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Trainini

German Magazine for Z Gauge



New Oil Fired Steamer tested

**Layout Design for Beginners
Visit to the Märklineum**

Introduction

Dear Readers,

After two really “big ones” in August and September of this year, the edition in front of you is back to its usual size. And, so, it also allows us to get back into the usual rhythm of our publication dates.

In view of the many time-consuming events and the large number of topics with a close monthly connection, it was difficult to organise everything in such a way that nothing and no one fell by the wayside.

I would like to take this opportunity to explicitly praise all those who work with me on **Trainini®** month after month: In addition to further volunteers, these are regularly my editorial colleagues Dirk Kuhlmann and Joachim Ritter, as well as our translators Alexander Hock, Christoph Maier, and Martin Stercken.

Each of them is there when they are needed, and that is by no means just for the core task they have chosen in the team. It is simply fun to work in such a great team and I am always happy about the joint exchange in video conferences. That simply had to be said!

So, we're back on track and hopefully that largely applies to the world around us as well. The hobby season has started again, and Dirk Kuhlmann continues to give valuable advice to the newcomers and returners among our readers. Perhaps we will soon see the first results at the fairs and exhibitions that are planned again, in the meantime?

Two of our translators also had an outing, because they were among the first visitors to the new Märklin Museum, called Märklineum, and took a good look for us and for you. They received a friendly welcome from Märklin and were allowed to take a close look at the new layout. In addition, there were nice conversations, many exclusive explanations and also views behind the scenes. We would like to say thank you for that, too.

In order not to lose sight of anyone, the annual focus topic for 2021 is the series “Staying in touch.” This time, Philipp Meyer, a young small-series manufacturer with a “green thumb” for modelling, introduces himself. His striving for perfection is clearly noticeable in his portrait, and I hope you are as excited about his work as I am, after reading it. Perhaps you will find a new supplier as a result?

A lot has also happened at Märklin, now that we are talking about deliveries. We present some of them in the news of this edition, where you can also find the new products of many other manufacturers. We took a closer look at the steam locomotive models of the 41 Öl (Oil) and 042 series. The almost identical products appeared almost simultaneously for the Insider members and other customers. Of course, we found a few points of criticism, as you will surely expect – let us surprise you!

I don't want to give too much away at this point and simply hope you enjoy reading.

Sin-Z-erely,

Holger Späing



Holger Späing
Editor-in-chief

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We Philipp Meyer for his contribution, as well as Eisenbahnstiftung and Claudia Mühl for their photo support.

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Cover photo:

Shortly before 17:00, 042 096-8 passes one of the small stations along the Emsland line with a gas tank wagon train on a warm early autumn afternoon in 1976. The view is directed towards the forthcoming, last winter that the steam locomotive will be operated on the Bundesbahn.

Multi-purpose steam locomotive of the DB Success on the second Attempt?

In 2006, Märklin caused an uproar among the Zetties when the class 41 multi-purpose steam locomotive with an old-style boiler and oil tender was to be foisted on them as 042. 15 years later, the Göppingen-based manufacturer has taken a fresh look at this model and is taking its task seriously this time. And, so, we want to know how well he has done his homework, especially since insider club members and other customers will be presented with the new design almost at the same time.

In 1936 Schwartzkopff delivered two class 41 prototypes to the Deutsche Reichsbahn-Gesellschaft. Their running gear was a new development with an adjustable wheelset running mass of 18 or 20 tonnes for the first time, while the boiler was brought over from the class 03. Unlike the 03, however, the boiler overpressure was designed for 20 bar.

For the first time, the DRG had received a multi-purpose locomotive that could be used universally and which proved its worth. The two pre-series locomotives, both of which later remained with the DB, were followed by a total of 364 series-produced locomotives by 1941. However, after only a few years the St 47 K boiler steel used showed signs of fatigue, which led to the boiler pressure being reduced to 16 bar. Nevertheless, some replacement boilers had to be procured as early as 1943/44.

After the Second World War, a total of 220 units remained with the DB, 217 of which were returned to service. However, the boiler steel caused increasing problems that could not be solved with welded-in patches made of the usual St 34.

continues on page 6



On 27 August 1973, 042 166-9 waits at the Rheine depot for its next assignment. Photo: Wolfgang Bügel, Eisenbahnstiftung



41 254

Met. Dep.
18.9.07

The Bundesbahn could only buy time until a replacement boiler of a modern design was ready. In 1955, the boiler of 41 229 burst during the water pressure test at AW Braunschweig, which led to the prohibition of the patching by BZA Minden.

This was identical to that for the 03¹⁰ series: complete welding technology to save weight, missing feed dome, MV 57 mixed preheater system, superheated steam regulator, and a combustion chamber. A specific heating surface load of 75 kg/m² made it particularly evaporative. 41 331 was the first locomotive to receive this boiler in April 1957. Machines converted from 1958 onwards also received oil main firing, in some cases.

The exterior photo changed significantly with the conversion, the class 41 immediately looked much more modern: Instead of the sloping front skirt, a wide step could be seen under the smokebox, which ran around the corners to the side boards and formed a small step there. The DB reflex glass lamps were attached to it at the bottom, which kept the buffer beam free.



042 210-5, the former 41 210, passes through Salzbergen station on its way to the oil refinery in Lingen on 27 August 1973. Photo: Wolfgang Bügel, Eisenbahnstiftung

Photo on page 5:

41 254 from the Osnabrück Hbf depot arrived in Hamburg-Wilhelmsburg on 28 August 1967 with Dg 7103. After its restoration at the Bw Altona it will take over as Sg 5514 (Hamburg-Altona - Osnabrück Rbf). Photo: Wolfgang Bügel, Eisenbahnstiftung

The large smoke stack and the single dome on the centre of the boiler made the locomotive look slender, yet powerful and elegant at the same time. Although it came from the Reichsbahn's standardised locomotive programme, the class 41 now blended harmoniously into the photo of the new-build locomotives.

All in all, the newly boiled forty-one locomotives totalled 103, 40 of which were fitted with oil main firing. For a long time, they were to be the Bundesbahn's most heavily loaded freight locomotives; their monthly

kilometres were often between 10,000 and 14,000 km. The most important area of operation were the routes between the Ruhr area, Bremen, and Hamburg: the “famous runway”.

The 042 series at Trainini®
We also published a prototype article in issue 8/2006, to be found via the licensed archives or in the directory of the German National Library.
In the same issue, the earlier model 88272, which we criticised, was also presented, which was supposed to reproduce the class 042 for the first time.

Typical home depots were Kirchweyhe and Osnabrück, but they were also joined by Bremerhaven, Fulda, Göttingen, Hamburg, Hannover, Kassel, Uelzen, and Wanne-Eickel. The last home was to be the Rheine depot, where all of the 35 remaining oil-fired machines were brought together from the summer of 1971.

The re-designation on 1 January 1968 into the classes 041 (ex 41 coal) and 042 (ex 41 oil) was still experienced by 34 conversion locomotives with coal firing, which finally disappeared in 1971, and all 40 oil locomotives.

From the mid-sixties onwards, the tide had slowly turned for this series as electrification increased. Initially, the coal-fired locomotives had become dispensable and were now removed from the maintenance stock, while the oil-fired version continued to be fully maintained. By the time the 041 was retired, however, the stock of the sister series 042 had already been reduced by five units.



042 113-1 passes through Leschede station with Ng 17336 and a strong plume of smoke on 27 August 1973. Mineral oil and gas tank car trains, like this one in the photo, were typical services of class 042 on the Emsland line. Photo: Wolfgang Bügel, Eisenbahnstiftung

The final end of the steam locomotive came in Rheine in October 1977, and was still experienced by 042 096-8, Märklin's prototype for one of the two models presented, and for 042 113-1. From May 1976, the class was actually no longer in scheduled service, but was still often enough under steam to stand in for freight traffic or construction train service, when required.

The Rheine depot also liked to have passenger trains hauled by the fast 042, which until 31 May 1975 also had to stand in for the much faster 012, when one of the latter's very scarce stock was out of action. This versatility makes the shapely multi-purpose locomotive with typical DB silhouette so interesting as a model.

Märklin's new Model

After a faux pas in 2006, Märklin let fifteen years pass before the company dared returning to the market with a newly constructed locomotive of the oil-fired class 41. The Insider members, for whom the 41 356 (art. no. 88275) had been presented as the 2020 Insider Club model, were to enjoy the new model first.

Even before the model was delivered, the announcement of an Era IV version (88276) with the road number 042 096-8 also followed in the regular catalogue programme. Both versions were delivered shortly after each other in the summer of 2021, which is why they will be presented here together and in a comparative manner.



The models of the 41 356 (item no. 88275; rear) and the 042 096-8 (88276; front) appeared shortly after each other. Their essential differences are limited to the existing or dispensable buffer plate warning paint, and the Indusi magnets on one or both sides on the trailing frame.

Technically, both models are similarly closely related to the insider predecessor model of the class 03¹⁰, as the class 41 in old boiler design was and is with the two-cylinder class 03. This is due to the prototype and its character as a standard steam locomotive.

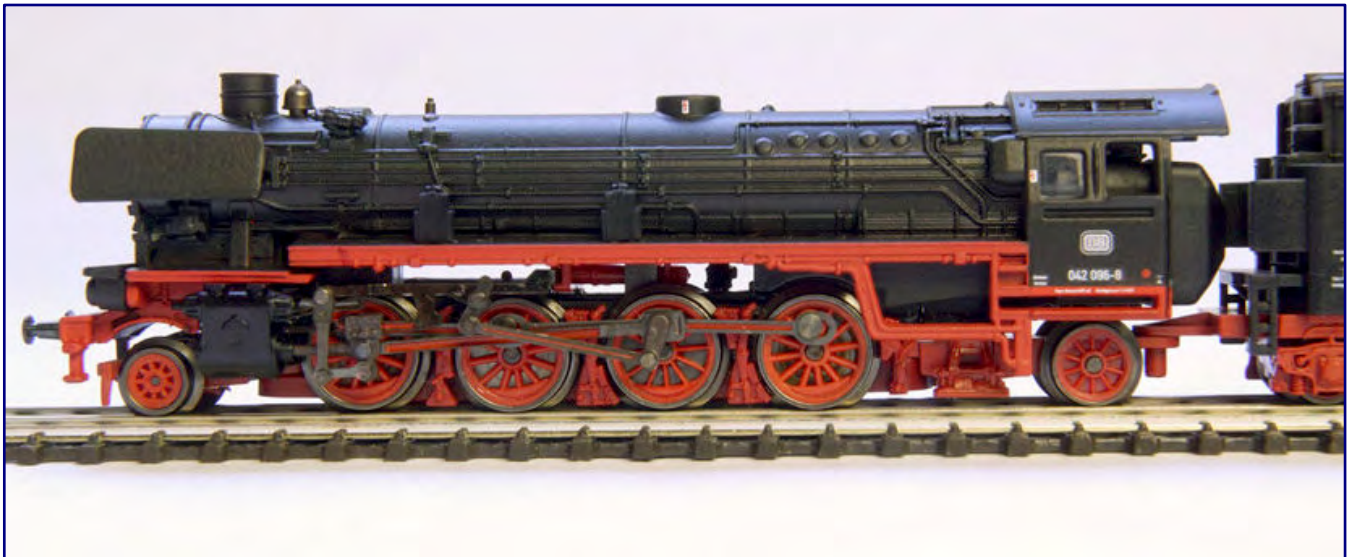
Both received the same new boiler in the prototype, which essentially reduces their differences to the different running gears. In addition, the tender has an oil tank instead of the coal box cover. But, also, the connecting and coupling rods show some differences, in this case.

The first impression when we take the models out of the box is good. The essential dimensions seem to be quite well taken, and also the proportions of the locomotive seem coherent. Only the oil tank protruding over the edge of the driver's cab roof does not want to match what prototype photos convey to us.

For the chassis, the familiar Mikado chassis was used, but it has undergone a fundamental product update: Converted to bell-shaped armature drive and LED lighting, it has now, also, received complete and movable detailed controls.

Adjustments to the wheels and cylinders also went hand in hand with this, and a new wheel gear cover was also due. This is now, as with all other revised models, made of plastic and reproduces the partly one-sided as well as scissor brakes prototypically. The forerunner, which is already available in the kit, has reproduced rail scrapers.

The rear bogie did not have to be redesigned either, but it is subject to minor differences in detail, depending on the model: In the case of the class 41 it is unbraked, carries no air reservoir, but has Indusi magnets. In the case of the Epoch III model this is one only on the right side, on 042 096-8 they are on both sides. This corresponds to the historical procedure of the German Federal Railways for locomotives that are mainly used in forward motion.



The distribution of the brakes on the individual wheels is shown correctly: Only the second coupled axle and the driving axle are supplied by scissor brakes on both sides. Only model 88276 shown here is equipped with a left-hand Indusi magnet.

Compared to the 03¹⁰ series, for which the new boiler forms were previously designed, the connecting and coupling rods was correctly adapted: At the height of the smokebox, it has a step under which the plate surrounding the front sits.

In the prototype, the rear part of the connecting and coupling rods system determined the maximum width of the locomotive. At this point the converted original dimensions have been well kept. Because of the depth of the detail control, the two steam cylinders protrude a little beyond this edge, as is the case with the other models with the new control.

However, we are now looking at the area that shows the only, but, unfortunately, quite noticeable deviations from the original: First of all, there are the sandboxes, which the DB had moved from the boiler sides to the round housings for new boilers.

They can also be found on the model of the class 41 ÖI / 042, but it doesn't take much knowledge of the prototype to realise that something can't be right here. On each side of the locomotive, we find two sandboxes for four coupling wheels – that doesn't work!

The correct number would be four, arranged in pairs above the first and third dome axes. In addition, they are also very eye-catching, because they are not sunk into the curve, but are reproduced standing on it. This was the case with the BR 03¹⁰ in the beginning, but not at any time with the class 41. It distorts the impression of the prototype in a disturbing way, which is confirmed by a comparison with our original photos.



The high sandboxes are disturbing, which are not correct in this respect as well as in number and arrangement on the connecting and coupling rods for the class 41 oil (compare prototype photos on page 4 and 6). The front also lacks a face-defining feature...



...which we have retrofitted in the form of the sloping boiler supports following the example on page 5 and painted red.

Since holes always have to be drilled subsequently on the casting and the attachments are made by plastic injection moulding, this conversion error is not comprehensible to outsiders.

Correct moulded parts could also have been used on other models of the 03¹⁰ series, the great importance of the 41 series should also justify the correct drilling templates.

Now, the express steam locomotive, which was so quickly taken out of service in the prototype, once again appears more correct, while the most universal of all standard steam locomotives has to live with a birth defect for a second time, which is definitely easier to recognise than just the one missing sand pipe of the old boiler version.

The attached front part, which reproduces the reflex glass lamps with light function suspended under the buffers, has also been adopted unchanged. Here, however, there is another difference between the 03¹⁰ and the 41, which could not be taken into account.

On the locomotive discussed here, two diagonally projecting support plates could be seen, which led behind the buffer beam in the direction of the lanterns.

Painted red, they would immediately catch the eye of any observer, but they are completely missing from the model. Self-help is required here, which can be achieved with suitably cut, then glued, and subsequently colour-contrasting, PS profile pieces.

The steam bell on 042 096-8 is also incorrect, because all prototype photos known to us from its time at the Rheine depot (1968 to 1977) show it without this feature. In fact, we have to add that we have not found a single photo of evidence that shows a steam locomotive of this class with this equipment at all. Here, too, the locomotives were obviously “copied” without a comparison to an original locomotive.



At least for 042 096-8 the equipment with a steam bell behind the smoke stack is not correct, a mistake that can be avoided without any problems because it is not costly.

For 41 356 we cannot refute or confirm the bell. Here, at least, it seems credible to us, because machines used on branch lines were also equipped in this way. Because of its adjustable axle pressure, the prototype was also quite suitable for this.

Taking measure, it says

When it comes to adhering to the dimensions, our measurements show what was to be expected. The essential data have been well adhered to, larger deviations only appear in the length over buffers and the overall axle position.

Checking the distance between the trailing axle and the first tender axle then confirms the suspected reason. Most of the oversize can be traced back to the too great of a locomotive-tender distance, which is due to running through small radii. A suggestion to Märklin here would be to provide the trailers with a second opening (for close coupling), which would also allow a narrower display case setting and incidentally eliminate the difference.

As with other Z gauge steam locomotives, the wheel diameters of the 042 series are somewhat too small, with the deviations being distributed differently among the individual wheels. The only quite clear outlier again concerns the trailing wheel (see table).

However, we do not consider diameters that are too small as measured here to be critical, because there is a plausible reason for this. In order to ensure operational safety, oversized flanges are required, and in Z gauge, this is 0.6 mm. In many steam locomotive conversions this creates space problems because coupling wheels are very close together, sometimes too close.



The very large locomotive-tender distance, which is the main reason for measurable dimensional deviations, can be shown particularly well from the bird's eye view.

The designer must then decide in favour of operational safety and accept an increase in length beyond the converted prototype dimension or prioritise appearance and risk a derailment-prone model.

A viable compromise lies somewhere in between and opens up if it is not based on factory-new, but largely worn wheel rims. This is exactly what Märklin's standard has been since 1972 and is recognised by us.

Data and dimensions for the series 41 ÖI / 042 of the DB:

	<u>Prototype</u>	<u>1:220</u>	<u>Model</u>
Length over buffers (LüP)	23.905 mm	108,7 mm	111,4 mm
Greatest width (diameter)	3.100 mm	14,1 mm	14,6 mm
Height above SE (steam dome)	4.280 mm	19,5 mm	19,2 mm
Total wheelbase	20.175 mm	91,7 mm	96,2 mm
Wheelbase of locomotive	12.050 mm	54,8 mm	56,0 mm
Wheelbase of loco/tender *	2.425 mm	11,0 mm	13,9 mm
Diameter of coupling wheels	1.600 mm	7,3 mm	7,0 mm
Diameter of leading wheels	1.000 mm	4,5 mm	4,2 mm
Diameter of trailing wheels	1.250 mm	5,7 mm	5,0 mm
Diameter of tender wheels	1.000 mm	4,5 mm	4,4 mm
Service weight**	175,7 t	---	39 g
Design	1'D1' h2		
V _{max}	90 / 50 km/h (forwards / backwards)		
Power	1.450 kW / 1.975 PS		
Conversion years (new boiler)	1957 - 1961		
Total number of units (DB)	40		
Retirement	1977		
* Distance from trailing axle to 1st tender axle			
** Fully loaded with fuel			

We now come to the Göppingen parade discipline, the painting and printing of the models. Both models are painted in the correct colours RAL 9005 deep black and RAL 3002 carmine red, the overall appearance is much more matt and pleasant than the early steam locomotive models showed.

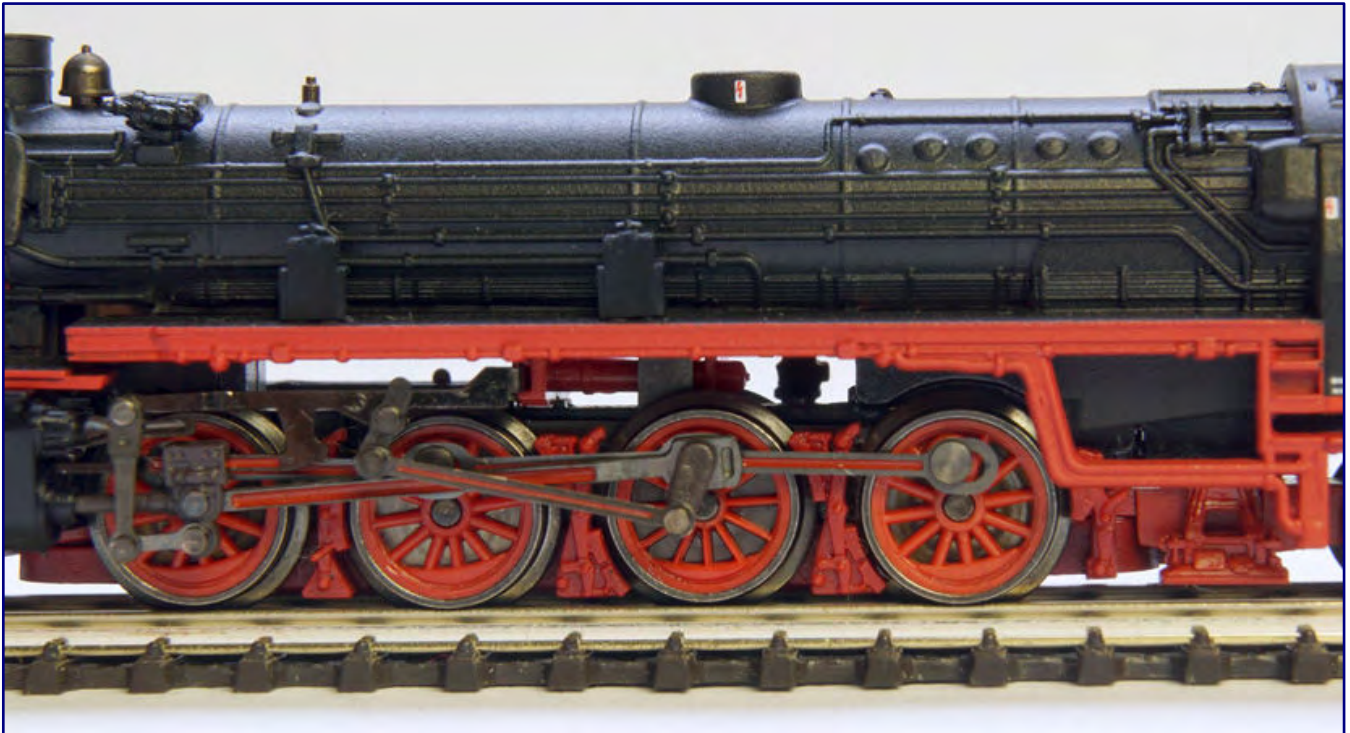
The plastic parts, such as the tender running gear, also show no perceptible deviations.

It should be mentioned in passing that the wheels of the driving axle do not have increased counterweights, but they do have much finer spokes, valid for both models, by the way.

Unfortunately, the copper wheels and the Indusi magnets show some plastic shine, but this is largely unnoticed in the overall impression.

More disturbing are the little things that make a big difference and yet are always left out: Once again, we are looking in vain for red buffer sleeves, and also the edge of the front attachment part was not highlighted in crimson. This is not good for the aesthetics, which is why we have to rework these parts ourselves.

The high bar of the class 01 from 2012, the 40th anniversary of the Z gauge, was not quite reached in the most recent steam locomotive conversions in another point – as is the case with the 41 ÖI / 042: The control carrier is not moulded to the body, and is painted in carmine red.



In the enlargement it is easier to see that the spokes on the coupling axle are considerably finer than on the three coupling axles. If this one wheel is a new construction, it remains an open question why the enlarged counterweight was not reproduced.

Instead, it is only indicated by a stamped part that reaches up to the slide track in front of the cylinder. In the area in question, only the black nickel plating comes into play; paint was also spared here. There are no further points of criticism here, wheels and control parts otherwise appear pleasant and unobtrusive thanks to the black nickel plating, because this corresponds most closely to the operating condition.

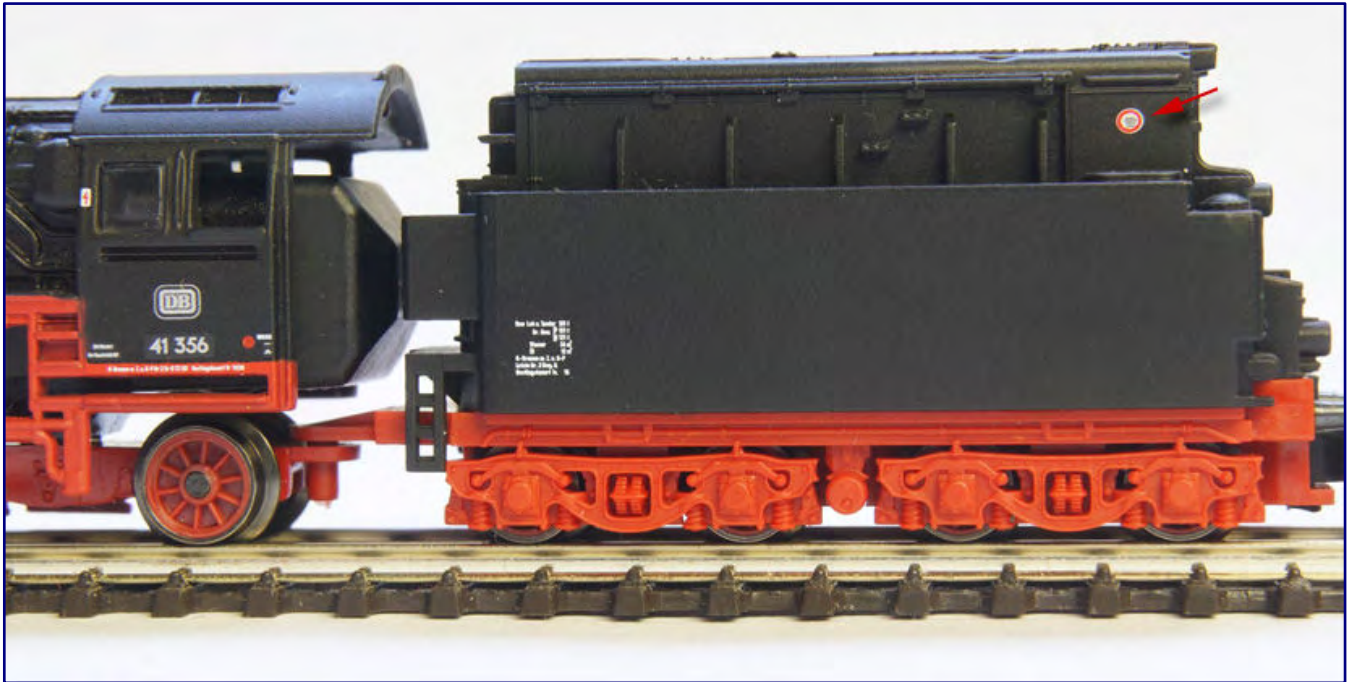
As expected, the printing on both models is impeccable. Here, individual deviations have also been taken into account. For example, the locomotive numbers on the 41 356 are printed in silver on a separate black underprint. In this way, the riveted locomotive plate of the time is taken into account.

On 042 096-8, the underprint has been omitted and the locomotive number printed in white, while the DB biscuit and home sign are also silver-coloured here. In this case Märklin follows the silk-screened signs that were issued for computer numbers from 1 January 1968.

41 356 bears an examination date "L2 Bwg 8.12.60" on the side and on the front buffer beam, which indicates the operating condition of about 1961. Correctly, this locomotive is, therefore, at home in the later dissolved BD Münster and assigned to one of the large strongholds of this class with the Bw Osnabrück Hbf. Its main area of operation was therefore the taxiway mentioned in the prototype section.

042 096-8 had only one home with this inscribed number, which can also be read correctly inscribed, because the prints are flawless: It is the Bw Rheine. The examination address "Bwg 26.5.71" also reveals its last, already started maintenance section.

The abbreviation "Bwg" stands in both cases for the former AW Braunschweig, which was the last one to examine steam locomotives. On 26 June 1974, 042 096-8 was there once again for an L2 examination.



As usual, all the inscriptions have been applied with great care. The warning sign on the oil tank (see arrow marking) is almost completely decipherable under the magnifying glass: "No smoking, bare lamps, or fires."

One last difference between the two models that should be mentioned is the warning paint printed on all four buffers on the Insider model 88275. The boiler misalignment known from the 03¹⁰ series at delivery due to a faulty shielding part of the lighting inside, seems to have been resolved, as we could not detect it in this case on either of the present models.

Technical evaluation

To record the electrical values, we first run in the models. A rather loud gear noise is clearly audible, which does not seem to disappear. However, it does not sound like badly working parts, so it is at least harmless.



The usual photo shows the tenders with finer running gear compared to the coal version. Apart from the running numbers, they differ from each other only by the buffer plate warning paint on 41 356 (rear).

The current consumption values also speak for good work. At transformer position 100, the models draw 16 mA, at 150 the value increases to 22 mA. This puts them within the usual measuring range of bell-shaped armature motors, as we had expected.

The lighting on the front side of the locomotive is by means of warm white LEDs and is active depending on the direction of travel. Märklin has dispensed with lantern lighting in the tender, as implemented on the 03¹⁰ series, in both cases. It is again pleasant that the top lighting is clearly visible and evenly distributed over all three lanterns immediately after starting up.

The starting characteristics themselves seem to be limited more by the 67011 transformer used, than by the drive. The models already start moving slowly at a track voltage of just under 0.4 V. We calculate 2.6 km/h prototype speed.

After that, the regulator range of the transformer makes a big jump to 2.2 volts, which let our model to run at 35 km/h. Tests show that the small steam locomotive can also safely drive through points at 1.0 volts on the track at the equivalent of 6 km/h. Both versions are, therefore, unrestricted. Both versions are, therefore, fully suitable for layouts, even if they race away at over 200 km/h at full track voltage, where only 90 km/h were permitted for their prototype.



As with some of the most recently delivered steam locomotives, on both models presented here the bell-shaped armature motor has been covered at the rear with a black cap in order to keep the connecting cables out of sight.

Finally, let's weave in some train formation suggestions, because here, too, the 39 grams of weight that this conversion brings to the scales do not seem to us to be an obstacle to prototypical use. By the way, 32 grams of this are allotted to the locomotive, which can influence the traction.

On the rolling road, the machines of the Bw Osnabrück Hbf and Kirchweyhe were often on the road with mixed goods trains, which can be put together as desired and varied from Märklin, and small series material. Tank wagons were also not uncommon there, which makes many ideas feasible for 41 356.

The same applies to 042 096-8 on the Emsland line, where in addition to many boxcars, a Pwghs 054 (FR Freudenreich Feinwerktechnik) goods train escort car could often be seen behind the locomotive. Mineral trains were also typical, because serving the Wintershall connection in Salzbergen was the job of this class.



For the Epoch III version of the steam locomotive, the Insider Annual Model 2020, we have selected a mixed goods train in which the wagons from the 86000 pack are used.

Another option are shorter trains of open wagons (main class sign E) and also car transport wagons (models by Märklin; announcement by Bahls Modelleisenbahnen), which determined the traffic to and from the VW factory in Emden. Sometimes there was only a single pair of cars behind the locomotive.

Until 1975, a few examples of class 042 could be seen on the Emsland line and branching off to Bad Bentheim (on to Hengelo) in passenger service in front of local and express trains. Typical sets were formed by four four-axle conversion coaches, Silberlinge (silver coloured passenger coaches), occasionally also combinations with centre entry coaches or single express coaches.

They underline the versatility of this locomotive type, which makes it so indispensable also for model railways, especially as it belonged to the very last of the Bundesbahn along with class 043. There is no way around this only multi-purpose steam locomotive from the standard programme, even in the model.

Concluding Summary

With its very free interpretation of the 042 series from 2006, which made us Zetties the laughing stock of other model railway enthusiasts, Märklin has set the bar for making amends very high itself. It seems very understandable that the manufacturer wanted to let the grass grow over this matter for so long.

It took fifteen years until we were allowed to hold a model in our hands on which the first impression also corresponds to the printed series. For historical reasons, we are now also very critical of this history, especially as we attach great and lasting importance to this model in the Z gauge programme.

All in all, Märklin has delivered a beautiful locomotive, but it cannot match the level of the class 01. There are mostly small things, but they add up to visible faults and should, therefore, be pointed out.



On the Emsland line, class 042 locomotives were often seen with tank cars. Since it does not always have to be a block train, we have added a matching example with the old Eva logo from pack 82326 behind the locomotive.

Märklin could improve this in future editions, but this would require another injection mould and changes to some tools. In order to match the overall character of the class 41 with new construction boiler, however, many things are actually indispensable. We remember that with the 44 series, for example, we had to wait many years for the reproduction of the typical middle cylinder.

Often, the customer could rework this with average craftsmanship, but in view of the asking price, which we certainly cannot call a special price, many would rightly consider this an imposition. At this point Märklin itself sets the bar high, only to break it.

We hope that our expectations will be shared in Göppingen and that a good locomotive will turn into a very good one. The sandboxes alone have a lot of influence on the overall impression! What will be remembered very positively are the good operating characteristics. Many will be pleased about this for exhibition operation, because the Mikado is one of the better pulling steam locomotives.



Despite individual weaknesses, we nominate the Insider Club model 2020, the 41 356 (88275), for the best new releases of the year 2021 in the category of locomotives.

Together with the successful illumination of the locomotive lanterns and once again excellent paintwork and printing, the joy clearly outweighs the joy. That is why the first delivered Insider Club model 88275 also receives a nomination for the best new releases of the year 2021 in the category locomotives. However, it will probably be difficult to assert itself there.

Manufacturer of the basic model:

<http://www.maerklin.de>

Other manufacturers for suitable freight wagons:

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

<http://www.fr-model.de>

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The first driving tests (part 3)

Green profiled is the Trend

The first step is always the hardest, as the old saying goes. To ensure that nothing is left to chance or can go wrong when starting out in landscape construction, our editor Dirk Kuhlmann provides important hints for our newcomers, and those returning to the hobby. But why reinvent the wheel? Valuable advice is accompanied by proven and still valid hints from our 2017 edition.

In the now third part of our small beginners' guide, we would like to introduce you to landscape construction and the first greens. Due to the diverse but highly interesting operations, we refer several times in this report to older editions of our magazine.

For many Z gauge railroaders, these instructions have become a veritable “bible” or even just a starting point for landscape construction.



A DSB local goods train (with empty E-wagons) is on its way back. Our small beginners' series is intended to enable anyone to create similarly appealing showpieces with deliberation and skill.

It should be said in advance that, if possible, such small showpieces should not have any gradients, as it would not be possible to install moderate ramps in a small space. Either way, it would not be particularly beneficial to this small gauge. With an appropriate terrain, however, you can very well simulate inclines and declines.

The basis of our landscape consists of 20 mm thick hard foam boards (XPS; extruded polystyrene), which you can buy in all DIY stores. Ordinary wood glue, several weights, a sharp bread knife, and a rasp are the basic materials for our work.

Right here, I would like to refer you to our edition 7/2017, where the construction and processing are explained in detail on the basis of the example “Rothenzeller Weg” from page 33 onwards. At the end of the article we have compiled this, and the following links to the file on our server. Of course, the editions can also be accessed via our licensed archives.



This is the framing of Schmiedehagen, here all the necessary work steps and materials are present in one picture. The timely inserted walls are also glued in place.

Take your time and start in advance with a few trials on a test board. Even with my experience, I go exactly this way with absolutely new and for me unknown subjects. This is the only way to practise new techniques and moves before things get “serious.”

We are now continuing to work on our small layout

On our showpiece “Upland” you can see exactly the steps of the “rough” landscape design in the small sequence of pictures. My experience has shown that our photos are usually sufficient as a construction suggestion for the interested model railway fan.

By the way, I always make stencils for the later streets, squares or properties out of normal paper. As soon as they fit, they are applied to thin plywood (from 1 mm). By instinct, the streets are shimmed with small pieces of “wood” and later covered with fine filler.

continues on page 23



Photo above:

This is the implementation of the plan from part 2 of our series. Hard foam boards form the basis for heights and depths of the landscape. The railway, on the other hand, will always run on a plain.

Photo below:

Here, the principle of stencil work for the streets can be observed very visibly. Again, all wall parts are already installed.



Photo above:
The first layer of filler has been completely applied and the first placement tests with the houses are now taking place. At the same time, test runs with rolling stock are taking place repeatedly.

Photo below:
Streets, squares and terrain are now completely installed on "Upland." Even the future background scenery is already in place in the framing.

Even on such a small piece of model railway layout, there are tiny but deliberate irregularities in the landscape. In any case, it is important to mention the now parallel work on the artificial structures. Even a bridge pier or a platform edge should be ready for installation, so that a homogeneous filler application is created during the later work.

With Molto's wood repair filler, this is achieved in an excellent way; it is a really good alternative to the old "plaster method". Moreover, the surface dries out sandy, which is very close to reality.

Of course, you can see some rather unknown buildings / model houses in the pictures now. This is what is known as "kit bashing": a construction principle in which completely new houses are developed from one or more kits.



Earth and sand now complete the substructure of the whole layout before we move to the "green area." All the houses are now in their final place.

With a little paint and ageing, it is usually no longer recognisable whether it is plastic, cardboard or metal. Don't worry, in the course of time you too will produce such unique pieces. This is a quite common way for many model railway fans, as soon as the experience increases and the desire grows for models that just not everyone has and are immediately recognisable.

Let's continue a little further, because for now we are collecting raw materials in the wild. I usually get my raw materials from many regions, so sometimes a wayside is examined more closely, for example, on vacation, or random samples are taken from a field. The "bagged" materials are then crushed and run through a sieve several times.

For our 1:220 scale, the tea strainer is the last station in the preparation process. Then the fine material is placed in an oven preheated to 200° C for 30 minutes. Finally, the material is then largely sterilised (germ-free), the body proteins of all life stages of insects and other soil organisms destroyed.

You can follow the rest of the process and even the design of a rock or the ballasting of the tracks in **Trainini®** 8/2017 from page 12. If you have now followed the design timetable exactly, then the complete “wet” work would be finished from this point on. The preparations for the landscaping can begin.



After repeated grass landscaping and the placement of small bushes, our model railway already looks quite natural. A photo taken against the light brings out the standing grass, particularly well.

The selection of grass fibres can possibly become a painstaking action, as in these days a large number of manufacturers offer these products. It is not only worth going to the dealer. A visit to the large trade fairs would also be worthwhile, because only there are most of the manufacturers on site. My choice years ago was the company “Mininatur” with its particularly natural green shades, but this is of course a matter of taste.

You also need an electrostatic landscaping device, and there is a wide range of options. A look in the forums or word of mouth is usually enough to decide on a suitable device. In our gauge, all makes are basically suitable, as grass fibres with a maximum length of 4 mm are laid.

The turf recipe

The manual is actually so comprehensive but highly informative that the **Trainini®** editorial team presented two extensive parts to its readers in autumn 2017. We had interviewed many Z gauge railway fans in the run-up and were amazed at the many responses we received.

I have now compared these two articles with the personal state of knowledge in 2021 and noticed that the instructions are still valid. So: let's get to work!

In our opinion, the exhibits created by many model railway modellers after 2017 were much more important, because a noticeably improved landscape design was the positive effect of our series of reports at that time.



That's nature: chaotic and unorganized. And that's how it should look on a model railway in order to have the best possible effect.

The results could already be seen in various specialised magazines and in the near future also at various exhibitions. The following **Trainini®** editions deal with the technique of perfect grass landscaping - good luck with your implementation:

- Part 1 in **Trainini®** 9/2017 starting on page 13
- Part 2 in **Trainini®** 10/2017 starting on page 24

Finally, I would like to give you a very important tip, even at the risk of repeating myself over and over again: Dare to go to a model railway club meeting in your region, usually, there is a lot of tinkering going on there, and almost all activities can be seen, regardless of gauge.

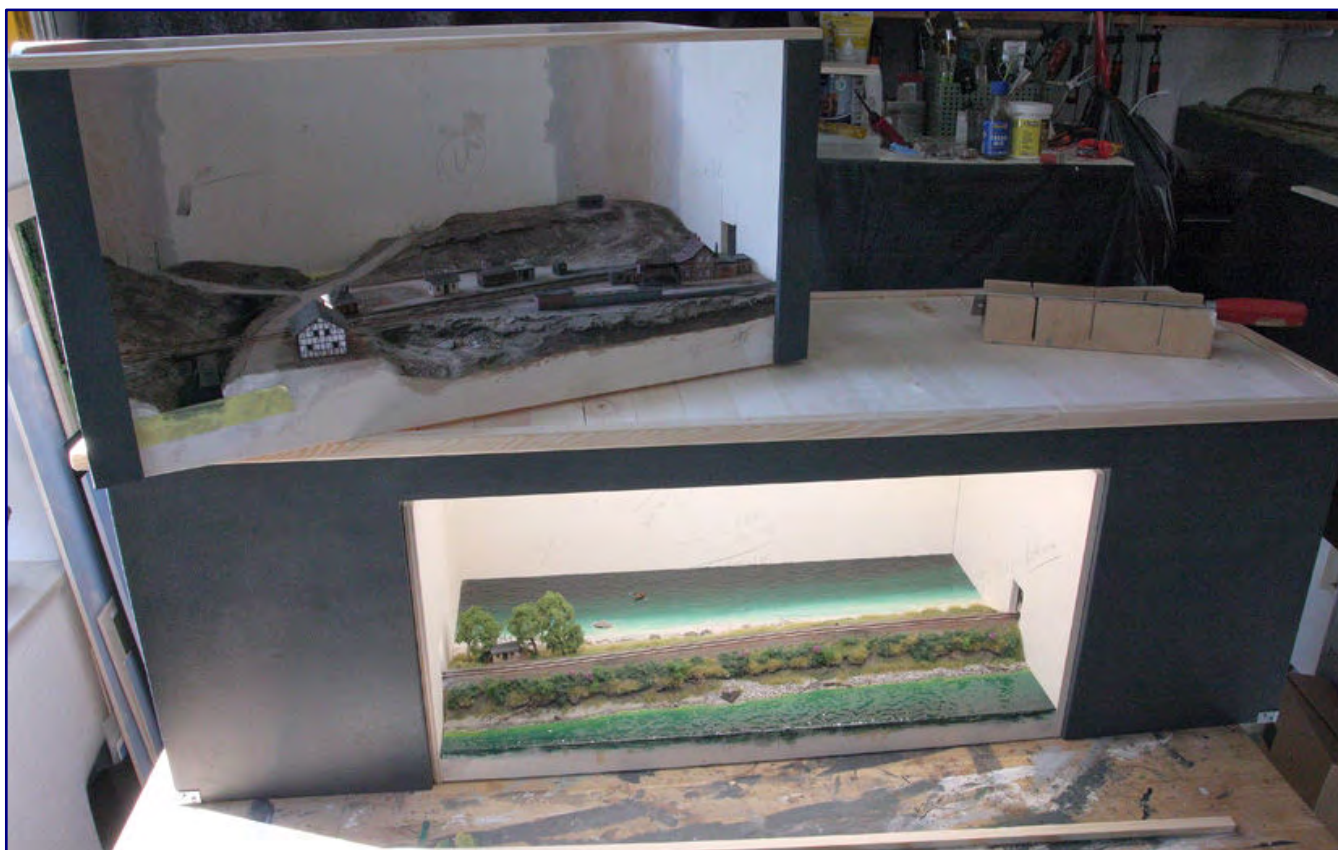
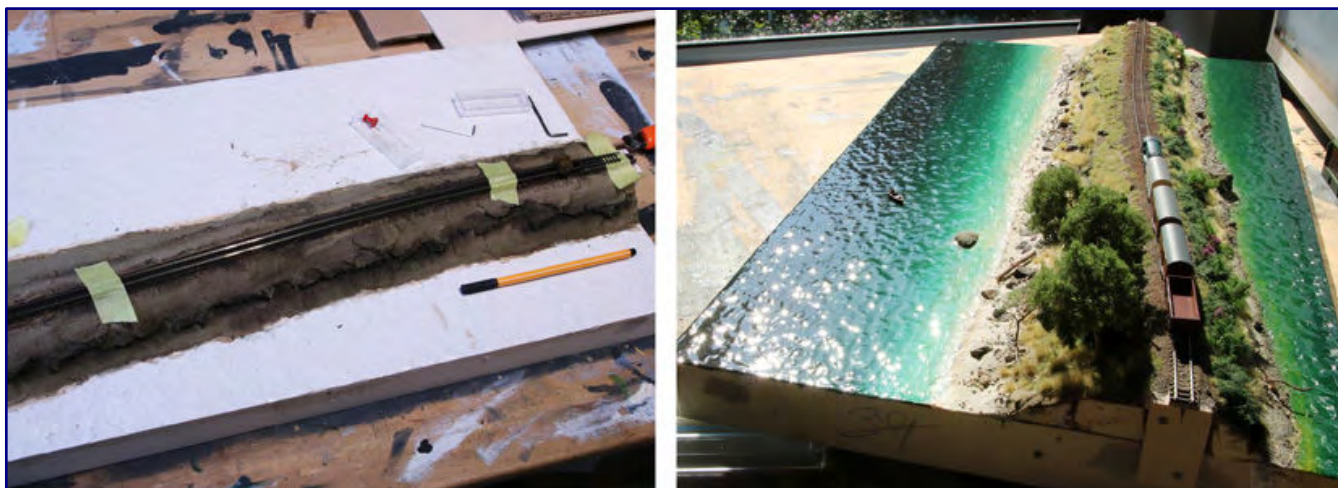


Photo above:
A second interchangeable module was built at the same time. This railway embankment is an excellent place to take pictures of various trains (see lead photo on page 20).

Photo below:
The box contains a bypass and allows continuous operation in the loop. Both track dioramas, our interchangeable modules, for the presented concept can be seen here in one photo.

I have been running the well-known model railway club FdE Burscheid e.V. in Leverkusen for some time, and here, for example, a small work series on the subject of water and landscape design has been running since late summer 2021, also in Z.

This exchange with professionals and “old hands” on the one hand, as well as beginners and restarters on the other, is already paying off for us. Besides very well-known H0-gauge layouts, there are also well-known exhibits of nominal size Z in our premises.

It is an indication of an old, yet also modern model railway club. And we are not alone! The 1:220 scale is simply an established model railway, today.



4:55 pm shows on the platform clock. It leads us to the many small details for a beautiful model railway. More about this in the next and last episode of this small series.

In the upcoming and final part, we will look at a little bit of the small stuff for the

- **Access to the issues referenced in the article**
- https://www.trainini.de/fileadmin/media/Magazin/2017/Trainini_2017-07.pdf
- https://www.trainini.de/fileadmin/media/Magazin/2017/Trainini_2017-08.pdf
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- **More reference webpages for this article:**
- <http://fde-burscheid.de>
- <https://www.facebook.com/FdEforFriends>

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.

Niedergang eines Traumberufs **Schwelgen in alten Zeiten**

Das waren noch Zeiten: Die Eisenbahn war das bestimmende Transportmittel im Alltag der Menschen. Hart arbeitende Maschinen und schmutzige Männer auf Führerständen prägten das Bild des deutschen Wirtschaftswunders. Die Bahn stand für ehrende Maloche, ein beherztes Anpacken und Schuften, wie es die Menschen im Ruhrgebiet nannten. Auch dahin zog es den Autor des neuen EK-Buches, der seinem Berufswunsch geradezu hinterhereilte.

Steffen Lüdecke
Traumberuf Dampflokheizer
Erinnerungen an Lehrte, Wedau und Rheine

EK-Verlag GmbH
Freiburg (Breisgau) 2021

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Das Brüderpaar Frank und Steffen Lüdecke gehört zu den alten Bekannten der deutschen Eisenbahnliteratur. Mit viel Sachverstand haben sie viele Titel und Aufnahmen beigetragen, die Wissen und Erinnerungen an die Zeit der Dampflok wachhalten.



Zu jener Zeit, in der ihre Beiträge spielen, waren Heizer oder Dampflokführer trotz der Schwere körperlicher Arbeit noch Sehnsuchtsberufe vieler Jungen. Der Autor des vorliegenden Buches, Steffen Lüdecke, träumt auch dann noch vom Dampflokführerstand, als die Idole der Jugend längst Rennfahrer, Astronauten oder Rockstar heißen.

1974 volljährig geworden und noch Pennäler an einem bayerischen Gymnasium, sollte sein Traum doch noch in Erfüllung gehen. Dank eines Tipps von Gleichgesinnten, hartnäckigen Bewerbens und Wohlwollens bei den DB-Verantwortlichen kann er in den Schulferien eine verkürzte Heizerausbildung in Lehrte absolvieren.

Doch Bedarf hat die DB schon lange nicht mehr an Heizern, denn der Traktionswandel ist fast abgeschlossen und die früheren Heizer werden zu Lokführern fortgebildet und sind künftig allein auf der Lok unterwegs. Eine Hilfsanstellung rückt in weite Ferne.

Als er fast aufgegeben hat, öffnet sich doch noch eine Tür und er kann in den Sommerferien 1974 ins Ruhrgebiet reisen, um im Bw Duisburg-Wedau als Heizer auszuhelfen. Hatte ihn zuvor die Erwartung an einen verdunkelten Himmel und qualmende Schlotte nicht einmal daran denken lassen, ins industrielle

Herz Deutschlands zu reisen, sollte es nun zeitweilig zur Heimat werden. Die Liebe zur Dampflok erforderte ihre Opfer.

Immer dabei war die Fotokamera, die Eindrücke und Arbeitstage im Bild festhielt, weshalb Steffen Lüdecke fast fünfzig Jahre später seine Erinnerungen mit seinen Lesern teilen kann. Wichtig für freie Tage war auch die Broschüre „Dampfgeführte Reisezüge der DB“, an die wir mit einem anderen EK-Verlagstitel erst vor wenigen Monaten erinnert haben.

Und so kommt es 1976 auch noch zu einer Reise nach Rheine, wo nur ein Jahr zuvor die letzten dampfgeführten Reisezüge der Bundesbahn einen Schlussstrich zogen. Ausnahmsweise gestand die Bundesbahndirektion Hannover dem Autor zu, eine kurze Zusatzausbildung auf Ölokomotiven zu erhalten und die erforderliche Prüfung abzulegen.

Wichtige Bilddokumente sind so entstanden, die Eingang in dieses Buch fanden und von Aufnahmen fremder Autoren ergänzt werden, wo es erforderlich ist. Allesamt sind sie handwerklich gut, perfekt reproduziert und mit Bedacht ausgewählt.

Ihnen kommt in diesem Werk eine besondere Bedeutung zu, wie schon am Verhältnis der Seitenzahl zu den Aufnahmen sehr deutlich wird. Und die Fotos beschränken sich nicht nur auf die Eindrücke aus dem Arbeitsalltag bei der DB. Wann immer es freie Tage gab oder ein außergewöhnliches Ziel angesteuert wurde, war der Fotoapparat dabei.

So konnte dieses Prachtstück der Literatur um viele weitere Motive angereichert werden, die beispielsweise einen Blick ins BZA Minden oder AW Braunschweig erlauben, aber auch Privatbahnmaschinen im Bild festhielten. All das soll aber nun nicht darüber hinwegtäuschen, wie gut uns auch die Texte gefallen haben.

In guter Erinnerung haben wir die Ausführungen des leider viel zu früh verstorbenen Wolfgang Staiger, mit dem unser Chefredakteur ein freundschaftliches Verhältnis pflegte. Auch er war als Student in Aushilfsheizerdiensten bei der DB, allerdings einige Jahre früher.

Und so gibt es hier etwas, dass diese Lektüre anders und einzigartig macht: Auch wenn nur wenige Jahre zwischen den Berichten beider Hilfsheizer liegen, scheint Steffen Lüdecke schon einer anderen Generation anzugehören. Seine Mitschüler reden vom Führer schein und Autokauf, träumen von der Freiheit, endlich tun und lassen zu wollen, was man will.

In diese Zeit fallen die kurze Heizerausbildung, die sechswöchige Hilfstätigkeit in Wedau während der Sommerferien und die abschließende Zusatzprüfung in Rheine, die den Autor auch dazu befähigt, später auf der Museumslok 41 018 tätig zu werden, um deren Erhalt gerade er sich persönlich auch verdient gemacht hat.

Diese Begeisterung ist zur Mitte der Siebziger, als die Dampflok ihre allerletzte Blüte erlebt, längst erklärungsbedürftig und so schildert der Verfasser zunächst eingehend, wie jemand seines Alters überhaupt Dampflokfreund werden konnte und auf Mitschüler mitunter „schräg“ gewirkt haben muss.

Solche Passagen werden vielleicht gerade auch jüngere Menschen ansprechen, die deutlich schwerer einen Zugang zu solch überalterter Technik voller Schmutz und körperlicher Anstrengung finden und eher Nostalgie mit der Dampflok verbinden.

Steffen Lüdecke nimmt uns alle mit auf eine spannende Reise vor allen Arten von Güterzügen, vor allem auf dem dichten Streckennetz des Ruhrgebietes mit einzigartiger Kulisse von Stahl- und Walzwerken, Zechen, Kokereien, Kraftwerken und Raffinerien. Und wir danken ihm seine Arbeit mit einer Nominierung für die Neuerscheinungen des Jahres 2021 in der Kategorie Literatur.

• Publishing pages with reference possibility:
• <http://www.eisenbahn-kurier.de>
• <http://www.ekshop.de>

Dampflokklexikon wiederaufgelegt Im Wesentlichen nichts Neues

Im Juni 2015 stellten wir ein Transpress-Buch gleichen Titels vom selben Autor vor. Der Buchnummer folgend, handelt es sich beim vorliegenden Buch um einen neuen Titel. Gespannt waren wir daher, was sich angesichts der abgeschlossenen Geschichte der Dampflokkentwicklung an neuen Erkenntnissen ergeben haben könnte.

Thomas Estler
Deutsche Dampfloks
Das Beste aus 180 Jahren Dampflokkbau

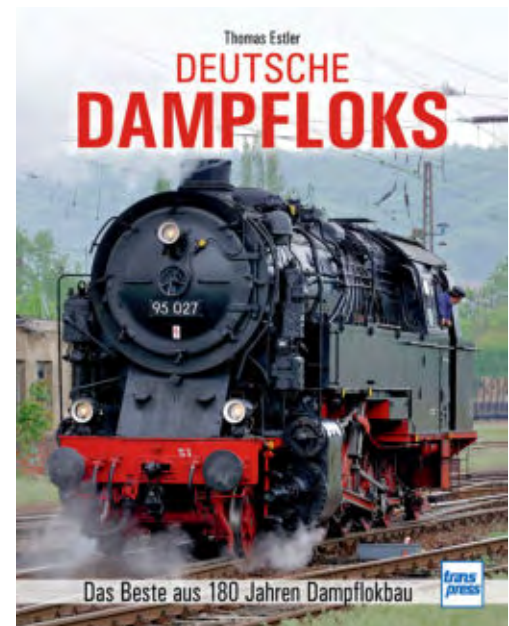
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Autor Thomas Estler ist durch und durch eisenbahnbegeistert, hat vermutlich deshalb auch beruflich viel mit Verkehrsplanung zu tun. Auch als Verfasser von Fachartikeln und Büchern ist er seit Jahren kein Unbekannter.



So erschien bei Transpress vor rund fünf Jahren auch schon ein Buch gleichen Titels, das er geschrieben hat. Da die uns nun vorliegende, neue Auflage nicht unter der alten internationalen Standardbuchnummer (ISBN) erscheint, sollte es nicht bei einem reinen Nachdruck ohne größere Änderungen geblieben sein.

Entsprechend vergleichen wir und stellen fest, dass die feststellbaren Änderungen einen derart geringen Umfang haben, dass ein vergleichbares Buch anderswo als geänderte Zweitausgabe mit gleicher Nummer zu erwarten wäre.

Eine leicht feststellbare Änderung betrifft das Buchformat, denn Transpress hat die schmale Seite um exakt einen Zentimeter schrumpfen lassen. Dazu wurde das Bild auf dem vorderen Buchdeckel ausgetauscht und die Rückseite neu gestaltet. Um es nun eindeutig identifizieren zu können, bedarf es folglich einer neuen ISBN – der Verlag hat die einschlägigen Regularien also geschickt ausgenutzt.

Spannend blieb, ob sich auch im Inneren etwas getan hat. Mit der Auflage aus dem Jahr 2014/15 waren wir, gerade angesichts des erschwierlichen Preises, der sich auch dieses Mal nicht geändert hat, sehr zufrieden. Jede behandelte Dampflokk wird kurz, aber mit den wichtigsten Geschichtsdaten, technischen Merkmalen und Daten behandelt. Einzig die Reproduktion der Fotos war in Einzelfällen kritisch.

Und genau hier sind auch die beinahe einzigen Änderungen zu entdecken. Während sich die Gliederung und Gestaltung der Inhalte nicht verändert hat und auch die Seitenzahl konstant geblieben ist, gab es einen Austausch weniger Bilder durch bessere Aufnahmen. Zudem sind einzelne der zu kritisierenden Fotos etwas besser reproduziert worden als 2014.

Laut Verlagsangabe hat die neue Auflage rund 30 Fotos weniger als das alte Buch. Wir haben nicht nachgezählt, aber auch keines vermisst. Bei den Beschreibungen der Baureihen haben wir nur eine Änderung wahrgenommen: Bei den Schmalspurlokomotiven Baureihe 99²³⁻²⁴ der HSB ist ergänzt worden, welche der vorhandenen Maschinen heute noch im Dienst stehen – hier gab es zuvor keine Differenzierung.

Fraglich bleibt an dieser Stelle, für wen sich dieses Buch eignet? Wer den Vorgängertitel bereits im Regal stehen hat, kann auf einen Austausch gut verzichten, solange er nicht besonderen Wert auf den Bildertausch legt. Wer sich für Dampflokomotiven interessiert, ein solches Lexikon braucht und nicht besitzt, ist mit diesem Klassiker von Thomas Estler sicher gut beraten.

Es beschreibt sämtliche Dampflokomotiven, die in den Diensten der Deutschen Reichsbahn-Gesellschaft, der Deutschen Bundesbahn, der Deutschen Reichsbahn der DDR und der Deutschen Bahn AG standen. Erfasst sind Regelspur- und Schmalspurmaschinen. Nur Länderbahnkonstruktionen, die nicht mehr von der Reichsbahn übernommen wurden, fehlen ebenso wie wenige Typen, die nur auf Umwegen zur DRG fanden – auf unsere Besprechung aus dem Juni 2015 sie hier verwiesen.

Die einzelnen Baureihenbeschreibungen variieren in Länge und Umfang, was aber nicht störend ist. Darauf hatten wir auch beim letzten Mal hingewiesen. Eine erkennbare Systematik, nach der dieser Umfang festgelegt wurde, ist weiter nicht erkennbar. Für einen ersten Überblick reicht es aber auf jeden Fall.

Die Stärke dieses Titels ist ja nicht der fachliche Tiefgang der Informationen, sondern der möglichst umfassende Überblick über alle wichtigen Konstruktionen aus jener Zeit, als die Dampflok ihren technischen Höhepunkt erreicht hatte. Und dazu gehört dann mindestens ein Foto, um vom Bauzustand und Aussehen einen repräsentativen Eindruck zu vermitteln. Dem wird das Buch auf jeden Fall gerecht.

Nur die jüngeren Aufnahmen, die deutlich nach dem Zweiten Weltkrieg entstanden, lagen als Farbaufnahmen vor und konnten entsprechend wiedergegeben werden. Das ist gewissermaßen sogar eine Stärke, denn die alten Schwarz-Weiß-Fotos sind meist gut ausgeleuchtet und kontrastreich, Schwächen betreffen eher die Bilder aus der Zeit, als der Farbfilm noch in Kinderschuhen steckte.

Unveränderte Pluspunkte erhält auch das neue Buch für die Kurzvorstellungen der deutschen Lokfabriken am Anfang, das Erläutern des grundsätzlich noch gültigen DRG-Nummernschemas für Baureihen aus dem Jahr 1925 inklusive der Umzeichnungen durch DB (1968) und DR (1970). Es weiß also wieder Erinnerungen auch an viele längst vergessene Unternehmen zu wecken oder deren Bedeutung anhand der Produktionszahlen herauszuarbeiten.

Unser Fazit damals wie heute ist also identisch. Die Lektüre eignet sich gut als erster Einstieg in die Eisenbahn- und Dampflokgeschichte und wird sicher vor allem jüngeren Lesern eine große Hilfe sein, die mit der Dampflok nicht mehr aus eigenem Erleben vertraut sind.

Für Eigen- oder Umbauprojekte der Modellbahner eignet sich das Buch allerdings nicht, denn Zeichnungen und vollständiger Maßangaben wird der Leser hier vergebens suchen. Aber das ist auch wohl eher ein Folgeschritt nach dem ersten Überblick, der mit individuellen Baureihenportraits versüßt werden könnte.

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The world comes to Göppingen A visit to the Märklineum

The moment had finally arrived in mid-June: Märklin's new museum, the "Märklineum", opened its doors to the public. Directly on the grounds of its headquarters in Göppingen, the company takes its visitors on a journey through its more than 160 years of history. Our translators Alex Hock and Christoph Maier have already been there and report whether the visit is worth it.

By Alexander Hock and Christoph Maier. Märklin is showing some self-confidence: right at the beginning of the Märklineum exhibition area there is a large plaque with the sentence "From Göppingen into the world" with a reference to the fact that Märklin was already a "global player" from the end of the 19th century and exported its products to all parts of the world.

But the world also enjoys coming to Göppingen, as the visitor numbers at the biennial Märklin Days prove.

The former Märklin Museum, whose beginnings date back to around 1900, was also well visited with around 200,000 visitors a year.

But now the Märklin Museum has finally re-opened in a completely new building adjacent to Märklin's main factory.

On a total area of around 3,000 square metres, the company presents a cross-section of all epochs of its long history and a product range that once extended far beyond model railways.

In addition, the basement houses a large H0 scale exhibition layout, whose construction is already well advanced, but still far from complete.

Until further notice, visitors will not only be able to observe operations on the layout, but also gain an interesting insight into the techniques of layout construction.

A bistro and a well-stocked museum shop, which opened over two years ago, add to the experience.



Our translators Christoph Maier (left) and Alexander Hock (right) paid a visit to the new Märklineum at the end of July 2021, and were given an exclusive welcome.

continues on page 36



The Märklineum welcomes its visitors in a modern and inviting building at Göppingen's Stuttgarter Straße (top). But the entrance via the inner courtyard of the factory also has a special charm: Immediately, one's gaze falls on the freshly restored 44 1315 locomotive, which is now a bit difficult to photograph because of its weather protection in the design of a Märklin train box (bottom).

But first things first: As passionate Zetties, we had of course heard that Märklin was working on a new museum building and that it was opened in June after some delay, partly due to the pandemic.

However, the fact that it would work out so quickly with a visit, and the two of us together at that, was a lucky coincidence. Although we are both originally from Germany's southwest, we have been living and working abroad for years, one in the United States, the other in Belgium.

During the coordination of the translation of the June issue of **Trainini®**, it turned out rather casually that we would both be in Swabia during the same week in July for family visits that were scheduled at short notice.



It is no coincidence that the interior architecture is reminiscent of a railway roundhouse. We are virtually on its covered turntable.

We quickly got down to business and booked tickets via the Märklineum website (see info box at the end of this article). A few days later the moment had come: a big hello and the first personal encounter, because until then we had only known each other virtually via **Trainini®** editorial video conferences.

We started our visit by taking a closer look at the impressive museum locomotive next to the museum's parking lot: A 1:1 scale class 44 with the operating number 1315. After an eventful service history from 1942 until its decommissioning in 1977, this locomotive was exhibited in Kornwestheim and Heilbronn for many years, before being acquired by Märklin in the summer of 2018, and transferred to Göppingen.

Externally restored and protected by a roof resembling the box of a Märklin railway model box, the locomotive now adorns the grounds of the Märklineum, creating a link between the real world outside and the miniature world inside.



View of the large H0-scale exhibition layout from the visitors' gallery. The concept of dividing it into different sections and structuring design and operation according to the different model railway eras is an interesting feature of this layout.

After that we proceeded to the entrance area of the Märklineum which follows the design of a railway roundhouse and also contains the large museum shop, which we refrained from visiting for the time being.

A journey through all eras

Our first stop after showing our tickets was the visitors' gallery, which is located above the large H0 scale exhibition layout. From there, one gets a complete view of the layout, which is housed in a 400 square metre hall in the basement.

A Märklin layout engineering team of about ten has been working on it since March 2019, unfortunately, with interruptions due to the pandemic. We were lucky and given a behind-the-scenes tour of the currently 160-square-metre layout by Christoph Rabel, who is in his dream job “Deputy Head of the Layout Construction Department.”

Many parts of the layout are still work-in-progress, but its dimensions, concept, and character are already clearly recognisable, and the landscaping is also well advanced. Train operations are also already taking place on a large part of a total of around 480 metres of track and in the five staging yards.

We particularly liked the basic concept of combining all six model railway eras on one layout. The sections of eras I and II are already almost finished, while work on eras III and IV still continues, especially on the detailing.

Sections covering eras V and VI will be added at a later date. The possibility of being able to present all eras on one layout was a key task given to the layout team as it will allow Märklin to showcase its latest models or prototypes across all eras.

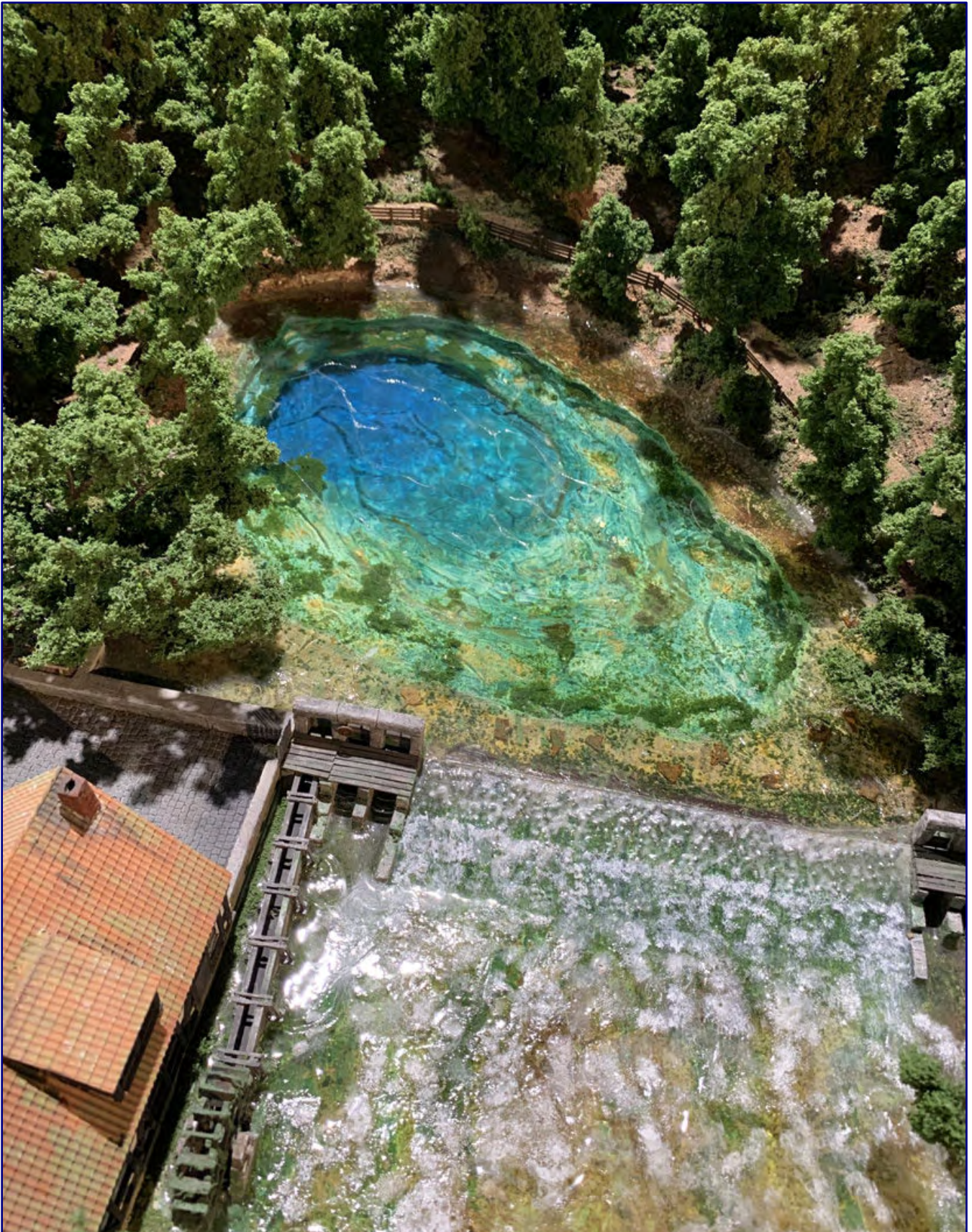


A man with a dream job: Christoph Rabel from Märklin's layout engineering team. He received our translators personally and gave them an exclusive look behind the scenes.

continues on page 40



While regular visitors have so far only been allowed to view the layout from the gallery in the background, Alexander Hock (in the photo), and Christoph Maier (behind the camera) were allowed up close and given detailed explanations about its concepts and construction.



The design began with the legendary “Blautopf” (“blue pot”), a karst spring in the south German municipality of Blaubeuren. The historic hammer mill can be seen in front on the left.



Many beautiful themes from southern Germany and around 185 years have been integrated in the exhibition layout (top). They also provide inspiration for one's own layout at home. Active train operations (bottom) are used to test the operational reliability of the layout and to identify possible weak spots.

This layout also convinces in visual terms: the colouring of the landscape motifs set in Germany's south-western state of Baden-Württemberg and their greenery are well chosen and make for a very harmonious overall look, as we can confirm as former residents of this region.

In addition, we liked the realistic, natural design of the landscape that surprises the viewer with many lovingly elaborated detail scenes, but without producing a visual overload. The long, harmonious parade routes built with flex track also contribute to this very convincing overall impression.

We also liked the honest admission that not all details of the layout were planned in advance, but that many ideas emerged "on the go". Some elements that did not turn out well during construction were discarded, scrapped and redesigned. Let's be honest: Many of us will have had similar experiences with their own model railway projects.



Already weathered buildings are waiting to be installed in the layout. Many kits from established accessory manufacturers are deliberately used here, because the exhibition layout is also intended to demonstrate and convey what a model railway enthusiast with average ambitions can create at home.

We also liked the fact that the landscape design, with all its ambition for realism and the use of modern techniques and materials, was deliberately kept at a level that a model railway enthusiast with an average level of ambition and skills could identify with and replicate.

The use of self-made materials such as the soil on the layout, which is ground and coloured from the bark of sycamore trees, also fits well into this picture. Scratch-built or kit-bashed buildings are also valuable sources of inspiration for the home layout. Apart from the satisfaction of creating something unique, this way of modelling also helps to save money and stay within budget.

The rear part of the layout rises sharply and provides space underneath for a large staging yard. Like the layout itself, it is built on several levels and allows for varied operations. Tidiness and organisation are essential aspects of wiring a layout; all cables are therefore neatly laid and labelled, as they should be on any layout: This is the only way to effectively trace faults or make changes.



Christoph Rabel explains the substructure of the large exhibition layout, the wiring and the multi-level staging yard. Alexander Hock listens closely.

Light and sound effects are also planned, by the way, but not yet ready for operation. They would also be a nuisance as long as the layout is still being worked on.

In our opinion, this is an attractive and successful facility that is up to date in every respect. It is all the more interesting to visit because it is still being built and visitors can follow the progress of the construction work directly.

The only downer for us Zetties, however, was that there was no Z gauge layout to be seen in the museum for far and wide. But more about that in a moment.

Journey through the company history

After we had forgotten to look at the clock while viewing the large display, we had to hurry a little in order to be able to devote ourselves adequately to the actual exhibition.

In a spacious hall on the upper floor, a journey through more than 160 years of company history was waiting for us. It is by no means limited to the topic of model railways, but also documents Märklin's development from a small factory for tin toys to a world-renowned producer of metal toys and model railways.

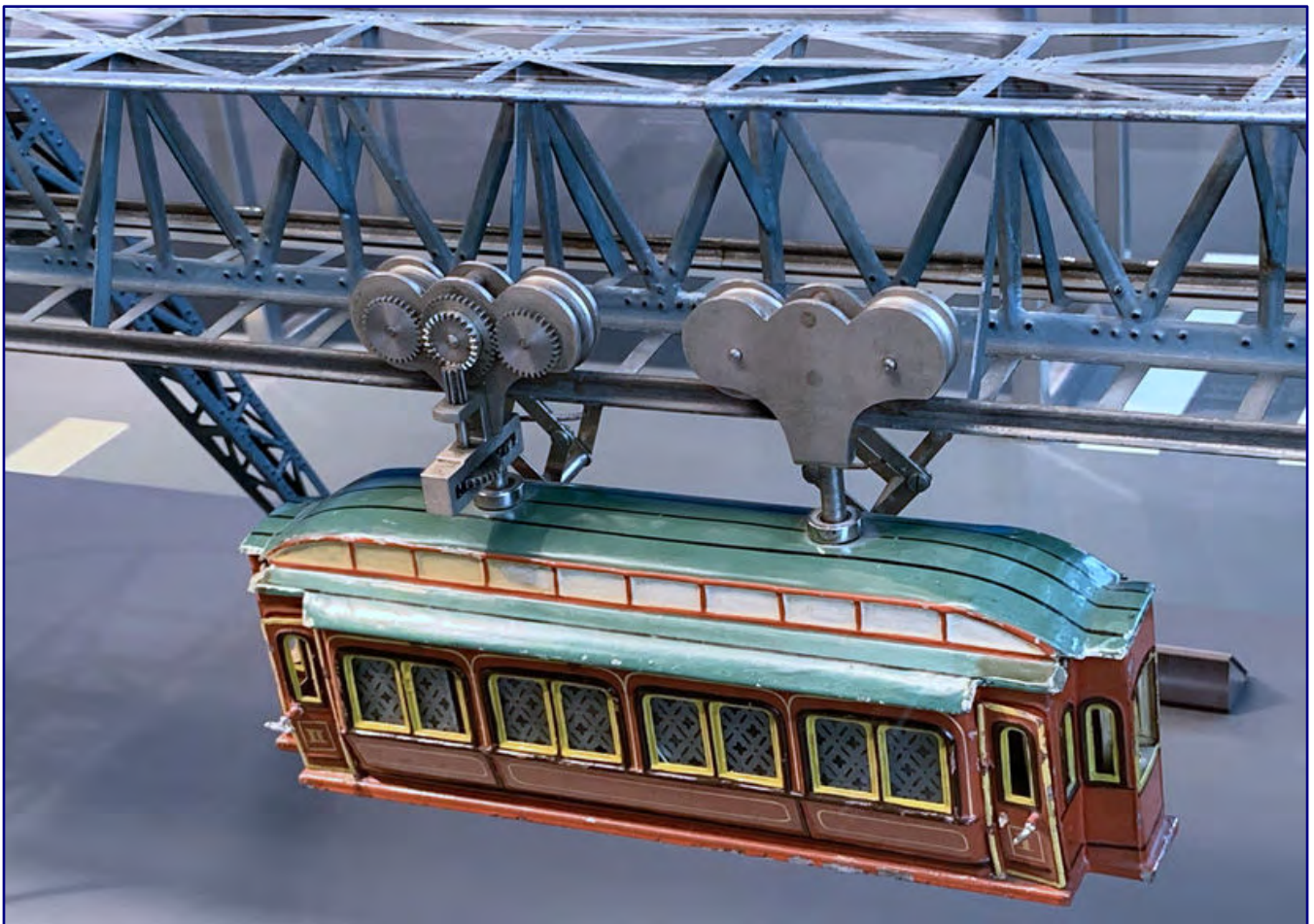
Numerous gems from the categories of tin toys, steam engines, metal construction kits and model railways, all in immaculate condition, are displayed in large glass vitrines. All pieces are in immaculate condition and one can only marvel and wonder at how they were able to survive the turmoil of time so unscathed. The exhibition is also enriched by numerous display boards and interactive technology.



Among the many exhibits of the Märklineum, the "Crocodiles" in all gauges ever produced must of course not be missing. After all, they are considered by enthusiasts to be Märklin's "heraldic animal".

A large part of the exhibition is devoted to model railways. From gauge 1 to 0 scale and H0 scale, the respective product range from the past to the present is presented in detail.

continues on page 47





A classic of Märklin history is the "Maxi" tin toy train for beginners in gauge 1. The "Rössle" ("horse"; top) embodies very well the idea of this long-discontinued programme, whose boundaries to the authentic looking railway models had previously become increasingly blurred. One strength of the Mini-Club scale is its potential for an almost uncompromising reproduction of prototypical scenes – we only have to think of the large and popular exhibition layouts at the beginning of the eighties. The Z scale model of Göppingen station (photo bottom) is a good example for that.

Photos on page 43:

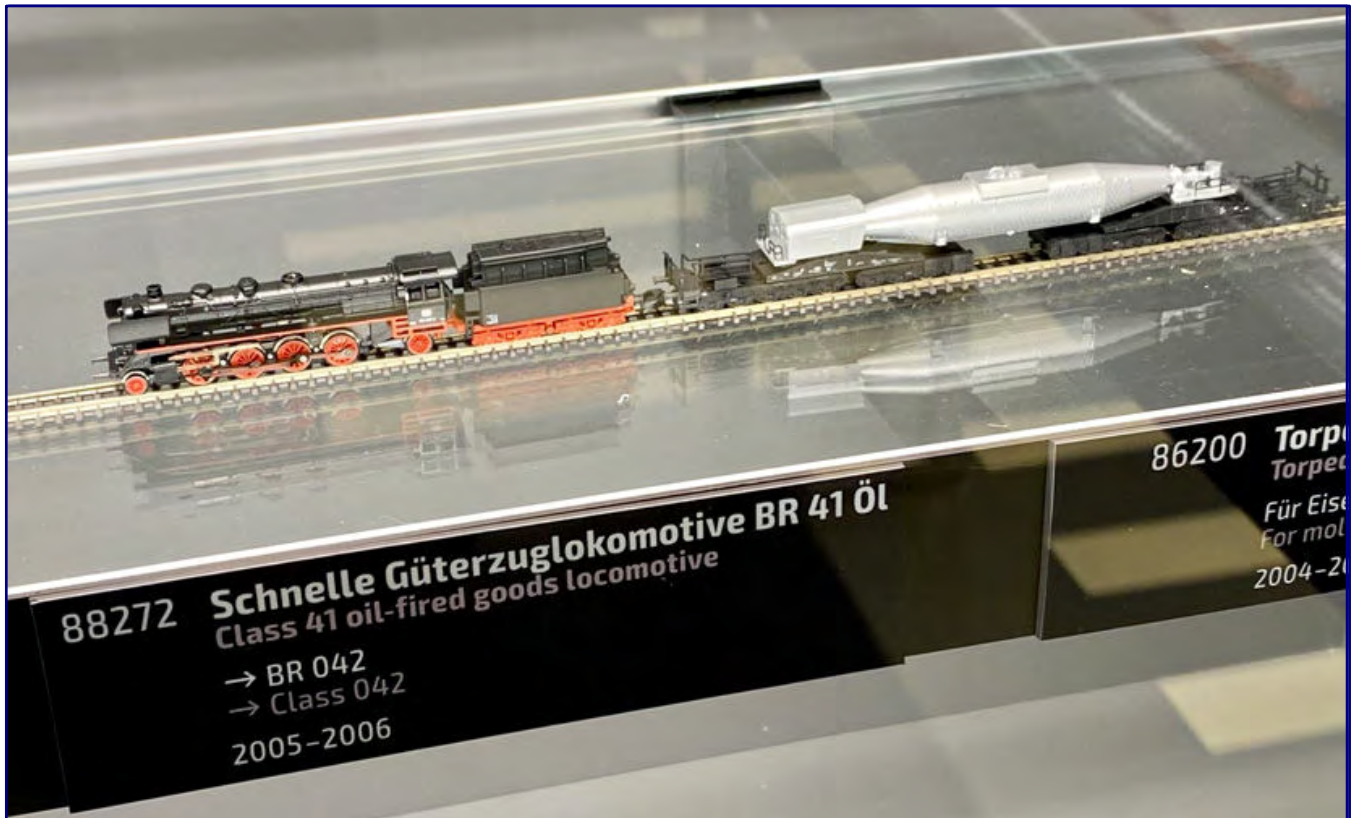
Märklin Sprint as one of the legendary products from the time when slot-car racetracks had reached peak popularity must not be missing from the exhibition either (photo top). A model of the Wuppertal suspension railway embodies the era of tin toys (photo below).



One glaring omission from the exhibitions are Z gauge layouts. As the only exhibit in this category, Märklin is presenting a frying pan, of all things, in reference to historical competitions and as a result of a completely skewed public perception. Unfortunately, this perpetuates clichés that have long been outdated and carries the risk of exposing the most loyal of customers to ridicule in the model railway scene. We feel that this presents a distorted image of Z gauge.

Z gauge is also represented with an extensive cross-section of models that reflects its development from its market launch almost fifty years ago until today. Some people may become nostalgic when they discover one or the other locomotive that they may have had at the beginning of their own model railway career or that they would have liked to have but were never able to get.

However, many Z scale friends will leave this part of the exhibition with a somewhat stale aftertaste: Although Z gauge has long since outgrown its infancy, and the hobby is today pursued at a modern, often even the highest level, the museum presents this scale still in a somewhat clichéd manner.



There is also a large cross-section of the Mini-Club programme from almost fifty years on display. The largest wagon model of all times, the torpedo ladle wagon (art. no. 86200), should not be missing. Because of the current reference to the test in this issue, the first attempt at a model of the class 41 Öl (88272) should not be missing either.

In the context of the other photos at the beginning of the issue, it becomes clear why it was derided as a "very free interpretation of the class 042" and thus became part of the Mini-Club history. The completely prototype-free combination of an old building boiler locomotive with oil tender had led to massive customer complaints in 2005/06, after Märklin had previously still shown this caricature with a Pacific chassis of the class 03 in product photos!

Although Z scale (and we as practitioners) no longer need to shy away from comparison with the larger gauges, the curiosity and cuteness aspect of the 1:220 scale, which is actually believed to be outdated, is, in our view, overemphasized in the museum displays.

Thus, the only Z gauge exhibit on display in the museum that would remotely have the character of a layout is a frying pan layout. It is precisely this type of running trains that once made us the laughing stock of enthusiasts of the bigger scales. This is something Märklin should be aware of and which makes us wonder why it was not taken into account when setting up the exhibition.

In our opinion, this confirms the impression we also have of the Z gauge exhibition layouts that Märklin presents at trade fairs and which have long been outdated in terms of design and poorly maintained. To be frank: in this respect the Z scale inventor and market leader is running decades behind the state of art.

It would be nice, therefore, if Märklin would finally wake up, especially in view of the 50th anniversary of Z scale next year. The necessary layout engineering and design expertise undoubtedly exists, as the impressive H0 gauge exhibition layout described above proves.

Museum shop

We discovered that it is easy to spend a whole morning or afternoon in the Märklineum. At the end, we had just enough time to pay a brief visit to the museum shop on the ground floor.



The visit ends at the well-stocked museum shop. Our translators could not quite resist and left with some additions to their Z scale collections.

In addition to souvenirs and literature, enthusiasts will find a wide range of items from the current Märklin, Trix and LGB product ranges, as well as from well-known accessory manufacturers – admittedly, at recommended retail prices.

Bargains and second choice items can be found in the treasure trove, which has also made it into the new building. In the end, we couldn't quite resist and started our journey home with a few new additions to our personal Z gauge collections.

Visitor information:
<https://www.maerklineum.de>



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Staying in the conversation (part 6)

The Avant-Garde of Model Making

Philipp Meyer knows only two goals: the highest possible realism and scenic perfection. These attributes are to be clearly expressed by his brand name Avantgarde Modellbau. Such ambitious goals can only be realised in small series. He describes to our readers his curriculum vitae as a model railway enthusiast, his passions and how he puts all this into practice in his product range.

By Philipp Meyer. My encounter with Z gauge began as a child on two tracks, so to speak, as I was able to take over mothballed Mini-Club railways from both my father and my uncle, both of whom were not very ambitious model railroaders.

What fascinated me most about Z gauge was the small scale. The nominal sizes H0 and N seemed too coarse, too ordinary, it just didn't suit me, and I had always been interested in the particularly small and fine things.



Philipp Meyer takes a very close look: a Japanese maple is critically observed in a Berlin park, a transposition into the model seems feasible to him. Small details such as the winged nutlets can significantly change the colour appearance of the tree, which would not be recognisable from a greater distance or with a purely photographic study.



The first larger diorama built entirely with self-developed vegetation was exhibited in Zell (Mosel) in 2009. The imitation of the grass is somewhat coarser and not quite to scale, which leads to a slightly grainy appearance.

It became clear to me very early on that the accessories market for the 1:220 scale was very expandable and that I was dealing with a thoroughly demanding size. The flip side was that I had to build in a gauge that was much less common.

And, so, I was busy with self-builds from a very early age, and, at the age of 11, I went to the Z gauge meetings in Bochum, looking for small series manufacturers who offered at least some of what had long been standard in the other gauges.

Even then I thought it was a nice idea to dedicate myself professionally to the production of model railway accessories later on, maybe to be big in a very small niche. At that time, however, the focus was still on technology, nature came a little later...

Formative, both positively and negatively for me, was the Silflor vegetation range that appeared around the turn of the millennium, which visually represented the gold standard of landscaping at the time. However, this only applied to the nominal size H0, for Z gauge the meadow mats with their distinctive, punched foliage leaves were not very useful.

Then the idea of small series production became a little more concrete and focused on the landscaping segment, which seemed to me to be particularly expandable at the time and also suited my steadily increasing interest in nature.

The first commercial developments appeared a few years later and were sold via internet auctions under the name "MoteWe Micro Flora", including toadstools, flowers, and various weeds.

Developing a complete, high-quality vegetation assortment, however, turned out to be much more difficult than expected. My aim was not to simply produce a few different green grasses, but to create a lively, highly detailed and fine miniature vegetation that was easy to work with mats and complete in itself.

Although I had a unique selling point with the reproduction of the spikes on tall grasses, for example, because this was not even implemented as a detail in H0 at the time, I had neither a significant demand for such detailed products nor the prospect of being able to produce them in series in a complete programme in the near future. So, this project petered out more and more.



Another test diorama was created for the last Spur Z weekend 2018 in Altenbeken. Here, you can already see the further developed meadows, plants and trees. In 2022, the construction of layouts and dioramas will continue. Photo: Dirk Kuhlmann

Interestingly, trees played only a minor role at that time, but now they came into focus in the search for products for which a noteworthy buyer market already existed: high-quality model trees on a scale of 1:87. The first products were spruces, which then actually sold well.

Spurred on by this success, the first spruces in 1:220 scale appeared, building on them: Z gauge had me back! I realised that there was more potential here than in the project of a comprehensive range of vegetation mats for Z gauge, which was overambitious for me at the time.

The birth of Avantgarde Modellbau

When the focus shifted to trees, the project name also changed to Avantgarde Modellbau, which was intended to show where the project was headed in terms of quality: to the top, ahead of the others!

In the meantime, the largest and most realistic tree assortment for the scale 1:220 has grown out of this. It includes more than 100 different types of trees in different heights, age classes and designs. Countless other tree types can be created at the customer's request in order to realistically recreate nature across the scope of the model.



The greatest amount of work on this old, gnarled oak is in the reproduction of the deadwood, the intergrowths, cavities and broken branches. As in the original, mosses and lichens grow on the trunk.

The beginnings with “bread-and-butter trees” such as spruce, oak, and beech were soon joined by exotics such as the extremely crooked Süntel beech or the loblolly pine, a North American pine species, to name just two examples. And every other excursion to a botanical garden or a park ended with the question: Can this or that plant also be represented in miniature?

Trees are, after all, complex structure, not only in nature, but also in the model. The problem is not to build something that looks like a tree even from two metres away. The challenge is rather to build a model that still looks particularly realistic, close-up.



Here, you can see a multi-stemmed small-leaved linden, a very old tree with lots of deadwood. Although the leaves are rather dark green, the tree appears yellow-green, which is due to the small yellow fruits and the associated bracts that change the colour appearance. This is also implemented in the model, as well as the typical trunk shoots, which, however, lack the fruits.

The shape and colour of the bark, the leaves, the location and environment of the tree as well as its branch structure determine how it looks in total and must also be recreated believably on a small scale.

In the beginning, the foliage was based on the (sometimes elaborately recoloured) foliage of the company Silhouette, formerly Silflor, but this was gradually replaced by various in-house developments.

The former material was still consistently abstract and differed mainly in colour, but in the meantime, I can draw on a wide range of different material that can credibly recreate the leaf shapes, colours and sizes of the original even in the small scale of 1:220.

Special mention should be made here of the textured foliage introduced at the beginning of the year, which once again significantly enhances the appearance of trees with large distinctive, lobed or slit leaves, i.e., especially maples, sycamores, and oaks.

continues on page 44



Photos above:

The leaves of the sycamore are up to 30 cm in size and, similar to the maple, pointedly lobed. On the left is a tree from early production with abstract foliage, on the right a plane tree with structured leaves, which is possible today. Both trees are about 9 cm high. Another detail that still stands out, even in miniature, is the variegated bark of this tree species.

Photo below:

The Virginia oak is a typical tree of the US southern states. It is distinctive because of the curtain-like hanging lichens that usually grow on it. It took several years before this tree could be converted to the nominal Z scale according to its own requirements.



The house parapet has also been further developed. A contemporary new edition is then also planned here for 2022.

Interestingly, these developments were ultimately “by-catch” in two projects that followed my ambition rather than business sense, because the sales market for French tamarisk in Z gauge is inevitably, very small. But sometimes things are worthwhile, that are not really worthwhile.

It is an ongoing process, because the entire range is in constant development, in which the above-mentioned representation of the foliage leaves is only one point of many. A next approach to be able to make the trees even more realistic and detailed is the structure of the leaves on the individual branches.

This approach may not be particularly efficient from a business point of view, especially when combined with a very extensive product range and the company's own desire for perfection, which pulls and pulls on delivery times.



This horse chestnut, too, is already bearing the current foliage, which knows how to reproduce the delicate leaves and their colour in the best possible way. But it does not yet bear fruit.

However, that's what I found so appealing about small-scale production; not putting the economy in the foreground, but doing what you like and what you enjoy. I am still researching and developing the meadow mats, but currently only for my own extended needs.

Another project on my list is professional layout and diorama construction. However, the focus is not on the railway, but on the landscape: railway traffic in a rather minimalist and reduced presentation, but then with colour plays and motifs off the beaten track, with the highest detailing of the landscape itself.



The diorama exhibited in Altenbeken in 2018 shows the highest art of design in every corner. Also in the photo here are the spruces, which are a factor in the success of Avantgarde Modellbau's range. Photo: **Trainini®**

In order to finally be able to put the vegetation that has been developed over the years away from the series productions into the ground appropriately, I need such things particularly urgently. Then everything will fit into a beautiful overall picture, realistic of course, just the way I like it, and it is important to me personally.

That will be tackled next year. I am looking forward to it.

All unmarked photos of this article: Philipp Meyer

.....
: **Manufacturer's pages and source of supply:** :
: <https://avantgarde-modellbau.beepworld.de> :
.....

Readers' letters and messages

Zetties and Trainini in Dialogue

Thank you for each letter to the editor and all the feedback that reaches us. Write us (contact details 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.

Series 120⁰ of the Intercity (Trainini® 9/2021):

Thank you very much for another very readable magazine. However, I would like to contradict the thesis on page 19 that the BR 112 was not used in IC service. In the summer of 1985, I used the IC "Oldenburg-City" or "Weser-City" between Hannover and Bremen at weekends.

The locomotive at that time was the BR 112, if you enter the mentioned IC in search engines, numerous photos appear that prove this: with one or two 1st class coaches as well as four 2nd class coaches (Bm and Bpmz), short, as befits a model railway (there were no dining cars, only a minibar).

Measured against the total passengers per km volume in IC traffic, the 112's share of the service was probably marginal, but it was still used as scheduled.



120 002-1 was used repeatedly in summer 1985 in front of Intercity trains between Hannover and Bremen. Photographed here in Bremen Hbf. Photo: Jörg Endreß

By the way, on Sundays I had the special pleasure of seeing a locomotive of the BR 1200 in service. The driver(s) made full use of the locomotive's acceleration capacity, so that one was literally pressed into the seats when starting up; the 112, on the other hand, accelerated like a lame duck.

Hannover was then reached several minutes ahead of schedule, which then had to be stalled because (presumably) the platform was still occupied. Once I took my camera with me and took a photo, which I attach (scan from the paper picture).

I often continued my journey with an IC (...) in which the ABvmz 227 mentioned on page 45 was used, which had aroused my curiosity because of its appearance and was much more comfortable than a local coach.

The locomotive here was a 111 (also in S-Bahn livery). The train came from NRW and unfortunately already ended in Hildesheim. I only realised that it was a prototype many years later. All the best and thank you for providing us Zetties with up-to-date and well-founded information.

Jörg Endreß, Bremen

Editor's reply: In the article about the fifty-year history of the Intercity in Germany, we made a badly abbreviated reference to the use of the class 112, and, therefore, referenced it in the wrong context. This class was not originally planned for the trains of the IBS (concept "IC '79"), but very much so with subsequent changes to the system from 1985. Here, it was then used, for example, on the new line 4A, which our reader rightly points out.

The Märklin deliveries for October:

At the beginning of the month, the tank car pack (item no. 82326) from the 2021 spring novelties was completely delivered to the trade. It contains three two-axle old building cars with brakeman's platforms in different paint schemes.



The three newly delivered tank cars (item no. 82326) will attractively enrich mixed goods trains as splashes of colour, and/or once everyday representatives.

The two blue examples are labelled "Hobum" and "F. Thörl," the third example in grey comes from the Eva stock. All three originals are employed by the Bundesbahn and belong to epoch III.

The paintwork and lettering look very appealing, which is why the trio is certainly a successful addition to goods trains. The only possible improvement would have been to also paint the attached ladders with the platforms instead of only spraying them in the wagon colour. Thus, from some perspectives a minimal plastic sheen can be perceived.

Also, arrived at the dealers is the supplementary track construction pack (86572), which contains a Krupp Ardelt crane together with protection wagon and supplementary low side wagon of the former class X 05. All three cars are painted RAL 6020 chrome oxide green, and are lettered according to Era IV.

The protection wagon based on the model 8610 from 1972 has no steps in the middle anymore, the short low side wagon has a load adapted in length, which long-time Zetties might know in a similar design from an earlier Railex edition.

Two diesel locomotive models have also become available: The "Ludmilla" of class 232 (88136), lettered for the Deutsche Bahn AG and still painted in the DR colour scheme, has received a metal-filled plastic housing. This has increased its weight to a total of 53 grams and it is ideally equipped for heavy traction tasks, especially as it is also powered by a bell-shaped armature motor.



The now available class 232 diesel locomotive (88136) has gained a lot of weight thanks to a housing made of metal-filled plastic. However, extreme caution is advised, when putting the model back into its box so that the buffer sleeves do not break!

The template for the model has already received some modernisations: The higher Siemens fans can be seen on the roof, square instead of round buffer plates are emblazoned on the buffer pads. Painting and printing are impeccable and extensive, only the front step is not coloured.

When putting the model back into the deep-drawing insert of the packaging, caution is called for: The model sits very tightly, in our opinion too tightly, in the insert, which is why there is a risk of the buffers breaking off if it is only inserted at a slight angle and then pressed on.

Very well received was the diesel locomotive 218 497-6 of the FZI Cottbus of the Deutsche Bahn AG (88807), painted in two colour schemes, which is already sold out at the factory, but to our knowledge is still being produced in two batches. One half is designed in the colours of a steam locomotive, the locomotive number is framed and resembles a screwed-on sign. The sponsor's address from Piko can be seen on this half.

The opposite side has the design of DB Fernverkehr, and the logo of the Märklin company. The separating edges of both paint finishes run diagonally over the sides and over the tank and roof. The mounted hoods



Due to the great demand, the 218 497-6 of the FZl Cottbus (88807) has to be issued a second time. Hopefully Märklin will take advantage of this to also correct the selection of bogies.

are reproduced in metal colour as on the prototype. Because of the system coupling, the mounted snow ploughs of the prototype locomotive could not be reproduced.

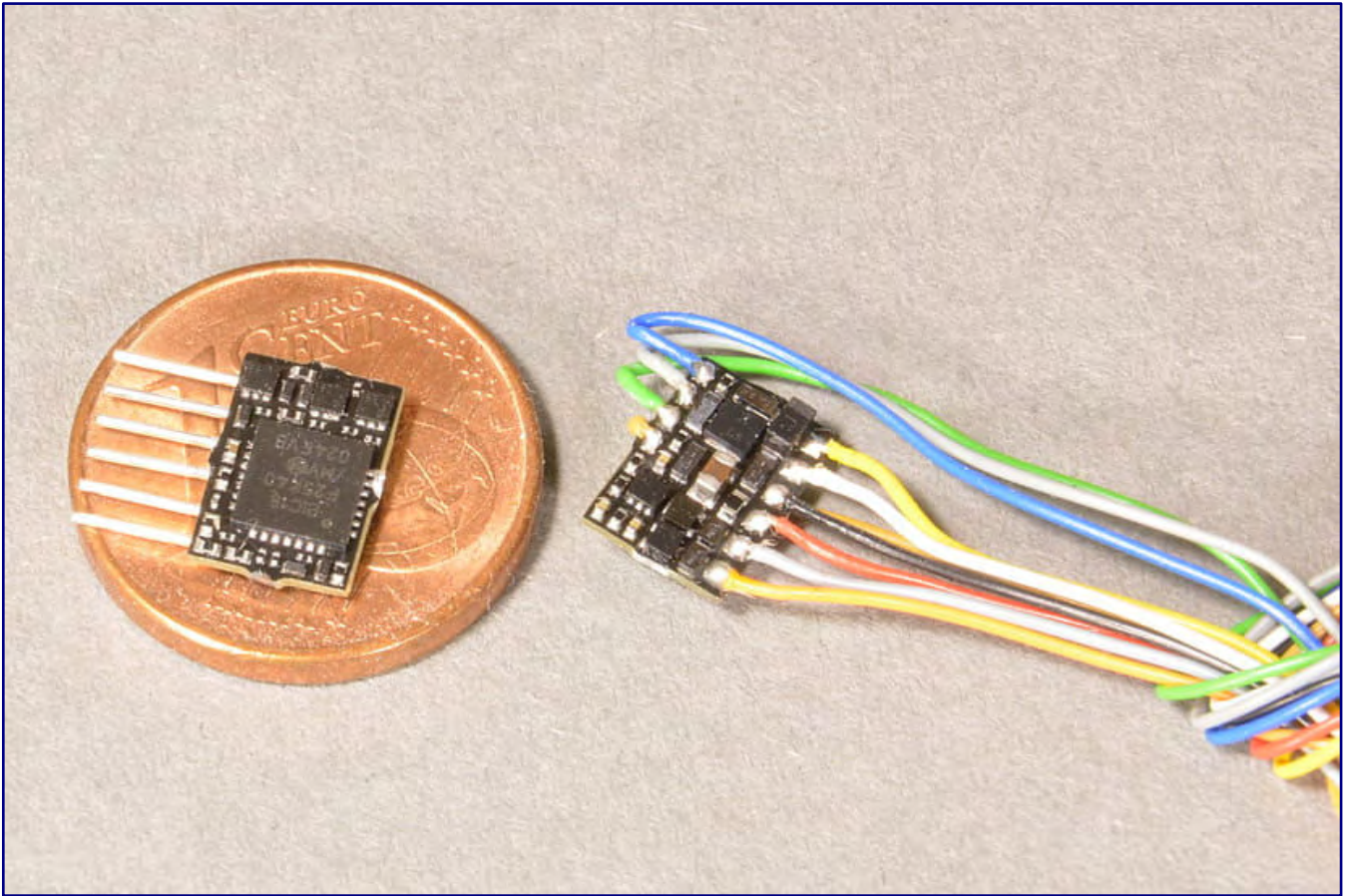
Technically, the model is up to date with the current product maintenance. Unfortunately, it is not without faults, which is almost "Märklin-normal": The old bogies with coil springs were selected from the existing moulds, which the first construction lots of the 218 series had taken over from the 216 – 218 497-6, however, belonged to the last one.

The correct design of the substructure series 218⁴ with Meggi-suspension and different shaped sandboxes has been available in Göppingen since the first appearance of this series. The H0 scale model shows how it should look correctly. Unfortunately, this mistake has been made several times in the past.

New small decoder from Zimo:

Zimo (<http://www.zimo.at>) has always had small decoders in its range. In 2020, this manufacturer built a new production line that can now also assemble components with the component configuration 01005 (0.4 x 0.2 mm). One result is the new MX615 miniature decoder, which measures just 8.2 x 5.7 x 2 mm.

Despite its small size, it even has four amplified outputs, while comparable decoders from other suppliers only have two outputs. Its configuration features are the same as those of the larger small decoders. This also applies to the four outputs, which even in small locomotives easily allow a separately switchable as well as dimmable peak and tail signal. And Railcom, such as the ABC and HLU braking methods, are also available.



Two of the connection variants of the new Zimo mini-decoder MX615 described in the text can be seen in this photo. Photo: Claudia Mühl

The total load capacity is somewhat lower, but at 0.5 A it is perfectly adequate for Z gauge. As connection variants this decoder is available with the six-pole pin header according to NEM 651 (item no. MX615N), with the NEM 651 pin header on wires (MX615F), with the eight-pole NEM 652 interface on wires (MX615 R) and loose wires (MX615).

New seasonal products from Noch:

In its freshly announced seasonal new products for winter 2021, Noch has also listed five vegetation starter packs that are useful across scales for Z gauge as well. Matching the respective product theme, they contain lots of grasses, tufts, gritting material and usually also gravel, rubble or sand with a 10% price advantage.

The following sets are offered: “Wiese” (“Meadow”; art. no. 60771), “Im Wald” (“In the Forest”; 60772), “Am Wegesrand” (“By the Wayside”; 60773), “Am Ufer” (“On the bank”; 60774), and “Bahndamm” (“Railway Embankment”; 60775). The coordinated materials are intended to help beginners, in particular, to create their first works in an appropriate manner.

The quantities supplied are sufficient for smaller areas. Additional purchases are possible at any time, because the article numbers from the individual programme are also given.

Reissues at Spur Z Ladegut Küpper:

Popular inserts for the three pa containers of the BT 10 carrying wagon from Märklin have been reissued by the Aachen-based specialist Spur Z Ladegut Josephine Küpper: Coal (Item No. 82329-K), ballast (82329-S), and broken bricks (82329-Z).

As these products are only available in the range for a short time, it is advisable to take a quick look at <https://spur-z-ladegut.de> if you are interested.

New Herpa accessories for the airport:

The air jet deflectors (item no. 571586) announced a few months ago have now been delivered. These protective fences also convey more safety on airport dioramas and facility sections. Their models are intended to protect individual areas from the hot turbine exhaust gases of the aircraft on the apron.



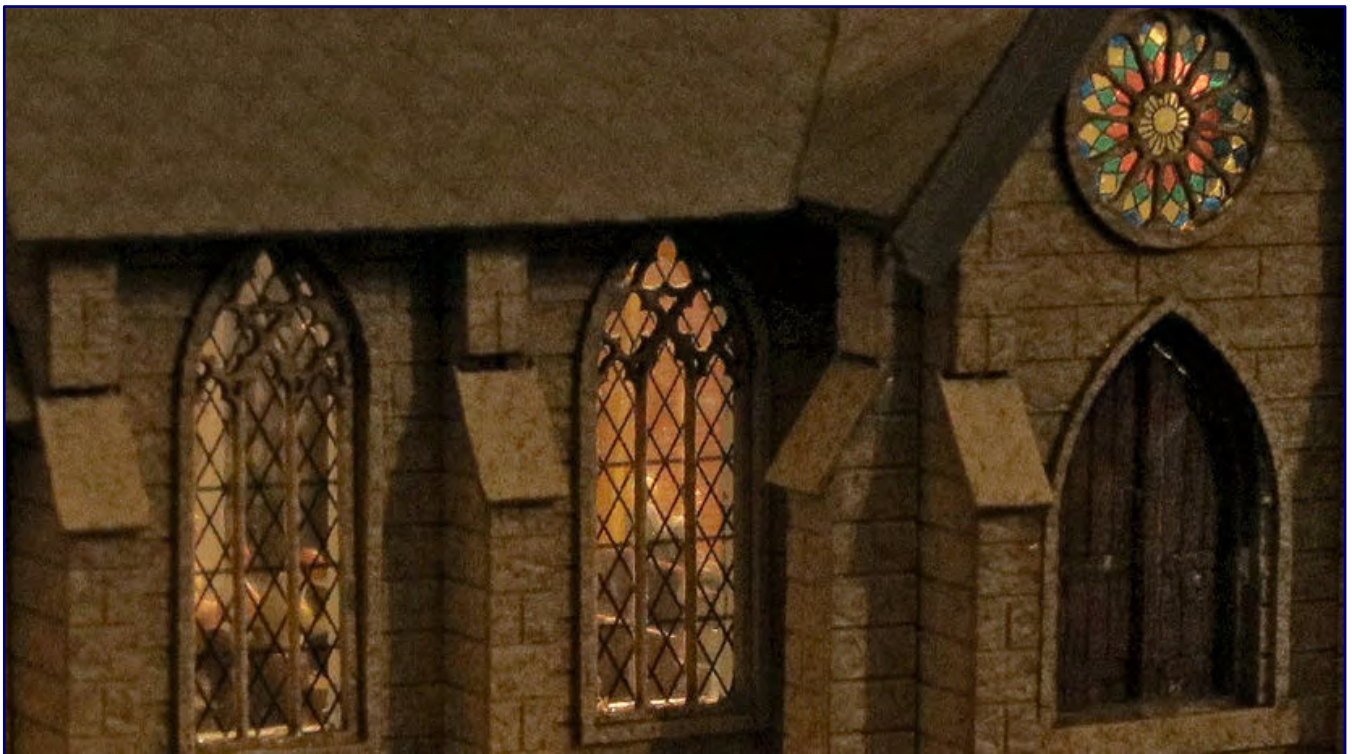
The Herpa pack with the air jet deflectors (art. no. 571586) contains ten elements, including two left and right end pieces and six centre pieces each (photo above). On airport sections they are used where vehicles or buildings have to be protected from the hot exhaust fumes of the aircraft (photo below).

Accordingly, we have designed a scene to illustrate this pictorially. The pack contains a total of 10 interlocking elements with lengths of 5 cm each. Six parts are middle pieces, which are complemented by two end elements each for the right and left side.

The exterior parts can be recognised by the holders for the separately enclosed warning lights, which can be separated from a moulding and glued on separately.

Church furnishings with mini-candles:

Ztrack reports that the church interiors from Z-Doktor Modellbau are available there. In addition to the US village church, they can also be used to complement the church from the Archistories programme, which is based on the Westheimer model.



This photo allows an impression of how well the interior of a church can also be seen from the outside. If you want to enhance it even more, leave the door open and receive more believers for Sunday mass.

The furnishings consist of pews, a cross and altar (3D printed) and the altar platform (hard cardboard laser parts). On the altar there is an open Bible and tiny candles, which can also be illuminated from below with mini SMD LEDs (not supplied).

The manufacturer of these products can be reached via the following website: <https://www.z-doktor.de>.

New tools and landscaping from Microrama:

After a very good start of the grassing device "bFlock", Microrama (<https://microrama.eu>) announces further matching new products. A hose called "bFlock-Flexible" with a small container helps to reach narrow areas or areas further away from the edge of the plant. For large areas, containers with a capacity of 400 ml are also available.

After Magiflor, Magigras and Magispray, which have led to a revolution in grassing, Microrama has now ventured into the development of new fibres with the industry. Extensive research led to results with properties that are so important for model making:

- Easier construction even of tree structures,
- fewer lumps,
- more natural colours, and
- electrostatically improved properties.

Micro-Trains looks ahead to Christmas:

The Christmas wagon from Micro-Trains (item no. 507 00 710) is to be delivered this month. A refrigerated wagon with different printing on both sides was chosen, which is decorated with the company's own advertising figure "Micro Mouse".

Wagon number 8 continues the Sweet Liquid series. This time the black 39-foot tank wagon (530 00 560) carries inscriptions for "Sweet Pure Molasses". The prototype was in use from the mid-fifties to the early sixties.

Two covered 50-foot standard cars in orange livery and with white spring imprint (505 00 481 / -482) are now in service for the former Western Pacific, which later merged into the Union Pacific.

Micro-Trains products are distributed by Case-Hobbies (<http://case-hobbies.de>) and others.



The Christmas trolley 2021 (item no. 507 00 710) is printed differently on each side. Photos: Micro-Trains

New combination signals at Kastenbahner:

Via ZDC - Z Dream Collections we had already pointed out new products that will be available there as finished models in coordination. The kit parts in question come from the manufacturer Kastenbahner, which now itself refers to the soon available Ks signals of the Deutsche Bahn AG. If you are travelling in the modern epochs V and VI, you will not miss these signals.

You can choose between the two versions "straight mast" and "bent mast," which can be placed to the left and right of the tracks. The articulated masts should still be available for order in 2021, as test models have already been assembled. The implementation of the Zs3v/Zs3 indicators was also successful and can therefore also be introduced in the current year.

The parts are unpainted 3D-printed or brass parts, which are painted with ordinary modelling paints. The raw parts are available from the manufacturer at <https://www.kastenbahner.com>.

Expanded world of vending machines at Modellland:

At Modellland (<https://www.modellland.de>), six different new food vending machines with factory-integrated LED lighting are available. Depending on the customer's chosen era, different versions are available, all of which may be considered equally successful:

- Pepsi Cola (Art.-Nr. 3013-5),
- Dr. Pepper (3020-5),
- 7up (3022-5),
- Coca-Cola (3026-5),
- Sinalco (3141-5) and
- M&M (3151-5).



Two of the new vending machines, which are now available with LED lighting, are shown here. Photos: Modellland

New models at AZL:

Since the beginning of the US programmes in Z gauge, there has been the question of when a locomotive suitable for shunting would be offered from the large-scale production. AZL has now answered this question with the introduction of the new EMD SW1500 in October.



The EMD SW1500 was delivered new in the colours of the Southern Pacific (item no. 62702-1). Photo: AZL / Ztrack

The prototype of the model was built a total of 808 times between 1966 and 1974 and was used by more than 60 railway companies. The type designation refers to an output of 1,500 hp.

Although actually intended for goods train service, individual machines could also be observed in passenger train service on branch lines.

Even 55 years after the first delivery, many examples are still in service today. The largest operator with 204 locomotives was the Southern Pacific, to which the first edition with three service numbers (item numbers 62702-1 to -3) is dedicated.

The new EMD SW1500 models feature prototype-specific details, traction tyres and dark nickel-plated wheel sets, innovative drive train technology and direction-dependent LED lighting.

As a bonus, two adapters are included that can also be used to connect the 905 couplers from Micro-Trains.

There are also some new colour variants of well-known models to report. The EMD F7 is offered as A-/B- (63002-1) and single B-unit (63002-2) as a Louisville & Nashville vehicle. The EMD E7 is now on the road as an A-/B-duo for the Union Pacific (64600-1 to -3) and then pulls the two eleven-car sets (73X49-1_SET / 73X49-2_SET) for the "City of San Francisco" long-distance train.



The long-distance train "City of San Francisco" is reproduced with the EMD E7 (64600-1; photo above) and an eleven-car set (73X49-1_SET; photo below). Photos: AZL / Ztrack

The R-70-20 refrigerator cars are now rolling out in BNSF red-brown livery and are available as single cars (914802-1) and in sets of two (914832-1) and four (904802-1). Manufacturer photos of the current deliveries can be found at <https://www.americanzline.com>.

Faller autumn new products in its anniversary year:

In its 75th anniversary year, Faller also has an autumn new product for the Zetties. A post office (art. no. 282787) is to appear here, which is derived from the earlier Güglingen railway station kit and was once

also in the range as a town hall in a different plastic colour.



It is a rural building model with a light plaster facade and a wooden roof storey including dormers. On the ground floor is the small post office that gives the building its name.

The Märklin Christmas Campaign 2021:

For the fourth time since 2018, Märklin has launched a Christmas campaign on 25 October 2021. It is intended to appeal to newcomers and those returning to model railways. Märklin is promoting it via its own channels in the social media.

The post office (item no. 282787) based on the moulds of the Güglingen railway station has been announced by Faller as an autumn new product in 2021. Photo: Faller

Once again, a short advertising film is the core of the concept and is intended to seduce the

viewer. The theme chosen is a confusion between the virtual and real model railway world. At the end, viewers are led to a promotion page where they can request information material and vouchers, including one to purchase a discounted starter pack.

Friends of the house should watch the film so that they can have their say. They are then welcome to spread the word by recommending and sharing it themselves! The address of this year's campaign page is: <https://www.maerklin.de/kleinsein>.

Large Z gauge participation in Friedrichshafen:

The joy of being able to show up at the exhibition again obviously knows no bounds. If we take a look at the participating exhibitors and their exhibits for the upcoming Faszination Modellbau in Friedrichshafen, this proves an enormous willingness. At the same time, it makes a visit to this fair all the more attractive.

Sylvester Schmidt, exhibition representative of Z-Freunde International e.V., listed the following exhibits:

- Layout „Traumschleife”,
- The so-called “Schweineanlage” (pork processing plant),
- Schloss Neuschwanstein (Neuschwanstein Castle),
- A new suitcase system with camera train and self-propelled bus (if available),

- Harbour layout,
- The modules “Engelfabrik” (“Angel Factory”) and “Seeprozession” (“Lake Procession”),
- “Dead End City” and “Nugget Gulch” (show premieres).

A new demonstration system for digital operation will also be shown and, if available, the operation of self-driving buses (Z-Car system) will also be demonstrated.



The “Engelfabrik” (“Angel Factory” (left)) and the “Seeprozession” (“Lake Procession”) on Lake Staffel (right) are two of the Gauge Z exhibits on display in Friedrichshafen.

Of course, we also want to address the children who are coming to the fair. For them, the “dwarf layout” will be on site and a children's play circle will be set up where they can try their hand at driving a model locomotive.

Collector series from Full Throttle:

Two new collector's packs of well-known models have been put together by the US small series manufacturer WDW Full Throttle (<http://www.wdwfullthrottle.com>). The “Farm Feeds II” pack (item no. FT-COL56) consists of two cylindrical bulk freight cars from the earlier FT-1038 and FT-1040 packs, while the “MKT” pack (FT-COL55) contains one such car and one open bulk freight car from each of the FT-1046A and FT-2059 packs.

In Germany, products from this manufacturer are available from Case-Hobbies (<http://case-hobbies.de>), among others.

Herpa new products for winter 2021/22:

Herpa has now announced the new products that are planned for delivery during the next Toy Fair. From the announcements of the 1:200 scale we have again selected those that are suitable for European layout motifs and do not exceed a maximum length of 30 cm.

The following three models from the Wings programme are thus mentioned:

Belgische Luft-Komponente Lockheed C-130H Hercules “50 Years of Hercules” (Art.-Nr. 571791),
Rossiya Russische Staatliche Transportgesellschaft Ilyushin IL-18 (571807), and
Eurowings Airbus A320 “Teamflieger” (Team Flyer)(571838).



The Airbus A320 "Teamflieger" (Team Flyer) from Eurowings will appear as a new product in 1:200 scale (art. no. 571838), planned for the time window January / February 2022. Photo: Herpa

They are complemented by the Air France Airbus A220-300 (613507) from the Snapfit segment. Also a welcome idea are four historic passenger stairs in different designs from three airlines: Air France (571876), KLM (571883), Pan Am (571890 & 571906). Supplied per pack are two mobile stairs in different heights, and a tractor with open driver's seat.



Historic passenger stairs from Air France (571876; photo left) and Pan American World Airlines (571906; photo right). Photos: Herpa

New great ape from C-M-K:

Creativ-Modellbau Klingenhöfer (<https://www.klingenhoef.com>) reports a gorilla that has escaped from the zoo, and includes the attached proof picture. Fortunately, it is not a live animal, but a successful 3D print.

And, of course, this is also only a story on a scale of 1:220, but the man-ape drumming on the car is certainly a clever idea to transfer this jungle dweller to German landscapes, as well.



The escaped gorilla is the latest new products in the programme of Creativ-Modellbau Klingenhöfer and makes for exciting scenes on the model railway that appear ready for the movies. Photos: Klingenhöfer

According to the presentation on the newly designed website of this supplier, the car is apparently also included in the product, but that should not stop Zetties from turning the unplanned free rider into a terror of the road in other ways, as well.

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