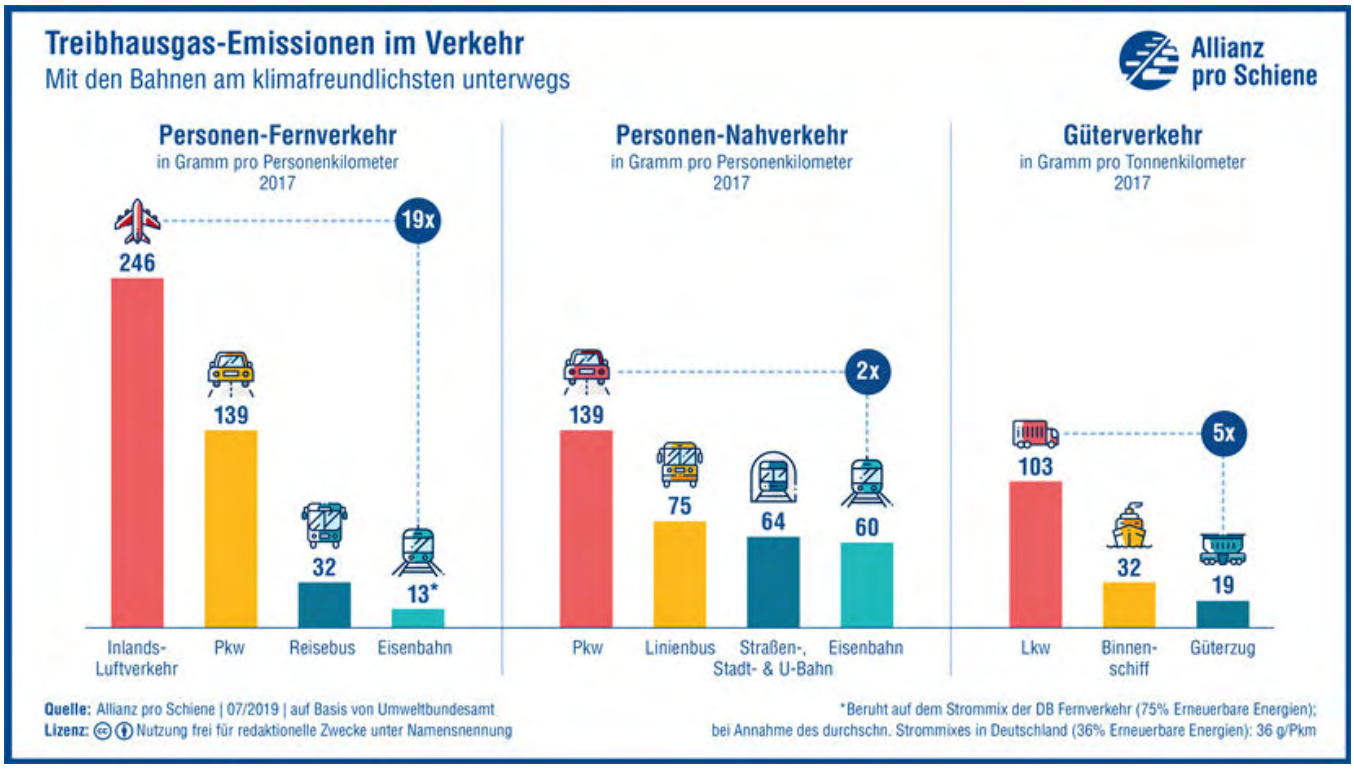
For business travellers, the ICE trains might at best be an interesting alternative to shorter flights, because not many can spend seven hours of a working day in a bus? And whether the frequently criticised delays and train cancellations make the long-distance bus look better is a question my test drives could not answer.

As the journeys were without traffic jams, everything remained calculable and the transfer times proved to be very generous. Even the slightest traffic disruption could make things look different. But at least the fact that the destination could be reached without changing trains is a point in favour of Deutsche Bahn. Many ICE trains, for example, only run to Düsseldorf main station or Essen main station during the day, and would change the assessment.

Both mean of transport were equal in terms of comfort, cleanliness and atmosphere. One can learn to navigate the complicated DB tariff structure when booking online or at their ticket machine. Otherwise there is still the possibility to purchase at the ticket counter, but sales agents unfortunately will also not always find the cheapest price.

In this respect, the railway, perhaps with the exception of the Flix trains, is not even remotely competitive amongst the younger generation. Anyone who is used to doing transactions and purchases of all kinds on a computer or mobile phone will only shake their head and keep away.

Passengers we spoke to confirmed without exception that prices, clarity and a simple booking system were the reasons for choosing Flix buses. Train passengers, on the other hand, seem to be more inclined to say “Oh, I’m too old for this”.



Umweltbundesamt (Federal Environment Agency) data from July 2019 processed in this graph show the importance of the railway’s low greenhouse gas emissions for the success of an ecological transport turnaround. Illustration: Allianz pro Schiene

Personally, I cannot hide a general inclination towards long-distance busses, but one aspect tipped the scales towards the ICE if I was again in a similar situation: a much greater feeling of personal security with regard to the journey and my health.

Although long-distance buses are statistically considered to be a very safe mean of transport, they do not come close to the railway. And the experiences of the first part of my trip described above have unfortunately also left some emotional scars.

In addition, the reduced space inside the long-distance bus caused me some personal discomfort on individual sections of the journey, especially due to persistent breaches of the obligation to wear a mask. Young people in particular seemed to me to be too carefree with the health of their fellow human beings, which is why the recent rise in the number of infections and serious cases, does not surprise me.

By no means should this behaviour be generalised, but if 10% of passengers do not comply with their duty and are not encouraged to do so by the operator (at least at intermediate stops), the risk of contagion increases disproportionately.

Here, Deutsche Bahn has shown itself to be much more committed and effective after public and certainly appropriate criticism. In combination with courteous personnel who have to implement this, this also got a highly personal touch: Friendliness is a door opener.

Not only environmental protection aspects made the ICE of DB Fernverkehr the personal test winner. Ultimately, the decisive factor was the good feeling of being effectively protected against a life-threatening and permanently harmful infection, which the long-distance bus was unable to achieve. The human factor is decisive here and so it was DB employees and their commitment that made the decisive difference.

And that's why in the end, in my opinion, it was a clear victory in terms of points for DB Fernverkehr with its Intercity-Express product. From an environmental point of view (energy consumption per passenger), it should have been the first choice anyway, especially since Deutsche Bahn already generates its electricity very sustainably. Even voluntary compensation contributions by bus passengers for CO2 emissions do not add to this.

Competitors' sites:
https://www.bahn.de
https://www.flixbus.de

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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.

Wanted models proposed:
In the search for “suitable” traction engines, i.e. steam locomotives, I have unfortunately not found

- BR 23 (not the diesel locomotive)
- Freight locomotive for the many cars of the K.Bay.Sts.B., except the Gt 2x4/4

were found for Z gauge.

These could be suggestions for the next desired models. Or do they already exist?

Rainer Kneilmann, Bingen am Rhein

Response of the editors’ board: Goods train steam locomotives of Bavarian origin are indeed rare. At Märklin, there was in fact only the later class 96, and we see hardly any prospects for large-series models today, because in our opinion, at least one well-functioning Era III variant is needed to amortize the high development and tooling costs. However, in the period thus reproduced only a few national railway series were still under steam.

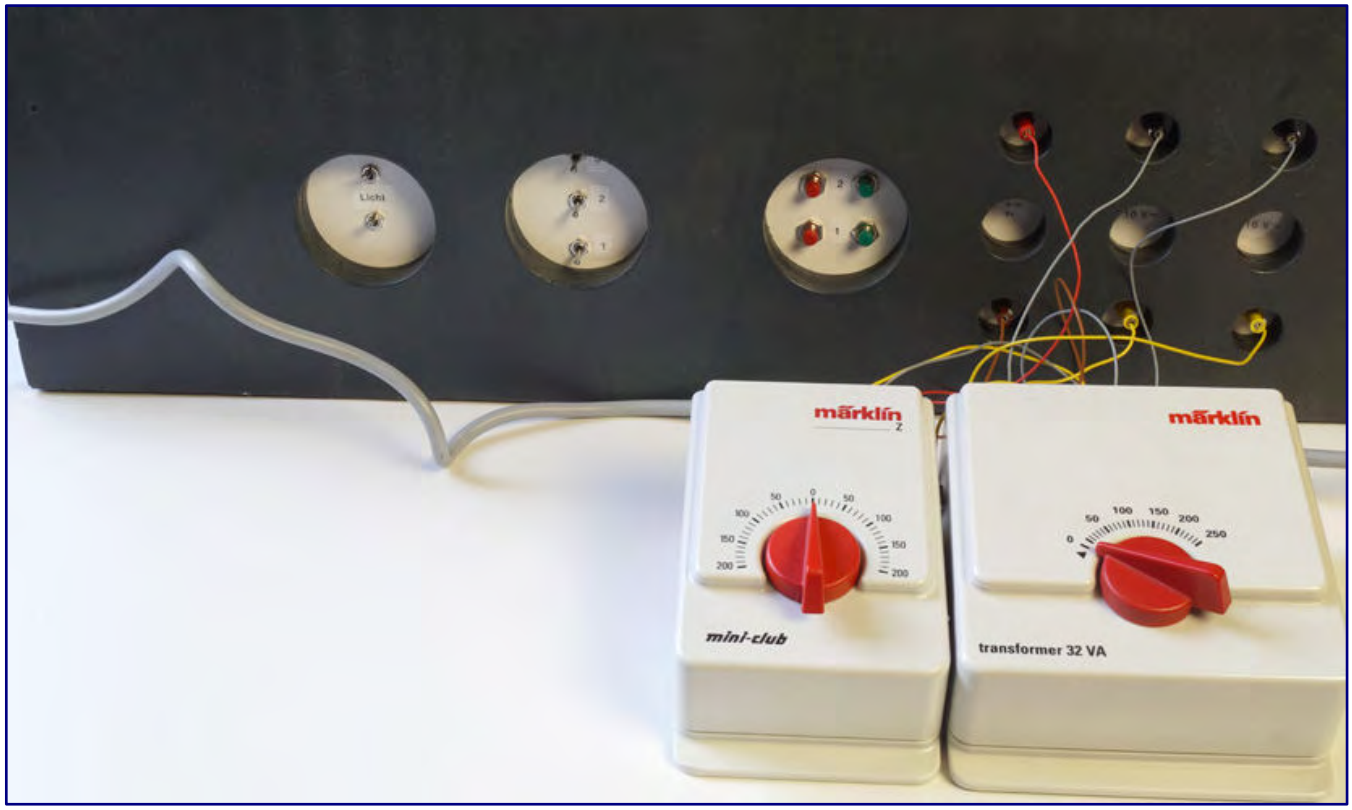
The series 23 was available in three different designs: Standard locomotive of the Reichsbahn, new locomotive of the DR (BR 2310) and new locomotive of the DB. The latter was first delivered as a model by Bahls in 2009 and had also won our editorial award in the locomotive category. We have published a test report in Trainini® 12/2009. You can find this locomotive with item no. 5023 here: http://www.bahls-modelleisenbahnen.de.

Further approval for 15 years Trainini:
Thank you for the presentation of our Z-Stammtischwagen (Club wagon) 2020 and congratulations on the 15th anniversary of the Trainini. They prove a long breath and considerable consistency! Many thanks for this!

Helmut Engelbrecht, per E-Mail

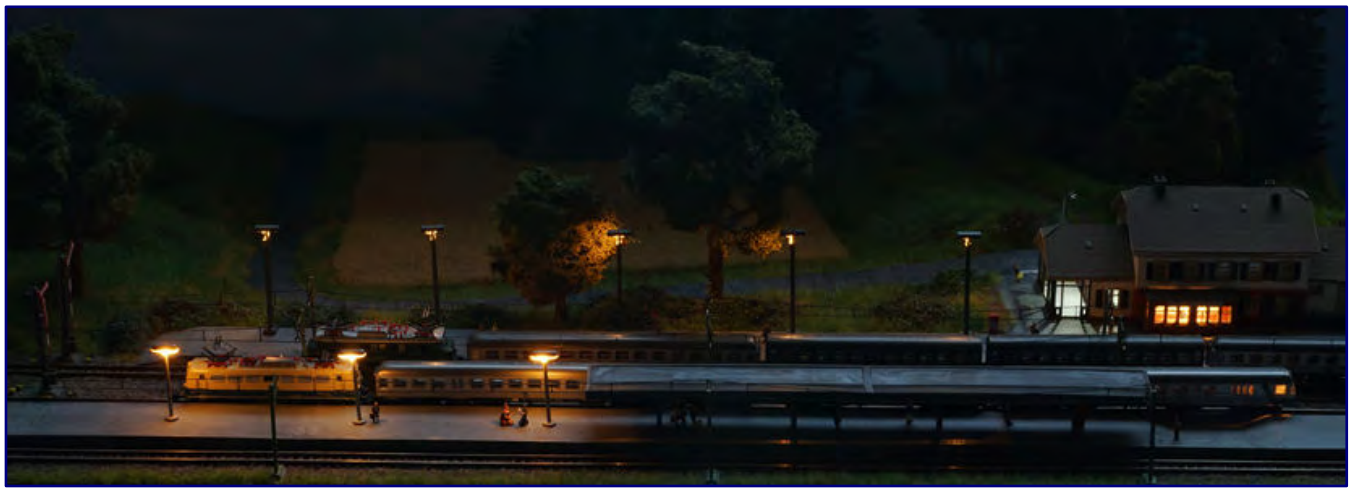
Addendum to the series of construction reports “Himmelreich”:
We are always happy to receive feedback from our readers on topics and articles in our magazine.

Thus, we also received various hints and requests that the finished control unit on the back of the diorama was not even shown in part 4. We would like to apologize for this and make up for it here.



This is how the control panel of the Himmelreich diorama looks when it is finished: the three switch and push-button panels control (from left to right) the light from the lanterns and reception building, the three circuits (numbers assigned according to track) and the arm exit signals on tracks 1 and 2. To the right are the centrally marked connection sockets for travel and luminous flux (10 V each) and luminous flux 16 V.

In order to round off the content, we are expanding this supplement into a small series of photos, which also includes night and twilight shots of the showpiece – unfortunately, these, too, were not included in the finally selected photo material.



Night time illumination with lantern light at Himmelreich station. Only the waiting area of the reception building and the signal box room in front of it are brightly lit, but deliberately with different light temperatures (see Part 1 of the construction reports).

Dawn breaks and the ticket office in the building is open again. We recognise a man with a suitcase who has made his way to the waiting room, while at the bus stop a commuter is waiting for a connection (photo above). The morning hustle and bustle also starts on the platform. Here two commuter trains cross each other, because the Höllentalbahn is only single track (photo below).

In the meantime, it has become quite bright, but there is still light burning in the signal box room. The dispatcher, who is also the supervisor ("Little Red Riding Hood") for Himmelreich station, now has a lot to do during rush hour.

The 72nd Spielwarenmesse 2021 is postponed:
Against the background of recent developments in the worldwide infection figures, but also in Germany, the traditional Toy Fair in Nuremberg at the beginning of the year cannot take place as planned. Travel restrictions in many countries and adequate protection against infection ultimately brought all concepts to a standstill.

The date from 27 to 31 January 2021 has now been cancelled and is to be replaced by a summer date, as decided at the supervisory board meeting on 24 September 2020.

"We regret the decision to postpone Spielwarenmesse 2021", said Ernst Kick, Chairman of the Board of Management of Spielwarenmesse eG, referring to the hygiene concept that had previously been developed in accordance with the rules of the Bavarian state government together with the Nuremberg health authorities.

However, just as no new date is currently known, it is not possible from an editorial perspective to foresee what the decision will mean for the model railway industry. In view of the necessary sales planning and pre-financing of production, we have our doubts that a trade fair in the summer could be a suitable alternative.

From a business management point of view we consider it necessary to announce the largest and most important part of planned new products in spring and to receive feedback on incoming orders.

This is probably one of the reasons why rumours are already circulating that model railways might even say goodbye to the International Toy Fair for good, because a one-off cancellation can have lasting consequences. However, official confirmation of such considerations by the manufacturers is still missing.

Märklin deliveries in October:
The train pack for the anniversary “175 years of railways in Württemberg” (item no. 81390) announced with the spring novelties 2020 has arrived at the dealers. It consists of a replica of a tender steam locomotive T 9, which pulls a GmP (goods train with passenger transport) of the Königlich Württembergischen Staatseisenbahnen.

This train consists of a K.W.St.E. 3rd class platform car and a beer refrigerator car each, open freight cars with coal loading and acid pot cars of the association type. The locomotive and platform through carriages have recently undergone a product update and are technically state-of-the-art.

Also available now is the Nuremberg exhibition locomotive 2020 (88669), which can only be purchased through dealers and not through Märklin's electronic distribution. The model in this case is the diesel-hydraulic locomotive V 216 (Ex-Lollo) of the Württembergische Eisenbahn-Gesellschaft (WEG) in the operating condition around 1990. Like its predecessors, it is packed in a noble real wood box.

The V 216, released as Nürnberger Messelok (Nuremberg Exhibition Locomotive) 2020 (Item No. 88669), the WEG is a welcome spot of colour on our layouts.

The V 216, released as Nuremberg exhibition locomotive 2020 this model, which is very attractive in terms of colour and will immediately catch the eye next to Bundesbahn machines, is also presented in its current state with warm-white-red LED light changes at the ends, driven by a bell-type armature motor and enlarged buffer plates, including buffer plate warning paint.

The 2nd class Silberling (dimpled, silver coloured passenger car) of the type Bnb 719 from the stock of the German Federal Railways (87162) with advertising lettering is a reminder of earlier times of the Quelle mail order company, which went bankrupt. The finely printed model with an ocean blue painted frame bears the addresses of era IV and is equipped with interior fittings and close couplers.

The latest edition of a 2nd class Silberling of the genus Bnb 719 (87216) bears advertising of the former mail order company Quelle. This new car is equipped with interior decoration and close couplings.

Era VI is home to the two models of a four-axle sliding tarpaulin car of the Deutsche Bahn AG (82426), type Rils 652. These models were also announced with the spring novelties. They bear the inscription “DB Schenker” on the red tarpaulins.

After the fire at Micro-Trains:

Six MTL workers were killed in the devastating forest and bush fire in Talent, Oregon, on 8 September 2020: they and their families lost their homes. A donation account was set up in their favour, which was strongly supported by model railroaders, particularly those of scale N, and was replenished up to USD 40,000 (as of 1 October 2020).

The MTL Christmas trolley for 2020 (Item No. 507 00 680) is printed differently on both sides. Photos: Micro-Trains

This money is now being used to help those affected to secure their livelihoods and open up new prospects.

The company Micro-Trains would like to thank all donators on their pages.

In the meantime it seems that the production is still going on, certainly on a modest level.

The manufacturer announces the first new delivery of the Christmas Car 2020 (Item No. 507 00 680) for the Z-gauge.

The model selected is a covered 50-foot standard car, which is printed with Christmas snow motifs and the company mascot Micro-Mouse.

Rhein-Neckar regulars' club wagon for 2020:
This year, the Z-Stammtisch Rhein Neckar had again planned to launch special Era III car models in cooperation with FR Freudenreich Feinwerktechnik. Volker Töpfer would like to continue this idea of unusual models for company railroaders in the future.

The small series of cars for 2020 (Item No. 00.018.02), which has already been completely sold out, includes an open freight car of the SNCF Klagenfurt type, which is still painted grey, but has already been added to the EUROP car fleet, which has been operated jointly with Germany since 1953.

It is supplemented by one of the popular FS “Tipo F” pointed roof cars in the oxide-red colour scheme introduced for this type of car in the late 1940s. The special feature of this model is the pad printing, which reproduces (slightly crooked) stuck-on card slips and freight notes in the slip boxes.

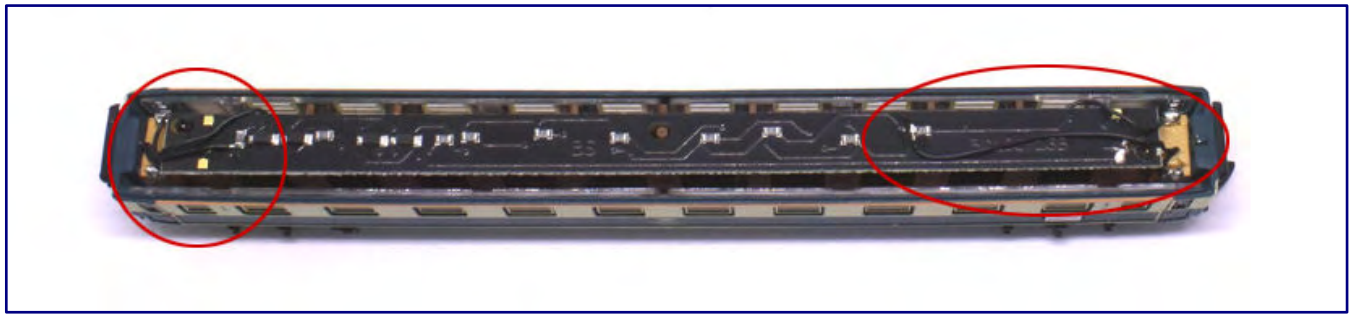
The two cars of the Rhein-Neckar 2020 regulars' table package (Item no. 00.018.02) cater for more unusual model railway wishes. The load “bulk briquettes” in the open wagon comes from Rainer-Tielke-Modellbau. Photo: Jörg Erkel

Sidewall labels were especially common in Italy at that time and provided information about the cargo, its shipper and any necessary precautions. In keeping with the “country where the lemons bloom,” the model shows Limoni (lemons) as cargo, which were shipped to Germany by an agricultural cooperative based in Calabria.

At the time of going to press, unfortunately only two individual copies of the SNCF's “Klagenfurt” were still available, which are being sold through Volker Töpfer (info[at]kurpfalz220.de). Optionally available for these and the similar wagons in the package were “bulk briquettes,” newly designed by Ratimo-Z, which Rainer Tielke produces in 3D printing.

Improvements to the special company train:
The two products for the special company train, the company car (item no. 87210) and the three supplementary cars (87211) are now being retrofitted by Märklin after our criticism. In-house testing revealed a discrepancy between the product description and the condition, as delivered.

Therefore, storage capacitors were installed at both ends of the cars to eliminate flickering and to stabilize the power supply. Initial tests show a low afterglow time and flicker-free lighting, in operation.



As part of the rework on the models with article numbers 87210 and 87211, Märklin soldered storage capacitors (beige in the photo) to the circuit boards of the interior lighting. Photo: 1zu220-Shop

For retrofitting, the models concerned must be sent in by customers who wish to have them reworked, which can be arranged through the dealer. Those who find it too far away can also send their affected models directly to Märklins Reparaturservice with a description of the fault. The contact details can be found on their website.

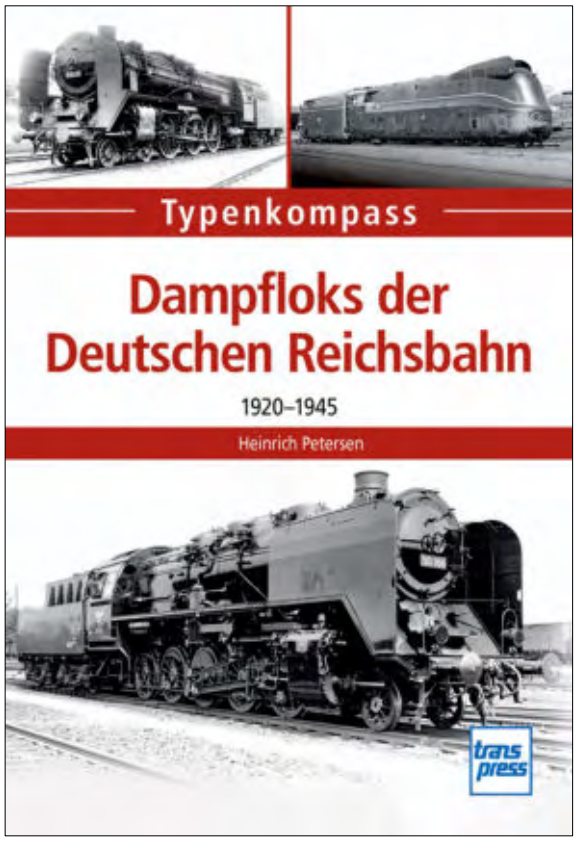


Illustration: Transpress

Reworked reprint of a type compass:
The type compass "Dampfloks der Deutschen Reichsbahn 1920 – 1945" by Heinrich Petersen at Transpress, which had been out of print for five years, has been reissued. The book is unchanged in content and scope, which was to be expected, because the history of the series dealt with has long been completed.

However, the appearance was adapted to the current editions of this series. Parts of the foreword have been separated from it and transferred into an independent introduction. The list of literature and abbreviations has been moved to the beginning of the title.

We have also noticed that some faded old recordings have been exchanged for photos of better reproducible quality, which are usually of higher contrast. But we also found photos that now look darker than in the previous book and some details are difficult to see. Apart from that, the contents look familiar.

With the described revision, the work has also received the new ISBN 978-3-613-71610-0 and costs 12.00 Euro. We discussed the contents of the book in **Trainini®** 12/2012. The publisher can be found on the Internet at https://www.motorbuch.de.

German cars from JMC Scale Models:
João Marrafa de Carvalho from Lisbon in Portugal has long been involved with Z-gauge, has been a loyal reader of our magazine for years and has now extended his activities to German car models. He can thus be found under his brand JMC Scale Models (http://jmc-scalemodels.blogspot.com), which is derived from the name parts.

First of all, the various models of the 1.5-tonne payload class of the Opel Blitz panel van, which was redesigned after the Second World War, should be mentioned here. This was a typical, small commercial vehicle of the post-war years, but in the end it could not prevail against the Mercedes-Benz L 319 and the smaller VW Transporter.

João offers its models unpainted and finished. In the case of the Opel panel van, this means a neutral blue-red colour scheme, or the design as a delivery vehicle for the German Federal Post Office.

A Faun airfield fire engine and the panel van Opel Blitz (photo above) as well as the MAN short chassis (chubby truck with platform/tarpaulin, and as a rubbish truck (photo below) are the first new products from JMC Scale Models based on German models.

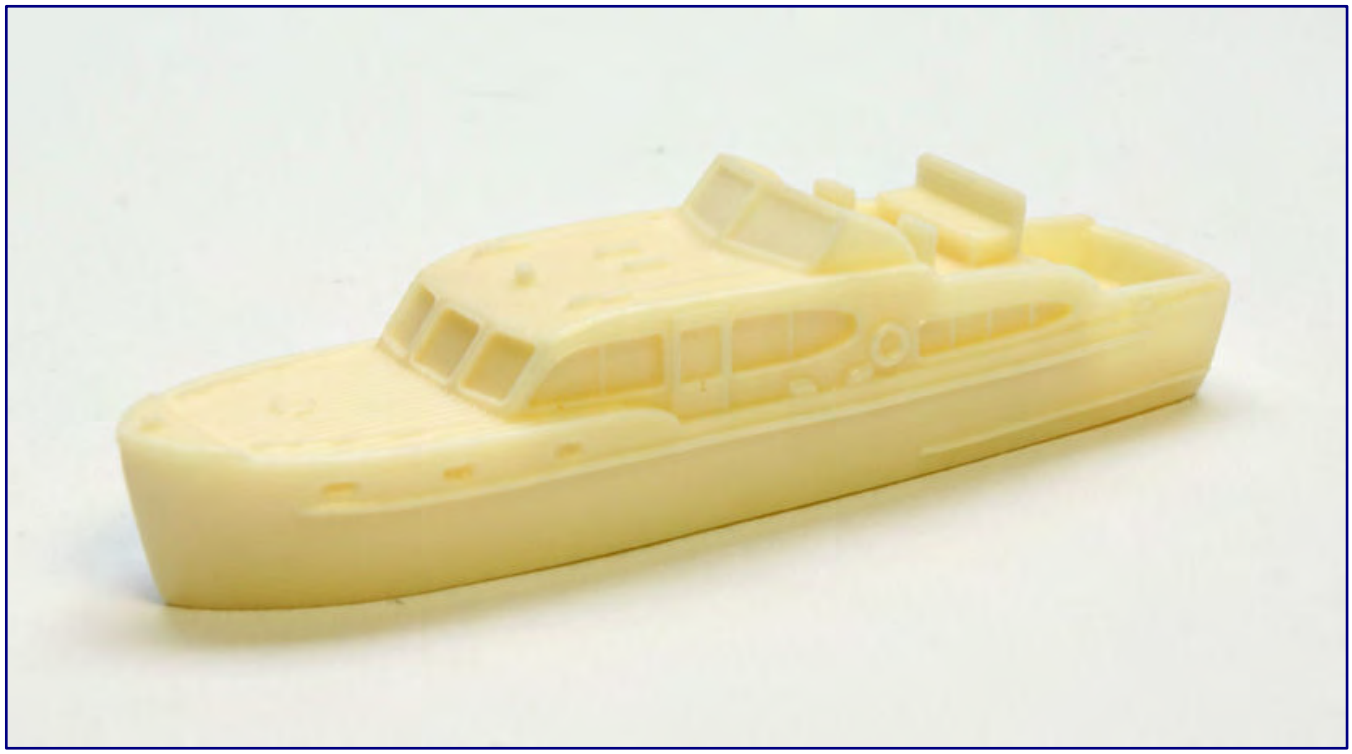
When the era of long haul vehicles came to an end as a result of restrictive German licensing regulations, it was not only the hour of the short and corner haulers that struck. Demand for front-wheel drive vehicles had also increased since then. A striking vehicle of that time was the so-called “chubby cheek” from MAN, which was announced by MO-Miniatur a few years ago.

But it was JMC Scale Models who first brought their miniatures in 1:220 scale to the streets of the model railway layouts. Like the other vehicles, they are detailed floor models cast in resin.

The MAN “Pausbacke” front handlebar is available with a flatbed/tarpaulin and as a refuse truck and always cuts a fine figure in the model. The shapes that give this truck its nickname, namely the lateral “hamster cheeks” in the front area, are also clearly visible in the miniature.

Another field is served by the four-axle Faun airfield fire engines. No large airport would be able to operate without such fast large vehicles with a powerful extinguisher on the roof and a large extinguishing agent tank inside.

Anyone who has an airport section on their layout and for whom the Ziegler model from Herpa is too modern will find the right solution for designing. But there is also an offer for canal, river or harbour sections in the programme: The cabin cruiser “Chris Craft Cruiser” with 46 feet of model length spreads summer atmosphere on the layout.



The cabin cruiser "Chris Craft Cruiser" will certainly also find special applications on the waterways of the Gauge Z layouts.

We were only informed of a final model, which should be mentioned at this point, shortly before the editorial deadline. We are talking about the Mercedes-Benz O 405, the second and last generation of the VÖV standard bus, built between 1984 and 2001, whose predecessor, the O 305, we only presented in the last issue.

Regarding this model, João let us know that it is one of his older projects which he has now completed. It was not yet based on a CAD design, but on a master model that was created by hand on the workbench.

For next year we are planning a detailed report about JMC Scale Models, his models and history.

Three new products from WDW Full Throttle:
William D. Wright has introduced three new car packs since the last issue was published. In his Collector series appeared covered bulk wagons “Aluminum Grainers“” (Item No. FT-COL51), each of which was reassembled from other packs in his range.

Similarly configured was the “Pennsylvania Dutch Anthraciters” (FT-COL50-2), a collection exclusively for Z Scale Monster Trains. A completely new variant of the open 33-foot cars with external struts and two discharge funnels appears with addresses for MKT (FT-2059).

WDW products that are not exclusively for another dealer are distributed in Germany by Case-Hobbies (http://case-hobbies.de).

And again autumn new products at NoBa-Modelle:
Probably, not a month will pass this year without NoBa models (https://www.noba-modelle.de) converting a whole range of collected ideas into new models. At the moment the focus is mainly on the economic miracle period, which has certainly not affected us very much.

Three types of commercial vehicles from those years are new to the range in several versions:

Description/Model	Art.-Nr.
Krupp Titan flatbed	6367R
Krupp Titan flatbed/tarpaulin	6367.1R
Krupp Titan flatbed/tarpaulin (finished model)	6367.1RF
Krupp Titan flatbed with trailer	6919R
Krupp Titan flatbed/tarpaulin with trailer	6919.1R
Krupp Titan flatbed/tarpaulin with trailer (finished model)	6919.1RF

The Krupp Titan (left) is offered by NoBa models in various versions, including with platform/tarpaulin and trailer (art. no. 6919.1R). Next to it is the Henschel HS 12 (6369R), another long-hauler of that time.

Büssing 8000 Semi-trailer tractor	6014R
Büssing 8000 Semi-trailer tractor (finished model)	6014RF
Büssing 8000 Flatbed	6364R
Büssing 8000 Flatbed/tarpaulin	6364.1R
Büssing 8000 Flatbed/tarpaulin (finished model)	6364.1RF
Büssing 8000 Closed body	6366R
Büssing 8000 Closed body (finished model)	6366RF
Büssing 8000 Tanker truck	6370R
Büssing 8000 Flatbed with trailer	6918R
Büssing 8000 Flatbed/tarpaulin with trailer	6918.1R

Büssing 8000 Flatbed/tarpaulin with trailer (finished model)	6918.1RF
Büssing 8000 with tanker trailer	6920R
Büssing 8000 with tanker trailer (finished model)	6920RF
Henschel HS 12 Flatbed	6369R
Henschel HS 12 Flatbed (finished model)	6369RF

The choice is particularly large with the Büssing 8000, which brings the famous radiator grille spider to a scale of 1:220: tractor unit with tanker trailer (6920R), box body (6366R), and flatbed/tarpaulin (6364.1R).

Modern vehicles include the following implementations:

MAN Semi-trailer tractor 8 x 4	6013R
MAN Semi-trailer tractor 8 x 4 (finished model)	6013RF
2-axle Semi-trailer tractor (low loader) with excavator shovel	6065R
2-axle Semi-trailer tractor with dropsides	6066R
2-axle Semi-trailer tractor with excavator shovel (finished model)	8033
2-axle Semi-trailers with dropsides (finished model))	8034

The MPw4yg-57 makeshift packing wagon is now also available as an unpainted ghost wagon (5311R) or a finished model (5311RF). The three housings for the Hersfeld railbus (5209R) fit Märklin BR 798/998 bogies and make it possible to reproduce the only version once found in Germany with bellows transitions.

The huge list is completed by 10-foot ISO containers (2044) for versatile use on the layout and the Railrunners (5306), established in North America, which are truck trailers jacked up with running bogies and can thus be coupled to goods trains.

Finally, we would like to repeat a basic note: An article number extension with the letter R refers to the material resin (otherwise PLA print), an additional F indicates finished models that have already been completely painted ex works.

Miniature Wonderland awarded again:
Since 2012, the German National Tourist Board has been asking all foreign visitors about the most popular sights in Germany. For the third time in a row, the Miniature Wonderland has now been voted the most popular sight.

Since 2012, the German National Tourist Board has been asking all foreign visitors about the most popular sights in Germany. For the third time in a row, the Miniature Wonderland has now been voted the most popular sight. Photo: Miniature Wonderland

With a total of three awards, it has thus caught up with Neuschwanstein Castle, which won this title in 2012, 2013 and 2014. This event should make all model railroaders happy especially in times of crisis, because 20 years ago this attraction did not even exist in Hamburg.

And so, nobody could have guessed that a large and with much dedication built and maintained model railway showground could achieve such a high international recognition and ultimately also popularity.

New Internet presence for Sondermodelle Z:
The Wiener (Viennese) small series specialist with its high innovative ability should have been on everyone's lips with the Zetties for a long time. To own one of the technical marvels of the Zetties, which are usually only produced in small editions of ten copies, is probably the dream of many Z-gauge friends.

At least virtually, this dream is now a little closer, because SMZ has now established a further presence to get in contact with customers and interested parties and to present new ideas and realisations: https://www.facebook.com/Sondermodellez-Eisenbahnmodelle-113005847214890/.

News from Küpper Aachen:
Spur Z Ladegut Josephine Küpper (https://spur-z-ladegut.de) presents this month slate split loads for various models. Such inserts are available for the Märklin models of the Omm 52 (8622), the Eaos 106 (8650 and others) and the dump truck trucks from the same company (8903 / 8918).

ALCO RS2 of the UP (item no. 63304-1; photo above), EMD GP38-2 of the MKT (62525-1; photo centre) and MAXI-I carrying wagon with P&O containers (906502-1PO; photo below). Photos: AZL / *Ztrack*

And here the new deliveries of AZL:
The recently introduced four-axle diesel locomotive with a middle driver's cab (item nos. 63304-1 to -3) now appears as the ALCO RS2 of the Union Pacific and cuts a fine figure in this paint scheme, too. Under the familiar designation ALCO RS-3, it now appears in the black colour scheme of the Southern (63306-1 to -3).

At their side are two green MKT copies of the EMD GP38-2 (62525-1 / -2), which cannot be overlooked with their yellow hatched fronts. The Gunderson-MAXI-I stretcher waggons carry the old TTX logo and are available unloaded (906502-1 to -5) as well as with different containers (906502-1PO / -2MI / -3ZI / -4YA / -5HY).

A very small edition of EMD F3 of the WP (62916-1A), newly assembled as A-B units from apparently remaining stock, is already sold out by the manufacturer. The locomotives are suitable for covering the Western Pacific Zephyr.

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

Initial announcement for the Trainini Photo Calendar 2021:
Around mid-November it will be time again to present the new **Trainini Photo Calendar 2021** for free loading and self-printing in up to DIN A3 landscape format. At the moment the final selection of photos is still in progress, in which, if necessary, new products delivered at short notice will be included.

So the new cover picture is not yet fixed, but Märklin's 03^{10} series, which was delivered, last year, is a hot contender for the first page. As every year, however, this picture and the following twelve monthly motifs should match each other well and, if possible, also the season.

It is also important to coordinate them so that as many traction types, epochs and nations as possible are taken into account throughout the year. Like every year at this time of year, this is an exciting and also time-consuming task for the participating editors and photographers.

But if, in the end, you like the result and our calendar is hung up in as many rooms as possible, then this work will have been worthwhile again. If you would like to stay up to date, take a look at our pages (https://www.trainini.de and https://www.trainini.eu), where we will inform you when the calendar is published.

Herpa aircraft models after the beginning of the new year:
Herpa is the first provider to venture a look into the new year and announces new aircraft models for January and February 2021. We have looked through these and filtered out those on a scale of 1:200 that seem suitable for layouts based on European models:

Air France Douglas DC-4 “Ciel de Champagne” (571104),
Airbus A400M Atlas – RAF Brize Norton (571173),
Air Berlin Fokker 100 (571203),

Austrian Air Force Eurofighter Typhoon – Surveillance Squadron (571210) and
Rossiya Special Flight Unit Mil Mi-8P (571227).

The Fokker 100 (Item No. 571203) bears the probably best known livery of Air Berlin and the old spelling of the company name, which at the time of the end of this second largest German airline was no longer up-to-date. Photo: Herpa

The following two new Snapfit models should also be mentioned:

KLM Boeing 737-800 “Pijlstaart / Pintail” (613040) and
Iberia Airbus A320 neo “Barajas” (613064).

Latest news about EtchIT-Modellbau:
Right on time with the editorial deadline, Edgar Seubert informed us that EtchIT-Modellbau (http://www.etchit.de) will resume operations on 1 November 2020. The creative break was used to design many new models, which can be ordered again online.

Photos of the announcements can already be viewed on the supplier pages:

Coal truck (Art.-Nr. XD013_Z) following model MB L 325,
Small excavator (KT050x_Z),
Small tractor Porsche Diesel (XD040_Z),
Heavy duty tractors (Lanz XD045no_Z),

Container semitrailer ribbed (xd058a_Z),
Refrigerated Container Trailer (xd058b_Z) and
Rest area 4-piece set (ET025a_Z).

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