

*International Edition*

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

[www.trainini.eu](http://www.trainini.eu)

Published monthly  
no guarantee

ISSN 2512-8035

# Trainini

German Magazine for Z Gauge



New Wagon Models tested

The Anniversary with Large Series Manufacturers  
The Contributions of the Small Series Providers

50  
Years  
of Z Gauge

## Introduction

Dear Readers,

We are living through turbulent times! Sometimes I wonder if there is anything left to write about which is not, in one way or another, affected by the consequences of the Corona pandemic.

International logistics chains have been disrupted, resulting in noticeable price increases, also in the model railway sector. Exhibitions are still being cancelled, whilst in other areas of life there is discussion about creating clear perspectives for easing restrictions.

No doubt, we all wish to get our freedoms back, would like to finally meet people in person again and engage in the public display of our hobby, especially during this 50<sup>th</sup> anniversary year of Z scale. We firmly hope that both the Intermodellbau exhibition in Dortmund (with Z-gauge participation), and especially our traditional meeting in Altenbeken will actually go ahead as planned.

We have arrived in year three after Corona: it really seems like a new era. Let us still all remain responsible and disciplined to protect the vulnerable in our society, because, after all, our community has also suffered some painful losses.

As model railway enthusiasts we are arguably a happier bunch than many other people because of our great hobby that we can practise alone and undisturbed at home, a hobby that distracts us from restrictions and still keeps us in touch with the outside world through our good network of fellow modellers.

We would also like to contribute our bit to this happiness with this month's magazine: We have tested the latest arrivals of Märklin's new freight cars and share with you our impressions today. And as always at this time of the year, the main part of this issue is, of course, dedicated to 2022 product announcements. Traditionally, this is split into two articles.

Thanks to detailed background talks with our contacts in the trade, we have gathered a lot of intelligence that goes beyond of what can be obtained from manufacturers' brochures or websites. We are confident that this will provide our readers with valuable information and make this issue a reference manual for this year's Z scale product line up. We often see questions and speculations about the features of newly announced models, but actually one does not have to go much further for a validated answer than this issue of our magazine.

At this point, all of us editors would like to express our sincere thanks to all manufacturers and suppliers who actively "fed" us with information and photos, with whom we were able to speak on the phone or who promptly returned our calls. In this respect we have experienced considerably more help than in previous years, which is also reflected in the length of this issue.

Despite this increased openness to communicate, there are still a few small-series manufacturers who work diligently at their workbenches at home, but then seem to prefer to keep their new products all to themselves. These people will perhaps never understand why their "top secret" products are not met with the desired demand. But now it is time again to wish you an enjoyable read of this month's magazine, and to perhaps see you again soon!

Sin-Z-erely,

Holger Späing



Holger Späing  
Editor-in-chief

## Editorial

Introduction ..... 2

## Model

New evolutionary Step for closed Wagons..... 4

## Prototype

Currently no items

## Design

Currently no items

## Technology

Currently no items

## Literature (not translated - only in German)

Pioneers of a Rise .....19  
The "Pensioners' Terrarium" .....21

## News

... and again without a major Exhibition.....23  
Tension before Altenbeken?.....34  
Zetties and Trainini in Dialogue.....39

Imprint.....49

We thank Stefan Carstens, Jörg Landau and Eisenbahnstiftung for their photo support.

Date of publication of the German language version of this issue: 24 February 2022

### Cover photo:

DSB's Mv 1134 is on its way with a mixed goods train in the Kingdom of Denmark. Behind her, sliding roof / sliding wall wagons Tbes-t-68 / Klmmgks of the DB can be seen, showing how international freight transport had progressed already in the sixties.

## Sliding roof/sliding wall wagons from Märklin New evolutionary Step for closed Wagons

*Wagons with sliding walls and in some cases also sliding roofs represent significant progress in the evolution of closed freight cars. This advancement in terms of faster loading and unloading can also be observed in the area of model railway freight cars. We will take a brief look at the evolution of the prototype, and provide some historical context for Märklin's latest model innovations.*

Open and closed cars essentially constitute the two basic design options for a freight wagon. Even when their construction was still based on the horse-drawn carriage, goods that were sensitive to moisture had to be protected from the elements, while others did not require any special precautions.

With the advent of the railway, open and closed wagons had already emerged as a first meaningful differentiation in construction. The original designation of the "covered wagon" still clearly refers linguistically to the starting point of a tarpaulin protection, as was once common with horse-drawn carriages.



A perfect photograph of a Tbes-t-68 / Kimmgks of the German Federal Railways; here, the specimen with car number 376 889. This wagon belongs to the variant equipped with handbrake, and is 500 mm longer than the prototype behind Märklin's model. Nevertheless, it still serves as a valid basis for assessing the model. Photo: Fritz Willke, © Stefan Carstens

However, it was already obvious at the time that such a roof would not be sufficient for the transport routes and speeds of the railway. So, the wooden walls were covered with a strong canvas roof. While other types of freight wagons developed over time, the covered wagons remained a standard for over a hundred years during which their basic design did not change significantly.

Although these cars became longer and higher, received more powerful brakes, and more modern bearings or even sliding door guides, their use always remained based on the same principle. Until immediately after WW II, they were still loaded manually, or, at best, with the help of barrow. General cargo was packed in boxes, crates, or sacks, and loaded individually into the wagon and unloaded at the destination.



This photo of a brand new and still clean prototype with car number 376 024 was taken in Neheim-Hüsten. This car corresponds completely to the new Märklin models. Archiv Photo: Reinhard Todt, Archiv Eisenbahnstiftung

Particularly, the economic boom in the 1960s, and the enormous increase in the volume of goods, also traded abroad, together with more efficient ways of transporting other freight – we only have to think of the Pa-type containers of the German Federal Railways – as well as the overseas container, led to a rethink of cargo handling.

Larger types of freight were now palletised and moved with forklift trucks, ships could be loaded and unloaded much faster if large units could be moved with cranes, which explains the triumph of the overseas container. The Bundesbahn also had to adapt to this innovation in inland and hinterland transport at seaports.

The appropriate answer to these challenges was a development that had already been initiated at the end of the 1940s, namely the Kmmks 51 type freight car (Märklin models 80324 & 80325). On the basis of front-tilting, open goods wagons, which had been equipped with lifting and sliding roofs, a design principle already existed which allowed to protect freight from moisture, but which could be used at the same time like a covered wagon and in addition offered a loading and unloading option from above.

Its further development into the Kmmgks 58 brought a breakthrough: built on the same chassis, the walls were raised by almost 0.5 m and sliding walls were used instead of hinged doors, which could free up about 50 % of the wagon's body length. Two box pallets could now be stacked on top of each other inside, and loading and unloading was possible with both forklifts and cranes.



The sliding roof / sliding door cars of the later types Tbis 870 und 871 were directly derived from the Kmmgks 58 (later Tbis 858) wagon type like the one shown here at Hamburg harbour in 1957. Initially, the Kmmgks 58 and the Tbis 870 still had curved cargo doors as seen here, but later versions and all Tbis 871 were equipped with flat doors that had welded reinforcement profiles. Photo: Walter Hollnagel, Archiv Eisenbahnstiftung

With these cars, a new basic design had been found that was to increasingly replace all closed wagons. Wagons with roofs that can be opened or sliding walls offer more flexibility and rationalisation possibilities in the logistics chain and have, therefore, remained to this day enormously important alongside container wagons.

Having recognised their importance in real life and thus also for the model, Märklin responded with a new design which we want to present today. This model fills an important and one of the few remaining gap in the Z scale line up for these types of freight cars.

Let us now look at the further history of wagons with retractable roofs and sliding walls: As was the case before with the closed wagons of the standard types, a need soon arose for larger loading areas and volumes. The demand from railway customers already started at the beginning of the 1960s, when these wagon types were still very young.

DB now felt compelled to further develop the Kmmgks 58. It retained its basic design with two sliding doors on each side and a central transverse portal, but extended the loading area by four metres and placed fish-bellied beams under the frame to achieve sufficient rigidity. The side wall height grew to 2.26 metres.

In view of the additional weight, which continued to rest on two axles, the new wagons were fitted with sliding doors made of light metal instead of steel plate. They were designated as Klmmgks 66 (Märklin model 8623). The shape of their sliding doors as well as that on the predecessor was changed from 1962 onwards.

The first deliveries had outwardly curved doors with bends, comparable to the side walls of the open wagon Omm 52. The subsequent deliveries, on the other hand, had flat door surfaces with welded-on reinforcement profiles. This was also adopted for all subsequent types and will become important for the following model consideration.



**Tbis 871 with the car number 21 80 571 5 723-0 in weathered condition and with some first repair patches in in the city of Bebra. It is interesting that this car still carries its old designation Klmmgks 68. Comparing the photo with the one on page 6, the design changes on the sliding doors are obvious. Photo: Joachim Claus, Archiv Eisenbahnstiftung**

But evolution did not stop with the Klmmgks 66 either, so let's make a small leap to the prototype we are presenting today: In 1962, after a test car, another type was built with three instead of only two sliding doors and two transverse beams to increase rigidity. It was designated as Klmmgks 68, later as Tbis 871.

While we omit subsequent types here, we want to take a closer look at its construction. The basic design of the experimental car from 1961, designated as Klmmgks 01 with the car number 262, corresponded to the Klmmgks 66. It already had flat sliding doors with welded-on reinforcement rails, which also formed the future template for the Kmmgks 58 and Klmmgks 66.

The Klmmgks 68 cars produced from 1962 onwards were equipped with such sliding doors from the beginning, but the position of the reinforcement beams was still changed compared to the test car. Compared to its direct predecessor, this car was also available with a handbrake platform, which increased the length over the buffers by 500 mm.



With this photo of a Tbis 870, Deutsche Bahn demonstrated to its customers the wagon's high flexibility for loading and unloading. Half of the roof area and, in this design, also half of the side wall were accessible at the same time. The photo also shows the transverse beam for reinforcing the superstructure and the catch hooks for the sliding roof at the end of the roof. Photo: Werbeamt der Deutschen Bundesbahn, Sammlung Trainini

Until 1963, 1,060 wagons including the experimental wagon were built, a rather small number for freight wagons. The further successors were again equipped with two larger sliding doors.

Within the later main type T (wagons with opening roofs), a high degree of differentiation for the most varied requirements had finally emerged with various experimental wagons and designs: The wagons under closer examination today offered "technical loading advantages" because they opened up the opportunity to "reach every part of the wagon surface with a forklift truck, even without a ramp", as a Bundesbahn advertising brochure explained.

**Sliding roof/sliding wall car in literature:**  
The freight wagons with opening roofs and sliding walls described in this report belong to the family of special type closed wagons.

In Stefan Carstens' book series, they are covered in volume 2, which has unfortunately long been out of print. However, after the already completed revision of volume 1 (standard types), there are already plans for a revised edition of volume 2.

A publication data has not yet been set, but due to the growing content it is also planned to split it into two books (volumes 2.1 and 2.2).

You can find up-to-date information on the publisher's pages through the link on our website.

Other wagons with the main class symbol T, on the other hand, also protected their load from moisture, but were more designed for bulk goods that were emptied through end flaps, side loading doors, unloading flaps, or rotary slides, or could also be accessed with a crane or excavator.

Among these special wagons, which ran on two-axle bogies, there were also those for particularly heavy loads; the sliding roof/sliding wall wagons were, in principle, rather designed for lighter forms of cargo and had only two axles to distribute the weight.





The design of this Tbes-t-68 / Klmmgks 376 767 photographed at Stuttgart's main freight terminal corresponds to the two Märklin models from set 82153. Therefore, it allows a comparison (see also photo on page 4) of some of the details: its access ladder is painted reddish brown (not black) and also the cross portal is painted in body colour (instead of roof colour as is the case with the models). Photo: Fritz Willke, © Stefan Carstens

840 examples, i.e., almost 80 % of the former number of Tbis 871 (ex Klmmgks 68), still entered the Deutsche Bahn AG stock on 1 January 1994. However, it declined rapidly from 1996 onwards until the last unit was withdrawn from service in 2008. For the new model, however, there are still options for an Era V version with the modified DB biscuit ("Dürr biscuit").

### A look at the Märklin model

The new model, which was distributed in two versions at the beginning of 2022, also has a close relationship to the somewhat older prototype of the Klmmgks 66 / Tbis 870. Since this type of car was represented in more than double the number of units on the Bundesbahn, Märklin had already introduced a Z scale version in 1981.

For what was Mini-Club at that time, this was actually quite a good model, for which an increased effort was made, especially in the with respect to painting. It was thus a firm part of Märklin's product range until 1998, although sliding wall cars based on DB and SBB prototypes were added to it.

For the new model, the chassis was taken over without any changes, so that Märklin only had to design a new mould for the car's body. Upon close inspection of the old and the new versions one will notice,



Put through their paces today are the two coaches from the 82153 set (front left) for Era III and the four examples from the 82155 set (rear), which belongs to Era IV. We will compare some features with the predecessor model 8623 (front right) that was produced from 1981 to 1998.

however, the somewhat sharper engravings of the earlier editions, which perhaps may be linked to wear of the mould.

In our test we included the 82153 double set for Era III in the original design (Tbes-t 68 / Klmmgks) and the four weathered units from set 82155 for Era IV (Tbis 871). The market leader has thus brought the two most important variants onto the market at about the same time.

<b>Data and dimensions of the sliding roof/sliding wall wagon Klmmgks 68:</b>			
	<u>Prototype</u>	<u>1:220</u>	<u>Model</u>
Length over buffers*	14.000 mm	63,6 mm	63,8 mm
Greatest width	3.020 mm	13,7 mm	13,9 mm
Height above rail head	4.275 mm	19,4 mm	19,4 mm
Car body	12.760 mm	58,0 mm	58,4 mm
Wheel length base	8.000 mm	36,4 mm	36,3 mm
Tare weight*	14.700 kg	---	8,5 g
Years of Construction	1962/63		
Number of units procured	1.060		

are also (unchanged) parts of the brake system like levers, cables and air reservoirs in a mostly simplified form. On the sides of the car body the handles and latches are well detailed, the handle bars sitting on the corners are, as on the predecessor model from 1981, moulded on and therefore not free-standing.

Unfortunately, the engraving of the UIC rope anchors is much worse: While they are clearly recognisable as such on the old 8623 model, they can now at best be interpreted as hints on both new products and can only be identified as such with knowledge of the prototype. It would have been more consistent to leave them out completely. Prototype connoisseurs and rivet counters may be tempted to improve these models with accessory parts from small series producers.

Their body shells are, of course, identical, which is why the our statements on engravings and dimensions apply to both items.

As can be seen in the table to the left, the models' dimensions are almost true to scale.

The models are equipped with high performance buffers, double hook suspension and axle mounts with roller bearings.

On the underside of the undercarriage there

Another difference between the old and the new model concerns the end walls with access ladder and operating platform for the sliding roofs: they were identical in the old model, but the new versions provide a more prototypical solution.



While the printed inscriptions are smaller and more finely reproduced than in the 1981 version, the engravings of the new products (82153; right) are mostly on a par with the old wagon (8623; left). Individual features such as the UIC rope anchors on the corner struts (detail enlargement) were better detailed and easier to recognise in the previous version.

In 1981, the platform floor was moulded firmly to the body and the railing was simply omitted. This also led to a dimensional deviation at that time because the missing railing represents the highest point in the wagon's perimeter.

With the two new products, the intent for meeting Z gauge customers' increased demand for finer details is evident. Märklin has taken the platforms constructed for the Kmmks 51, as with the prototype, for the model of the Klmmgks 68 / Tbis 871 and applied them separately. This improves their appearance and also increases the dimensional accuracy.

The access ladders to this platform were taken over from the model 8623, which are unchanged and consist of curved stamped parts. More refined solutions from small series producers are certainly conceivable here, but over all this form of reproduction does make for a coherent impression.

At this point, however, we have to mention a small mistake, which leads us to the evaluation of the painting of the models. The ladders are painted in RAL 9005 deep black, but, on the prototype, they were painted in RAL 8012 red-brown, as we can prove with the prototype photos. If this bothers you, you can adjust it without much effort.

A second painting mistake is more difficult to correct: If we look at the sliding roofs from above, a reinforcing cross connection runs between the side walls, which support the ends. As fixed parts of the superstructure, they were also painted in the body colour red-brown, which Märklin had also correctly taken into account in the old 8623 model.

On the new products these paint stencils were not used and the roof was uniformly airbrushed in RAL 9006 white aluminium. This is less noticeable on the weathered 82155 cars with the darker roofs, but very evident on the out-of-factory look of the 82153 Era III version.

continues on page 13



This view from above reveals that the transverse portal of the new products is not coloured in brown, as it should be, and, as was the case, with the old 8323 version (photo above). On the weathered wagons from the 82155 set (photo below), however, this mistake is, at least, well camouflaged by the dirty brown colour.

Even laymen will notice this mistake without major problems because the old wagon from 1981 is widely used and familiar to them. So, Märklin did it better 40 years ago! On the other hand, it is correct that the sliding roofs and sliding walls had identical colours because they were both made of light metal. So, RAL 8012 red-brown was also used on the sides.

The chassis of both new versions is RAL 9005 deep black, and, thus, consistently follows the prototypes. It is laudable that in this area and different from the old model, inscriptions were printed and the panels of the change-over levers for the wagon brake were set off in white, although the levers are not highlighted in red or yellow.



This comparison of the front sides is perhaps the most interesting: They looked identical on the prototypes and are largely the same on the models. A considerable optical gain, however, is the now individually attached platform (front) compared to the only indicated step (rear). What remains, however, is the attached punched part for the ladder in the wrong colour (deep black instead of reddish brown).

The lettering has been applied by pad printing technique and appears complete and clean, as usual, which is to be understood here as flawless. And here, too, it is worth to compare with the 1981 versions: even then Märklin knew how to print legibly, but, today, we see that this once required a slight enlargement of the lettering. Today, the fineness is unsurpassed.

The fact that we were able to detect an error at all with this minuteness is only due to Märklin's perfect print image and should therefore not lead to a deduction of points. It's the type of mistake which would completely go unnoticed when looking at a passing train, but since this is a detailed review of the models, we want to mention it here for completeness' sake.

continues on page 15



**Photo above:**

The four wagons from set 82155 show era IV inscriptions and clear operational wear with wiped free inscription fields, touch-up spots and individual places where the original RAL 8012 red-brown colour is still visible.

**Photo below:**

The duo from set 82153 corresponds to brand new prototype specimens with late era III lettering and a fresh RAL 8012 red-brown body colour as well as roofs and sliding doors in RAL 9006 white aluminium. All models benefit from the white brake diverters, which would still benefit from a little red and yellow, as well as the finely printed inscriptions on the fish-belly girders.

On the two models from the 82153 set, we find the correct values for the written load limits according to DB documents. The written dead weight of both these two examples and the four from the 82155 set deviates from the expectation by several hundred kilograms, and corresponds to the somewhat lighter Tbis 870 (Märklin 8623).



It is worth to take a closer look: none of the four cars from set 82155 are identical. Märklin was creative and worked out different templates for the reproduction of the touch-up spots. Even the two sides of each wagon are not the same!

In addition, the load limits of the Tbis 870 have crept in on the four Tbis 871 from set 82155, the exact prototype of the new products had, without as well as with handbrake, deviating data by about 500 kg – relevant here would have been the values for the versions without brake platform. We conclude that there is a mistake in Märklin's documentation, and that the lettering of a "close relative" was used as a substitute.

## Operational use and overall evaluation

The weight of 8.5 grams per wagon, which we determined with a precision scale, is within the expected range. It corresponds to the experience with freight wagons of this size and should pose traction problems for any locomotive.

However, when using the wagons on layouts with tight curves, it should be borne in mind that the rolling resistance is higher than with bogie wagons or shorter two-axle wagons due to the long, rigid axle base. If there are also gradients and longer trains are to be used, this must be taken into account as a limiting factor for train formations.

Other than that, there should be no preconceived ideas on putting together prototypical freight trains. General cargo was once transported on a daily basis by the Bundesbahn. On main lines, for example, this could be done by several groups of wagons with other sliding roof/sliding wall wagons, or even representatives of the closed standard types found in long express goods trains.

However, the prototypes also appeared on branch lines and connecting lines, where they were delivered by demand to affiliated companies. Here, especially the 82153 duo poses no problem for Era III. Four of them, as they can be found in the 82155 set for Era IV, are, however, likely to have been more unusual.

continues on page 17



We have two suggestions for the use of the two Tbes-t-68 / Kimmgks from the 82153 set. In the first case (photo above), the two examples have arrived at their destination in a short freight train formation, together with other closed wagons and have been shunted onto the loading siding. In the second example, they are part of a passing freight train led by an E 50. Here, they meet many other types of freight wagons, such as the pressurised gas tank wagon, and thus make for a varied picture.



Visually, the newly designed freight wagons are an enhancement, because the two transverse beams and three sliding doors make them stand out from the familiar scene. And even in a block train, a little bit of variety, as offered here, is quite welcome.

Therefore, and as a final conclusion, we consider these to be good models, in particular because of improvements with respect to the attached platforms, the good paint work and excellent quality of the lettering, and the almost perfect adherence to the prototype dimensions.



**Classic general cargo traffic at the beginning of the seventies: The Tbis 871 (from set 82155) can be found directly behind the diesel locomotive, a representative of class 218<sup>1</sup>. Behind it, further sliding wall wagons (82151) and sliding roof/sliding wall wagons (8623), already weathered by us, make for an impressive freight train. The other three wagons from the new set can be found further back in the train as a group of wagons and individual wagons between other “relatives” and closed wagons of the standard types**

The only thing we do find disturbing is the lack of colour differentiation between the sliding roof panels, especially on the Era III version, while it is clearly less noticeable on the weathered Era IV cars.

That is why we would like to nominate the 82155 wagon set for the 2022 awards for best new releases in the wagon category. In all likelihood, however, it will face strong competition from within the same company, given that Märklin has announced two other new products which are likely to raise expectations: a “Rabbit’s Hutch” cab control car and a Pwgs 41 type freight train baggage car.

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

**Grenzenloser Modellbahnspaß in 1:220**

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



# **ALTENBEKEN**

**Neuer Termin: 14. und 15. Mai 2022**

**Samstag: 10.00 - 18.00 Uhr**

**Sonntag: 11.00 - 17.00 Uhr**

**Eggelandhalle, Gardeweg 8**

**33184 Altenbeken**



**Z-Freunde International e.V., Brandenburg 6, 56856 Zell/Mosel**

**[www.z-freunde-international.de](http://www.z-freunde-international.de)**

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.

## Chemiekesselwagen nach 1945 **Wegbereiter eines Aufstiegs**

*Kaum jemand hätte gedacht, wie ergiebig das Vorbildthema der Chemiekesselwagen sein würde. Immerhin gibt es quer durch alle Maßstäbe kaum Modellumsetzungen aus der Großserie. Doch weit gefehlt, das stellten auch die Autoren bald fest und teilten die Inhalte auf zwei Bände auf. Bereits der erste hat uns restlos begeistert, der zweite schlägt diesen jetzt nicht nur im Umfang.*

Stefan Carstens / Harald Westermann  
Güterwagen Band 9.2  
Chemiekesselwagen DB, DR und DB AG

Stefan Carstens Eisenbahn-Dokumentation  
Hamburg 2021

Gebundenes Buch  
Format 21,8 x 29,7 cm  
256 Seiten mit rund 750 teilweise farbigen Fotos und knapp 100 Zeichnungen

ISBN 978-3-9823-2221-6  
Preis 49,50 EUR (Deutschland)

Erhältlich direkt ab Verlag  
oder im Fach- und Buchhandel

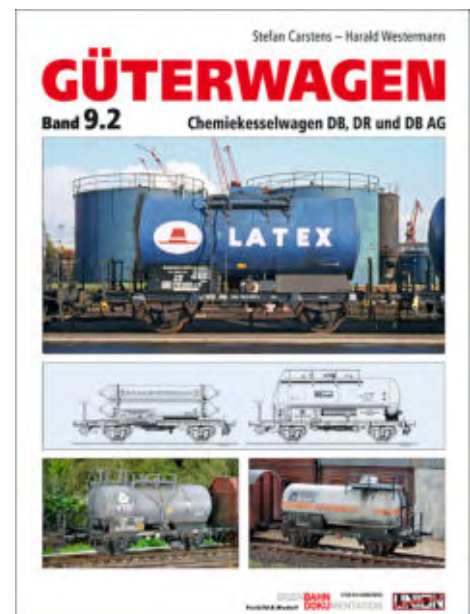
Vor einem Vierteljahr haben wir „Güterwagen Band 9.1“ an dieser Stelle vorgestellt. Vieles, was wir dazu geschrieben haben, lässt sich ohne jede Einschränkung auch auf diesen zweiten Band übertragen. Das Thema Chemiekesselwagen erwies sich als derart komplex und umfangreich, dass es unmöglich in einem einzigen Buch verarbeitet werden konnte.

Kehrseite dieser Vielfalt ist, dass die meisten Wagenkonstruktionen nur eine verschwindend geringe Stückzahl aufwiesen. Und so gilt auch für die nun vorgestellten Fahrzeuge wieder, dass nur sehr wenige von ihnen bislang eine Modellumsetzung erfahren haben.

Das gilt sogar für die am meisten verbreitete Baugröße H0, weshalb der Modellbahnteil auch dieses Titels ungewohnt kurz ausfallen musste und überwiegend Eigenbauten vorstellt, bei denen der 3D-Druck eine große Rolle spielt.

Aber genau das ist auch eine entscheidende Stärke, denn Zetties werden beim Betrachten der Bilder und Lesen der Beschreibungen immer wieder Sehnsucht fühlen. Die beiden Autoren und ihre Modellbauhelfer verstehen es bestens, Wünsche und Begierden aufkommen zu lassen.

Wir haben hier folglich durchaus Erwartungen an die Kleinserienhersteller, die in Einzelfällen bereits Wagenbauarten aufgriffen haben, die jenen im Buch vorgestellten ähnlich sind (und im besten Fall in Band 9.1 zu finden waren).



Doch auch dieser Folgeband bleibt nicht ohne Modellbezug zur Spurweite Z, auch wenn dies in seinem Inhalt nicht herausgearbeitet wird: Flaschenwagen gehören zu den Kuriositäten auf Schienen und haben auch Märklin schon inspiriert, vielleicht ja auch einmal für die hier relevanten Epochen III und später.

Der Milchschnellverkehr der Moha war ebenso eine Besonderheit auf Schienen, die Märklin auch schon im Maßstab 1:220 aufgegriffen hat. Hier erfährt der Leser nun mehr dazu und kann auch leicht anhand Fotos und Zeichnungen prüfen, welche Superungen oder Änderungen er seinen Modellen angedeihen lassen könnte.

Säuretopfwagen waren prinzipiell ein Vorkriegsthema und hatten ihren Zenit schon überschritten. Die DR stellte trotzdem noch weitere Bauarten in Dienst. Auch sie zeigen einen Bezug zu unserem Maßstab und wecken Ideen, vorhandene Modelle vielleicht an den eigenen Bedarf anzupassen.

Den Nutzen für den Modellbahner, gleich ob mit oder ohne Bauleidenschaft, haben wir nun schon gut herausgearbeitet. Wir möchten uns daher noch etwas gezielter den Vorbildern des Buches zuwenden. Der vorliegende zweite Band schließt nahtlos an den ersten an.

Er berücksichtigt alle nach 1945 an den Stand der Technik angepassten sowie ab 1950 neu gebauten Chemiekesselwagen. Für Westdeutschland sind das vor allem die im Auftrag von Waggonverleihfirmen neu und auf alten Untergestellen wiederaufgebauten Wagen. Der Fokus liegt hier bei weitem nicht nur auf den Branchengrößen VTG (größter Einsteller) und Eva, auch die kleineren und jüngeren Unternehmen mit einschlägigem Bestand werden behandelt.

Auf diese folgen die von den Chemiefirmen auf eigene Rechnung beschafften Wagen, also keine langzeitgemieteten Exemplare. Auch sie umfassen wieder Neu- wie auch Umbauten. Vertreter des „Kuriositätenkabinetts“ dürften hier Weinwagen und die recht bekannten Kohlendioxidwagen von Rommenholler sein.

Unsere Leserinnen und Leser sollen aber gewiss sein, dass hier wieder einmal weitaus mehr spannende Sonderlinge wie auch hinsichtlich Farbe oder Beschriftung attraktive Vorlagen warten. Schon der Buchdeckel liefert einen ersten Vorgeschmack darauf. Es folgen schließlich die Wagen der DR (inklusive dort eingestellter Privatwagen) und die letzten Umbauten zweiachsiger Chemiekesselwagen vom Ende des 20. Jahrhunderts.

Dokumentiert ist auch die Einsatzgeschichte bis heute, abgeschlossen mit einem Kapitel zur Tankcodierung. Unterschlagen haben wir bislang glatt das Einstiegskapitel, das einleitend die Entwicklung in Westdeutschland ab 1945 beschreibt. Sie ist von einem enormen Wandel und vor allem auch Aufstieg der chemischen Industrie geprägt. Besonders Kunststoffe legten rasant an Bedeutung zu.

Spannender als vorab vermutet erweist sich dieser historische Kontext, der sicher auf seine eigene Weise wertvolles Wissen liefert, das auch dem Modellbahner immer wieder zu Gute kommt, möchte er seinen Anlagenbetrieb authentisch und glaubhaft gestalten.

Auf jeder Seite auch dieses Buches ist er (oder sie) dabei gut aufgehoben. Die vielen Zeichnungen sind wertvolle Hilfen für eigene Projekte, die überraschend große Zahl an sorgfältig ausgewählten und hervorragend reproduzierten Aufnahmen sorgt für die erforderliche Abwechslung beim Schweifen durch die Seiten. An vielen dieser tollen Fotografien wird das Auge lange hängen bleiben.

Seite für Seite ist zu spüren, was die Autoren schon in ihrer eigenen Erläuterung mitgegeben haben: Die Vielfalt der Chemiekesselwagen ist auch 1945 überwältigend, aber die Dokumentationslage ist deutlich besser. Das erklärt auch wohl, warum Band 9.2 fast doppelt so dick wie 9.1 geworden ist.

.....  
: Publishing pages with reference possibility:  
: <https://www.stefancarstens.de>  
: <https://www.modellbahnunion.com>  
: .....

## Geschichte der Gläsernen Züge Das „Rentner-Terrarium“

*Viele Eisenbahnfahrzeuge tragen Spitznamen. Den „Gläsernen Zug“ kennt wohl (noch) jeder, aber er war nur einer von fünf Fahrzeugen dieses Namens. Bis zum Ausscheiden dieses letzten Vertreters hatte er einen treuen Ausflügler- und Freundeskreis. Despektierlich sprachen Dritte deshalb auch gerne mal vom „Rentner-Terrarium“. Ein aktuelles Bahls-Modell erinnert an ihn und der EK-Verlag bewahrt ihn mit einem Buch vor dem Vergessen.*

Heinz Kurz / Horst Troche  
Gläserne Züge  
Die Aussichtstriebwagen der Deutschen Reichsbahn

EK-Verlag GmbH  
Freiburg 2021

Gebundenes Buch  
Format 21,0 x 29,7 cm  
128 Seiten mit 237 überwiegend S/W-Abbildungen

ISBN 978-3-8446-6053-1  
Art.-Nr. 6053  
Preis 35,00 EUR (Deutschland)

Erhältlich direkt ab Verlag  
oder im Fach- und Buchhandel

Zunächst sind wir über die Namen der Autoren gestolpert: Heinz Kurz ist uns als Autor verschiedener EK-Titel, darunter das ebenfalls in **Trainini**® vorgestellte Baureihenportrait des VT 10<sup>5</sup>, bekannt. Daneben finden wir aber auch den Namen des bereits 2014 verstorbenen Horst Troche, der bis zu seinem Tode auch als Fachbuch-Autor aufgetreten ist.



Dass es neben der Geschichte der Baureihe 01 noch ein weiteres, unvollendetes Projekt gäbe, das erst ein anderer Autor zu Ende gebracht hat, schien uns neu. Die Lösung ist aber schon dem Vorwort zu entnehmen: Das neue EK-Baureihenbuch baut auf Broschüren auf, die Horst Troche zwischen 1980 und 1995 über die Aussichtstriebwagen veröffentlicht hatte.

In jenem Jahr schien die Geschichte auch des letzten von fünf Fahrzeugen, davon drei mit Diesel- und zwei mit elektrischem Antrieb, eigentlich schon am Ende zu sein. Der bei Ausflüglern beliebte 491 001-4 verunfallte im Dezember 1995 in Garmisch-Partenkirchen und erlitt schwere Schäden an seiner tragenden Struktur.

Trotzdem existiert der „Gläserne Zug“ mit seiner deformierten Front noch heute. Hinterstellt im Bahnpark Augsburg wird er erhalten und Aktive haben ihn zumindest konservieren können und die beschädigte Seite ansprechender hergerichtet. Fast 27 Jahre blieben also seit der letzten Aktualisierung durch Horst Troche in einer für ein Eisenbahnfahrzeug eher ungewöhnlichen Form fortzuschreiben.

Die Hintergründe, welche Reparatur-, Sanierungs- wie auch Neu- oder Ersatzbauoptionen 1996 geprüft und beziffert wurden, werden im Buch nun ebenso ausführlich beschrieben wie alle historischen Eckpunkte. Aufgeräumt wird mit dem vorschnellen Urteil, der Zug sei nur ein Opfer der Bahnreform und strikten Kosten-Erlös-Denkens geworden.

Auch zuvor war sein Betrieb angesichts des Alters und stärker zu Tage tretender Schwachpunkte schon mehrfach in Frage gestellt worden – zuletzt im Jubiläumsjahr 1985, als nach den Paraden Schluss sein sollte. Wir können also festhalten, dass dieser DB-Einzelgänger nicht im Rückblick glorifiziert oder gar verklärt wird.

Der vorliegende Titel beschreibt und dokumentiert Geschichte unter Verweis auf Beliebtheit und Bekanntheit, die aber eben auch regional in Bayern stärker als anderswo ausgeprägt war. So muss ein ehrliches Fazit lauten, dass besonders dem ET 91 01 ein würdiges Denkmal und allen fünf Zügen eine angemessene Erinnerung geschaffen wird, ohne in den Bereich von Legenden abzuschweifen.

Weil wir bis hierher nur den Mittelteil des Buches detailliert betrachtet haben, ergänzen wir jetzt noch alles Weitere: Im Januar 1937 verkehrte der erste elektrische Aussichtstriebwagen auf der Mittenwaldbahn. Dieser und sein Schwesterfahrzeug, ursprünglich als eIT 1998 und 1999, bezeichnet, kamen ausschließlich im Ausflugsverkehr zum Einsatz und erfreuten sich rasch großer Beliebtheit.

Der erste große Abschnitt des Bands beschäftigt sich, auf der genannten Basis der Troche-Broschüren, die nur in der Zeitwiedergabe anzupassen waren, aber ihre inzwischen überholten Technikbegriffe behielten, mit dem Bau bei Fuchs in Heidelberg, der technischen Ausstattung, Umbauten und der Jahrzehnte währenden Einsatzgeschichte.

Ein interessanter Punkt, der ebenfalls nicht ausgelassen wird, ist die mehrfach wechselnde Anstrichgestaltung. Hier gibt es durchaus offene Fragen, die bis heute nicht abschließend beantwortet werden können, weil erhaltene Dokumente und Fotografien nicht sicher vereinbar scheinen oder es unbekannte Lücken in den Dokumentationen geben muss.

Der Nachkriegsteil der Fahrzeuggeschichte beschränkt sich auf den 1949 wiederaufgearbeiteten ET 91 01, weil das Schwesterfahrzeug 1943 in Folge eines Angriffs in München verbrannt ist. In vergleichbarer Weise werden im zweiten großen Buchabschnitt die drei dieselhydraulischen Aussichtstriebwagen behandelt.

Sie wurden für nicht elektrifizierte Strecken zwischen 1936 und 1939 beschafft und waren für attraktive Tagesfahrten an Rhein, Mosel und Ahr, im Sauerland sowie der Sächsischen Schweiz vorgesehen. Zwei von ihnen kamen nach dem Krieg wieder in Fahrt. Sogar im purpurroten DB-Anstrich war diese kleine Baureihe noch vertraut. Ihre Betriebsgeschichte sollte aber dennoch erheblich kürzer ausfallen als die des elektrischen Pendants.

An sie erinnern sich schon deutlich weniger Eisenbahnfreunde und das zeigt, wie sinnvoll und erforderlich ein Buch wie dieses war. Ohne eine solche Dokumentation mit Erinnerungsfunktion wäre auch der letzte „Gläserne Zug“ in einigen Jahren, spätestens einem Jahrzehnt wohl endgültig vergessen.

Das zu verhindern wissen ansprechende Fotos aus allen Einsatzepochen, die jüngsten zu einem großen Teil auch in Farbe. Gekonnt gut hat der EK-Verlag sie zu reproduzieren gewusst und auch die Auswahl ist zu loben, denn Bildauswahl und -anzahl sind ein weiteres, wichtiges Unterscheidungsmerkmal zu den früheren Broschüren.

Was gezeigt wird, hat nicht den Charakter eines Hochglanz- oder Reiseprospekts, es handelt sich durchweg um Fahrzeugaufnahmen und Bilddokumentationen von Eisenbahnfreunden, die sicher aber auch attraktive Motivwahlen nicht missen lassen. Und so begleiten sie bestimmt nicht nur die Freunde des jüngst aufgelegten Bahls-Modells!

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

## Large series new products 2022 for Z gauge ... and, again, without a major Exhibition

*Last year, it was said that the Spielwarenmesse (International Toy Fair) would be held in the summer, but the model railway manufacturers could not and did not want to wait that long because they needed planning security for the Christmas business. In the end, the leading exhibition was cancelled, and now this has even happened again. We have therefore gathered elsewhere what is new to report and maintained the classic division between industry (large series) and craft (small series).*

### +++ Acrylicos Vallejo +++

At the Spanish colour specialist, the range of colour racks for the work surface has grown further, so that there should be something to suit every taste and space requirement. This also includes colour racks for wall mounting.

[www.acrylicosvallejo.com](http://www.acrylicosvallejo.com)

### +++ Artitec +++

Artitec still has backlogs from previous new product announcements, so the Dutch accessories specialist is holding back for the time being. Nevertheless, it clearly demonstrates that it remains committed to Z gauge.



The sample illustrations of the new 7-tonne forklift truck (art. no. 322.039) raise the usual high expectations. Photos: Artitec

The only spring 2022 novelty for 1:220 scale, a modern 7-tonne forklift truck with roll bar (art. no. 322.039) in yellow, has it all. It is presented impressively and finely detailed, as we have long been accustomed to from this supplier.

[www.artitec.nl](http://www.artitec.nl)

### +++ Beli-Beco +++

We had a very constructive exchange with this manufacturer shortly before the turn of the year, who does not officially carry Z gauge, but who also shortens many of his handmade lanterns on request and changes them to suitable proportions.

After we were able to name a source of supply for missing small parts, tests with these began immediately in order to be able to use and enhance even the smallest scale in a meaningful way. Therefore, we would be very pleased if our readers also have this supplier on their shopping list.

In our building projects we have already used lights or station clocks from Beli-Beco several times and each time we have been met with delighted or even astonished enquiries about the origin of the items shown.

[www.beli-beco.de](http://www.beli-beco.de)

### +++ Busch +++

Unfortunately, the spring new products of the landscaping specialist only include building kits, figure scenes and car models for larger scales. At the same time, however, it is announced that further new products will follow during the year, among which we also hope to find suitable material for our scale.

[www.busch-model.com](http://www.busch-model.com)

### +++ Deluxe Materials +++

We have discovered a new special glue for light-cut wooden kits from this United Kingdom supplier. It is called "Laser-Cut Kit Glue" (art. no. AD 87) and could hopefully soon be easier to obtain than by direct import from a non-EU country, as Modellbahn Union also carries other products from this manufacturer in its range.

[www.deluxematerials.com](http://www.deluxematerials.com)

### +++ Donau Elektronik +++

We have already received several enquiries about this supplier because private customers cannot order directly from them. A look through his pages is worthwhile, however, because he also mentions a reference source on this very topic.

But, many other branches of the stationary and electronic trade also carry its products.

So, anyone who finds what they are looking for here, and does not have the opportunity to buy directly at one of the consumer exhibitions, does not have to go away empty-handed.

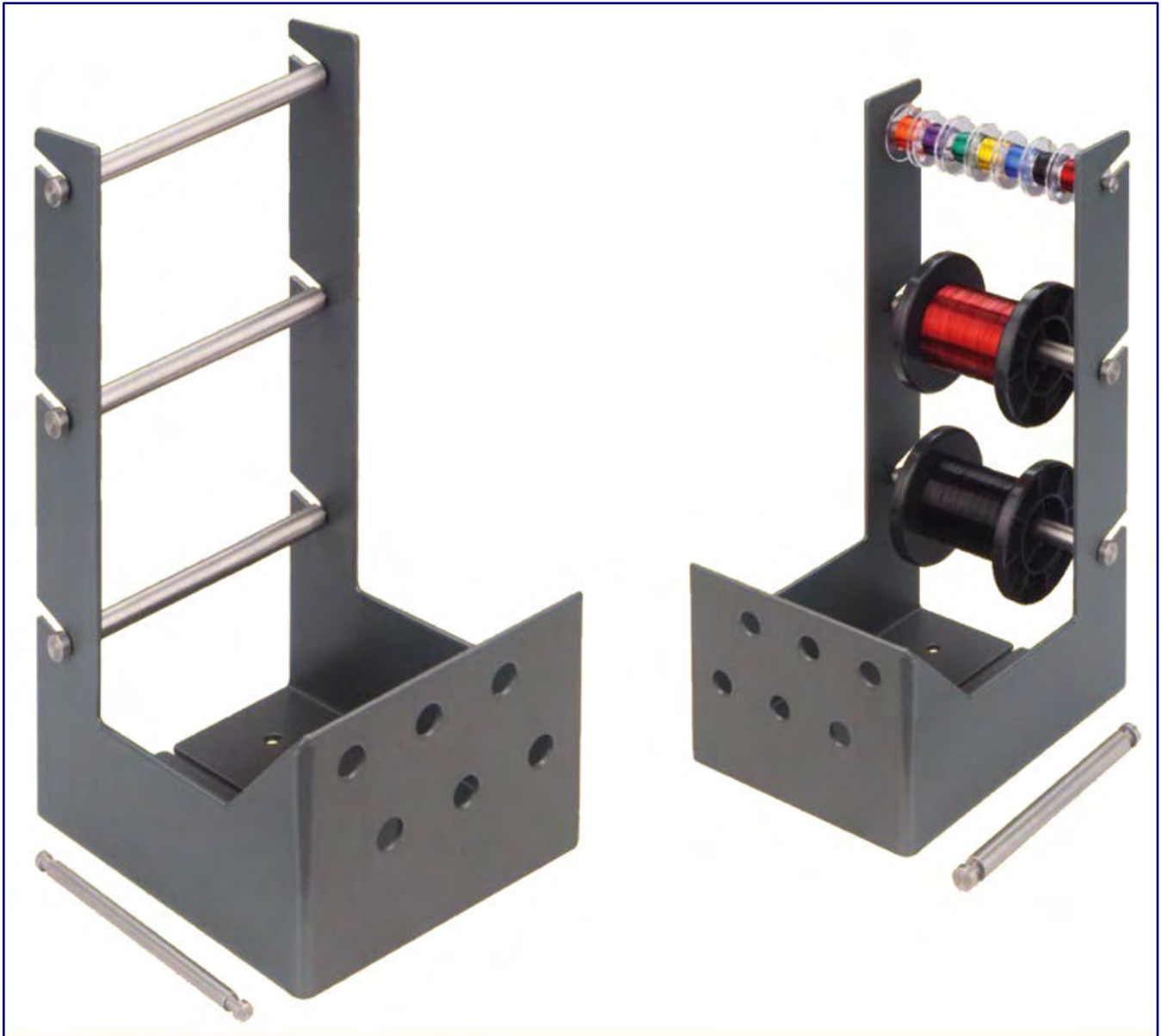
New in the programme for the beginning of 2022 are a two-part screwdriver magnetiser (art. no. 268-22), which is simply placed on the shaft and then ensures that screws made of ferrous metals are held on the head.



The two-part screwdriver magnetiser (art. no. 268-22) is simply placed on the shaft of the tool. Photo: Donau Elektronik



The ten-part micro open-end spanner set from last year is now joined by a three-part set (980-PCS3) with the smaller spanner sizes 1, 1.3, 1.5 mm. The cable dispenser with four spool holders should also prove practical in the hobby cellar for system builders (KA6-90).



The cable dispenser with four coil holders (KA6-90) is certainly a great help for larger model railway projects in the long run. Photo: Donau Elektronik

The range of stranded wires in various designs, lengths, colours and cross-sections is also being further expanded. All details can be found on the manufacturer's website or in the new products brochure.

[shopware.donau-elektronik.de](http://shopware.donau-elektronik.de)

### +++ ESU electronic solutions ulm +++

The new "CabControl DCC System" is a smaller digital command station that is located below the ECoS. Equipped with a data format for Railcom and Railcom plus as well as a WLAN access point, this new

product is aimed at model railway enthusiasts who operate small to medium-sized layouts manually and are looking for an external hand controller.

Up to 1,000 solenoid items can be switched on the hand controller, the track voltage can be influenced via setting options on the plug-in power supply unit. The only thing that seems concerning to us is the current of up to 7 A that the device allows, because Z gauge is not a garden railway.

Switching off too late in the event of a short circuit would probably weld the locomotive wheels firmly to the rails. We therefore miss manufacturer's statements on the possibility of adjusting the unit to a lower current in the range of max. 1 A.

[www.esu.eu](http://www.esu.eu)

### +++ Faller +++

The town house with bakery (art. no. 282792), a laser-cut hardboard kit, continues the series of small townhouses begun and extends the existing street rows in an attractive form.

Buyers should be aware that these are not large city houses of the Wilhelminian period with prototype storey heights of up to three metres, and bear this in mind when trying to combine them with buildings from other manufacturers.



With stucco and red goats, the new townhouse with bakery (item no. 282792) impresses, continuing the row of houses started a few years ago in 2022. Photo: Faller

This is a four-storey residential building with a gable roof, dormer window, and clinker brick façade. On the street side, the building shows brick window surrounds. A bakery is located on the ground floor, as is common for many of such houses.

Its model can be found in the southern Harz region: The model for the "Kupfer" inn (282793) is located in the small town of Stolberg and shows a design from the heyday of Lower Saxony's half-timbered art. The façade of the two-storey building is digitally printed with ornaments of the half-timbered renaissance.



The façade of the "Kupfer" inn (282793) is elaborately designed with the help of digital printing. The attractive half-timbered building will certainly become an eye-catcher on some layouts. Photos: Fallner

This building, which also impressively honours the golden jubilee of Z gauge from the side of the accessory manufacturers, is also a kit made of solid-coloured laser-cut hard cardboard.

In the other accessories section, we also find items that may be of interest to fans of Z gauge. The "Smart-Effects-LED" starter pack (180795), and the light strip extension (180796; 150 LED / 0.5 m) are supplied with 5 V DC, and controlled by a remote control.

They can be used for many functions with the RGB light emitting diodes, which offer the entire colour spectrum. Only 4 mm wide and 1.2 mm high, the half-metre long strips, which can be shortened every 16 cm, should also be able to enhance many DIY projects thanks to different lighting functions.

The 300 x 200 mm leaf foil pieces in medium green (181619) or willow green (181620) are torn or cut into pieces and then glued. Their lifelike leaves are suitable for designing shrubs and ground covers, for landscaping walls and facades and for concealing transitions in terrain construction.

[www.faller.de](http://www.faller.de)

### +++ Heki +++

Heki has not announced any of its new products as suitable for Z gauge, but anyone who looks at model trees and converts them will appreciate the advantage of our scale: no trivialised little trees, but prototypically large vegetation that other scales do not allow.



The 5 autumnal larches (art. no. 2179) with heights of 14 to 18 cm reproduce tree heights of almost 31 to 40 m on a scale of 1:220. Those who like it smaller will also find what they are looking for in the new products. Photo: Heki

And, so, we also find appealing products in the autumnal assortment that can be used for our construction size: 5 larches autumnal with a height of 14 to 18 cm (art. no. 2179), or 7 specimens with only 7 to 11 cm (2178).

The grass fibres on deco fleece and as scattering material, which we now list, have 5 to 6 mm stalk length. This means that a figure is already clearly more than hip-deep in grass, but this can be plausibly depicted on wild meadows, as there will be no such possibility of comparison. And executed shorter, it misses its optical effect.

Heki offers three 14 x 28 cm fleeces in the colour versions "Hay meadow" (15790), "Early autumn" (15791), and "Late autumn" (15792). The same applies to the 75-gram bags of loose fibres (33543 to 33545).

100 specimens are contained in the two large packs of plug-in pans in the classic "pipe cleaner" design, but with greenery as close to the prototype as possible and sizes between 5 and 14 cm (2195) and 5 to 7 cm (2196).

[www.heki-kittler.de](http://www.heki-kittler.de)

### +++ Herpa +++

A new design that had already been announced, but belongs to this year, is the Embraer E195-E2 "Tech Lion" (item no. 571852), which is soon to be delivered, and with which the Brazilian aircraft manufacturer intends to compete against the Airbus A 220, among others.

The Airbus A330MRTT is also planned as a Snapfit model for 2022, the military version of the twin-jet with a tank boom at the tail and hose tanks under the wings. For most model railroaders, however, it will



The Goldhofer AST-2X aircraft tractor (art. no. 572088) appears as a new model in the Herpa Wings range and stands out very clearly from its predecessor vehicle. Photos: Herpa

appear to be just too large for layout use, which also applies to the civilian versions A330-800neo and -900neo, which will follow as Wings models.

The new Goldhofer AST-2X aircraft tractor (572088) is intended for the apron design and will replace the almost legendary model of the Kögel KAMAG Tow Bear TT 50, which was once also loaded onto Märklin freight wagons, and thus demonstrated a use away from an airport.

Furthermore, we would like to list all the colour variants for existing basic shapes (this time without size or region restrictions) that are listed as spring new products:

Air Antwerp Fokker 50 (571920),  
Domodedovo Airlines Ilyushin IL-18 (571937),  
Austrian Airlines Bombardier Q400 „Pfiat Di, Dash!“ (571968),  
Austrian Airlines Bombardier Q400 “neue Farben” (new colours) (571975),  
Insel Air Fokker 50 (571982),  
U.S Air Force Boeing B-52G Stratofortress (572002), and  
Lufthansa Boeing 787-9 Dreamliner (572033).

The Goodyear Zeppelin NT (571777) is still new in shape, at least in parts, and now carries a longer nacelle and is thus adapted to the current state of its prototype.

The Lufthansa Boeing 707-400 “Hamburg Airport” (572019), which was once donated to Hamburg Airport and served for many years for practice and training purposes, is a memento.

With the consequences of the decline in revenue due to the Corona crisis, the preservation of the historic aircraft, with which Lufthansa once ushered in the age of jet aircraft, and which is the only one from its inventory to have been preserved, no longer seemed viable.



A new, longer nacelle will be fitted to the Zeppelin NT with Goodyear advertising (571777). Photo: Herpa



The Lufthansa Boeing 707-400 "Hamburg Airport" (572019) appeals above all to aircraft nostalgia, because Hamburg was the first hub of this airline after the Second World War, which ushered in the age of jet aircraft with this four-engine jet aircraft. Accordingly, the prototype had a monument character for a long time and temporarily wore the livery reproduced here, which deviated from the Lufthansa standard below the blue window band. Photo: Herpa

It was scrapped in the summer of 2021. The new Herpa products now recall this prototype in the "museum" livery, which it did not wear in this version during its service life.

[www.herpa.de](http://www.herpa.de)

### +++ Joswood +++

After the wooden crates that we loaded onto Märklin's new heavy-duty wagon were so well received by our readers and generated an excellent response, this manufacturer is now thinking about offering more new designs for Z gauge, as well.

Until then, however, the Zetties at least have other boxes to choose from that are suitable not only for N gauge but also for our scale. In order to be able to check the possibilities of use in a stationary environment, for loading ships at sea or for rail transport, we will also give the basic dimensions in each case:

Crate "Lanz" small, without frame, 3 units (Art.-Nr. 85032)  
15 x 11,5 x 10 mm (Length x width x height)

Crate "Lanz" medium with frame, 2 units (85033)  
Crate "Normag" medium with frame, 2 units (85034)  
32 x 13,5 x 15,5 mm (Length x width x height)

The abbreviation Normag stands for Nordhäuser Maschinenbau GmbH, which was founded in 1934 and relocated to Hattingen after the Second World War. Originally, it manufactured tractors, but was taken over by O&K in 1955. The Normag crates have additional company lettering on the lid (top side).

[www.joswood.de](http://www.joswood.de)



This photo shows the two Normag crates (also suitable for Z gauge in the "medium with frame" version (item no. 85034) as a load on an H0 gauge wagon, where they hardly justify the use of a heavy-duty wagon. Photo: Joswood

### +++ Lenz Elektronik +++

The new occupancy and feedback detector with 8 outputs (art. no. LRB08) can monitor eight track sections independently. The status is reported via the R,S bus to the LZV200 control centre. The maximum current carrying capacity of each section is 4 A.

[www.digital-plus.de](http://www.digital-plus.de)

### +++ LDT Littfinski Datentechnik +++

The manufacturer has not published any new products on its pages, but refers to the many supply problems that the Corona crisis has brought with it, especially in the area of electronic components.

Other manufacturers are not spared from this either, and so this supplier also asks for understanding for longer waiting times for decoders on its pages.

[www.ldt-infocenter.com](http://www.ldt-infocenter.com)

### +++ Lux-Modellbau +++

We are still waiting for the re-release of the Dust Witch in a new design, which was announced years ago. Last year's delivery target of "3rd quarter 2021" has already been missed, and we have no new information.

[www.lux-modellbau.de](http://www.lux-modellbau.de)

## +++ Märklin +++

The inventor of Z gauge is celebrating the 50th anniversary of its smallest railway with a large and very well-balanced new product programme that serves many different customer strata and segments. Thanks to this balance, the individual will perhaps spontaneously discover quite little for his or her personal preferences, but on the other hand will not be financially overburdened either.



The anniversary character becomes clear best if we only roughly skim the announcements: We count three new locomotives, plus a new wagon and a newly designed part that gives the familiar G 10 a new face.

A US diesel locomotive from the AZL cooperation also appears in the Märklin assortment for the first time and may therefore also be regarded as a form novelty in a broader sense. If we add up these investments, we can see the difference to previous years.

To ensure that this year's anniversary is remembered for a long time and that there is also a reference book for Z gauge for the years to come, Märklin is publishing a book "Alles über die Spur Z" ("Everything about Z Gauge"; Item No. 07771). Editors of our magazine have also actively contributed to the 164 pages in DIN A4 format. The book is expected to be published in the 2nd quarter of 2022.

After this introduction, we would now like to take a closer look at the new rolling stock. We'll start with the trade fair present that Märklin usually gives to its dealers in Nuremberg, and this time it will reach them in a different way.

Mini Club book (art. no. 07771) for the anniversary.  
Photo: Märklin

A refrigerator car (basis 8600) was chosen, whose running gear omits the central steps. On the attractive fair gift (80132) a different motif is printed on both sides to highlight the golden anniversary. One side is decorated with the classic walnut motif with a reference to the past years, the other side is dedicated to the V 320 as the latest new products.

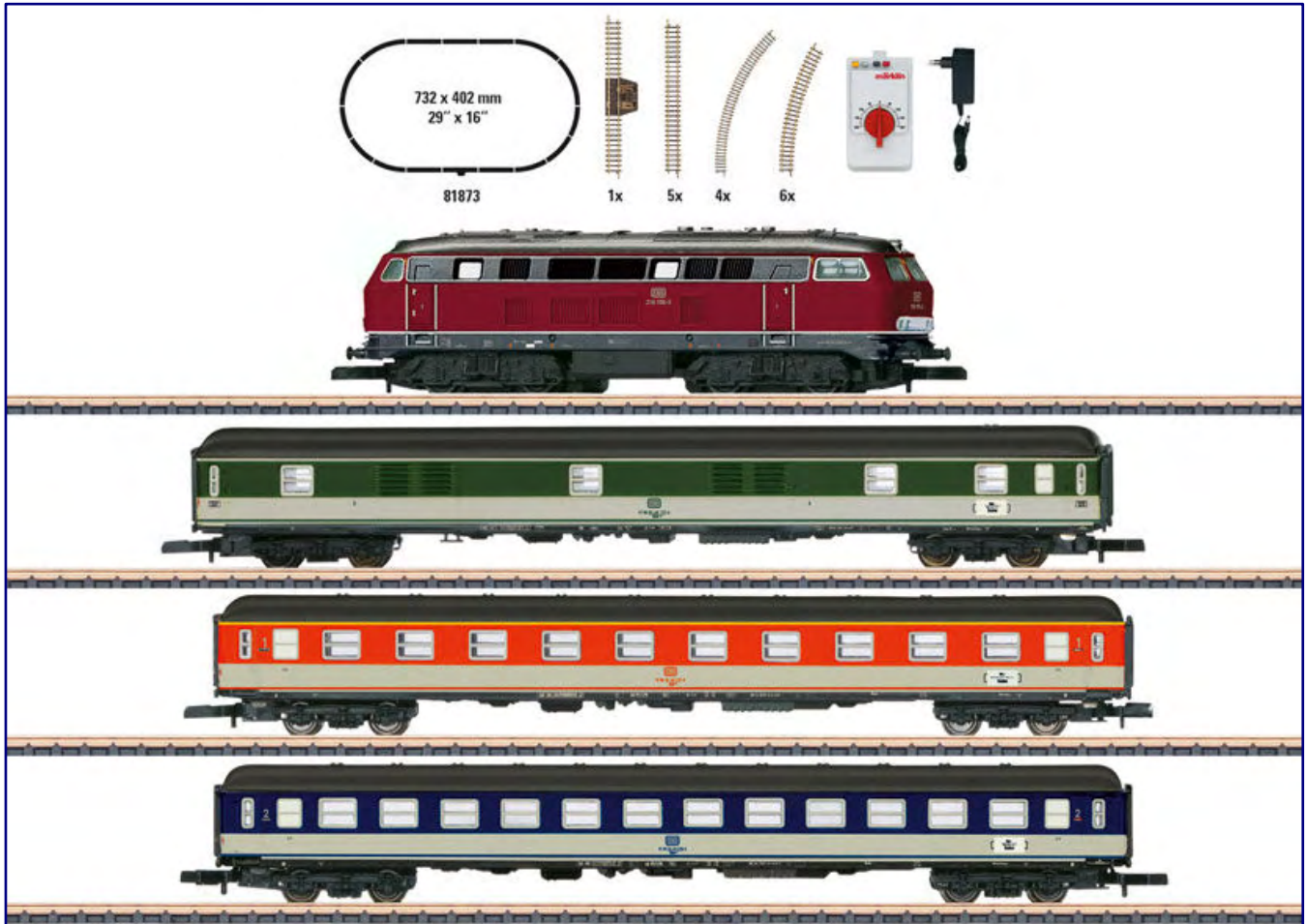


The exhibition wagon 2022 (80132) is printed differently on both sides and spans 50 years of Z gauge with a historical motif from 1972 and a new-age illustration in 2022. Photos: Jörg Landau

The class 218 was chosen as this year's fair locomotive (without the accompanying International Toy Fair). It wears the blue livery of the Pressnitztalbahn (88806) and rolls in a wooden box for Era VI.



MHI's anniversary starter pack (81873) is a tribute to the first train pack 8901 of 1972 and shows how much the Mini Club has developed since then: The pack design takes up the old wooden structure optics with which our gauge once began.



The anniversary starter set (81873) for the MHI is based on the first basic set 8901 from the start year of the Z scale, which should also be clear from the packaging design. Its contents are also based on the original from 50 years ago, but contrast this with contemporary models. Photo: Märklin.

The contents are also based on those of that time, but they are up to date. The ancient and windowless 216 has long since given way to a contemporary model of the same series with different running gear and bell-shaped anchor engine. The passenger coaches Aüm 203 and Büm 234 in pop colours, as well as the accompanying luggage coach Düm 902, are up to date in painting and printing.

This means close couplings, a clean and sharp paint scheme, legible inscriptions down to the smallest detail and above all a colour scheme that is drawn around the corners! The same applies to the complementary express train car pack (87402), which commemorates the only five prototype couchette cars in pop colours, along with another Büm 234.

The likewise close-coupled models are labelled as Bcüm 243 and are included once each in blue lilac and red-violet. Their packaging is also reminiscent of the 50-year history of the nominal size Z and picks up on the second appearance in brown-orange, which remained current well into the nineties.



Colourful variety is brought to passenger trains by the MHI express train car set (87402), which is intended as a supplement and whose appeal is largely determined by the Bcüm 243 couchette car in the basic colours of blue lilac (above) and red violet (below). Photo: Märklin

The two other new products that we are now presenting also belong to the MHI special series. The class 194 electric locomotive (88225) is a colour and lettering variant, because technically the “German crocodile” has already been up to date for some years. However, in the novelty brochure it irritates with a strange-looking colour.

The model is the locomotive as it is shown next to it, it has a chrome oxide green (and, thus, clearly lighter) paint, a deep black chassis and an umber grey roof. The three permanently coupled B3yge 761 (87062) conversion coaches have a close coupling at the outer ends.

For the first time in our scale, they also have downwardly offset car numbers, thus reproducing a very rare condition in the prototype, but one that has just been proven. Together with the locomotive they make up a picture-perfect school train on the Geislinger Steige.

Formally also among the MHI new products is the Insider Club model 2022 in the form of V 320 001 (88320). It was already presented in November 2021 and described in our magazine, so we will refrain from repeating it here.

With the following novelty we have to correct a feature that is incorrectly shown in the product photos. We are talking about the class 78 passenger train tender steam locomotive in early Era III condition (88067). It still bears the lettering “Deutsche Bundesbahn”, but above all now also the long-awaited detailed control with reproduction of brakes and sand pipes.

It now also has a bell-shaped armature motor inside. For all owners of a DB locomotive, however, the product feature that cannot be seen in the photos is perhaps decisive: The steam locomotive does not have a roof fan attachment, but will appear in the barrel roof version.



Contrary to this product illustration, the 78 098 with detail control (88067) will not show a fan attachment on the cab and will instead have a barrel roof as known from the earlier model 88062. Photo: Märklin

The two O 10 open freight cars with brakeman's cabins for Era II (82328) are known models in principle, which come with slab boards as loads ex works. The DB rail service stake wagon Rmms 33 (82133) also has a suitable load with ballast piles, sleepers and a box made of coloured resin cast iron.



The load shown here is made of coloured resin and is the DB rail service stake car Rmms 33 (82133). Photo: Märklin

At first glance, the five-piece G 10 freight car set for Era IIIa (86605) looks unspectacular. All five examples come without the visually overhauled sheet metal sliding door, one is with, two are without a brakeman's cab and the remaining two have a newly designed "economy brakeman's cab". Due to

recurring leaks, this colloquial term refers to a dismantled brakeman's cab that no longer has a roof overhang.



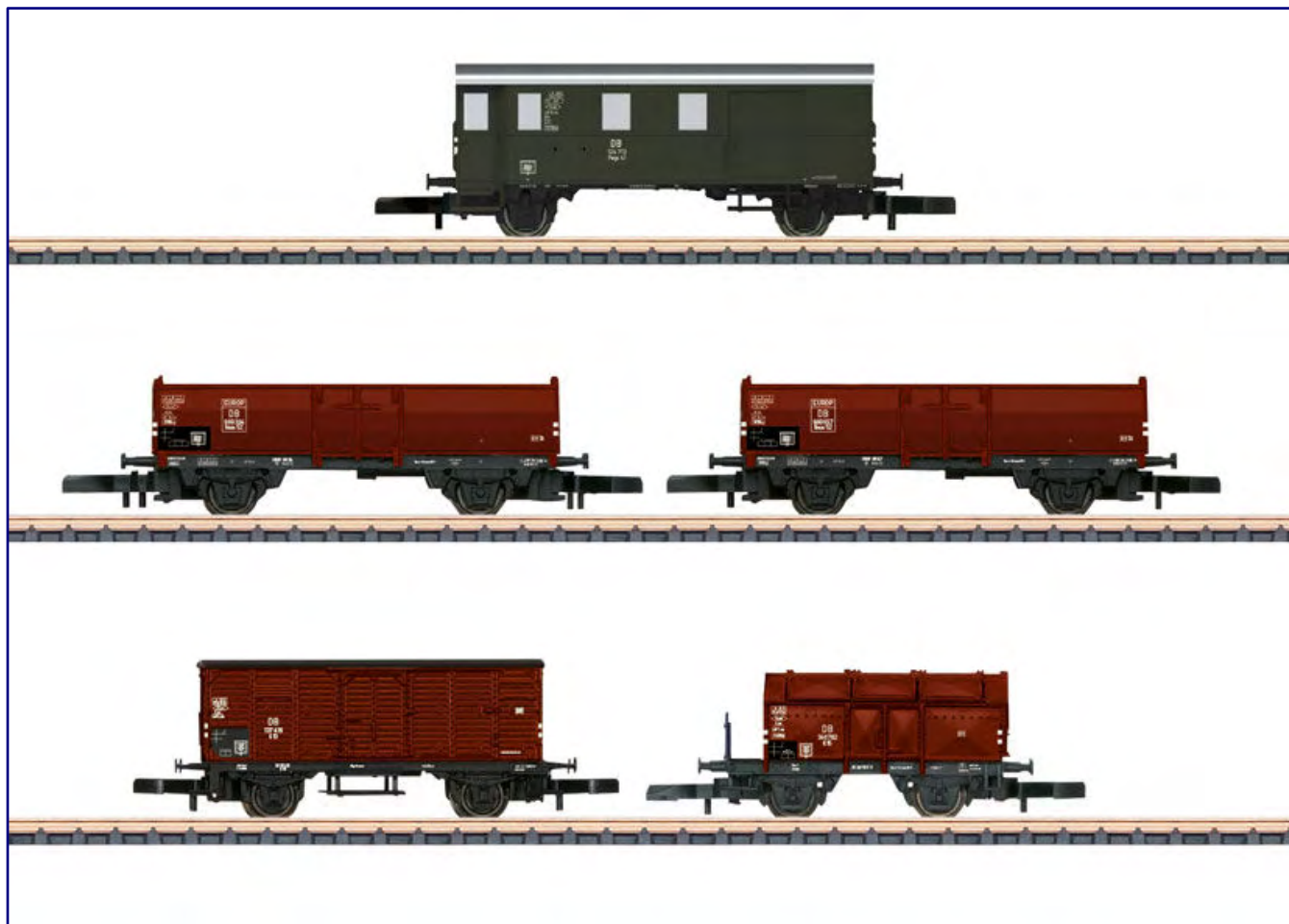
The brakeman's cab, which has been built back to the edge of the roof and is also often referred to as the "economy brakeman's cab", is a newly designed attachment part with which the five-piece G-10 freight wagon pack (86605) should appeal to its customers. Photo: Märklin

A complete shape novelty is hidden in another freight car pack (86070). In it we also find a G 10 boxcar without handbrake, two Omm 52 open wagons with EUROP lettering and the long-discontinued K 15 boxcar with a brakeman's platform.

This model has never been offered with DB lettering before and is therefore also a speciality. The big surprise, however, is the goods train luggage car Pwgs 41 without roof brakeman's cab, a long overdue model that will finally succeed the so aged Pwg pr 14 (8609) after now 50 years.

A colour variant, on the other hand, is the chrome oxide green class 150 freight locomotive (88579). It carries era IV markings and has long been technically up to date. The prototype is shown without guttering (green paint extends into the roof area), with rounded and one-piece engine room windows and the angular Klätte high-performance ventilators, which is not yet correctly apparent from the product illustration.

continues on page 38



Another freight car pack (86070; photo above) contains a long hoped for shape novelty with the goods train luggage car Pwgs 41, but also the hinged cover car with brakeman's platform has never been offered before as DB's K 15. Not showing the correct angular vents that the model is to receive is the first product illustration of the class 150 (88579; photo below). Photos: Märklin

The idea for the "Westdeutsche Quarzwerke" (82440) wagon set, consisting of three type Td 933 rotary vane self-unloading wagons with swivel roof and advertising lettering, came from a prototype photo. Included in the pack is a hard cardboard kit for a grey conveyor belt and a Büssing flatbed truck with load insert.



A prototype photo provided Märklin with the idea for this "Westdeutsche Quarzwerke" (82440) wagon set with three Td 933 side unloading wagons with swivel roof, conveyor belt (as a kit) and a delivery truck. Photo: Märklin

An orient red colour variant with the new single-arm pantographs is the class 1201 three-phase locomotive (88528), which is classified with Deutsche Bahn AG (Era V). The situation is similar with the class 1852 (88486) freight locomotive of DB Schenker Rail Scandinavia A/S in traffic red (era VI). The TRAXX 2 of type F 140 AC2 shown here is a compromise in form.

The second new shape among the locomotive models caused a sensation. Märklin surprisingly presented the pride of the German Reichsbahn in the form of the express steam locomotive class 015 (88019). Chassis and coal tender were available, the zinc die-cast housing of the Reko locomotive is the actual new products.

This locomotive is reproduced in continuation of the series of museum locomotives as an operable EFZ machine (Era VI). In response to our question about the explicit emphasis on the spoke wheels, we were told that if this model is successful, further variants are conceivable. The prototype was also partly on the road with Boxpok wheels and oil tender.

continues on page 40



**Photo above:**  
The product image of the class 015 Reko locomotive (88019) is easily recognisable as an animation from the CAD data. Nevertheless, it arouses great joy among many Z gauge enthusiasts, even if it will probably take longer until delivery.

**Photo below:**  
Hopefully, still in time for the ongoing festivities, on the other hand, the anniversary locomotive from the bronze precision casting edition should appear, which as the Swiss Crocodile Ce 6/8<sup>III</sup> (88569; photo below) will additionally receive a platinum application by the electroplating shop. Photos: Märklin

The Swiss Crocodile Ce 6/8<sup>III</sup> (88569) will serve as a souvenir of this year's anniversary. It continues the bronze precision casting edition and receives a platinum-plated case on the occasion of the 50th anniversary. It is packaged in a noble, black wooden box.

The model's snouts are snapped onto the chassis, the middle section is screwed to the chassis. Final assembly and galvanic treatment of this model are done in Göppingen, Märklin has purchased new galvanising baths especially for this purpose. We are confident that we will perhaps be able to follow the process of creation via Märklin TV.

Now, it's getting international as far as the other new model announcements are concerned! The first is the Hectorrail class 162 electric locomotive (88262), a former Bundesbahn 151 for heavy freight service. In addition to the single pantographs and angular buffers, this locomotive has a housing made of metal-filled plastic to give it more mass and thus more tractive power.

The four AAE Cargo (82290) pocket wagons for KLV traffic in Era VI have touch-up patches on the frame, a feature not found in the product description. The four green trailers on the wagons bear inscriptions of the beer brands Carlsberg and Tuborg.

The last new mould we have to discuss in the spring programme is the Swiss electric locomotive class Re 6/6 (88240). It, too, has already met with great enthusiasm in its red livery and angular lamps and is another surprise.



The newly constructed Swiss Re 6/6 electric locomotive (88240) makes for a well-rounded programme of new products in many respects. Photo: Märklin



Like probably all new products with single-arm pantographs, it will also receive the newly designed and somewhat more finely implemented pantographs. Technically, it is largely comparable to the smaller Re 4/4<sup>II</sup>, to which it was also constructed in such a way that it can form an Re 10/10 with it.



Coming all the way to Germany is PKP Cargo's Vectron class 370/EU-46 (88237; photo above), which Märklin has paired with a five-car wooden train (86683; photo below), also based on a picture. Photos: Märklin

Special features of this new products are, besides the Swiss light change by means of LED, the plastically reproduced driver's cab and the engine room replica. The drive is on the outer bogies, the only loosely rolling central bogie should not have a disturbing effect.

A class 64 steam locomotive (88745) and three two-axle tank cars of the Martha oil company (82320) for Era III appear as colour variants for Austria. France is covered with the SNCF class 232 TC passenger locomotive (88094). This descendant of the Prussian T 18 also has a barrel roof, contrary to the product illustration in the novelty brochure.



Contrary to this product illustration, the SNCF passenger locomotive class 232 TC (88094; photo above) also has a barrel roof, as was the case with the earlier model 88063. Already corrected was the illustration of the ALCO PA1 as series 600 (88619; photo below) for Union Pacific, which was sent to us shortly before the editorial deadline. Photos: Märklin

PKP Cargo's multi-system electric locomotive class 370/EU-46 (88237), another Vectron from Siemens, is also running in Germany, as we were able to show in the last issue with a prototype photo. To go with this model, a five-car pack (86683) is being released with four Eanos 415 W high-sided cars and a Res stake car.

Three of the high side cars are loaded with stamp wood, the stake car with long wood. The Eanos were adapted to the equipment of the PKP and show brake reversing levers without protective brackets, pressure air tanks and hand wheels. All cars have close couplers. The inspiration for this composition was again a prototype photo.

Missing from this list are the new products for the US market. Four Union Pacific boxcars (82497) are an option to cover the new class 600 diesel-electric locomotive (88619) of the same railway company. This ALCO PA1 was still very unhappily depicted as a hand sample in the previous product photos (cf. photos on page 42).

We have received a new representation from Märklin in order to be able to correctly show the clearly more appealing delivery condition. Instead of the disfiguring system coupling, the locomotive will have an apron with rail scraper at the front, which is decorated with a functionless replica of the American claw coupling.



This year's Easter wagon (80422) was cleverly designed and will most likely be the first new products to be delivered. Photo: Märklin

The first new products that will probably arrive at the dealers is likely to be the 2022 Easter car (80422). A heat protection car was chosen, which is injection-moulded from transparent plastic and thus allows the interior to shine through. The Easter print on the body is placed in such a way that it does not disturb the shaking effect of the 20 loosely filled real wooden Easter eggs in four colours from Erzgebirge. The model is packed in a clear decorative Easter egg for hanging.

[www.maerklin.de](http://www.maerklin.de)

### +++ MKB-Modelle +++

A paint tray for 30 ml bottles (art. no. 20083) with 30 compartments is presented by MKB-Modelle as a new product. The outer dimensions of the organisational aid on the craft table for painting work are 25.4 x 17.8 x 10.3 cm. The manufacturer intended it as an insert for so-called Euro containers in various sizes for transporting.

[www.mkb-modelle.de](http://www.mkb-modelle.de)

## +++ Noch +++

The accessories manufacturer from Wangen in Allgäu celebrates its 111th anniversary in 2022. The extensive programme of new products for this occasion also includes some products that are useful for Z gauge.

Not immediately recognisable as suitable at first glance are the new flowers, where fine flakes are applied to the ends of grass fibre tufts to imitate flowers. They are still declared for our scale, but with a fibre length of 9 mm we would be talking about flowers that grow about 2 metres high. At best, sunflowers could keep up with that!



The new flowers (art. nos. 06800 & 06805) are intended to consciously stand out from a weaver with the chosen fibre length. If the user masters this skilfully, they can certainly be used in Z gauge. Photo: Noch

The trick in landscaping is to insert them into a wild meadow in such a way that their stalk length recedes and cannot be precisely made out. This is exactly when the 250 flowers each in the lighter ornamental colours red, blue, yellow, pink and white (art. no. 06800) and the more subtle ones in green-yellow, blue-white, heather, corn and lavender (06805) are a good choice.

Intended for shrubs and overgrown hedges is the new “Professional Shrubbery”, which is applied to a natural fibre as a carrier material that is stable and easy to shape. With a mixture of foliage and structure flock it gets the right look to represent dense vegetation in the model. You can choose between the versions “Medium green” (07310) and “Dark green” (07311), at 40 g each.

A tree that suddenly falls on the layout will catch everyone's eye. Noch also has a suitable new product ready for this, which the manufacturer considers suitable for H0 and TT tracks. The falling fir tree from the Micro-Motion product series (21775) is 18.2 cm high with drive, of which 17 cm are allotted to the tree, the rest indicates the required installation depth. With a prototype height of around 37 cm, however, this specimen only proves to be ready for felling on a scale of 1:220.



Photo Still demonstrating the appearance and handling of the new Profi-Buschwerk (07310) in use on the model railway (photo above). The falling fir tree from the Micro-Motion product series (21775; photo below) is certainly also an eye-catcher. With a tree height of 17 cm, it is not too tall for our purposes. Photos: Noch

The palm trees (21972), which are offered as a duo with heights of 15 and 19 cm, are more likely to fail because of suitable motifs than because of the size of the models. Since the largest palm species can reach heights of 60 metres, lengths of branches of leaves of up to 25 metres have been measured for other examples, and there are many other tall-growing species, this new product is actually also best suited to our scale.



On the manufacturer's side, there is this design example for the new palms (21972), which are more likely to find their home on exotically located layouts. Photo: Noch

The range of professional ballast in 250 gram bags is enlarged by the colours grey (09180) and brown (09181).

[www.noch.de](http://www.noch.de)

### +++ Rokuhan +++

With the Japanese mass-production supplier, we have to differentiate the new products somewhat. We start with the new products for this year presented by the European importer Noch, which are offered through its distribution network.

At the moment, there are three different shorty models of different construction types to choose from, but through the series there are no more form new products: The first is the EMD F7, each of which is an A-B unit for the ATSF (item no. 7297642 / ST012-1) and New York Central (7297643 / ST012-2).

The KIIHA58 multiple unit is also in service in two versions: "JNR Express Color" (7297875 / ST010-1) and "Kyusyu Color" (7297876 / ST010-2).

A new starter set (7297646 / SG005-1) is based on the very first Shinkansen series 0 "Kodama" from 1964 in the original colours. It contains a three-part shorty train, a tiny track oval and a driving unit. All the new products mentioned so far are already available in stores.



The historic EF 58 61 of JR East already gives an impression of the announced Rokuhan model and at the same time provides ideas on how it can be used in front of trains on the layout. Photo: Sui-setz (Public Domain)

Because of our international reach, we should also mention the announcements that Rokuhan itself has made and that will soon be available, at least in their core market of Japan. The EF 58 electric locomotive of the JNR is announced here as a spectacular new model. The 100 km/h prototype was built between 1946 and 1958 in 172 copies.

Due to their size and the axle arrangement (2'Co)(Co'2), the prototype locomotives are to some extent somewhat reminiscent of the equally legendary GG1 from the United States of America.

As new versions of the EF65 electric locomotive, Rokuhan promptly delivered the EF65-1000 in a test paint scheme from 1987 (T035-5) as well as the EF65-2000 of JR Freight (T035-6), also in test colours that were somewhat lighter than the later series' paint schemes.

[www.rokuhan.de](http://www.rokuhan.de)

### +++ Schreiber-Bogen Kartonmodellbau (Aue-Verlag) +++

From your own memory you might be familiar with the seafaring ship "Wappen von Hamburg" (Coat of Arms of Hamburg) (art. no. 3341), which is newly released in 1:250 scale from the Hamburger Modellbaubogen-Verlag. Some people have certainly already sailed to Helgoland on this model. But the ship is also very interesting as a model which is easy to build and because of its elegant hull shape,

The sheet with 1,311 parts includes sideboards without cut lines, detailed lifeboats, benches on the upper deck, detailed anchor winch, separate handrails for railings and filigree mast details.

A laser-cut parts set is available to complete the model (order no. 4341). This contains 827 additional parts. They provide the customer with a complete railing set, companionways, handrails, crane parts, ladders, bulwark supports, davits, antennas, anchors, lifebuoys, sun sail supports, slingshots, tables and benches.

[www.schreiber-bogen.de](http://www.schreiber-bogen.de)

### +++ Silhouette Modellbau +++

We count three new products at Silhouette that are announced in different colours: Shrubs are to be available in "Spring" (art. no. 252-21), "Summer" (-22), early autumn" (-23), "late autumn" (-24), "White" (-25), "Yellow" (-26), "Red" (-27) and "Violet" (-28). This supplier has also come up with scrub as a vegetation component. Here, he has provided the colour variants "Spring" (252-31), "Summer" (-32), "Early Autumn" (-33) and "Late Autumn" (-34).

[www.mininatur.de](http://www.mininatur.de)

### +++ Uhlenbrock Elektronik +++

The well-known Intellibox II has been extensively revised and is now available as Intellibox 2neo (art. no. 65150). In addition to the familiar functionalities, it has a built-in WLAN module.

[www.uhlenbrock.de](http://www.uhlenbrock.de)

### +++ Viessmann +++

Under the Kibri brand, Viessmann announces a kit for 32 petrol barrels (art. no. 37386) for N scale. The rolling hoop barrels of the Shell, Aral and Esso brands have a height of 5.8 mm and a diameter of 4.3 mm. This makes them quite suitable to be used as loads for Z gauge open freight wagons.



The 32 petrol barrels (item no. 37386) in four colours of the Kibri brand can also have a different content, which is transported in larger barrels. And already they are also suitable for use as a load in a Z gauge open freight wagon. Photo: Viessmann

The "Betonwerk" (cement works; 47900) kit reissued by Vollmer is an old acquaintance. Even if the simultaneous declaration for the nominal sizes N and Z may be confusing at first, this riddle can be solved quickly.





Previously in identical shape and sizes under separate item numbers for both N and Z tracks in the catalogue, Viessmann has consistently declared the new edition of the concrete factory (47900) from the Vollmer range for both nominal sizes. Photo: Kibri

This building already existed under the previous owners and was listed in identical size and with identical mouldings under two separate article numbers and above that declared separately for two scales. The only thing that has changed is that Viessmann has consistently reduced this to one item number. For your own evaluation of the scale and possible uses, we will give the basic kit dimensions (length x width x height): 19 x 9 x 5 cm.

[www.viessmann-modell.de](http://www.viessmann-modell.de)

### +++ Werkzeuge Peter Post +++

A new tool that was reported back to us we know only too well under the name pin tongs and was already in the programme of this supplier decades ago.

We value it as a valuable tool for many conversions and self-builds.

**Photo on the right:**  
From our own experience, we really appreciate a pair of tweezers, because a similar model was available from this supplier decades ago.

The pincer tweezers (art. no. 02736), as they are now called, provide valuable services.  
Photo: Werkzeuge Peter Post



Now the terms have swapped in the name, which will not detract from the usefulness: We see the new plier tweezers (art. no. 02736) with their short, pointed design as very helpful. The jaws are smooth on the inside and thus leave no marks on the workpiece, for example, when bending etched parts.

The tip is only 0.9 mm wide and 0.5 mm thick, with an overall length of 135 mm. In addition to the purpose already mentioned, they are also ideal for holding and attaching very small parts, also in the field of microelectronics. Like the other pliers in this supplier's range, it has the familiar soft handles.

By the way, a good opportunity to get a personal impression of this and other tools is at the public exhibitions. There, while observing hygiene regulations in pandemic times (hand disinfection, putting on gloves, if necessary), it is also possible to take them in one's hand and thus assess their usefulness more easily.

Further new products have been announced for the remainder of the year.

[www.peter-post-werkzeuge.de](http://www.peter-post-werkzeuge.de)

# 1zu220-shop.de

Ihr Fachhändler im Netz  
für die Spur Z

Neuheiten 2021 beim [www.1zu220-shop.de](http://www.1zu220-shop.de)

## Archistories 106211 - Schrankenposten 255

Maßstab 1:220 (Spurweite Z)

**34,90€\***

Nahe des sauerländischen Grottenbergs befand sich an der Strecke zwischen Beringshausen und Messinghausen der gleichnamige Schrankenposten mit der Nummer 255. Wir haben nach diesem malerischen Vorbild einen bei geringer Größe höchst detaillierten Bausatz entwickelt, der sich realitätsnah wie beim Original, 10 mm tief in den Bahndamm einbauen lässt. Die Vorderseite und die seitliche angebrachte Stahltreppe liegen dabei auf Trassen-Niveau, während auf der Rückseite der Kohlenkeller ebenerdig zu erreichen ist. Mit seiner charakteristischen Schieferverkleidung des Obergeschosses ergänzt der Schrankenposten 255 den verwandten Bahnhof 'Westheim' aus der Exklusivserie des 1zu220-shop vorbildgerecht.

Bausatz aus hochwertigem, durchgefärbtem Hartkarton.  
Abmessungen: ca. 22x22x55 (LxBxH in mm)



Bestellen Sie die Märklin Neuheiten 2022 gerne bei uns vor. Beim [www.1zu220-shop.de](http://www.1zu220-shop.de) bestellen Sie ohne Risiko, denn sie zahlen erst bei Abnahme der Ware und stellen mit einer Vorbestellung sicher, auch Ihr Wunschmodell zu erhalten bevor dieses ausverkauft ist.

Nutzen Sie auch den Service unserer Sammelbox, um Waren zu sammeln bis der richtige Versandzeitpunkt für Sie gekommen ist. So können Sie z.B. sammeln, bis genug für einen frachtfreien Versand zusammengekommen ist.

Und sollte doch einmal etwas nicht passen oder dazwischen kommen, ist eine Stornierung kein Problem.

Auch das Insider-Club-Modell der Baureihe V 320 können Sie über unseren Shop erwerben und erhalten kostenlos zwei exklusive LKW Modelle dazu. Den kostenlosen Jahreswagen oder Katalog können Sie ebenfalls in unserem Shop bestellen und über die Sammelbox frachtfrei mit anderer Ware zusammen liefern lassen.

Freuen Sie sich auf weitere Neuheiten, welche wir nach Plan zur Ausstellung in Altenbeken im Mai 2022 vorstellen wollen.

**\*Alle Preise verstehen sich inklusive der Mehrwertsteuer, zuzüglich der Versandkosten**

[www.1zu220-shop.de](http://www.1zu220-shop.de)  
HRT Informationstechnik GmbH  
Kasseler Straße 7  
34431 Marsberg

Tel.: 02994-9889 60  
Fax: 02994-9889 688  
E-Mail: [info@1zu220-shop.de](mailto:info@1zu220-shop.de)  
Internet: [www.1zu220-shop.de](http://www.1zu220-shop.de)

Small series announcements 2022

## Tension before Altenbeken?

*On the occasion of the 50th anniversary of Z gauge, the meeting in Altenbeken, where new products are traditionally presented, and therefore still held back in winter, is scheduled again. But, also, this year the uncertainty remains whether it can really take place. That's why we asked around, especially since this chapter also has to take into account the US manufacturers who have always skipped the toy fair.*

### +++ Aktionshaus MZZ +++

Holger Lübben also offers painting of models from the Dutch Panzer Shop on his pages. However, this is explicitly listed on the following product pages only for the N scale. The delivery/waiting times are given as about four weeks.

Interested parties should inquire directly whether his offer is also valid for the 1:220 scale, if desired. Apart from that, he still lists some sale models from former MZZ productions (white metal castings) unchanged.

[www.aktionshaus-mzz.de](http://www.aktionshaus-mzz.de)

### +++ Álvaro Cortes +++

Álvaro Cortes currently has 196 models in its programme! And so there is also a whole range of new products to report, which serve many different wishes and demands. For a long time now, the Portuguese designer's programme has not only included car models.

Various vending machines for coffee, cold drinks or confectionery are now just as much a part of it as SBB and Deutsche Bahn AG ticket vending machines. With this, every modern platform can be designed prototypically. The confectionery vending machine should also be suitable for use in Era IV.



By no means are only car models to be found among the 196 items in the Álvaro range, as these confectionery vending machines and ticket vending machines prove. Photo: Álvaro Cortes



Two versions of the Multicar M26 (photo above) and the Citroën Méhari (photo below) are among the classics among the new products. Photo: Álvaro Cortes

As usual over the years, the focus of the new car miniatures is more on modern vehicles. But with the open Citroën Méhari (1968 - 1988) and the Multicar M26 with tiltable platform (1993 - 2009), there are also two classics among the current new products.

The following new models can be described as everyday road vehicles: the Land Rover Discovery (2005 - 2009) and New Land Rover Defender 90 (2020) off-road vehicles. Last year's Audi A6 (2019) is joined by Sedan and Avant body styles. Both are also available with open doors or flaps for creating loading or boarding scenes.



The new Land Rover Discovery and New Land Rover Defender 90 off-road vehicles look familiar. Photo: Álvaro Cortes

Some new road racing cars will also be added to the programme. These are the McLaren 720 Spider (2017) and GT (from 2019), the Aston Martin Vantage and DBS Superleggera (both from 2018), and the Lamborghini Huracán EVO (from 2019).

The Zodiac inflatable boat with outboard motor on a boat trailer is also interesting in several respects. This can be used to create a vehicle for road traffic, as well as a scene on a river, lake, or canal showing the boat before it is launched.



Some very interesting models of the VW Crafter (photos above) and Mercedes-Benz Citan (photos below) have made it into the new products. The special signalling systems are particularly successful. The models with open doors (photo below right and on page 55 above) are particularly inviting for various layout scenes. Photos (also page 55): Álvaro Cortes

The new commercial vehicles from the current new products are available in neutral versions, as emergency vehicles, municipal vehicles and for two delivery services. A special feature of both vehicle types is the equipment with open loading doors and, in the case of the larger vehicle, an additional sliding door on the side. These descriptions refer to the VW Crafter (from 2006) and the Mercedes-Benz Citan (from 2012).

[alvaro\\_mcortes@hotmail.com](mailto:alvaro_mcortes@hotmail.com)

<https://www.facebook.com/My-Z-scale-models-1648628058694887>



### +++ Atelier Dietrich +++

The new town modules S 9 to S 14 offer interesting extension possibilities for the scenery series "Alpine Panorama" starting with its module 8. In Z gauge, a town of about 3 metres in length can thus be represented!



The city modules S12 to S14 are intended to give an impression of how the scenery series "Alpine Panorama" can still be extended from module 8 onwards. Photo: Atelier Dietrich

These new products are also printed using high-resolution inkjet printing (pigment ink) on special 180-gram paper with a barrier layer (processing with paper adhesive, spray adhesive or double-sided adhesive tape).

The pages of Atelier Dietrich also show the interesting PDF document “Background information”: tips and practical advice on scenery planning, substructure, assembly, printing materials, material surcharges and protective laminate are certainly a great help for interested model railway enthusiasts.

[www.atelier-dietrich.at](http://www.atelier-dietrich.at)

### +++ Avantgarde Modellbau +++

An outlook on the ongoing developments and plans has already been given by this supplier in its manufacturer portrait **Trainini®** 10/2021. As announced there, the existing programme is undergoing some improvements as far as the realistic reproduction of the foliage is concerned.

The following new products also include some projects, some of which had already been announced for some time. The first samples are expected to be on display in Altenbeken.





The North American Scarlet Oak is a new addition to the Finescale tree range. Its prototype has very distinctive, deeply slit leaves, which are also reproduced on a scale of 1:220. This striking tree is also interesting for local model railway enthusiasts, as it is also popular in European cities.

Also new are the filigree blue vine and the jasmine with very small, white flowers. It is used, for example, on house trellises. In addition, there is a revised rhododendron and several other flowering plants that enhance the sophisticated Z scale garden.



The blue vine (photo on the left) captivates with its filigree structure, the likewise climbing jasmine (photo on the right) with its fine, white blossoms. The North American scarlet oak (photo on page 56) can also be found in European cities. Photos: Avantgarde Modellbau

The so-called ruderal vegetation had already been announced for some time. Behind this is everything that usually grows on fallow land and railway facilities and with which track deserts (not only of epochs V and VI) can be wonderfully detailed and brought to life.

[www.avantgarde-modellbau.de](http://www.avantgarde-modellbau.de)  
[motewe\(at\)gmx.de](mailto:motewe(at)gmx.de)

### +++ Azar Models +++

At this point we can also report on the activities of a new small-series manufacturer from Nates (France). We had already briefly introduced him in the news, but, today, we want to turn our attention to his planned programme.

The mission of Azar Models is to design and manufacture railway icons from the seventies to the present. The focus is mainly on French prototypes. True-to-the-original and high-quality models are to be created using the new industrial technologies that are available for the production of small or medium-sized series.



The grain silo car Transcéréales is already available, a version with advertising for Herforder Pils may follow, if there is sufficient customer interest. Photo: Azar Models

With its work, Azar Models would like to further develop its Z gauge product line, and establish it more firmly, especially in Germany's neighbouring country. The aim is to combine the high standards of a model builder with the joy of model trains.

“The models are completely designed by us. The components are then manufactured by various subcontractors. Finally, the assembly and finishing are done in our workshop in Nantes”, as the manufacturer describes the process to our editorial team.

The following models are planned for launch this year, some of which are already available (sorting follows in order of delivery schedule) and will soon also be available in Germany from the 1zu220-Shop:



Other wagons are covered type G 4 (photo left), here as the version “Sernam”, and a cattle wagon G 41.6 derived from it in the prototype (photo right), here in the version as a horse transport wagon. Photos: Azar Models

The Fauvet-Girel grain wagon with bogies has curved front sides. These wagons already appeared in the 1970s in the prototype, and have since been seen in France, as well as neighbouring countries, in various designs.

The first available version is dedicated to the Transcéréales. If there is sufficient demand, other designs are also planned and, for the Bundesbahner, that of the German brewery Herforder Pils. Also, already available are the closed wagons of type G 4. Among these SNCF wagons is also the version as G 41.6 for cattle transport.

The first locomotive from Azar Models will be the SNCF diesel locomotive BB 67400, which is still projected for this month. Among the various paint schemes (En voyage / FRET / Infrail) is also the blue original paint scheme.



The diesel locomotive BB 67400 (photo above), shown here in the beautiful En Voyage livery, comes in several paint schemes. The six-axle CC 72000 shows the striking SNCF face of earlier years (photo below). Photos: Azar Models

Head and tail lights are illuminated with LEDs, depending on the direction of travel. Chassis and mechanics were specially developed to ensure perfect integration while maintaining the prototype dimensions. All four axles are driven by a coreless micro motor, the metal axles are burnished.

The second diesel locomotive CC 72000, planned for spring 2022, also has the same drive concept on all six axles and is also equipped identically in other respects. The diesel-electric locomotives experienced their heyday from 28 September 1969, when they were used to haul the TEE "L'Arbalète" Paris-Est - Zurich to Basel.



The TGV PSE is a project that has already been started and we can already show two first samples of the paint schemes. Details on this will probably be the subject of the next trade fair edition of **Trainini®** in February 2023. Photos: Azar Models

The first samples are already available from a project planned for winter 2022/23. The TGV PSE (Paris - Sud-Est) as the first series train of the French high-speed traffic should then appear as the first multiple unit model. Planned are orange initial livery and the later TGV Atlantique (TGV A). Around the same time, Azar Models also plans to work on the Y8000 shunting locomotive.

All locomotive models will be offered in analogue versions for the time being. However, a digital upgrade product is already in development and should become available during the year. A digital exchange part for the analogue circuit board is planned from Velmo. In the long term, the models will be available in both versions.

[azar-models.com](http://azar-models.com)

## +++ AZL (American Z Line) +++

The Burlington Zephyr trains were synonymous with the classic American streamlined passenger trains. The “silver stripes” travelled the rails of the Midwest and beyond. Classic train names included: Twin Zephyr, Silver Streak Zephyr, Pioneer Zephyr, Mark Twain Zephyr, Zephyr Rockets, Texas Zephyr and many more.



The EMD E7A (part no. 64612-1; photo left) and the observation car with buffet (72107-1; photo right) are two components of the currently delivered Burlington Zephyr trains. Photos: AZL / Ztrack

AZL is currently launching a series of wagons and matching locomotives that were used in these trains. These include two EMD E7A of the CB&Q (item no. 64612-1 / -2) and a whole range of coaches: baggage coach (72105-1 / -2), observation coach (72106-1 / -2), observation coach with buffet (72107-1 / -2), dining car (72108-1 / -2) and 10-6 sleeping car (72109-1 / -2).

The newly designed ALCO PA1 and PB1 diesel locomotives, which bear the D&RGW inscriptions and livery for the California Zephyr, are now being delivered for the first time. Two single A-units (64403-1 / -2) and two A-B—combinations (64403-1\_SET / -2\_SET) are available.



The black EMD SW1500 for Norfolk Southern (62711-1 to -3) rolls up with three road numbers, the details of which have been adapted to this railway company. In the red livery of the Canadian Pacific two service numbers roll up (62721-1 / -2).



The 8,000 gallon tank cars from 1917 owned by the AGCX appear in black and white with Akin Gas lettering. Available here are single cars (915006-1), sets of two (915036-1) and sets of four (905006-1). The same compositions were chosen for the R-70-20 refrigerator cars from ARMN (UP) (914809-1 / 914839-1 / 904809-1).

The ALCO PA1 comes onto the market in a new form, here as an A-B composition for the California Zephyr (64403-1\_SET; photo above). A new version of the already known EMD SW1500 is the red locomotive of the Canadian Pacific (62721-1; photo below). Photos: AZL / Ztrack

A new, individually offered 53-foot container is lettered in blue paint for the Pacer Stack Train (95109).

[www.americanzline.com](http://www.americanzline.com)

### +++ Bahls Modelleisenbahnen +++

A new locomotive model is expected to be presented in Altenbeken. Michael Bahls is currently familiarising himself with 3D printing, for which he has constructed a small aircraft for testing, which he would like to offer soon.

For the time being, the focus is still on working off the orders for the new edition of the revised "glass trains".

[www.lokomotiven-bahls.de](http://www.lokomotiven-bahls.de)

### +++ Böttcher Modellbahntechnik +++

Böttcher Modellbahntechnik offers its new "Steam Oil & Cleaning Oil" (art. no. BM 7503) in a 1-litre container (PE bottle) at an unbeatable price.

This liquid, which is not a lubricant, is particularly suitable for cleaning locomotive engines, gears and rails, in addition to its use as steam oil in smoke generators.

It can also be used in an ultrasonic bath. It has an immediate dirt-dissolving effect, does not attack plastic, and can also be used in conjunction with rail cleaning trolleys.

During Intermodellbau we are planning a trial scheduled over several days to test these new products under the extreme conditions of a trade exhibition with stubbornly adhering dirt.

We will also use it in conjunction with an ultrasonic bath and the wheel set cleaners from Modellbahn Union and report on it here.

[www.boettcher-modellbahntechnik.de](http://www.boettcher-modellbahntechnik.de)



### +++ Delius Klasing Verlag +++

In 2022, this publishing house will be 111 years old. On this occasion it was worthwhile to have a look through the current anniversary programme. We found a new book in the programme that is sure to accompany the many newcomers and returning model builders on their way to ambitious model building.

The title "Modellbau leicht gemacht - Tipps und Tricks für Einsteigere und Fortgeschrittene" (Model making made easy - tips and tricks for beginners and advanced modellers) by Mat Irvine (ISBN 978-3-667-12353-4) will be published in April 2022 and will contain 208 pages with 180 illustrations.

The topics will range from the history of model making, its forms, tools, materials and building techniques to painting, photography, and making your own decals.

[www.delius-klasing.de](http://www.delius-klasing.de)

## +++ Digimoba Elektronik +++

The new servo decoder (art. no. 1037) was developed exclusively for use with the Trackswitch control system to operate turnouts, signals or function models. Four standard connections for servos are available on it. All end positions for each servo can be clearly defined individually with the programmer.

The analogue track module (2027) can be used on AC and DC tracks for both directions of travel. It is used for slow braking with slow speed and precise stopping as well as slow acceleration up to maximum speed.

A special function is the possibility to have long trains stop either at the end of the platform and shorter ones in the middle. With three setting controllers, braking deceleration, acceleration to a stop and a slow speed are infinitely variable.

The new speed controller (2031) replaces a predecessor model for analogue DC railways that is no longer available. The operation works in the same way, also the functions are the same. The pulse width frequency can be adjusted continuously between 190 Hz and 25 kHz to find the right one for all electric motors. The effect of the electronic fuse has been improved.

The transponder switching module (4021) has been developed for use in conjunction with the transponder reader module (4010). With it, it is possible to trigger targeted switching operations. Suitable applications are individual route selection, switching lights on or off, function control, sounds such as starting station announcements, allowing another train to depart or de-energising a track.

Eight switching channels per switching module are available. By continuing the bus, theoretically an unlimited number of switching modules can be connected to one reader module.

The EEPROM copier (5000), which is also new, protects against data loss of inputs to control sequences. The Trackswitch control unit (1002) has an exchangeable EEPROM IC as memory, in which the inputs for the control system are stored. The data of the IC plugged into the source socket are copied to another one in the Zeil socket at the push of a button.

New products and information are published promptly on the Digimoba sales pages.

[www.digimoba.de](http://www.digimoba.de)

## +++ D&H Doehler und Haass Steuerungssysteme +++

Doehler and Hass is also affected by massive delays in delivery and provides up-to-date information on its website. Newly announced is the vehicle decoder DHSP10A for the data formats SX1, SX2, DCC and MM with integrated memory circuit.

Versions without connecting wires, with ribbon cable for NEM 651 (recommended for Minitrix), with connecting cable for NEM 651 (recommended for Fleischmann), with connecting wires and for the 6-pole interface (recommended for NEM 651) are to appear.

It combines the advantages of the known vehicle decoders with those of an integrated memory circuit. The target dimensions are 12.7 x 8.9 x 3.5 mm, which means that Z gauge digital railway enthusiasts may also have it on their radar.

A new booster is expected to be added to the range next year to match the new FCCX digital command station, which is massively affected by the backlogs. A new SX-bus power supply allows the SX-bus to be divided into several sections with independent power supplies.

Each provides stable 12V with a maximum of 0.5 A with low loss. This prevents overloading of the RJ45 cables and provides the supply voltage required for a large number of connected consumers.

D&H has added a new universal power supply unit (75 watts) to its range in response to many customer requests. It offers an adjustable output voltage of 12, 16, 18, and 22 V and is supplied by the Stegner company, which also supplies Märklin with comparable high-quality parts.

[www.doehler-haass.de](http://www.doehler-haass.de)

### +++ EtchIT-Modellbau +++

The latest new products on this 3D printing spec list is a lemniscate (lattice) crane for Z gauge (item no. XD184\_Z). With cranes of this design, the jib remains generally at a fixed height when moving loads.

They have been around for a long time and are still familiar to us from the photos of various port and industrial facilities.

The model for the extensive and very demanding kit comes from the MAN company and was built in 1939. It is located in the Main harbour in Würzburg and is still occasionally in use today.

The 3D printed parts are manufactured precisely and in high resolution using EtchIT's usual process. After assembly, the cabin can be rotated and even the boom mechanism can be moved in a prototypical manner.

The visitor still has to buy a brass round profile 0.65 mm and a screw and nut M2.3 each.

[www.etchit.de](http://www.etchit.de)



The Lemniskaten (lattice) crane (art. no. XD184\_Z) is a very demanding and partially rich kit, but the finished result will certainly not fail to impress on the layout. The illustration shows another N scale model. Photo: EtchIT-Modellbau

### +++ Freudenreich Feinwerktechnik +++

This manufacturer is also holding back on announcements at the moment. The procurement situation for materials remains difficult, which is why many plans can hardly be given a valid target date.

What is already certain and has been announced is the current version of the Swedish Ma series electric locomotive as Netrail's Ma 827. It is technically based on the brown SJ model, which we awarded as the best new release of the year 2021 in the locomotive category.





The Ma 827 (photo above) is due to appear in 2022 in the version for Netrail, while two lettering variants of the Rc4 from Green Cargo's stock will be offered as 1299 and 1307 (photo below with Epoch VI inscriptions). Photos: FR Freudenreich Feinwerktechnik

The first examples of the new version of the Swedish Rc series in the form of Rc4 1299 and Rc4 1307 from Green Cargo's stock are already being delivered now. Green Cargo's container wagon Lgns 930, loaded with two Innofreight containers, is also already very far advanced.

The progress of the sliding roof/sliding wall wagons Tbis of SJ and the open freight wagon type "Linz" with external longitudinal girders for epoch III of DB is also worth reporting, even if no photos are available yet.

Freudenreich Feinwerktechnik also produces models for club meetings and dealers. On the 50th anniversary of Z gauge, there are also two special wagon series for the 1zu220-Shop, which are briefly

discussed there. With reference to the introductory paragraph, the supplier does not yet wish to make any binding statements about further new products.

[www.fr-modell.de](http://www.fr-modell.de)

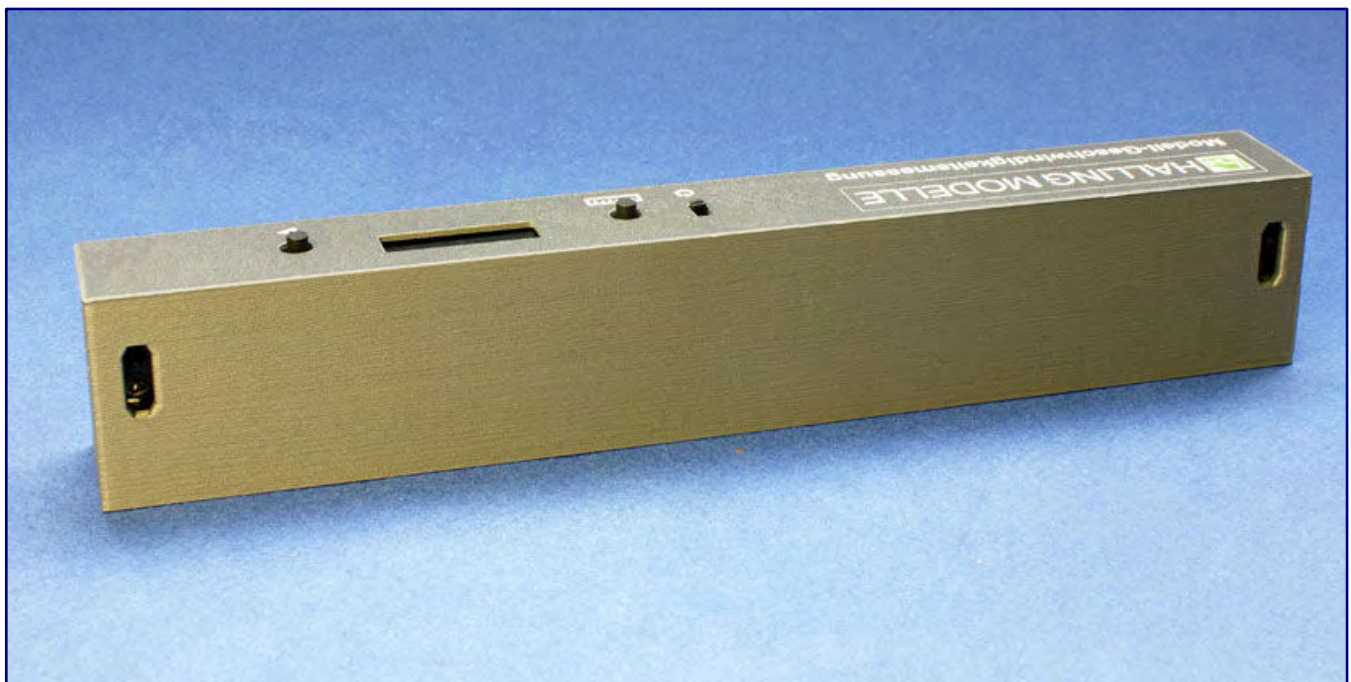
### +++ Halling Modelle +++

This railway and tramway specialist for larger gauges introduced an interesting speedometer (art. no. MTS-100) as a new product last year, programmed for measurements in the scales 1:1 (units m/s and km/h) and 1:22.5 to 1:160.



Well advanced is Green Cargo's container wagon Lgns 930, loaded with two Innofreight containers, as can be seen in this photo. Photo: FR Freudenreich Feinwerktechnik

It helps both when setting the maximum speed after digitisation or when operating a layout in analogue mode. The simple and mobile measuring device allows exact measurements for all these cases.



The speedometer (art. no. MTS-100) from Halling Modelle has yet to prove its suitability for speed measurements in 1:220 scale. The question is whether Z gauge locomotives are detected cleanly by the light barriers seen on the front. The sample shown has already been programmed for Z gauge.

We have asked the manufacturer why the device is not also intended for Z scale. There are currently concerns about the height of the light barrier, which may not correctly detect vehicles in 1:220 scale.

At our request, a test device has now been suitably programmed and made available to us for trial purposes using the Rokuhan bed track. We will report on the result and if it proves to be appropriate, it will also be offered regularly in this configuration.

[www.halling.at](http://www.halling.at)

### +++ Heißwolf Modellbahnzubehör +++

19 years ago, a success story of new controllers began: The name Heißwolf has since become a byword in the model railway scene for the perfect control of analogue DC models.

The developments of the last years required a decision, it meant to expand or to withdraw from the market. After careful consideration, production, and distribution were finally discontinued on 31 December 2021.

But this is not the end of the story, because the components of the serial switching bus SSB64 will be available from MD-Electronics (<https://md-electronics.de/>) in the future. Tams Elektronik GmbH (<https://tams-online.de>) will continue the product line of speed controllers under the well-known brand name "Heißwolf."

Heißwolf Modellbahnzubehör still carries out repairs and warranty services on the products it supplies itself. Before sending in equipment, however, it is requested that you contact us in order to coordinate the effort and the procedure. Operating instructions are also available there.

[www.modellbahn.heisswolf.net](http://www.modellbahn.heisswolf.net)

### +++ High Tech Modellbahnen +++

Unchanged from the previous year, the focus here is currently not on new products, but on working off backlogs.

[www.z-hightech.de](http://www.z-hightech.de)

### +++ HOS Modellbahntechnik +++

Heinz O. Schramm, like many others, reports "land under" in view of the strong demand since the Corona crisis. Current production is struggling to keep up with incoming orders. In addition, there are massive supply problems due to disrupted logistics chains, which also affect chemicals for etching work.

However, the SIG wagon crossovers for pressurised passenger coaches of the Federal and German Railways are about to be delivered. Work on the announced shaped signals with one and two wings is still in progress, and a delivery date cannot yet be estimated.

There is no lack of ideas for new developments. However, they will only be tackled (and subsequently announced) when there are signs of an easing in the market environment.

[www.hos-modellbahntechnik.de](http://www.hos-modellbahntechnik.de)

### +++ JMC Scale Models +++

Last year we presented the Hanomag AL28 as a new product, the prototype of which had been specially developed for public authorities, but, unfortunately, remained a niche vehicle.

One of its users was the THW, in whose design the vehicle is now also offered as a finished model.



The Hanomag AL28 in early THW design is now also available as a finished model.  
Photo: JMC Scale Models



The 1947 Federal (photo left) and the Autocar DK64 dump truck are two very attractive new models in the range. Photos: JMC Scale Models

Three more new products are aimed at North America: With the "1947 Federal" and the Autocar DK64 as tipper (dump truck), two US trucks are offered. The former transports a large tree trunk, the latter will probably have many people rubbing their eyes in surprise because of the manufacturer's name, which is hardly known anymore.



Built only 200 times, extremely rare and yet familiar to everyone: the Cadillac Miller-Meteor made a film career with its ambulance body. Photo: JMC Scale Models

It is no coincidence that the Cadillac Miller-Meteor Ambulance reminded us of the box office hit of an earlier ghost hunter film. Although only 200 vehicles of this type were built and it was accordingly rare as an ambulance, it became world-famous through a cinema film. Because of this special feature, it will certainly also appeal to many Zetties.

[jmc-scalemodels.blogspot.com](http://jmc-scalemodels.blogspot.com)

[www.facebook.com/pages/category/Games-Toys/JMC-Scale-Models-341193572911400/](https://www.facebook.com/pages/category/Games-Toys/JMC-Scale-Models-341193572911400/)

## +++ Kastenbahner +++

Last year we had already announced the availability of ready-made models of signals from ZDC (Z Dream Collections). The unpainted parts for do-it-yourself construction come from the supplier Kastenbahner, who is mainly active in the N-gauge scene, but is also building up a programme for the 1:220 scale.

In the meantime, they have become available as new products. The following elements and Ks signals of the Deutsche Bahn AG epochs V /VI) are offered as “bent mast” and “straight mast” to be placed on the right and left of the tracks:

- Signal basket for short bent mast, left of the tracks
- Additional signal Zs3 (in various selection options)
- Additional signal Zs3v (in various selection options)
- Exit signal (without / with beacon)
- Multi-section exit signal (without / with beacon)
- Block signal (without / with beacon)
- Multi-section block signal (without / with beacon)
- Entry signal (without / with beacon)
- Multi-section entry signal (without / with marker light)
- Approach signal (each without / with beacon or approach signal repeater))



The combination signals of the Deutsche Bahn (signal system Ks; photo left) and the ÖBB light signals set up from 1980 on (photo right) are available as kits in the meantime. Photos: Kastenbahner

Also available are the following signals set up by ÖBB from 1980 onwards:

- Speed indicator (with selectable speed code number)
- Speed indicator (with selectable speed code number)
- Approach signal
- Main signal, two-track (with selectable additional options)
- Main signal two-tone with distant signal (with selectable additional options)
- Main signal triple 40km/h (with selectable additional options)
- Main signal three-track 40km/h with distant signal (with selectable additional options)
- Main signal three-handled 60km/h (with selectable additional options)
- Main signal three-track 60km/h with distant signal (with selectable additional options)
- Main signal four-beams (with selectable additional options)

Main signal four-beams with distant signal (with selectable additional options)  
Protection signal  
Dwarf signal for epochs III, IV, V and VI

The parts are unpainted 3D-printed or brass parts, which are painted with common modelling with common model paints. The signals come with wired LEDs, which do not require soldering.

[www.kastenbahner.com](http://www.kastenbahner.com)

### +++ Klingenhöfer Miniaturen +++

The small series manufacturer previously known as Creativ-Modellbau Klingenhöfer (C-M-K) has changed its name to Klingenhöfer Miniaturen, but the website remains accessible, as usual. There are also some spring new products to report, whereby the bears are more detailed new editions of earlier figures.



The bear figures have been revised, here the brown bear with cubs (art. no. TB02-1; photo left) and the polar bear (TB03; photo right).  
Photos: Klingenhöfer Miniaturen



The team with barrels (GP08) is one of the products that can be used to create the everyday life of earlier times on the model railway. Photo: Klingenhöfer Miniaturen

In addition to the team with barrels (art. no. GP08), the “Lovers in Gondola” (GP09) is particularly worthy of mention.

For those who do not immediately associate the product name with anything, it is a Venetian gondola, in which a couple travels through the lagoon city.

The already mentioned bear reissues concern the following figures: brown bear (TB02), brown bear with cubs (TB02-1), polar bear (TB03), and polar bear with cubs (TB03-1). They

should not be missing in any model zoo, because polar bears have a special attraction for them, as the largest land predators on earth.



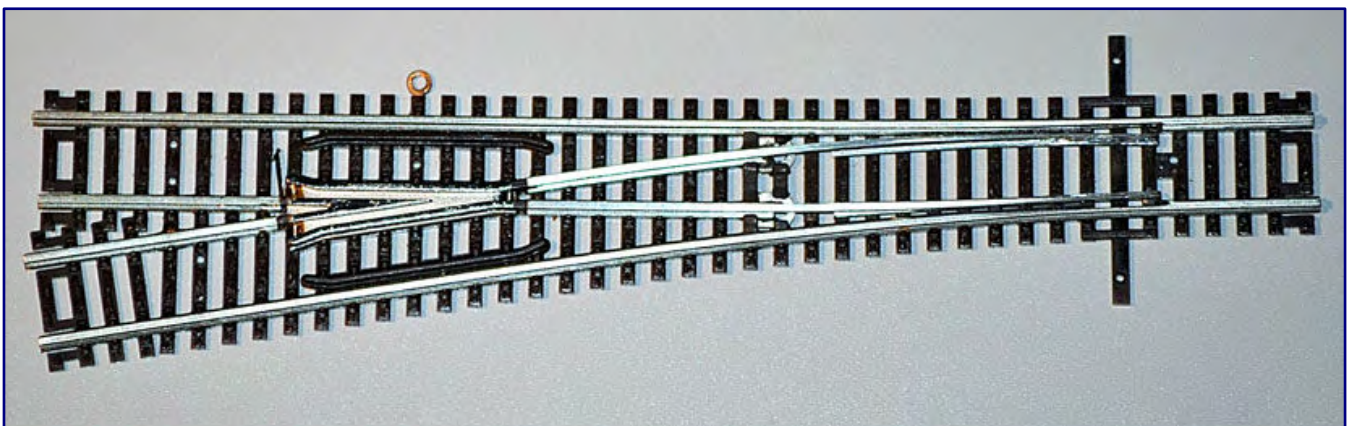
This pair of lovers (GP09) on a scale of 1:220 can also experience a Venetian gondola ride in the lagoon city. Photo: Klingenhöfer Miniaturen

[www.klingenhoefer.com](http://www.klingenhoefer.com)

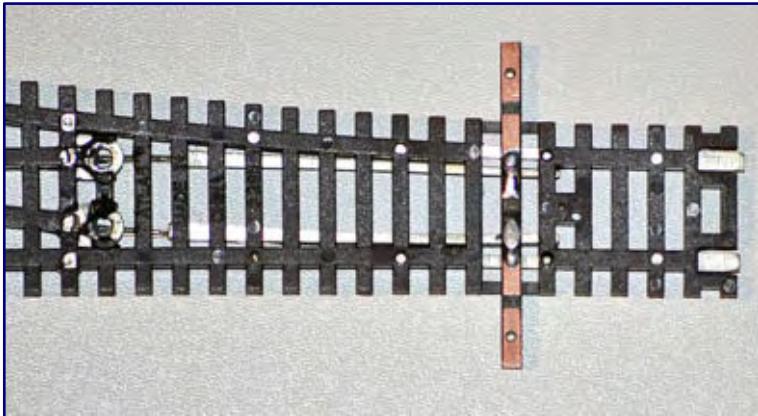
### +++ König-Modelltechnik +++

The Atlas turnouts from the United States, which are also on sale in Europe, prove to be both a curse and a blessing. Their mechanism ex-works is not very reliable because the joint tongues are not mounted firmly enough, and there is often no contact. Their polarisable frog, on the other hand, is a real advance in our scale.

Eckhard König has therefore taken on this problem and offers a modification to ensure their reliability. For this purpose, the joint tongues and the adjoining profile pieces up to the frog are removed. He then replaces them with his own spring tongues, which are fitted with a milled "hinge" and are ground at the ends accordingly.



The photo shows one of the rebuilt Atlas turnouts with new joint tongues and a stable replacement sleeper that can withstand everyday use. Photo: König-Modellbahntechnik



Actuator soldered from below. Photo: König-Modellbahntechnik

The new tongues are inserted into the small bars of the sleeper grid and soldered to the contact strip from below. This way they are firmly and safely supplied with power.

A new sleeper made of glass-fibre reinforced FR4 printed circuit board material is used, which is soldered to the spring tongues by means of 0.3 mm spring bronze wires.

For this purpose, 0.4 mm notches are made in the tips of the tongues, into which the bronze wire is soldered. The spring bronze wires are then also soldered to the underside of the adjustable sleeper.

It is advisable to grind out the cork bedding in the area of the sleeper when laying the turnout, so that there is enough space for the soldering points of the sleeper. In the future, the conversion turnouts will be sold via the 1zu220-Shop, just like the standard Atlas parts.

[www.weichenlaterne.de](http://www.weichenlaterne.de)

### +++ Kreativ3.de +++

For the spring new products 2022, no products in 1:220 scale are planned or in preparation, as we learned. However, should interest in Z gauge increase, there would definitely be a willingness to develop innovative new products and include them in the extensive range.

We attribute the manufacturer's feedback to a lack of experience and knowledge of products for wall and roof design. If readers indicate a need for this, we would be happy to initiate and present a sample project here.

[www.modellkreationen.de](http://www.modellkreationen.de)

### +++ Krüger Modellbau +++

On the pages of this supplier, we have found some novelty announcements, but some of them were or are already offered in a similar form by third parties. These are, for example, turned buffers for two-axle wagons (item no. Z98600.01) with flat and curved buffer pads, packaged in each case as a set for two wagons.

The same applies to the "gangway with ladder for Märklin tank cars with railing" (Z98649.10) and "without railing" (Z98649.11) for upgrading two models of each of the older bogie types or the modern articulated tank cars.

For the Donnerbüchsen (thunder boxes), stage railings (Z98803.01) are announced, which at least in the version "with buffer plank" (Z98803.02) were not yet available, elsewhere. Depending on the market success of these two articles, the subsequent appearance of steps for Donnerbüchsen (Z98803.03) will be announced.

[www.krueger-modellbau.de](http://www.krueger-modellbau.de)



### +++ Mehbu-Lasertechnik +++

Although this supplier has not presented any new products for Z gauge for many years, it now has a completely redesigned website. We take this as an opportunity to point out their programme, which mainly offers laser-cut hard cardboard parts.

[www.mehbu-lasertechnik.de](http://www.mehbu-lasertechnik.de)

### +++ Micro-Trains (MTL) +++

From the Sweet Liquid series, wagon number 12 now rolls in. This is a black tank car (Item No. 530 00 600), which was hired for Penick & Ford and belonged to General American Transportation Corp.

Red container cars from the June 2021 pre-order are expected to become available in a timely manner for Burlington Northern (540 00 023 / 024), Southern Pacific (540 00 043 / 044), and BNSF (540 00 061 / 062).

[www.micro-trains.com](http://www.micro-trains.com)

### +++ Microwelten +++

For personal reasons, it is currently not possible to rescale the spring new products 2022 for N-gauge to 1:220 scale. Previously, this N-gauge supplier did this at the request of a customer. As soon as there is something new in this regard, we are to receive information.



The farmhouse from the museum village Niedersulz (photo above) and the refreshment and dance hall from Hohenruppersdorf (photo below left), both shown in scale 1:160, can also be scaled for Z gauge upon customer request, however, for personal reasons this is not possible in a timely manner. Photo: Microwelten

This would certainly be worthwhile. A small farmhouse from Unterstinkenbrunn, which can be seen in the Weinviertler Museumsdorf Niedersulz, was presented on a scale of 1:160. Also, on offer is a pub and dance hall from Hohenruppersdorf. These would certainly look just as good on a Z gauge layout, if scaled down further.

[microwelten.de](http://microwelten.de)

### +++ Modellbahn-Decals Andreas Nothaft +++

This supplier has not explicitly declared his latest new products for the Z gauge and probably only includes them up to N nominal size. On request, however, decals for our scale have been and are being printed, Andreas Nothaft has long been one of the standard suppliers also for our size.

The selection also fits well to conversions and new markings on the basis of the series offer of our gauge, but can of course also be helpful for complete self-builds:

- Fas 126 for Era 4, DB (6631),
- Fans with experimental inscriptions (6632),
- 6633: V 60 for era VI, Rail-Adventure (6633)
- Goods train baggage car Era III, DB (6634),
- 3-chamber tank car DEA Era III, discontinued at DB (6635), and
- continuation of the Swiss heraldic locomotives (here Ae 6/6) with the places Bellinzona, Brunnen, and Flüelen (item nos. 11446, 11517 & 11518; identical to the locomotive nos.).

[www.modellbahndecals.de](http://www.modellbahndecals.de)



Foto: Modellbahn Digital Peter Stärz

asymmetrical digital voltage (four diodes in series and one diode antiparallel; Lenz ABC), slow speed (with suitable brake modules), and bidirectional communication (locomotive address feedback in DCC operation; Railcom).

With its dimensions of 8.5 x 11.7 x 1.8 mm and a total load capacity of 1.0 A, it is also suitable for Z gauge. It operates internally with 127 speed steps and can process short as well as long addresses.

### +++ Modellbahn Digital Peter Stärz +++

The new ZS2+ digital central unit, which we presented here last year in a silver-grey professional casing, is now also available in lemon yellow.

[www.firma-staerz.de](http://www.firma-staerz.de)

### +++ Modellbahn Union +++

Doehler & Haass Decoder has adapted the new DCC decoder PD10MU exclusively for the Modellbahn Union, which is offered in the connection variants with stranded wires and 6 Pin NEM 651.

Two small capacitors are installed on this decoder to ensure that no data is lost. It can be used for ordinary DC motors as well as for bell-shaped armature motors. Switching from analogue to digital operation is automatic.

The vehicle decoder supports braking with asymmetrical digital voltage (four diodes in series and one diode antiparallel; Lenz ABC), slow speed (with suitable brake modules), and bidirectional communication (locomotive address feedback in DCC operation; Railcom).



The light and function outputs are (partially) dimmable and can be activated in analogue mode, it also has a shunting function. It can also be updated (free of charge) when installed, if an FCC digital centre or the programmer is used.

Foto: Modellbahn Union

[www.modellbahnunion.com](http://www.modellbahnunion.com)

### +++ Modellbau Laffont +++

We had already announced the Rodalben signal box (art. no. Z3501 with sandstone façade and Rinntal (Z3401) with plastered façade and colour-contrasting window surrounds as part of the manufacturer portrait in November 2021.

An Austrian mountain farm is expected to be delivered in about two weeks. This kit is about the Kluppeneggerhof, the birthplace of Peter Rosegger. Today, it is a museum.

The new checker plates (Z3801) for the Bw or workshop area, for which this manufacturer has already offered many models or has them in its range, are also made of solid-coloured architectural hardboard.



Small but nice: the Waldangelloch goods shed (Item no. Z4701). Photo: Modellbau Laffont



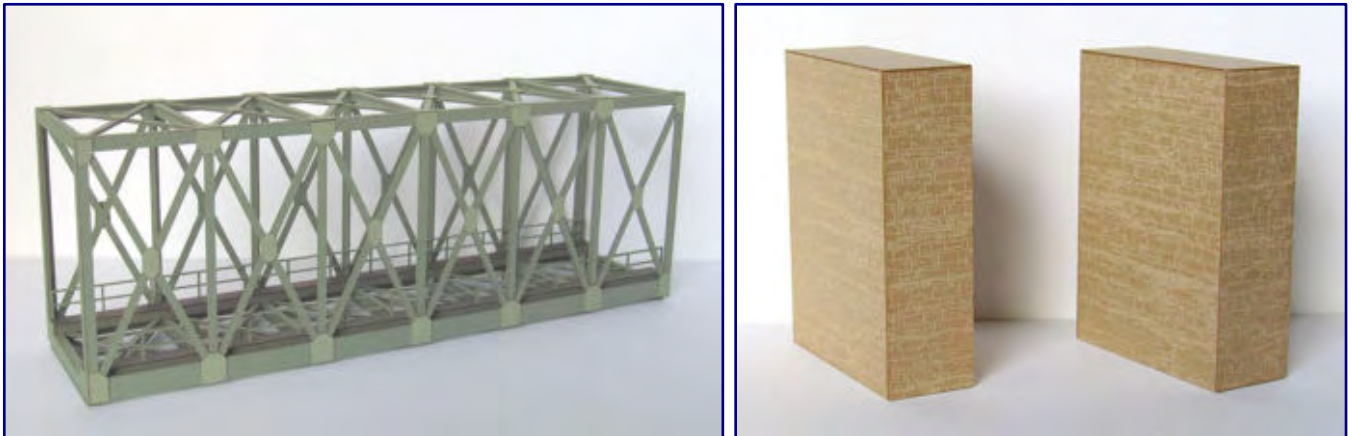
The brick shed (Z4001) is one of the new products still planned for the longer term, but it will also have special features. The photo shows a TT-gauge model. Photo: Modellbau Laffont

Included with finest engravings are three checker plates each with the dimensions 150 x 4.2 x 0.5 mm as well as 3 shims with the dimensions 150 x 3.5 x 0.5 mm.

The Waldangeloch goods shed (Z4701), a half-timbered building for epochs II to V in the Baden architectural style, completes the station that is already available. It shows finest brick and roof tile engravings.

The following seven projects should be seen as a preview for the rest of the year: The Eschelbronn station with goods shed (Z3701) has its model near Heidelberg and is a two-storey building with a gable roof, partial half-timbering and wooden boarding in the gable area.

A new single-track truss box bridge will be available in reseda green (Z4501) and graphite grey (Z4511). It will also be suitable for overhead line operation, is stable but still has a filigree appearance. The gusset plates are finely engraved. The bridge can also be built several times in a row with pillars underneath.



The single-track truss box bridge in reseda green (Z4501; photo left) and the bridge piers (Z4611; photo right) are also still shown here as models for TT gauge. Photos: Modellbau Laffont

Matching bridge piers (can be divided several times in height) will also be available in two different colours (Z4601 / Z4611). Like all previous and future kits, solid-coloured architectural hardboard is the chosen material.

Behind the planned brick shed (Z4001) is a shed building with a brick façade, the rear wall of which is designed as a corrugated iron façade with break-offs. Here, too, the finest engravings are standard.

Last, but not least, the arcade elevated railway segment with passageway is a useful extension to the already published segments Z2401 and Z2411, which we had already presented in the magazine, and which also served as a starting point for a construction report in the January 2021 issue.

[www.modellbau-laffont.de](http://www.modellbau-laffont.de)

### +++ Modellland +++

A lot has changed in the technical implementation, as this supplier told us. After many requests, the vending machines with lighting were revised. The ticket and vending machines in the range are made of plastic, waterproof printed and illuminated with LEDs, which can be operated with a voltage between 9 and 12 volts.

Advertising posters have now also been added to the Z-gauge range. On matt-gloss paper for cutting out, there are either 100 posters for the area of the former GDR or 105 copies for the former Federal Republic. These are items that even beginners should be able to handle well.

[www.modellland.de](http://www.modellland.de)

### +++ Modelplant (from Data4image) +++

We were not yet aware of the interior fittings for apron carriages (art. nos. M-0041 to M-0043), which the latter shows and offers on its pages.

[www.modelplant.de](http://www.modelplant.de)

### +++ NoBa-Modelle +++

Already available is the LINT 41 commuter diesel multiple unit running on Rokuhan Shorty bogies, which can be purchased as an unpainted kit (art. no. 5217R), or as a finished model in various designs (5217RF).



105 advertising posters for West Germany supplied by Modelland on cut-out sheets. Photo: Modelland



NoBa-Modelle is five years old this year and has designed a promotional car based on its own construction to mark the occasion.

On the occasion of this year's 5th anniversary at NoBa-Modelle, many surprises are planned for the course of the year. One of them is our own anniversary car based on our own promotional refrigerator car, which we are pleased to show here.

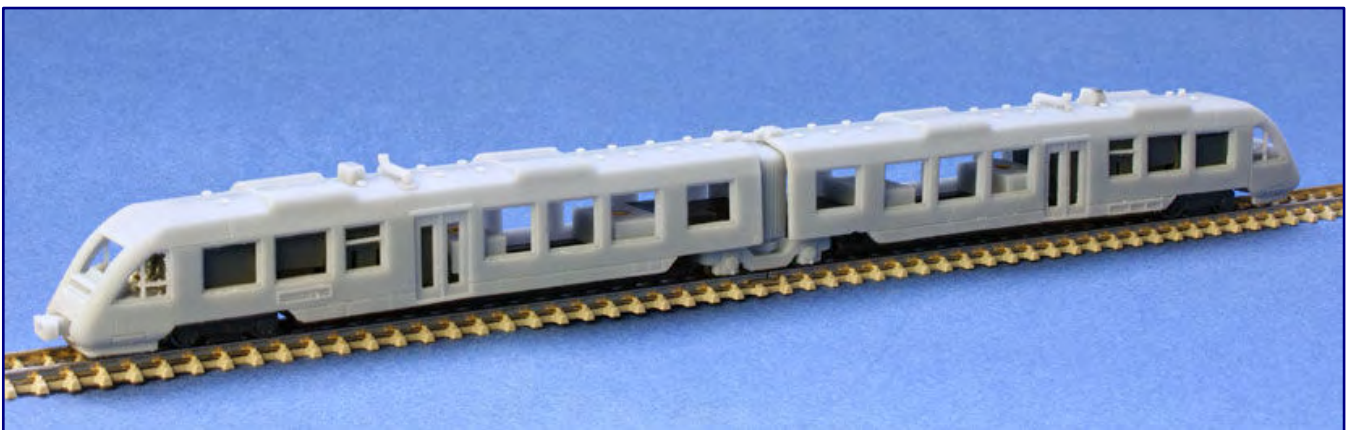
In cooperation with our magazine, we are creating an upgrade/superstructure set for Märklin's steam locomotive model of class 41 ÖI / 042 (88275 / 88276). With 3D printed parts, the number of sandboxes can be increased from two to four on each side of the locomotive. In addition, they can then be seen in the low installation position of the prototype.



NoBa-Modelle will soon offer low-lying sandboxes, such as the 042 series had from the beginning after its new boiler, for self-assembly in the correct number and placement as a kit. The sandboxes are 3D-printed in resin and consist of a lower and an upper part, which are glued into holes at the roundabout and painted black. For this photo, they are still shown unpainted, for better presentation.

An article number has not yet been assigned, because final tests for practical use are still in progress. Because this kit should be as easy to handle as possible and thus appeal to as wide a range of people as possible, it will take some fiddling until the optimum between prototypical appearance and easy application is achieved. The result will be presented in **Trainini®** with the arrival of a unit from series production.

New in the programme and already available are all the following new products. The one-piece multiple unit Stadler Regio Shuttle RS 1 is now also available with magnetic coupling both as a kit (5219R) and as a finished model (5219RF). It can thus be coupled with another vehicle.



In the meantime, the LINT 41 commuter train (Item No. 5217R), classified by DB as class 648 and powered as a model by Rokuhan-Shortys, is already available.

The Eriba Triton caravan in park or drive position (6159R / 6160R) has a quaint look, but a very modern model. Since it clearly stands out from other caravans, it will certainly enhance campsites and streets in an appealing way. Perhaps it will also pass by the feed pump (11018R). These horse-head pumps are also used in Germany for pumping oil or brine.



Eriba Triton caravan in park or drive position (6159R / 6160R).  
Photo: NoBa-Modelle

All other models belong to the field of architecture, which is also recommended for 3D printing: a detached house (4129R), optionally also with a winter garden (4130R), and perhaps one of the four small summerhouses (4079R). A greenhouse (10816R) is



The feed pump (11018R) is a typical horsehead pump that is not only used for oil production but, also, for example, in Germany, for pumping brine. Photo: NoBa-Modelle

also new in the programme. The signal box (4116R) and the corrugated iron hut (4014R) are intended for near a railway.

[www.noba-modelle.de](http://www.noba-modelle.de)



The detached house with winter garden (4130R; photo left) and the signal box (4116R; photo right) complete the series of buildings. Photo: NoBa-Modelle

### +++ Panzer-Shop.nl +++

The range of vehicles offered by this 1:220 scale supplier is expanding at an incredible rate. Panzer-Shop.nl has announced eight new vehicles, and we are having trouble keeping track of them all.

Several tank models have been added, such as the "Hotchkiss," Pionierpanzer 3, Marder 1A2 and 1A3, M577, or two versions of the Leopard 2. The military wheeled vehicles have been expanded by five versions of the Mercedes-Benz Unimog U1300L, and two versions of the MAN 630 (tarpaulin and box).

The latter vehicle could soon become the most frequently reproduced truck in 1:220 scale. Of course, like the Unimog, it allows many civilian versions, which is why it appears several times in the various sections of the 3D print manufacturer's website.

We have a total of ten versions of the latest addition to our range, the MAN F2000. It is available with different wheelbases and axle numbers, as an ordinary truck and as a semitrailer tractor for a wide range of tasks. Among the variants are two different tankers and a silo tanker.



We would like to present three different basic forms of the new MAN F2000 as examples: four-axle concrete mixer (photo on the left), small tanker truck (photo in the middle) and tractor with silo tank trailer (photo on the right). Photos: Panzer-Shop.nl

Figures are now also new in the range: we have already counted 34 compositions here, which include various soldiers of the Dutch Landmacht, NVA, and Bundeswehr as well as firemen. But, we have saved the best news for last: The assortment is set to grow even further.

[www.panzer-shop.nl](http://www.panzer-shop.nl)

### +++ RATIMO Rainer-Tielke-Modellbau +++

The new products for the German Armed Forces and THW presented in the manufacturer portrait in December 2021 are now being delivered. In addition, the partial conversion of the delivery programme to 3D printing is currently underway.



The rental toilet (left), the sanding bunker (centre) and the small corrugated iron huts (right) are the first products that have already been converted to 3D printing production. Photo: Rainer-Tielke-Modellbau

Already included in the electronic shop are the sanding bunker, which is now also available in a ground-level version without a cellar entrance. In addition, there are small corrugated iron huts, a garden house, and a rental WC.



These items are now finished parts, i.e., no longer kits. They are delivered unpainted; other products will follow with the ongoing conversions. In the future, only those parts that cannot be printed will be produced by the CNC milling machine.

[www.ratimo-z.de](http://www.ratimo-z.de)

[www.rainer-tielke-modellbau.de](http://www.rainer-tielke-modellbau.de)

### +++ SMZ Sondermodelle Z +++

The new products for the first three quarters of 2022 were announced to us, so what will still be possible in the last quarter of the year is still being kept under wraps for now. There is also something planned for the Z gauge weekend in Altenbeken, which will also be revealed later.

For the 1st quarter, the low side car of the type Ks of the ÖBB is on the programme. As a material car pack, two examples appear from ÖBB Infrastruktur in typical Epoch V lettering and orange paint. Different road numbers and old wooden sleepers as a load perfect this selection.



SMZ announces the ÖBB Ks class low side car in two new versions and additional parts: orange (photo left) and mahogany brown (photo right), supplemented also by a Steyr 91 tipper (dump truck) with loading crane. Photos: Sondermodelle Z

At the same time, this type of wagon also appears individually as a mahogany-brown example of public transport for epoch IV/V. Two different cable drums are loaded on it, a Steyr 91 tipper (dump truck) with loading crane is enclosed.

Three new products are to pave the way to summer. The model of the shunting diesel locomotive 2067.57, which entered service with ÖBB on 19 July 1967, is certainly a hit. It is supplied in the Jaffa colour scheme.

The model has finely etched handrails, hand grips, etched windscreen wipers, and all-round glazing of the driver's cab. The locomotive is powered by an armature-free motor.

Its white headlights can be switched in digital mode. In addition to DCC digital equipment, it can also be ordered for analogue operation.



In Jaffa colours, the three-axle rod diesel locomotive 2067.57 will appear for shunting service. Photo: Sondermodelle Z



This Smr 35 rail car (photo above) will be an extremely attractive model for fans of the German Federal Railways. It comes with a wide range of accessories (stacked wood for loading, suitcase loading for the luggage trolley supplied). For the luggage trolley with its trailers, it was added that the colour impression is deceptive, in fact, it is supposed to have a blue-grey finish. It is also worthwhile to have a look at the extensively detailed floor of the wagon.

The two ÖBB modular wagons Bmpz (photo below) in the so-called "upgrade livery" are intended as an addition to a previous year's pack. Photos: Sondermodelle Z

Also announced is a scale pack for the DB's Smr 35 rail car with load. Two ÖBB modular wagons Bmpz in "Upgrade-painting" complement the first pack from the previous year, which can still be found on the manufacturer's web pages.

The DB's class 515 / 815 battery railcar was well received. As 515 114-7 together with the matching driving trailer of the class 815, it follows in the



The battery-powered railcar of the class 515/815 also gets a new edition, for which the first and rare remaining paint scheme of the ocean-blue/ivory colour concept was chosen. Photo: Sondermodelle Z

3rd quarter of 2022 in an early design of the colour concept ocean blue / ivory, which only seven railcars and two driving trailers received.

The technical equipment including Velmo main board with Next18 interface corresponds to the previous model. Thanks to the function decoder also in the driving trailer, the headlights of the facing vehicle sides can be switched off.

Further new products are coming to Altenbeken and in the 4<sup>th</sup> quarter, but these are still under wraps.

[www.sondermodellez.eu](http://www.sondermodellez.eu)

### +++ Spur Z Ladegut Josephine Küpper +++

Currently, various timber loads for different wagons are available, which are based on logs and pit timber, as well as, sawn boards.

[www.spurzladegut.de](http://www.spurzladegut.de)



Two of the currently available timber loads, one standing with load secured (art. no. Z-159; photo above) and as a stack of boards (Z-160-long; photo below), can be seen in these photos. Photos: Spur Z Ladegut Josephine Küpper

### +++ Tams Elektronik +++

As already reported above, Hot Wolf speed controllers are now available from Tams Elektronik.

[www.tams-online.de](http://www.tams-online.de)

### +++ Toy-Tec +++

Since 1 February 2022, the ALAN control programme has been updated to version 1.2.10.0 with several improvements to the user interface and bug fixes.

[www.toy-tec.com](http://www.toy-tec.com)

### +++ Trafofuchs +++

The latest new products, in keeping with the season, are the “4 children in the snow.” Two children are sledding down the hill, the other two are having a snowball fight. Two of the sleds are made from etched nickel silver by Rolfs Laedchen, the figures are resin creations.



Under the heading City/Station there is a well-known lady with a billowing skirt. Since not everyone has a ventilation grille on their

Photo left:  
The four children in the snow, including the bobsleigh, are already 3D printed. The sleds are etched vendor parts. Photo: Trafofuchs

layout, this blonde could also stand on a platform or anywhere else where it is windy.

Smaller new products are also added almost daily. Often these are rather small accessories such as stacks of suitcases or crates and other parts that were previously cast in resin or assembled from other materials and are now being converted to 3D construction.

The next ongoing conversion to the new production method using 3D printing is the “Wild West” range. The previous compositions have been largely retained, but are now of a higher quality.

For example, the Indian women (squaws) are now sitting cross-legged around the fireplace. One of them is holding a baby in her arms. This was not possible before with the conversions based on Preiser blanks.



The blonde with the flowing skirt should hopefully look familiar to many customers. In Z gauge, this historically familiar pose might be seen on a platform. Photo: Trafofuchs



3 Cowboys (photo above left), sheriff, deputy and thief (photo above right), squaws with fireplace and bearskin (photo below left) and the Indians on horseback (photo below right), are four examples from the figure series “Wild West” already converted to 3D printing. Photos: Trafofuchs.

At the time of going to press, the following offers had already been converted: “Cowboys on horses”, “Citizens of a western town”, “Figures for the saloon”, “2 quarrelling cowboys”, “Figures for the store”, “3

cowboys," "Sheriff, deputy and thief," "3 Mexicans (with migration background)," totem pole, "Indians on horses," "6 Indians," and "Squaws with fireplace and bear skin."

[www.trafofuchs.de](http://www.trafofuchs.de)

### +++ Velmo +++

At Velmo, too, production is barely keeping up with demand, which is why no new developments are possible at the present time. Hopes rest on the exhibition in Altenbeken. If there is anything to be presented there, you will read about it in **Trainini®** beforehand, or in the follow-up reports. For example, the newly delivered Vectron from Märklin, which many digital railway enthusiasts would also like to use, offers possibilities.

[www.velmo.de](http://www.velmo.de)

### +++ WDW Full Throttle +++

This small series manufacturer has put together a new collector's pack (art. no. FT-COL57) from the earlier packs with item numbers FT-3403 and FT-3408.

It consists of two "Northwest Chips" bulk freight wagons, hired by the GN and NP. They are equipped as usual with Bettendorf turntables, claw couplings and metal wheels.



Newly offered is the collector's pack "Northwest Chips" (item no. FT-COL57). Photo WDW Full Throttle

[www.wdwfullthrottle.com](http://www.wdwfullthrottle.com)

### +++ Wilhelmshavener Modelle (Möwe-Verlag) +++

We did not find any new products, but the pages are always up to date. Paper kits for over 400 war and civilian ships in 1:250 scale are currently available.

[www.papermod.com](http://www.papermod.com)

### +++ ZDC Z Dream Collection +++

Michael Koppensteiner had nothing new to present at the time of the originally planned International Toy Fair. What is not yet ready, will not be announced at this time.

But our readers should keep an eye on this supplier, because it is expected to be ready to present the planned new products in two months' time.

[z-dream-collection.jimdosite.com](http://z-dream-collection.jimdosite.com)



### +++ ZetNa220 +++

The small Sicilian production on the slopes of Mount Etna has been able to find a new supplier for sliding patterns and can thus further improve the quality of its wagons.

The company's own buffers, turned from brass, are now ready and will be used on future models. This means that around 80 % of the small-series offerings are made by the company itself. Only wheelsets and couplings still come from Märklin.



And because the duo from ZeNa 220 knows about the weakness of German model railroaders for silver-grey pointed-roof FS cars, the new products currently in preparation are also designed based on these models.

Among the wagons of the main type Hg (heat-insulated wagons) are vehicles with the long, and, also, with the short axle base.

The axles of most examples and types of this type of wagon, which have become so well known for the pointed-roof wagons, are the new design in this case. Short wheelbases have already existed in the range with other designs.



The first photos of the "Truman locomotive" D143 or Ne120 in the final version, as it will go into series production, will be shown soon.

<https://sites.google.com/view/zetna220>  
[Zetna220\(at\)gmail.com](mailto:Zetna220(at)gmail.com)

Three different versions of FS type Hg refrigerator cars are also intended to demonstrate the differences in construction: short axle stand without (photo above) and with brakeman's cab (photo middle) as well as one of the well-known representatives with axles far to the outside (photo below). Photos: ZetNa 220

### +++ Zimo +++

Zimo presents a system update for the operating programme of its MX10, MX10EC and MX32 and MX32FU control centres.

[www.zimo.at](http://www.zimo.at)

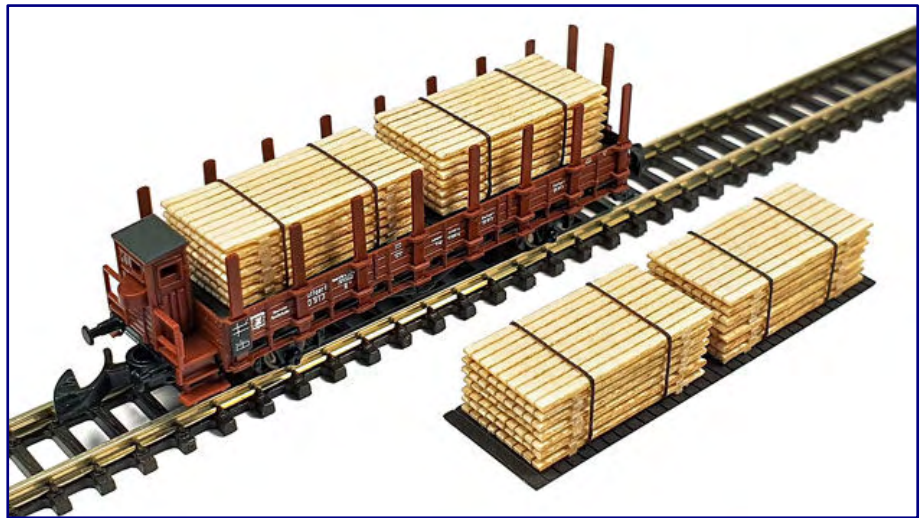
### +++ Zmodell +++

Since our last report, a whole series of new load inserts for low side and open freight cars have been developed by Märklin. The round is opened by an insert for the aged examples on the Märklin model 8610 in all variants:

For this purpose, a wooden load insert (item no. ZM-MRK-Klms 440-013) is offered, consisting of two parts of stacked timber planks, which are tied down with two straps each. The wooden stacks are fixed

on a 0.3 mm thick nickel silver base, which imitates the pattern and colour of the original scales. The loading insert is ready for use, easy to remove, and weighs 2.1 grams.

The same properties also apply to an insert of the same design (ZM-MRK-Rmms 33-013), which fits Märklin's latest designs of the Rmms 33 / Klms [3430], but weighs only 1.9 grams.

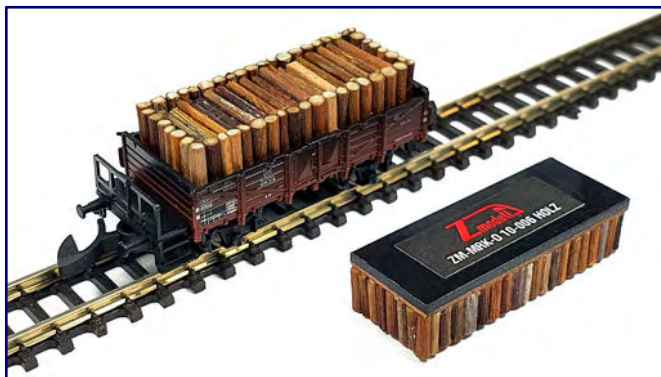


The construction timber plank load with two stacks (Item no. ZM-MRK-R 10-013) for the Märklin R 10 stake car is elaborately detailed. Photo: Zmodell

For the models of the R 10 (ZM-MRK-R 10-013) the fitting insert weighs exactly 2 grammes.

Only one such board stack (ZM-MRK-X 05-013) fits on the short old-style X 05 low side cars. But it is also made in the same way as described above and is the lightest with 1.1 grams.

The assigned item number ZM-MRK-O 10-013 would suggest that the open freight wagon O 10 is also to be loaded with stacks of boards. However, the last three digits probably refer to the material wood used.



Only one stack of boards fits on the short low-sided wagon X 05 (ZM-MRK-X 05-013; photo left), which is no less elaborately produced. The open wagon O 10, on the other hand, is loaded with stamped wood (ZM-MRK-O 10-013). Photos: Zmodell

In this case, stacked wooden logs rest on a 1 mm thick polystyrene base in accordance with loading regulations, as they were used in the tunnels of mines as stamp timbers during roadway construction. The insert, which is also easy to remove, weighs 1.2 grams.

All the new products presented are to be available soon in the 1zu220-Shop. In view of the war that has meanwhile broken out in Ukraine, we have no information as to whether goods were already on their way to Germany in time, and how large the volume would be.

We kindly ask all readers to refrain from asking questions in this context. We are currently trying to maintain contact with the aim of saving and protecting the life and health of a member of our community and his closest relatives.

### +++ Z Norm (Stefan Schmid) +++

Here, too, the company continues to work on suitable lanterns for all areas of application in Z gauge. The latest creations are high mast lanterns for the illumination of industrial areas, which are offered with two (two heights selectable) and four spotlights.



Two different types of lights in different heights, that's how the new products can be summarised here. Photos: Z Norm

Incidentally, illuminated with SMD light-emitting diodes, these new models will also be used effectively on Claudius Veit's (Velmo) chemical plant layout, which is expected to be on display in Altenbeken. Interested parties will then also have the chance to get a personal impression there.

The four-jet version in particular also picks up on templates that are often found on the apron of airports. They, therefore, also complement suitable peripheral scenes of layouts that link the railway with air traffic, for example, in the surroundings of an airport low-level station visible to visitors.

[z-norm\(at\)t-online.de](mailto:z-norm(at)t-online.de)

### +++ 1zu220-Shop +++

The 1zu220-Shop is known for its extensive range of accessories from its own series. How this can be further expanded in 2022 was not yet clear at the time of going to press, because there are dependent upon external suppliers.

However, the production of two new products to celebrate "50 years of Z gauge" has been promised for the course of the year. They are the result of an initiative by our editorial team and will also feature the anniversary logo on the box inserts, which we presented last month and offer for free use.

Two cars have been selected, for which we are not yet revealing any details and which are also not yet available for pre-order. The editions are 36 and 40 copies. These are variants that have not yet been realised and fill important gaps in the prototype history. That is why we will present them in more detail in the magazine when they appear.

[www.1zu220-shop.de](http://www.1zu220-shop.de)





## Lokomotiven werden überbewertet.

Für manch einen mag dies eine gewagte These sein, aber mit Statistik lässt sich vieles belegen: Zum Jahresende 1938 verfügte die Deutsche Reichsbahn über 27.379 Lokomotiven, Kleinloks und Triebwagen, 90.970 Personen- und Gepäckwagen, 630.319 Güterwagen und 19.910 Bahndienst und Dienstgüterwagen.

Oder anders ausgedrückt: auf eine Lokomotive kamen 23 Güterwagen, wobei zwei Bauarten herausstachen: G Kassel und München sowie Om Breslau und Essen nach Verbandsbauartzeichnungen mit über 120.000 bzw. annähernd 140.000 Wagen – also mehr als alle Lokomotiven und Reisezugwagen zusammen. Und auch wenn heutige

Fahrzeugbestände nicht vergleichbar sind: Aktuell nennt DB Cargo 1.702 Loks und 72.227 Güterwagen.

Was liegt also näher als diese Wagen auch in der Literatur zu würdigen. Seit 1989 erscheint eine Buchreihe über Güterwagen in der Co-Autoren und ich die zugänglichen Informationen zusammentragen und mit Fotos und Zeichnungen aufbereiten. Zusammen mit den etwas anders aufgebauten Büchern über aktuelle Güterwagen sind bislang zwölf Bände sowie vier ergänzende Broschüren erschienen. Viele der Bücher sind, obwohl z.T. bereits mehrfach nachgedruckt, inzwischen vergriffen.

Im Laufe des Erscheinens der Reihe gab es etliche Änderungen in der Verlagslandschaft, was letztendlich dazu geführt hat, dass ich diese Bücher ab 2021 wieder selbst verlege.

Als neue Reihe geplant sind drei Bücher über Bahndienstwagen. Im ersten Band wollen wir die allgemeinen Themen, Nummernsysteme und Dienstgüterwagen sowie einige besondere Bauarten vorstellen. An diesem Buch arbeiten wir bereits und es soll, wenn nichts dazwischenkommt, Ende 2022 fertig werden.

Die beiden Folgebände sollen dann schwerpunktmäßig alle Bauzugwagen, Mess- und Prüfwagen (Band 2) sowie Schneepflüge und Schneeschleudern, Hilfszüge, Krane und Kranzüge (Band 3) beinhalten.



Stefan Carstens, Wolfgang Henn  
**Bahndienst- und Dienstgüterwagen**  
Band 1: Spezialwagen für jeden Zweck

ISBN: 978-3-9823-2222-3  
ca. 200 Seiten Format 21,8 × 29,7 cm  
Hardcover / ..... € - erscheint Winter 2022/23



Stefan Carstens, Harald Westermann  
**Güterwagen Band 9.1**  
Chemiekesselwagen Länderbahn und DRG

ISBN: 978-3-9823-2220-9  
144 Seiten Format 21,8 × 29,7 cm  
Hardcover / 33,50 €

Ich bedanke mich  
bei meinen  
Vertriebspartnern



**LOKOMOTIVE**  
Fachbuchhandlung



Stefan Carstens, Harald Westermann  
**Güterwagen Band 9.2**  
Chemiekesselwagen DB, DR und DB AG

ISBN: 978-3-9823-2221-6  
256 Seiten Format 21,8 × 29,7 cm  
Hardcover / 49,50 €

Auch mit den Güterwagenbüchern soll es weitergehen. Die Reihenfolge und die Erscheinungstermine hängen aber sehr von der beruflichen Belastung meiner Co-Autoren ab. Konkret in Vorbereitung bzw. im Entstehen sind Güterwagen 2.1 über Klappdeckel-, Schiebe- und Schwenkdachwagen und Band 10 über Tiefladewagen.



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.*

To honour the FR locomotive in Trainini® 1/2022:

What a surprise! I didn't expect it. But it would be presumptuous of me to claim success for myself alone. Sure, I have my hat on for everything, but I also had a lot of support without which the result would never have been possible. I would like to make special mention of Detlev Stahl, who developed the 3D design of the housing.

This contributes to the essential external appearance of the model. It is also obvious that I had a "tailwind" from Velmo for the electrical equipment of the model, just to name a few examples. (...)

Harald Thom-Freudenreich, Sanitz



Photo: Trafofuchs

A small alternative to the street carnival:

Birgit's carnival procession is currently celebrating its premiere in a bakery in Alfter. While elsewhere the carnival processions have been cancelled or are taking place in the stadium, this carnival procession makes its rounds daily in the bakery.

Our Zettie Heinrich Otto Müller borrowed the show layout and displayed it in the shop window of his employer.

This was worth a report on Facebook for the WDR Local Time in Bonn:

<https://www.facebook.com/wdrlokalzeitbonn/videos/5026885920684127/>

Hans Helbach, by E-Mail

Editor's reply: Our editors were subsequently in touch with Heinrich O. Müller about these good ideas. We are very happy about this smart idea to bring the public in contact with model railways, model making, and the most beautiful hobby in the world. In addition, the cheerful Rhenish people can hopefully enjoy the most important time of the year for them after more than two years of deprivation. Many thanks for this great idea and its targeted implementation!

**On our own behalf:**

Wilfried Pflugbeil (Chemnitz) delivered our certificate on behalf of the **Trainini®** editorial team at the end of January and handed it over to Dr. Andreas Scheibe with dignity. In this way we wanted to make sure that our 2021 editorial award for his complete work with Z-Modellbau would also reach him personally. We received feedback that our award winner was very pleased about this recognition.

**Milled steam locomotive model:**

Märklin can now call itself the proud owner of a 1:87 scale (H0 gauge) class 44 Öl steam locomotive (oil fired steam locomotive) milled from an aluminium block. The idea for this came from OSG Germany at the opening of the Märklineum in June 2021. The Göppingen-based company has been a customer of the company for many years.



**Milled from a cast block, this H0 gauge model of the 44 1315, museum locomotive is displayed in front of the new Märklineum. Photo: OSG Germany**

Magnus Hoyer, head of the OSG Academy, wanted to create a unique piece for Märklin that would do justice to the occasion. Of course, the production method inevitably leads to differences compared to a cast model, but it was a matter of the executing company proving its knowledge and competence in dealing with milling cutters and the correct clamping.

A total of 15 different milling tools were used. Magnus Hoyer estimated the pure machining time for the locomotive at 40 hours, and another 15 hours for the tender. Only those who know this process technology will be able to fully understand and appreciate the efforts and challenges of this project. All others will be impressed by the appealing result.

For OSG Germany it was a showcase to demonstrate to its own customers how processes are developed, programmed and brought to the machine. In this area, there is currently an increasing number of enquiries from machine manufacturers, but above all from customers from the tool and mould making industry, according to the company.

#### Spring fair not possible:

On 28 January 2022, we received a message from Messe Sinsheim that Faszination Modellbahn in Mannheim, the first spring exhibition, would unfortunately have to be cancelled. The reason given was the Corona Protection Ordinance of the state of Baden-Württemberg, which currently does not allow any trade exhibitions. This was preceded by intensive discussions with many representatives of the industry.

The current infection situation held too many uncertainties for exhibitors and visitors and did not allow for valid and sustainable planning. Reference was made to Faszination Modellbau, which has been declared the International Model Railway Exhibition, and the Echtdampf-Hallentreffen from 4 to 6 November 2022 in Friedrichshafen. The 8th Faszination Modellbahn will not take place until 10 to 12 March 2023 in the Maimarkthalle Mannheim.

#### Märklin deliveries across Europe:

International are the Märklin new item deliveries for the month of February 2022. Our small listing starts with the SBB electric locomotive class Re 420 (former Re 4/4II) from the LION modernisation project (Item no. 88595). It will be reproduced in its current operating condition around 2019.



New in the shops are the new form of the Siemens Vectron as series 1293 of the ÖBB (Item No. 88234) and the five-piece side unloading car pack with blue-yellow Falns of the Polish PKP (86311). Photo: 1zu220-Shop / Jörg Erkel

The five-piece car set “Coal Transport” (86311) with blue-yellow painted Falns type side unloading cars from the PKP stock for Era VI also went on sale. The Vectron series 1293 of the ÖBB (88234) has literally overtaken on the right.

While the two versions announced in spring 2020 are still a little long in coming, this later version has already made it onto the shelves. The new model also has newly designed single-arm pantographs. As soon as the DB and SBB versions are delivered, we will conduct a test with these new products.

#### New **Trainini Index 2021**:

Our reader Wolfgang Papst has created a new index for the Adobe Acrobat Reader for all our readers, so that they can find the appropriate issues page by page using keywords and then call them up with a click of the mouse.

For the first time, the **Trainini Index 2021** is now available in two versions for both the German editions and the English editions of the *International Edition*. To ensure that the search function can also lead to the edition found, after unpacking the zip file it is only necessary to ensure that the two files contained and

the “Trainini” folder are on the same drive level as the year folders (2021, 2020 etc.) with the editions stored in them.

The new **Trainini Index 2021** is available for download on our pages under the menu item “Magazine” and there in the selection “Downloads”.

#### Outlook for Intermodellbau:

After there was no Z gauge layout to be seen at the autumn edition of Intermodellbau Dortmund 2021 and this trade exhibition remained shockingly devoid of attractions from the point of view of our scale, also due to the non-participation of small-series manufacturers, this is to change again this year.



The beautiful modular layout of the Modellbahnfreunde Bliesen will be on display at the Intermodellbau in Dortmund this April.

Our reader Peter Grundmann informed us in a phone call about the participation of the Modellbahnfreunde Bliesen e.V. (<https://www.modellbahnfreunde-bliesen.de>) from the Saarland. The attractive modular layout with analogue automatic control had not been seen at this exhibition for more than ten years.

We are looking forward to seeing you again and to joint cleaning trials on site on heavily soiled models from the hard trade exhibition operation. If the infection situation permits, the world's largest trade exhibition for model making and model sport offers appealing options for a major reunion of the Z gauge community.

The Intermodellbau is planned for 7 to 10 April 2022 at the Dortmund Exhibition Centre (Westfalenhallen).

**Annual review by Märklin:**

Märklin reports record sales of EUR 128 million (plan: EUR 112 million) for the 2020/21 financial year that ended in April 2021. This clearly shows the upswing that model railways are experiencing in times of a pandemic.

Florian Sieber, Managing Partner of Märklin, is now looking to the future as follows: “For the current 2021/2022 financial year, we plan to achieve sales of over EUR 130 million.” He was particularly encouraged by the good order situation at the beginning of the year. Due to the anniversary, Z gauge had made the biggest jump in percentage terms, but all gauges had increased. Märklin's earnings and financial situation continues to be assessed as good and solid.



This photo shows the historic façade of the Märklin main factory on Stuttgarter Straße. A new canteen will be built on its inner courtyard in 2022, which will also be open to visitors.

The situation in production at the Märklin locations was repeatedly made more difficult by the lack of electrical components from Asia, as is also explained. Among the well-known problems that can be read about daily in the press are, for example, a demand for containers that exceeds supply and the shortage of raw materials, which also affects wood, high-quality paper, and some metals.

These distortions in the international supply chains, combined with rapidly rising energy prices, are also leading to significantly higher production costs, which are also being felt more and more by consumers. Märklin itself explains this in the latest issue of the Märklin Magazine 1/2022, and asks for understanding for unavoidable price increases, which should not be as massive as in other toy sectors.

Florian Sieber takes a self-critical view of the problems surrounding the relocation of the shipping warehouse to Sonneberg in mid-2021: “We apologise to our customers for longer waiting times and not always perfectly shipped goods. In the meantime, we have taken a number of measures to improve the situation in the future.”

The staff situation in Sonneberg is a challenge, because it is difficult to find suitable employees for all levels, from warehouse specialists to middle management. In our personal conversation with the technical managing director Wolfrad Bächle, the annoyance about damage to products during preparation for dispatch and time-related breakdowns was also clearly noticeable: Märklin clearly has a duty here, he said.

It also seems worthwhile to take a look at the investments made in 2021, which remained at the high level of the previous year: For Göppingen this meant the purchase of a new 5-axis machining centre and a new CNC measuring machine with CAD connection.

Investments were also made in IT hardware (all locations) and software conversions in the ERP system for the relocation of logistics to Sonneberg. For the plant in Hungary, an injection moulding machine with a clamping force of 100 tonnes, a new CNC die-sinking EDM machine and two digital printing machines were purchased.

In the coming financial year, the biggest investment at the Göppingen site is due to be made with the construction of the new canteen (approx. EUR 2 million). It will be built in the courtyard of the Märklin main factory next to the steam locomotive 44 1315 and will be open to employees and guests alike.

#### **New products after the editorial deadline:**

Only after the official editorial deadline did we gain knowledge of further new products that could not be included in the two articles. Nevertheless, we would like to see the usefulness of this “trade fair issue” as a reference work fully preserved for several months.

We have therefore decided to provide the information we now have here.

The supplier **IMS Modellbau-Manufaktur** (<https://ims-modell.de>) offers its Haartmühle stop, which used to stand on the Kursbuchstrecke (KBS) 193c and was demolished at the beginning of the 1970s, as a real wood model, also for Z gauge.

Miba also reports that **Modellbau Dr. Schroll** (<https://www.modellbau-dr-schroll.de>) intends to offer differently shaped pines and spruces for Z gauge this year. There is no information about this on the website of this manufacturer, but it has been confirmed to us in the meantime with a photo. We have therefore decided to provide the information we now have here.

The supplier **IMS Modellbau-Manufaktur** (<https://ims-modell.de>) offers its Haartmühle stop, which used to stand on the Kursbuchstrecke (KBS) 193c and was demolished at the beginning of the 1970s, as a real wood model also for Z gauge.

Miba also reports that **Modellbau Dr. Schroll** (<https://www.modellbau-dr-schroll.de>) intends to offer differently shaped pines and spruces for Z gauge this year. There is no information about this on the website of this manufacturer, but it has been confirmed to us in the meantime with a photo.

---

## Imprint

ISSN 2512-8035

Bibliographic information of the German National Library: The German National Library lists this publication in the German National Bibliography. Detailed bibliographical data and editions can be found in the DNB catalogue at <https://portal.dnb.de>.

The publication of **Trainini Praxismagazin für Spurweite Z** is voluntary and non-commercial. **Trainini German Magazine for Z Gauge** does not aim for any sources of income. This publication is governed exclusively by German law.

Contributions marked by name exclusively reflect the personal opinion of the author. This is not necessarily the same as that of the editor or publisher. Unless otherwise indicated, photos are taken by the editor.

Board of Editors:  
Holger Späing (Editor-in-Chief)  
Dirk Kuhlmann  
Joachim Ritter

Correspondent North America:  
Robert J. Kluz

English translation:  
Alexander Hock, Christoph Maier, Martin Stercken

Further voluntary work: Stephan Fuchs, Torsten Schubert

Licensed **Trainini Discussion Group** (<https://www.facebook.com/groups/1597746057122056/>): Michael Etz (**Trainini Locomotive Doctor**)

Publisher and V.i.S.d.P. is Holger Späing, Am Rondell 119, 44319 Dortmund; Contact: 49 (0)231 9598 7867 or by e-mail to [redaktion\[at\]trainini.de](mailto:redaktion[at]trainini.de).

Advertisements of events and advertisements of third parties are free of charge, but will only be accepted after availability and recognisable track Z reference. They appear separately from the editorial part on the sole responsibility of the advertiser. Advertisements from small series providers always have priority.

Letters to the editor must be submitted in writing by post or e-mail to [leserbriefe\[at\]trainini.de](mailto:leserbriefe[at]trainini.de), stating the full name and address of the responsible reader, and are always welcome. Publication is reserved to the editorial staff. The editorial team always endeavours to present a representative picture and therefore to take every submission into account.

By submitting pictures, photos and drawings, the sender agrees to the publication and indemnifies the publisher against any possible claims by third parties. This expressly includes a future repetition in the magazine, annual video as well as in brochures and posters.

All company names, trademarks and designations mentioned in this publication belong to the respective manufacturers or rights owners. Their reproduction takes place without guarantee of the free usability. For misprints, errors, price quotations, product descriptions, building specifications or transmission errors of any form whatsoever, the editorial staff and publisher assume no liability.

**Trainini Praxismagazin für Spurweite Z** is published monthly (without guarantee) and is available to all interested model railroaders, especially friends of gauge Z, to download free of charge and for a limited time from <https://www.trainini.eu>. Downloading may incur third-party connection and network service provider costs. The placement of only the complete magazine on other domains is expressly permitted after it is no longer available on **Trainini**'s own pages, and as long as the download is not offered for a fee.

All contributions, photos and reports are subject to copyright. Translation, commercial printing and any other form of reproduction, even in part, require the prior express consent of the publisher. Unauthorized commercial use will not be tolerated.

**Trainini**<sup>®</sup> is a legally protected trademark, registered in the register of the German Patent and Trademark Office (Munich), No. 307 30 512. The trademark is owned by Holger Späing, Dortmund. Misuse will not be tolerated. All rights reserved.