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Railway Cranes and Construction Trains

Speed Trap without expensive Photos
Fifty Years of Z Gauge Technology

50 Years of Z Gauge

Introduction

Holger Späing
Editor-in-chief

Dear Readers,

By the time of publication of the last edition, the news in all media had already changed dramatically: For more than two years, most of the news had been about a new disease and its pandemic appearance in several waves.

The basic situation had not really changed, and I would like to say a few words about its consequences in a moment. But first I have to add what happened worldwide from one day to the next.

In an unprecedentedly ugly form, Russia invaded one of its neighbours, Ukraine, in a brutal war of aggression, which is of course presented as something completely different in state propaganda. While manipulated people imagine themselves in a fight for freedom, they see their economy going to ruin and many goods and techniques being sold off because their country is abruptly boycotted by the world economy and sanctioned by Western countries.

After 77 years of peace, the Russians, of all people, have unleashed the biggest military conflict on the European continent, from which certainly not only the people in the war zone of Ukraine are suffering.

One of these many millions is a model railway friend and small series manufacturer of Z gauge. In a probably unprecedented action, hundreds of people from our community, also supported by two church congregations, their social welfare organisations as well as private individuals outside the model railway scene, have created the conditions to be able to build up a new life in Germany.

This private chain of help was and is planned and coordinated by Jörg Erkel (1zu220-Shop), Axel Hempelmann (Z-Freunde International e.V.) and me (**Trainini®**). All of us and also the recipient of these benefits together with his two children see here a sign of how unique our community is in this world.

The chain of supporters reaches as far as the United States, the central axis was of course on the escape route Ukraine - Poland - Germany. This leads me to say that Germany is on the right side this time. Perhaps we will be allowed to write more extensively about our help in the coming months...

But please, let's not forget our local manufacturers and suppliers, especially those of the small series. For many of them the trade fair business is immensely important and again two important spring exhibitions were cancelled at short notice.

The merchandise required for such large events has long since been produced or delivered and must now be paid for. If the firmly calculated sales opportunity is now missing, this, not uncommonly, also means an existential hardship, because after all we are already writing the year 3 of Corona. Please help here too, by not postponing planned purchases and by using electronic sales!

Sin-Z-erely,

Holger Späing

Editorial

Model

Prototype

Currently no items

Design

Currently no items

Technology

Literature (not translated - only in German)

News

We thank Franz-Josef Huwig and Eisenbahnstiftung for their photo support.

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Cover photo:
236 123-6 had long been in secondary service in the seventies. Today, it is assigned to construction/maintenance train service and passes through Himmelreich station on the Höllentalbahn with various railway maintenance cars.

Non-public transport trains

Railway Maintenance Trains in Operation

Away from the public freight train service, there are also trains that serve only internal railway purposes. They can go to the rescue of damaged rolling stock, take on repair and construction tasks or even serve to install catenary masts and lift turnouts. For the model railway they are spots of colour and interesting eye-catchers.

Construction and service trains have a long tradition in the Z gauge product range. For decades, however, the models offered by Märklin were focused exclusively on Era IV. Two vehicles were also produced as special editions for Railex respectively the Z-Club International in ocean blue livery, which became common from 1974 onwards.

To this day, they are a main focus in this range of products, but the selection has long since grown and has also reached the present day. In addition, other suppliers have also discovered this market for themselves to some extent. A pivotal point was above all crane cars.

The oldest set that comes to mind here is the track construction train from Märklin (item no. 8103), as it was offered from 1980 onwards. Without exception, all the models it contained, seven cars with the V 60 as the locomotive, were heavily compromised, but certainly remarkable for their time because of the variety they offered.

The railway maintenance car set (Item No. 87761) together with the separately available class 212 diesel locomotive (88214) was Märklin's last product to date for forming service trains. Work and construction trains have a long tradition in the product range.

We would like to use the anniversary as well as the latest maintenance car set (87761) to take a short tour through the world of original trains and the many models with which such trains can be formed today close to the original or with which appealing working scenes can be displayed.

Maintenance trains could and can serve very wide-ranging purposes. Model railway fans usually think of track construction trains, because in the past crane cars were often used in them, which are immediately noticeable in the train formation.

But they also served less noticed purposes such as emptying latrines at railway stations, or distributing pesticides to keep tracks free of weeds. Work was also carried out on catenaries, signals or the telecommunications infrastructure, to name further examples.

These Railex models for Era I, here hauled by a T 3 tender locomotive from Bahls Modelleisenbahnen, also belong to the early model implementations of service trains.

The support trains kept in every larger depot should not be forgotten. Their hour strikes when a locomotive or cars in their area of operation cannot continue in service. Often, this also involves derailments.

This hand-operated rail crane from 1901, last used as railway station car 72 033 at the Bamberg depot, was a reminder of the early beginnings of this type of car for the DB Museum in Nürnberg (Nuremberg) in September 2005.

The task of the support train is then to carry out the necessary measures so that the damaged or to be inspected rolling stock can be moved to the next depot.

By the way, they did not and do not usually carry a crane car. Re-railing is usually done with the help of hydraulic jacks.

Eye-catching crane car

Nevertheless, for model railway fans nothing works without rail cranes. Z-Club International also recognised a need and took care of a Märklin model (88609) with a Railex crane attachment as the annual train car in 1993.

The green painted low side car based on the model 8610 was labelled as Württemberg Xm and was consequently supposed to reproduce a state railway car. A certain willingness to compromise was, therefore, also necessary here, because the basic wagon was largely prototypical, especially since the combination with a hand-operated crane of this design speaks rather to the time before 1900, when the wheelbases of freight wagons were still significantly shorter.

We only knew the ZCI annual car 1993/94 for era I with the Railex crane attachment (right), but it also seems to be in circulation with a Beier insert, including a different hand crane (left). Photo: Franz-Josef Huwig

Closer to the original was a Railex model (2018) from 1989: It used the same crane attachment, but was mounted on a prototypically short two-axle car, a second one served as a crane spacer car. An identical model is said to have been offered under item number 1018.

The originals had a load capacity of only a few tons and could at best lift short pieces of rail. However, they could also have been used as mobile unloading aids. The model is therefore likely to be useful for friends of Era I in any case.

continues on page 8

Krupp-Ardelt was particularly well-known as a manufacturer of rail cranes after 1945. In 1965, one of their products is waiting in Dortmund for further use. Photo: Johannes Glöckner, Slg. Eisenbahnstiftung

Picture above: The 57-ton steam crane “Mainz 6600” (Ardelt, built in 1949) is being fired up in Frankfurt (Main) in 1955 for a bridge operation that includes a more lightweight crane. Photo: Reinhold Palm, Slg. Eisenbahnstiftung

Picture below: For the recovery of 141 181-8, the 90 t steam crane (Ardelt) of the Bw Bremen Rbf is used between Wiesbaden Ost and Mainz on 4 September 1973. The counterbalance and coal cars can be seen, too. Photo: Dieter Junker, Slg. Eisenbahnstiftung

But development did not stop at the original. The Ardelt company in particular, which later became part of the Krupp concern (Krupp-Ardelt), developed ever more powerful and larger cranes.

The steam engine was soon recognised as a source of power and so the fleet of vehicles accompanying the rail crane continued to grow.

One or two crane spacer cars were needed for transport, depending on the boom length, and a separate car was used to transport counterweights.

In addition, there were cars for the water and fuel supply as well as for the personnel. We have not even mentioned the transport of construction materials yet.

In June 1991, the Bundesbahn demonstrates the lifting power of its "Goliath" with the help of a class 212 diesel locomotive at the Railway Museum in Bochum-Dahlhausen

The absolute giant was the 90-ton steam crane built by Ardelt in 1937 and 1944, classified by the DB as type 059. Its dimensions were impressive, but were clearly surpassed in the post-war period. Kirow, in the former DDR, is the main manufacturer to be mentioned here.

Heavy brass models of this colossus, complete with protection, counterweight and accompanying cars, were produced by Krüger Modellbau in small series. Later, its smaller brother also followed in the form of a 57-ton steam crane, the prototype of which had also been built by Ardelt.

Here, a 57-ton and 90-ton Ardelt steam crane from Krüger Modellbau are in model train use on a steel girder bridge.

This was also accompanied by the end of steam driven cranes. Electric motors or diesel engines succeeded them. The three-axle Märklin model (8621) of a Krupp Ardelt crane, including its catalogue successor (8657), took up such a vehicle for the first time as early as 1975 and provided play operation with a crank. The prototype probably had a lifting capacity of about 10 tons.

The typical operation of the various rail cranes was the lifting and laying of rails and turnouts, as well as the lifting and placement of entire bridge girders in the case of the particularly heavy cranes. Up to the present day, however, the largest of them are also designed to be able to recover entire locomotives.

We have put together this service train of era IV with Krupp-Ardelt crane (Märklin 86571) from cars of the Märklin packages 8776 and 87761, as well as, the workshop car 611 (FR 49.334.211) and hauled it with the class 280 (88804), which is about to be retired.

Accordingly, the possibilities of use for the model railroader are numerous, although it might be difficult to run these vehicles in trains to their destination and to put them in working position there. Model railroaders of Z gauge will probably have to decide for one of the two possible settings.

Modelling Track Maintenance Trains

Service, construction, and auxiliary trains also have their special appeal on model railways. Most recently Märklin has offered a colourfully assembled Era IV railway maintenance car set (87761) that also includes two scale models of the latest generation of freight cars. It clearly stands out from earlier sets and is for track construction.

The crane car (86572) is intended as a supplement, which was additionally provided with a short X 05 low side car with a “tools” load insert. Unfortunately, the crane spacer car is again based on the old and outdated low-sided car model from 1972, instead of using the much more appealing Klms 441. All three models in this set are painted chrome oxide green. Märklin has provided a class 212 (88214) as the matching locomotive.

The last offer for Era III was a grey example (86571) of the Krupp Ardelt crane with a likewise chrome oxide green protection wagon from 2009, which remained in the programme for several years. With a different boom and bucket, it would also have been suitable for coaling steam locomotives.

Märklin seems to have discovered railway service trains for itself long ago, because the publication intervals of relevant novelties seem to have been reduced after the turn of the millennium. And while earlier offerings were limited to Era IV, Era III, and the present era have recently been considered, as well.

The four-part train set "DB Construction Train Set for Track Construction" (81451) addressed the friends of Era VI in 2017 and added further splashes of colour. However, the "Tiger" was not particularly challenged with only three cars included.

Unique and, in this respect, exceptional was the four-part wagon set "High-voltage Current Service Train" (82101) for Era III from 2018, which was reminiscent of the electrification of the important main lines on the German Federal Railways.

The train set "Track Maintenance Train" (81071) with the yellow class 218 diesel locomotive of the DB Railway Construction Group turned to the latest Era VI in 2015. Its three type Res stake wagons were partially newly constructed, in this respect something special, and in use for the company On Rail GmbH. The included ballast load inserts made it clear what they were intended for.

In 2017 the train set "DB Construction Train Set for Track Construction" (81451) followed with the yellow class 233 "Tiger" diesel locomotive, a type Res 687 stake car, and two DB AG Fcs 092 hopper cars, another set for Era VI.

In 2019, both products were supplemented by two more rail cars (82425): the Res stake car, again loaded with track ballast, and the Fcs hopper car were also joined by a kit for two railway shacks (container

dimensions). Thus, the modern train, no matter from which of the two first sets it was built, stood out from older models not only because of its colour.

We would also like to briefly mention the Swiss construction train (82517) for Era V from 2002/03, which filled a gap and looked beyond Germany's borders. The lettering referred to the company Sersa, to which the matching white diesel locomotive Am 847 (88692), former class 212, also belonged.

The Schauffele company has long since been a part of the past, and has repeatedly provided prototypes for new products that also fit into the subject area dealt with here. All cars were hauled by the diesel locomotive W 232.01 (88132), a “Ludmilla” (Era V, offered in 2014).

The W 232.01 (88132) from Schauffele is another representative of the recent past. We coupled it with a Märklin Krupp Ardelt crane (8657) and a Mittelweserbahn construction train car (98101). In 2002 it formed the start of the "club train" of Z Club 92, which also belongs to the subject area dealt with here.

Suitable trains could be formed from high-capacity hopper cars (86303) and tipping hoist cars (82431 & 82434), which were offered in sets of three to six cars between 2002 and 2014. The type Fas 126 tipping hoist cars (first edition 82430) were in the programme several times since 2001 with different markings, colour schemes, and for different operators.

Popular items

Beyond the models mentioned so far, however, there were also those that were more difficult to procure. One such car even came from Märklin: in this case it is the anniversary car that was ordered for 20 years of membership in the Insider Club from 2013 (82339). In addition to the X 05 low-sided car loaded with ballast, an orange wheel excavator of modern design, and some Preiser figures were also included.

So, this model was perfect to combine it with other models, for example the first construction train car set (8776) from 1991, and thanks to the included workers it also invited to create scenes. The class 236 with roof pulpit from the set 81772 seemed to us to be a suitable locomotive for this.

There were also offers in the area of small series that help to extend or equip construction trains. The oldest models are probably cars ordered through Railex, which were offered by Z-Club International. We

Märklin offered this set for setting up a track construction site (82339) to its 20th anniversary members of the Insider Club from 2013. This can optionally also be used to extend construction and maintenance trains when the track excavator is loaded onto a low-sided car.

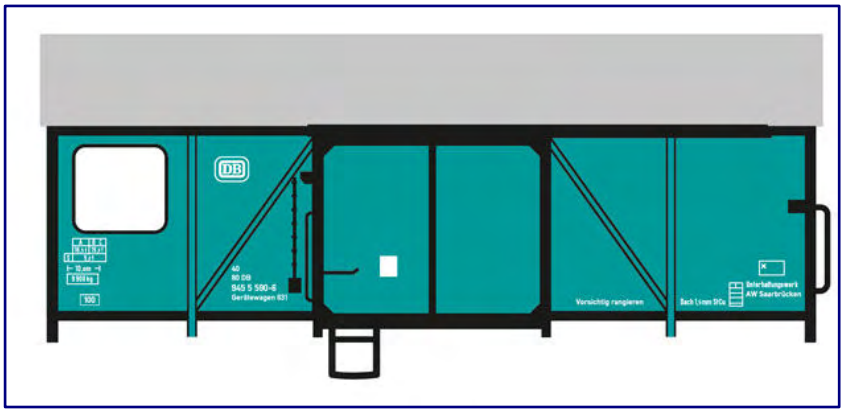
are thinking of a workshop wagon that is painted ocean blue (basis: BD3yge reconstructed car; Miba number S-11) and a Gbrs 253 boxcar (88605) in the same colour.

FR Freudenreich Feinwerktechnik has also done a lot in this segment. In addition to many suitable models in the Swiss programme, small editions should be mentioned which have German originals and have been produced as special series.

The Stammtisch Untereschbach e.V. received a model of an ocean-blue covered freight wagon of the former Bremen type with side windows at one end, based on an original in the Dieringhausen Railway Museum.

This wagon will be reissued in identical shape in a one-time edition of 40 pieces for the 50th anniversary of the Z gauge as tool car 631 (49.342.31) for the 1zu220 shop.

It can be strongly assumed that this model will again be sold out very quickly as soon as a delivery date is fixed and it will be available for order.



Our article is connected with a new product announcement: Exclusively for the 1zu220-Shop FR Freudenreich Feinwerktechnik will produce the tool car 631 of the DB (49.342.31). The exact archetype was once at home in the Saarland. Illustration: FR Freudenreich Feinwerktechnik / Trainini®

The previous model in the same model railway shop was the workshop car 611 (49.334.211). This is also a model designed in RAL 5020 ocean blue, based on the Oppeln type boxcar and very elaborately printed.

Photo above:
V 36 231 from Bahls Modelleisenbahnen is towing a track construction train. Behind it run a low side car X 05, a Res 687 used as a crane spacer car with the Krupp Ardelt crane (all Märklin), and finally the workshop car (Miba number S-11), and the freight car Gbrs 253 (88605), both once produced by Märklin for Railex.

Photo below:
The class 042 steam locomotives of the Rheine depot (88276) were frequently seen in construction train service at the end of their operational life. Often, these operations served to erect catenary masts on the Emsland line. We have attached cars from the Märklin sets 87761 and 8776, as well as the workshop car 611 of FR (49.334.211), to it.

Last but not least, there is an Era III model from FR Freudenreich Feinwerktechnik. Again, it is an earlier “Oppeln”, which has been painted in RAL 6020 chrome oxide green to match the era. It was included in the “Era III Part 1” car set (49.019.04) produced exclusively for the 1zu220 shop (49.019.04).

So, this is a very diverse subject. And regardless of whether they are used with or without a rail crane, track construction trains are always a very appealing addition to the model railway. Not only do they invite you to demonstrate them in use, but also to display working operations.

Designed with currently available Preiser figures “Workers in protective clothing” (88537), we have attractively designed a turnout construction site as a suggestion for our readers. The construction crew driver's car 407 (left in the photo) is a self-built model based on Märklin. It received self-built train end lanterns, illuminated with a product from Mobatron.

We have arranged this with wagons from various packs as well as our own customer-made model of the construction crew driver's wagon 407 (including attached tail lanterns) and in addition we have assigned the class 280 (88804), which was about to be taken out of service in the seventies, to construction train. Matching figures “Workers in protective clothing” (88537) are offered by Preiser.

Model railway service vehicles:
http://www.fr-model.de
http://krueger-modellbau.de/kmb/
https://www.maerklin.de

Model catenary repair railcar:
https://www.noba-modelle.de

Figures used:
https://www.preiserfiguren.de

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50th fleet anniversary of Boeing 727-230

Across Europe without Borders

At Lufthansa, the Boeing 727 was called the Europa Jet, which has a special symbolism in these weeks of war on European soil: Peacefully living together, the countries of the old world are also connected by air traffic. People travel abroad on business or enjoy their holidays at destinations in the warm south. Some nostalgia quickly arises in the memory of these trips.

On 6 February 1963, the first of four prototypes of the Boeing 727 took to the skies before the new three-engined aircraft received its certification on 20 December 1963. The first aircraft were delivered to the American United Airlines in 1964, and the first foreign customer was the German Lufthansa in the same year.

About ten years after its re-founding, it had found its place among the world's great airlines and had long since arrived in the age of jet aircraft. 27 aircraft of the short basic version, initially known simply as the 727, later as the 727-100, entered its inventory.

The current new products of the Boeing 727-230 (art. no. 571326) D-ABCI "Karlsruhe" from Lufthansa's inventory (right) is not only stretched, but its details also show that it cannot have originated from the same moulds as the Boeing 727-30 D-ABID "Braunschweig" (550789; left) from 2007, which was painted in transitional livery. There is no doubt that we are looking at a new mould that Herpa has not marked as such.

At Boeing, Lufthansa had the customer number 30, which was integrated into the individual type designation by Boeing at the time: The short LH aircraft were thus Boeing 727-30s. For the US manufacturer, the new development was to become a sales hit. Up to 1984, 1,832 aircraft were built, making it the most widely built aircraft in the world for many years.

Shortly after the appearance of the basic version, Boeing began to develop a version -200 stretched by about 6 metres, which offered space for up to 189 passengers with narrow seating. The fuselage of all 727s had the same diameter as that of the Boeing 707 because sections had been taken over from it.

Lufthansa initially ordered four of the stretched version as the Boeing 727-230 Advanced, which were flown from spring 1971. So last year, when the associated Herpa model was announced, was the 50th anniversary of their fleet.

The first of the four aircraft was given the registration D-ABCI and the baptismal name “Karlsruhe”. It served as a model for the Herpa model (art. no. 571326) that we are presenting today. With standard seating for 158 passengers, Lufthansa remained well below the maximum capacity and deployed the new additions on short-haul routes that were in high demand.

Lufthansa's Boeing 727-230 with the christened name "Karlsruhe" (571326) reproduces the final design of the first aircraft put into service in 1971, as designed by Otl Aicher and adopted in modified form by the airline. Among the in-house recognition features was the distinctive "fried egg" on the blue vertical stabilizer.

26 aircraft of the 727-230B type, which had been further improved in terms of performance and equipment, soon followed, when it became clear that the three-jet concept would have no future for a passenger capacity of only 120 in the short version.

Lufthansa called the Boeing 727 the European jet, because this short- and medium-haul aircraft could probably be used to fly to all destinations in Europe. Thus, in times of war in the middle of Europe, it now also stands symbolically for international understanding and international exchange in a period of peace that lasted almost eighty years, and which we would like to see return, as soon as possible.

In the service of Condor

The same symbolism also applies to the aircraft from the inventory of the holiday airline Condor, where, after the 727-30, the Boeing 727-230 Advanced also appeared in a quantity of eight from 1973. Here Herpa has chosen the last new arrival from 1975 with the registration D-ABKL (571647) for its model.

The model remained in service with Condor until 1989. With 178 seats, its seating was considerably tighter than that of the parent company, but even here, it remained below its maximum. With hot meals and free drinks, Condor enjoyed a reputation for good customer service at the time, which is perhaps why one or two Zettie passengers took their holidays on this type.

Parallel to the parent company, the Boeing 727-200 was also used by the charter subsidiary Condor (571647). Its design was closely based on that of the parent company. At that time, Condor was the number one in holiday air travel.

At the end of this model section, take a brief look at the holiday airline Condor: it was founded in Hamburg in 1957 by the food company Dr. Oetker, but sold to Lufthansa in 1961.

Lufthansa merged its acquisition with its own subsidiary Deutsche Flugdienst, and subsequently initiated the rise of the new Condor Flugdienst, based in Frankfurt (Main), to the number one in German air tourism. For decades it remained the most important flagship of the German travel industry and was also regarded as particularly prestigious among European charter airlines.

The Boeing 727-200, which earned the reputation as the most elegant jet aircraft of all time, also played a considerable role in this. Condor had passed its temporary peak as an airline when it was sold by Lufthansa in 1997.

In a direct comparison of the two aircraft on the apron, the largely identical paintwork becomes particularly clear. Typical of the Lufthansa Group's aircraft at the time was the bare fuselage below the window band, in which, as with the models, the apron is reflected in sufficient sunlight.

Special features of the models

Herpa did not mark either of the models to be presented today as new moulds, and yet, to our knowledge, the Boeing 727-200 was not previously to be found in the Wings 1:200 scale programme. We consider the models to be new in any case, as the miniatures of the Boeing 727-30 and 727-100 offered many years ago were shorter and appeared more compact.

The successful appearance of the models is mainly due to the extensive printing, visible for example on the wings where escape routes are marked. The nose wheel can be swivelled to the side, as we show here. This supports the arrangement of arbitrary taxiway scenes on your own layout.

The basic type may already have been included in the programme and may also have been produced according to German models with Lufthansa and Hapag-Lloyd, but all these models cannot have originated from the same moulds. This would be similar to the short and long versions of the class 103 express locomotive, of which the latter could never be offered for precisely this reason.

A direct comparison of the Lufthansa versions of both designs clearly shows the progress that has been made in printing technology at Herpa. Today, printed frames and windscreen wipers are standard, many details are much more finely applied or were even missing in the past.

So, the models to be seen here, will certainly appeal to some Z gauge friends who can integrate airport scenes into their layouts or who are in the mood for a diorama with a cut-out of an apron or taxiway.

The quality of the realisation is not inferior to that of our railway and car models, and the technically untrained observer will not be able to recognise the slightly different scale anyway. Our scale table shows

Dimensions and data for the Boeing 727-200

	Prototype	1:200	1:220	Model
Length	46.690 mm	233,5 mm	212,2 mm	234,0 mm
Wingspan	32.920 mm	164,6 mm	149,6 mm	160,7 mm
Height	10.360 mm	51,8 mm	47,1 mm	47,3 mm
Hull diameter	3.760 mm	18,8 mm	17,1 mm	19,3 mm
Empty weight	45,36 t	---	---	402 g
Cruising speed	965 km/h			
Range	4.020 km			
Number of passengers	max. 189			
First flight	14. December 1967			
Engines	3 x Pratt & Whitney JT8D-9A / 11 / 15 / 17 /17R			
Thrust	3 × 64,5 - 77,4 kN			

how true to scale Herpa has made the model, but also how manageable the deviations from our nominal size basically are.

A secure stand is also guaranteed, because the weight of just over 400 grams unmistakably points to the main material chosen, die-cast zinc.

Only some of the attached parts are made of plastic. Again, the miniatures follow most of the last presented aircraft.

The paintwork of both models is also impeccable. Clean separating edges, even application in the correct tones and in addition the bright metallic ground, as it was usual with Lufthansa. We can literally see ourselves reflected in this.

Herpa has also correctly taken into account deviations of the stretched 727 compared to the basic model. For example, the position of the galley was changed in the prototype, which also led to changes in the arrangement of doors and emergency exits.

Herpa has correctly taken into account the different position of the galley, which can be recognised by the offset doors on the outside, compared to the original version 727-30. The additionally printed details on the vertical stabiliser are also convincing.

By the way, a special feature of the 727 was another exit option via a central and fold-down door at the tail. It can also be seen on the model, but was later decommissioned by some airlines.

The tyres on the landing gear are made of rubber. This is also not new in the Herpa Wings collection, but is deliberately emphasised here because the nose landing gear can be swivelled to the side to a limited extent and this opens up additional possibilities for displaying the aircraft on the tarmac.

continues on page 22

Photo above:
Attached antennas, as shown here on the top of the cabin, printed window frames and windscreen wipers, or the landing lights pad-printed into the front wing edges near the fuselage round off the good overall impression (on both models).

Photo below:
The design of the Condor aircraft with yellow vertical stabiliser (and strongly stylised crane or Condor) came closest to Otl Aicher's suggestions, but was not adopted by the parent company.

A look at the chosen colour schemes is also worthwhile. They go back to one of the pioneers of uniform corporate design guidelines. Under Otto “Otl” Aicher (1922 - 1991), a new visual image for Lufthansa was developed at the Hochschule für Gestaltung (School of Design) in Ulm.

With slight modifications, it is still used today. Nevertheless, Lufthansa did not implement it immediately, and did not follow Otl Aicher's designs in all of its designs. The transition from the old aircraft livery to the modern one was marked by the Boeing 727-30, as it was also reproduced by Herpa.

Our final photo should make you want to go on holiday: While the Caravelle of competitor LTU has just arrived and is waiting for the passenger stairs, Condor's Boeing 727-200 is immediately pushed back by the waiting Towbear to drive across the tarmac to the runway. Which European destination will the sun-hungry passengers inside be looking forward to?

The rudder was still emblazoned with the old crane logo in parabolic form, while the paintwork otherwise corresponded to the new designs. The side lettering “Lufthansa” had also already adopted the modern font, but was still traditionally applied in capital letters.

The new model of the Boeing 727-230 Advanced shows completely the final appearance as it was to last for about two decades. The dark blue side panel with the crane in a yellow circle, which became known as the “fried egg,” was the defining feature.

Incidentally, this distinctive feature did not follow the designer's original plans. He had intended a yellow vertical stabiliser with a blue crane emblem. This is precisely what became the corporate design of the Condor subsidiary from 1975 onwards. So the public was not deprived of it, and it can now be found on the second model that we have presented here.

Anyone who buys this model will be getting an important piece of German aviation history on their layout and, as we would like to conclude, in several respects.

Model manufacturer:
https://www.herpa.de

Speedometer by Halling Modelle

How slowly does my Model Railway run?

As a child, any of us could probably not run fast enough a model railway. As adults, on the other hand, we usually appreciate the smoothness of the prototypically slow train. Often enough, however, we no-tice that our trains are travelling a little too fast. The speedometer from Hallig Modelle helps to assess small rolling stock in a better way.

A year ago, the Austrian manufacturer Halling, a specialist for street, narrow gauge and model railways as well as vehicles in the larger gauges, introduced its speedometer (art. no. MTS-100) and has already delivered it.

In addition to the speed in a 1:1 display with the units m/s and km/h, this measuring device can handle converted speeds (km/h) for the scales 1:22.5, 1:24, 1:32, 1:43.5, 1:45, 1:48, 1:76, 1:87, 1:120, and 1:160. All sizes commonly used in Germany from gauges 2 to N as well as other nominal sizes commonly used abroad are thus taken into account.

All the customer has to do is to loosen a screw on the battery compartment, insert a 9-volt block battery after sliding it on, align the unit on the track, switch it on and start the measurement. It is also possible to insert a rechargeable battery into the device, but it cannot be charged inside.

The MTS-100 model speedometer from Halling Modelle is an interesting tool. But is it also suitable for Z gauge issues? A series of tests should clarify this.

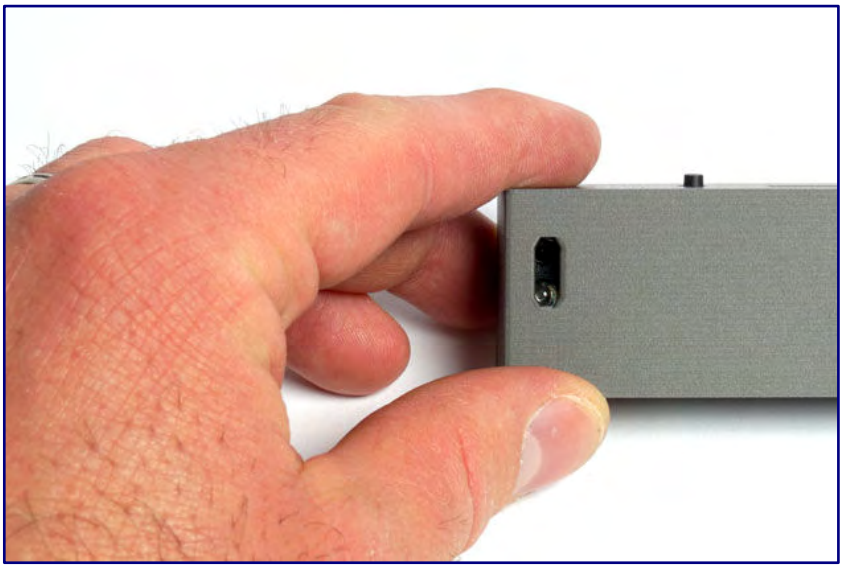
Early on, this tool had aroused our curiosity. Therefore, we asked ourselves and finally the manufacturer why the Z gauge with the scale 1:220 had not been included on the device. We were answered that there were concerns that such small vehicles would also be correctly detected.

We recalled that besides Märklin track, there were also those from Micro-Trains and Rokuhan with track bed, which are higher. In case of doubt, they could perhaps be the key to success. Halling was happy to program a test unit for us for Z gauge as well, to check this for ourselves.

This article summarises our experience and is intended to describe and explain this measuring instrument to our readers as well as to reveal its benefits. By the way, a first, short test with a locomotive on Rokuhan track was quickly carried out and proved the basic suitability.

On the long side facing away from the user we find two rectangular openings with diagonal corners: This is where the light barriers are installed and supposed to detect the passing train.

That's why we already presented it as a new product for Z scale in the last issue and in the meantime have carried out more extensive trials that confirm our hopes. So, now, it is also a matter of addressing the right target group.



In the aforementioned openings, which are placed quite high up in the housing, the transmitter and receiver diodes of the light barriers can be seen.

The exterior of the unit

In front of us there is a grey brick made by 3D printing, which forms the housing of the measuring device.

The measuring electronics are fitted inside, along with the switches visible on the outside, push-buttons, a display and two light barriers with transmitter and receiver.

The device is relatively small (L 18.5 x W 2.3 x H 3.3 cm), therefore easy to handle, mobile and works wirelessly, an advantage not to be underestimated on the model railway layout.

The housing is unmistakably from a 3D printer. On its underside we find a covered battery compartment (right) secured by a screw. A 9-volt block battery is inserted here. Alternatively, the measuring device also works with a rechargeable battery, but this cannot be charged inside the device.

Halling Modelle itself emphasises in its instructions the advantage of being able to flexibly use the model speedometer on one's own layout, in the club, or at exhibitions.

The two light barriers are mounted quite high on one of the two long sides and their openings face the track, when measuring. The equipment box has to be parallel to the track when measuring. Of course, it must be ensured that it does not protrude into the clearance gauge of the models.

The recommended distance is about 1 cm to the passing vehicle. The top side is the control unit, on which the Halling logo and the line “Model speed measurement” can be read when it is placed the right side up.

After operating the on/off slide switch with the internationally standardised symbol, the Halling logo first appears for 1 second on the display.

The on/off slide switch is located approximately in the middle of the upper side. When it is pressed, the Halling logo appears on the display further to the right for one second, followed by the last scale selected, which in our case should, of course, be 1:220.

The readiness for operation is signalled by the message “init ok” that appears a little later and remains until a measurement is started. If the scale or measuring mode (for the 1:1 measurements) needs to be changed, a short pressing of the button next to the switch several times will help.

By repeatedly pressing the selector button for the measuring mode, we set the desired scale of 1:220 in order to be able to start our series of tests.

A ruler with graduation marks is printed as a symbol underneath. Each time the button is pressed, the mode changes to exactly one of the pre-programmed scales smaller. So, it starts at 1:1 and then changes through the individual model railway scales. Z gauge is therefore the last mode that we reach after the initial start-up, before we begin again.

Measurements and verification

A measurement process is triggered by pressing the start button, which is marked with an internationally common sign (►) that every user will recognise immediately. Now the measurement begins, the device waits for a passing vehicle to be detected by the light barriers. While this is happening, the display shows four dots.

If the passing vehicle triggers the first of the two light barriers, a time measurement starts until the second light barrier is reached. It does not matter in which direction the locomotive or train is travelling, because the measurement can begin at either of the two light barriers.

The distance between the two measuring points is fixed by the device and stored in the algorithms of the electronics. Using the selected scale, the speedometer is now able to convert to the prototype speed at which the train passed.

continues on page 28


1
init ok
2
....
3
< ....
4
< 21,6km/h

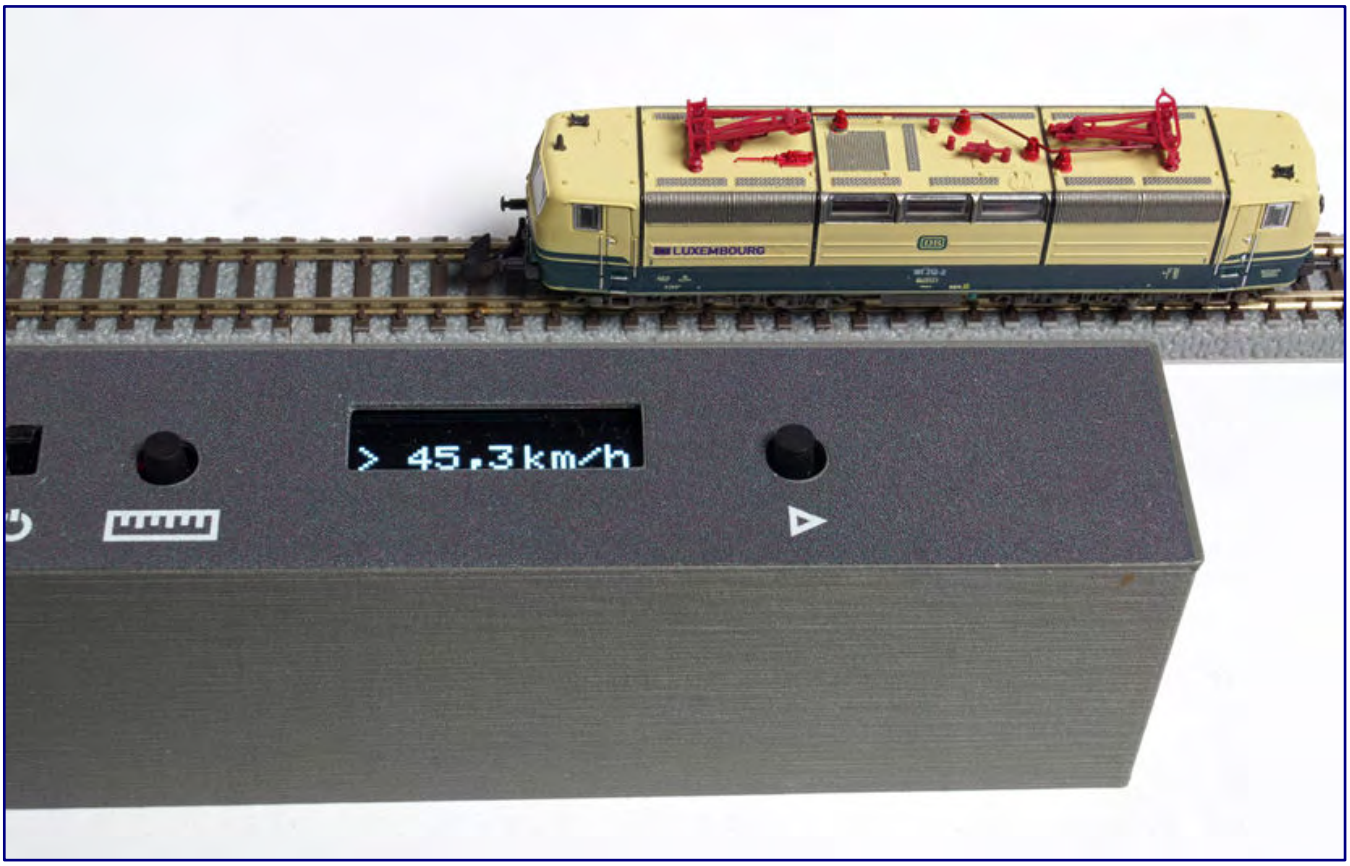
Photo gallery on page 27:
After selecting the measuring mode or scale (see photo on page 26) or accepting the last used mode, the display changes to "init ok" (Fig. 1). (photo 1) and thus indicates readiness for measurement. After pressing the arrow key for a new measurement, the display changes to a display of four dots (photo 2), which is supplemented by a direction arrow (photo 3) as soon as a locomotive travelling in the displayed direction has been detected by the first light barrier. As soon as it has also triggered the second photoelectric sensor, the converted speed is shown on the display (photo 4).

The measured direction of travel and speed are shown in the illuminated display of the unit. These values remain on screen until a new measurement is triggered or the unit is switched off. If neither is done, the display will dim after about ten to fifteen seconds.

By the way, the selected scale is stored after pressing the start button and is taken over for subsequent measurements as long as it is not changed via the scale selection button. All the points described are explained in the enclosed manual (in German and English), which only needs one double-sided sheet in A5 format.

We think it is important to point out the right time to change the battery or recharge the battery. From 6.5 volts residual voltage, a warning message appears on the display when switching on, below 5 volts a request to change the battery. From this point on, the measurement would no longer be sufficiently accurate, which the user should know and recognise.

Up to this point, our explanations may have sounded like pure theory. The decisive point was the answer to the question whether the model speedometer is suitable for Z scale at all?



We start our experiments with larger locomotive models: On Rokuhan bedding track, they are all neatly captured, even the flatter-built 181² series from Rokuhan.

After all, the manufacturer had doubts about this and did not include the algorithms for the 1:220 scale ex-works. In a first step, we therefore set up the measuring device along a straight line according to the manufacturer's specifications and took various measurements.

First, we used the Rokuhan track with track bed, and, then, also Märklin track. In both cases, the first test locomotive was detected by the light barriers without any problems and the output values corresponded to an expected limit.

Even the small Köf 2 from Z-Modellbau is detected by the light barriers without any problems (photo above). This also applies to running over Märklin track without a track bed. Only the Klv 20 from Märklin (photo below) provides usable measurements when used on Rokuhan track, a side note that does not call the measuring device into question for measurements in Z gauge.

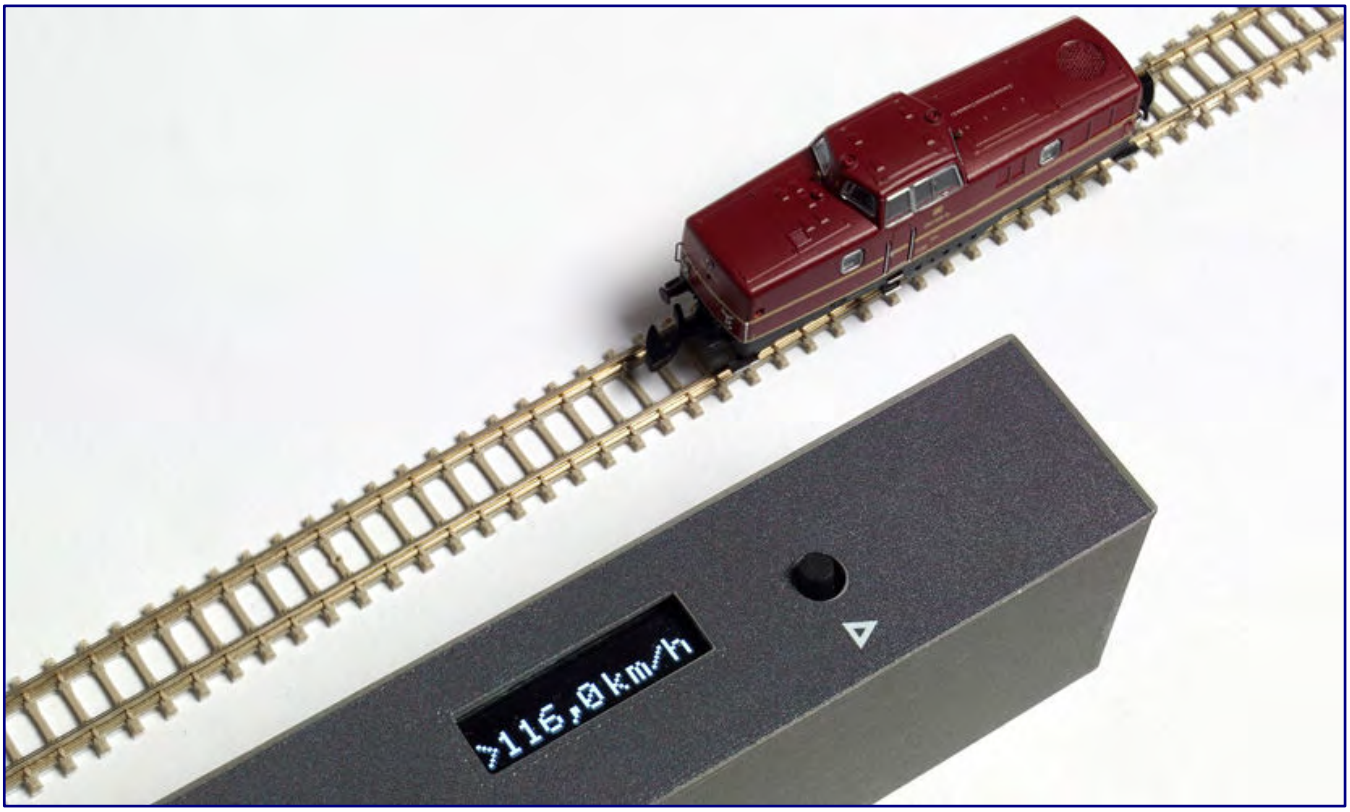
This could be successfully repeated with almost all models of any manufacturer. Even the small Köf 2 from Z-Modellbau was reliably detected by both light barriers in all test series on both Rokuhan and Märklin track.

The only exception was the smallest known motorized model: Märklin's Klv 20 (88025) triggered the first light barrier on the company's own track, but in none of the tests in our series did it trigger the second one. As soon as we put it on Rokuhan's track with track bed, measurements were also possible with it.

In a second test step, it was now necessary to verify the displayed values of individual measurement runs. We therefore reverted to models for which we did exactly what is done in the device via manual measurements: performing a time-distance measurement and converting the values from the 1:220 scale to the model.

The last locomotive model we tested was Märklin's class 41 steam locomotive with oil tender. The speed values determined manually with this steam locomotive can be verified with the MTS-100 at the same running voltage.

Re-measuring our own test results with the MTS-100 now allowed us to check the displayed values. And they gave no reason not to trust them. This makes it clear, at least for us, that this is an important tool for any future product test.



Even with the maximum running voltage applied to the track by the Märklin transformer 67011, the measured values for the 280 series agree with our previous tests.

Target group and conclusion

Now that our hopes have been confirmed, some readers will surely ask themselves for whom the speedometer is suitable? The vast majority of Z scale model railway enthusiasts are dedicated to analogue operation.

Up to now, the speed set on the speed controller has certainly been determined mainly by personal impression. This is certainly satisfactory for most people. But, anyone who comes up with the idea of making an operating video on their own layout in order to show it in forums or on video platforms, often experiences their small vehicles more like cars on the racetrack.

The model speedometer is also useful in digital operation: if speed settings are stored in the CV registers, the MTS-100 helps to compare the programmed target values and the actual speeds travelled.

In order not to betray our small scale in this way and to allow the eye to follow the trains well, a prototypical speed is very important. While the physically present visitor can follow the moving train with his head and eyes and can largely compensate for a movement that is too fast, this is not possible for the viewer of videos.

At this point, the measuring device is an aid to getting to know one's trains better and to make them look more prototypical in many respects. Through the feedback received, it also increasingly conveys a feeling to which prototype speeds the scales on the transformer correspond. We have also learned to appreciate this very quickly.

Digital railway enthusiasts can even go one step further here: The measured values reported back help to set values in the CV registers, with which the prototypical maximum speed can be permanently stored in the decoder. The tool at hand is certainly not just a gimmick, because, otherwise, we too would probably be leading through steep curves and possibly overturning.

With the speed step specifically selected and the speed stored in the decoder, the measuring section is run through in order to determine the actual value.

We would, therefore, like to express this conviction clearly. We nominate the model speedometer MTS-100) from Halling Modelle as a new product of the year 2022 in the of the year 2022 in the category Technology.

Afterwards, the value determined by the MTS-100 can be compared with the target value of the decoder setting and adjusted, if necessary. This is then repeated until the results match.

Product supplier and purchase:
https://www.halling.at

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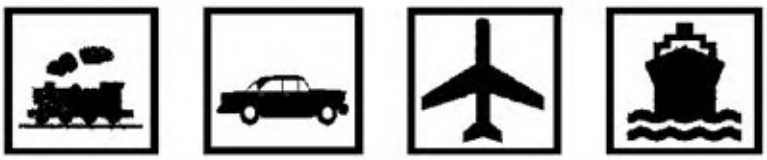

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Note for English readers: The literature section that follows is not translated into English because the original texts of the books involved are in the German language. The original German is left here for information purposes only.

Schienenkrane im Portrait
Stets beachtete Einsätze

Schienenkrane sind sogenannte Nebenfahrzeuge der Bahn und nicht Bestandteil öffentlicher Güterzüge. Vielseitig wie ihre Hebekraft waren und sind auch die Einsatzzwecke. Literatur über sie gab es bislang aber (zu) wenig, obwohl sie in allen Spurweiten Bestandteil der Sortimente sind und sich hoher Aufmerksamkeit der Modellbahner freuen.

Udo Kandler
Herkules, Goliath & Co.
Die Schienenkrane der deutschen Eisenbahnen

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Udo Kandler ist uns als Autor von Eisenbahnfachbüchern verschiedener Verlage bekannt. Seine Werke, die wir in diesem Magazin bereits vorgestellt haben, haben uns stets angesprochen und überzeugt. Das ist auch beim nun vorliegenden Titel nicht anders.

Schienenkrane machen nur einen Bruchteil aller Wagen aus, die auf Schienen unterwegs sind. Trotzdem ist ihre Bedeutung aufgrund ihrer speziellen Aufgaben nicht zu unterschätzen. Literatur zu diesem Thema fehlte im deutschen Sprachraum zuvor völlig.

Autor und Verlag haben folglich eine bedeutende Lücke der Fachliteratur geschlossen. Herausgekommen ist dabei ein neues Standardwerk, das auch bei größerer Vielfalt zu bestehen wüsste. Das liegt am Umfang der gelieferten Informationen, Bildern und einer durchdachten Struktur. Das Buch ist bei diesem Fachverlag einfach perfekt aufgehoben.

Die Kapitelfolge prägt weitgehend eine strenge Chronologie. Der Autor blickt zurück auf die ersten handbedienten Krane mit äußerst geringer Hebefähigkeit. Häufig waren sie noch gewöhnliche, bodenbediente Krane, die einfach auf ein Wagenuntergestell gesetzt wurden.

Ihre Entwicklung verlief über dampfgetriebene Exemplare zunehmender Größe, dem Ersatz des Antriebs durch Verbrennungs- und teilweise auch Elektromotoren hin zum schweren Teleskopkran statt des Klassikers mit vielen Seilzügen. So spannt Udo Kandler die Geschichte durch Ost und West bis hin zu modernen Vertretern KRC 1200 aus dem Hause Kirow mit bis zu 160 Hebekraft.

Für den Betrieb der Eisenbahnen waren und sind Kranwagen oft unentbehrliche Helfer, die ihren Dienst aber meist abseits der Öffentlichkeit verrichten. Wahrzunehmen sind sie meist nur bei schweren Arbeiten an Verlade-, Bau- oder Unfallstellen.

Das beschreibt ihr Einsatzspektrum auch schon ganz gut: Sie helfen beim Beladen von Schiffen oder Umladen vom Gleis auf die Straße, heben Weichen in Bauzügen oder sorgten dafür, dass Dampflokomotiven bekohlt werden konnten. Paarweise kamen sie meist zum Einsatz, wenn Lokomotiven nach Unfällen zu bergen waren oder Brücken aus- und eingehoben werden mussten.

Solche spektakuläreren Aktionen sorgen auch für ihre besonderes Faszination. Ihr sei Dank, dass es selbst in der Spur Z mehr als nur das obligatorische Modell eines Krupp-Ardelt-Dieselkrans gibt. Der technologische Übergang vom Dampf- zum Dieselbetrieb wird in dieser Lektüre übrigens hinreichend gut beleuchtet.

Überhaupt werden alle grundlegenden technischen Entwicklungen behandelt und besonders die Hochzeit bei der Deutschen Reichsbahn ausführlich dargestellt. Ziel war es aber nicht und konnte es auch nicht sein, sämtliche jemals in Deutschland vorhandenen Kranwagen zu zeigen. Die wichtigsten Bauarten, besonders der großen und bekannten Hersteller wie Demag, Gottwald, Ardelt, Krupp bzw. Krupp-Ardelt und in der DDR Kirow (heute Kirow Ardelt), sind hier aber auf jeden Fall zu finden.

Zum Inhalt gehört auch eine Einteilung der Krantypen in unterschiedliche Gewichtsklassen mit Tragfähigkeiten von 15 bis 160 Tonnen. Die Typen umfassen auch besondere Bedingungen wie das Arbeiten unter elektrifizierten Strecken.

Eindruck bei uns hinterließ auch die umfangreiche, gut gewählte und nahezu perfekt reproduzierte Bildauswahl, die viele der Fahrzeuge für den Leser erst richtig greifbar macht. Nicht wenige Bauarten erscheinen so außergewöhnlich und für viele daher auch zuvor unbekannt.

Das Buch schließt mit einem Vorstellen der aktuellen Bauarten von DB Netz Notfalltechnik, nicht ohne zuvor auch die erfolgreiche Entwicklung und Produktion in der früheren DDR behandelt zu haben. Fahrzeug-Bestandslisten für Reichs- und Bundesbahn sowie Ein Farbteil zu Kranwagen verschiedenster Einsatzperioden runden die Inhalte ab.

Diesen Titel können wir ohne Ausnahme jedem Modell- und Eisenbahnfreund wegen seiner Einmaligkeit empfehlen. Wäre er nicht bereits im Vorjahr erschienen, läge mit ihm zweifelsfrei ein aussichtsreicher Kandidat für die Neuerscheinungen des Jahres vor.

Publishing pages:
https://www.eisenbahn-kurier.de
https://www.ekshop.de

Portrait der McDonnell Douglas F-4 Phantom

Düsenjäger mit langer Geschichte

Als die Bundeswehr rund zehn Jahre nach Ende des Zweiten Weltkriegs aufgebaut wurde, ahnte niemand, dass sie einmal in Kampfhandlungen außerhalb Deutschlands eingreifen würde. Insofern dienten die militärischen Bestände zu Wasser, Lande und in der Luft bis zum Wiedererlangen der vollen Souveränität nie einer Kriegshandlung. Dies war unser Anknüpfpunkt, einen Titel zu einem der Klassiker militärischer Luftfahrt vorzustellen.

Bernd Vetter / Frank Vetter
F-4 Phantom

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Beim Vorstellen dieses Buches in der aktuellen Situation haben wir uns sehr schwergetan. Eine passende Vorbildlektüre von Wolfgang Borgmann zu den in dieser Ausgabe vorgestellten Modellen der Boeing 727 hatten wir bereits lange zuvor besprochen.

Damals ging es um ein formneues Modell der Boeing 737, dessen Vorbild lange Zeit parallel zu den Dreistrahlern in der Luft war und ebenfalls nach Vorlage der Lufthansa gestaltet war. Die F-4 Phantom ist ein längst ausgemustertes Kampfflugzeug, das aus Beständen der deutschen Luftwaffe nie in einem Kriegseinsatz war.

Sie ist aber durchaus als ein Klassiker zu bezeichnen und unter Militärfreunden bestens bekannt. Deshalb hat auch Herpa sie schon für sich entdeckt und im Maßstab 1:200 umgesetzt. Unter den angebotenen Miniaturen fehlen aber noch viele Varianten, darunter auch deutsche Lackierungen.

Deshalb hatten wir schon lange vor Kriegsausbruch den nun vorgestellten Titel ausgewählt, um den Freunden militärischer Modelle Anregungen zu liefern, was von der Herpa-Vorlage noch zu erwarten sein könnte. Wir hoffen, dass die hier ausgebreitete Intention der Buchauswahl das Verständnis unserer Leser findet und nicht als ein Verherrlichen oder gar Verharmlosen von Waffengewalt aufgefasst wird.

Unser erster Aufhänger seien denn auch die Autoren und ihre Verbindung zur zivilen Luftfahrt: Frank Vetter (Jahrgang 1967) und sein Vater Bernd (1945) arbeiteten oder arbeiten bei der Deutschen Lufthansa: der Vater über 40 Jahre lang im Bereich der Instandhaltung, sein Sohn als Diplomingenieur in verschiedenen Positionen als System- und Projektingenieur sowie als Produktmanager für die Kabinenspezifikation und das Providermanagement.

Die Begeisterung für Flugzeuge in allen Facetten geht bis auf die frühe Kindheit zurück. Bernd Vetter verfasste mehrere Dokumentationen im Bereich Zivil- und Militärluftfahrt, Frank Vetter zusammen mit

dem Vater ebenfalls mehrere Bücher zum Thema Luftwaffe, Marineflieger und Heeresflieger beim Motorbuch-Verlag. Viele davon sind aktuell noch erhältlich.

Das vorzustellende Buch ist derweil nicht völlig neu, sondern umfangreich überarbeitet und aktualisiert auf Basis eines früheren Titels, der uns nicht vorliegt. Oberstleutnant und Testpilot Stefan Ritter spricht in seinem Vorwort zudem von etwa 25 % neuen Bildern, die hier Eingang fanden.

Die Vergleichsmöglichkeit fehlt uns, aber wir können attestieren, dass Anzahl und Wiedergabequalität der Aufnahmen, von denen nur sehr wenige schwarz-weiß sind, beeindruckend ist. Die vielen Gesichter des Vorbildflugzeugs sind nach unserem Ermessen umfänglich und lückenlos wiedergegeben.

Die lange Geschichte dieses Flugzeugmusters in den verschiedenen Ausführungen und bei vielen Luftwaffen der westlichen Welt sowie des Irans wird hier sehr ausführlich beleuchtet und beschrieben. Die technische Geschichte des Flugzeugs geht bis 1953 zurück, ein Anhang mit tabellarisch wiedergegebenen Meilensteinen der Geschichte findet sich übrigens am Ende des Buches.

Nicht viele Flugzeuge dürften eine derart lange Einsatzgeschichte aufweisen wie die Phantom II. Sie gilt wohl zurecht vielen Luftfahrt-Begeisterten als einer der letzten echten „Düsenjäger“, wie sie einst respektvoll bezeichnet wurden, als das Zeitalter des Strahltriebwerks angebrochen war.

Die Vorbilder bestachen nicht durch besonders ansprechende Linienführung, heute übliche Faserverbundwerkstoffe oder sonstige Hochtechnologie. Ihr Eindruck gründete einzig auf einem zweckmäßigen Gestalten eines Jagdflugzeugs oder Jagdbombers in der Hochzeit des Kalten Krieges.

Brachial sahen sie aus und standen, wie bereits angedeutet, über Jahrzehnte bei Dutzenden von Streitkräften im Einsatz. Die deutsche Luftwaffe schickte ihre letzten Exemplare erst 2013 in den Ruhestand, als der Eurofighter die Nachfolge angetreten hatte.

So liegt ein kombinierter Bild- und Technikband mit wohl allen Details vor uns, der mit Schwerpunkt auf die deutsche Luftwaffe Technik von Flugzeug und Waffensystemen in einer Ausführlichkeit vorstellt, die wir von diesem Verlag zuvor nicht kannten, vielleicht aber nur im Eisenbahnbereich in diesem fachlichen Tiefgang nicht alltäglich sind.

Behandelt werden auch die einzelnen Geschwader inklusive Testeinsätzen, technischer Ausbildung und Aufklärungsflugzeugen. Nicht vergessen wurde auch die historische Einordnung und Entwicklungsgeschichte sowie die Industriebeteiligung. Ein eigenes Kapitel widmet sich auch dem US-amerikanischen Kriegseinsatz in Vietnam.

Wer sich für militärische Flugzeugmuster begeistert, wird an dieser Auflage des Flugzeugportraits also wohl nicht vorbeikommen. Geschuldet ist dies sowohl den Inhalten und Fotos des Werks als auch gleichermaßen der bestens bekannten Originalvorlage, die Luftfahrtgeschichte geschrieben hat.

Publishing pages:
https://www.motorbuch.de

50 years of Z gauge (Part 1)

From a slow Start to the Fast Lane

In 1972 Märklin went to extremes and launched the smallest serial produced model railway in the world. Building railway models even smaller than that seemed impossible at the time. Naming the new scale after the last letter of the alphabet was intended to underline this claim. To kick off the Z scale anniversary year, let's take a look at how Märklin's technology has developed since then.

In the mid-sixties Märklin planned to enter the young, but fast-growing, N scale market. However, the field was already quite crowded and Märklin did not just want to be one amongst many producers.

The company from Göppingen therefore started the Mini-Club project, with Helmut Kilian at the helm and with the intention to push the limits of miniaturisation. Beyond the question of the adequate scale, many other issues had to be solved on the way to developing a market ready product. Things like the future coupling system and its guidance also required trials and tests.

It is therefore not surprising that the first coupling design was still reminiscent of N-size systems. In its mode of operation, it was strongly based on the company's own gauge 1 system. Märklin's principle of adopting tried-and-tested designs for other sizes was obvious in this respect.

The class 260 shunting locomotive was part of the Mini-Club line up from the beginning, but was quite a compromise compared to the look of the full-scale prototype. 50 years later and having seen some updates in the meantime, it still is a frequent part of starter sets. The two freight cars in the middle, along with other models, were equipped with a standard chassis.

However, the experiments led to a new type of coupling, which is known to model railway enthusiasts under the nickname “lobster claw”. Test models with transparent injection moulded specimens still exist from the time of when this decision was taken. The type of plastic and its colour was to change eventually, together with shape of finally chosen design which was slightly modified again after the first Mini-Club releases.

This image shows different experimental versions prior to Märklin's final Z scale coupling system: Except for the downward pointing spigot for engaging the uncoupling track, which is still missing here, the transparent hook on this tank car corresponds to the first series design. The black version to the right was inspired by Märklin's at the time also still recent "new" gauge 1, but was eventually discarded. By the way, in the background, one can see another locomotive of the initial range of Mini-Club engines, the class 216 (item no. 8875).

The decision for a 1:220 scale and a track gauge of 6.5 mm was essentially the result of economic considerations after balancing the smallest technically feasible scale with a profitable way of producing it. One of the biggest challenges was finding a motor for powering the locomotives.

When this decision had to be taken in 1970, nothing suitable was available on the market. Märklin therefore had to develop its own suitable drive, a challenge which was taken on by Helmut Röther, Kilian's deputy. The result, in the form of the well-known three-pole DC motor, even fitted into the smallest models, namely the class 89 (art. no. 8800) and class 260 (8864), which premiered in 1972, the year Mini-Club had its market launch.

In 1999 and with the class 143, here a follow-up version of the initial model, Märklin introduced new types of motors.

But compromises were made: The diesel shunting locomotive had a chassis that was not properly scaled, with the wheels being too small and without a jackshaft. The shape of the driver's cab also differed from the full-scale prototype, with the side walls wrongly following a straight vertical line all the way up to the roof instead of sloping inwards.

The technical reliability of the motor, however, seemed undisputed: This was proven in 1978 with setting an endurance world record for model railways which still holds to this day. Running for 1219 hours and a distance of 720 km without any repair or maintenance, a class 003 Mini-Club locomotive (8885) clearly beat the old record.

This is probably one of the reasons why this first motor generation remained Märklin's standard drive until 1999. Yet, calls for a more advanced concept became louder, especially since velvet-smooth, controllable coreless motors had long since found their way into the models of small-series producers.

Märklin initiated the switch to coreless motors with its 2015 Insider Club model: The class 236 double diesel locomotive (88770) was intended to make the new motor palatable to premium customers. With the old technology, it would not have been possible to design a fully accurately scaled model.

Märklin followed suit and replaced the aged first-generation motor with a five-pole motor of the same external dimensions. Without announcing and highlighting this change in the product descriptions, it entered service in a model of the class 143 electric locomotive (88431). The people in charge at Märklin were eagerly awaiting the reactions of their customers.

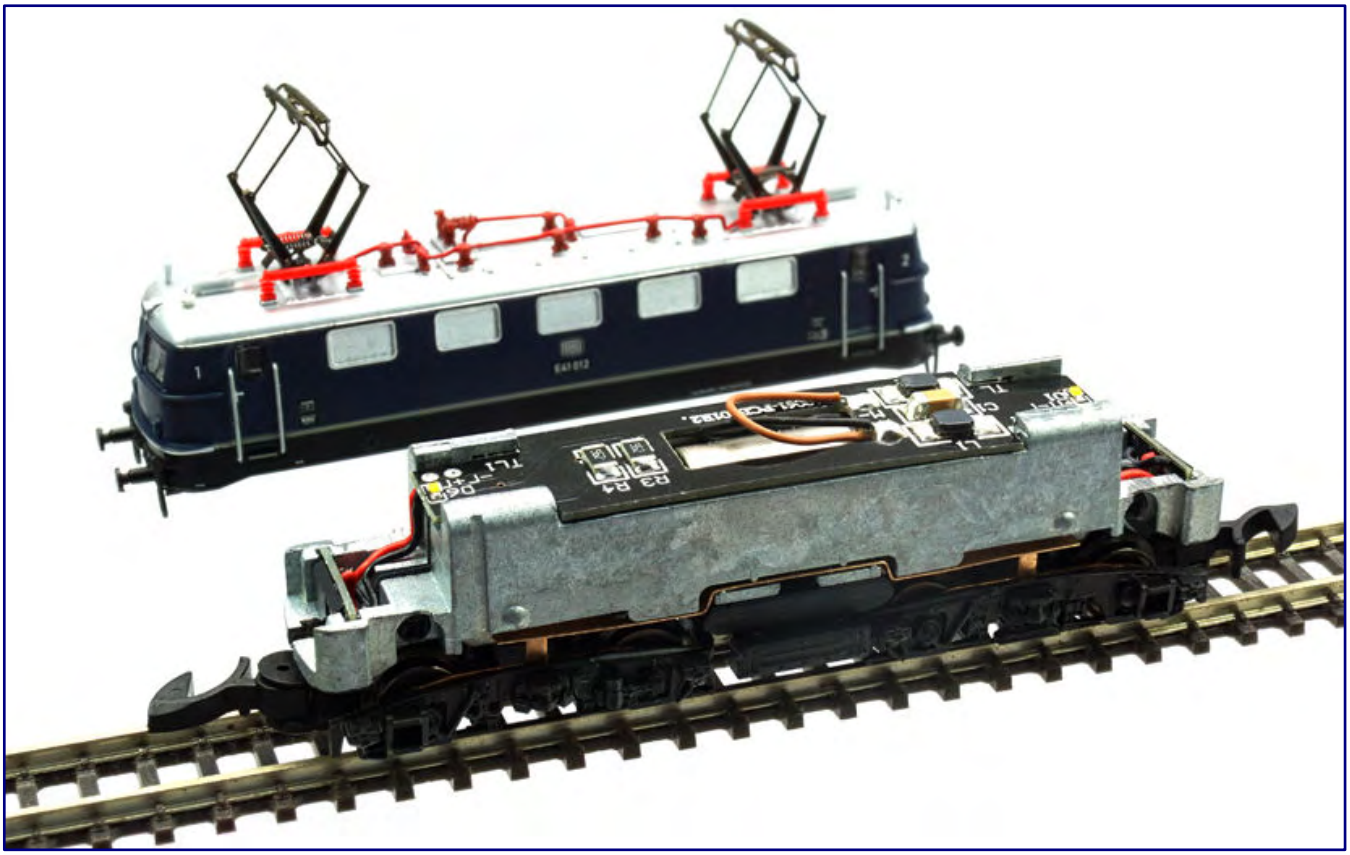
The response seemed to be sufficiently positive and so this drive became the new standard. In addition to its advantages over its predecessor, the motor also had some unpleasant characteristics. It turned faster at the same voltage and passed this on to the rails thanks to the unchanged gearbox. The collector gaps were smaller and required more maintenance than its predecessors.

Did Märklin's former head of development Helmut Kilian imagine in 1972 which direction his Mini-Club child would take one day? Today, the five-pole engine is also a thing of the past. Almost all models have been revised in the meantime, and new designs have been equipped with coreless motors from the very beginning.

The 2015 Insider-Club model, a class 236 in the double locomotive version (88770), made the start. Previously, this triple-coupled diesel locomotive was considered to be extremely difficult to implement as a Z scale model, but Märklin knew how to impressively prove its new capabilities.

With the class Klv 20 small car (88025) from 2019, Märklin introduced an even smaller coreless motor that will make tiny locomotives like the Köf seem like a real possibility in the future, a locomotive which Z-Modellbau was already able to offer in 2006 with a different motor technology. Sometimes, it just takes a certain amount of pressure from other competitors to generate top performance.

Another change in concept may also have been forced upon on Märklin from the outside. With the 2018 Insider model of the class E 41 electric locomotive (88353), the Göppingen-based inventor of Z scale abolished its previous chassis design which had a one-piece cast metal block at its core.



The 2018 Insider-Club model of the class E 41 (88353) ushered in another change in the basic design of new chassis: in the future, the cast metal block will be split lengthwise, and its halves assigned to the electric poles. This construction method is already familiar from AZL and Rokuhan.

What had long been known from AZL in the United States and Rokuhan in Japan, Märklin now also applied for the first time and soon elevated it to the new standard for all its new designs: The bogie concept now provided for two halves divided longitudinally to the poles, connected in an insulating manner and holding the bogies firmly enclosed.

Scaled down from 1:87 scale

It is also interesting to take a look at the shapes of the early models. Many of them were derived from their contemporary H0 scale counterparts. In order to save costs, many Z-scale models were based on their larger siblings that had been directly scaled down from 1:87 to 1:220 scale.

The direct relationship between H0 and Z scale models from the early years can be easily observed in the first steam locomotive models. A typical H0 scale design feature at that time was the so-called

Many of the early Mini-Club designs were directly scaled down from Märklin H0 models. This is obvious when looking at features not found in the full-scale prototypes, such as the protrusion between the front of the driver's cab and the boiler on this early model of the class 24 (8803), which only disappeared decades later after some product updates. Photo: Peter Fingerhut (1zu220-Shop)

"standing boiler bulge": This term describes a protruding area between the boiler and the driver's cab of a steam locomotive that does not exist in the full-scale prototype. The reason for this was to accommodate the space needed for the disc and drum collector motors used at the time for H0 scale models.

In Z gauge, this deviation from the prototype was, in principle, not necessary, given that the Z scale drives would have had sufficient space in the driver's cab even when keeping with prototypical dimensions. Nevertheless, it could also be seen on Z gauge conversions such as the class 24 (8803) and thus betrayed its origin all too clearly.

But there were also advantages to this way of model making: The very fine boiler engravings of the 1:87 scale models (still without separately attached tubes) were transferred to Z gauge and provided them with a degree of fine details that were hardly conceivable elsewhere.

This can be clearly seen in the model of the class 003 (8885), which was available right from the start of Mini-Club. Its bigger H0 sister was one of the youngest and best designs at that time, pushing the envelope and establishing a new standard.

In the Z gauge area, it was to take years before independently designed steam locomotives could keep up with the intricate and well defined details of those that were scaled down from H0 models. Only the simple gear valve system with coupling rods and driving rods, on which the crosshead was a fixed component of a stamped part, forgoing separate piston push rods, made the Z gauge models less appealing.

A step forward in this respect was the class 86 (8896), introduced in 1980, whose chassis looked refreshingly different. It was the first model to receive at least a red-backed linkage, which brought it much

The company Bahls Modelleisenbahnen was the one to introduce in 2012 a fully movable valve gear system with a previously unknown level of detail. It is demonstrated here on 86 457, whose base model 8896 was the first one which Märklin brought out with a red background instead of the completely blank gear controls.

closer to the prototype than the bare nickel-plated parts of its predecessors. The class 38 steam locomotive model (8899), first released in 1982, even looked more appealing with this feature than its now outdated looking H0 scale counterpart.

For the first time, the class 50 with cabin tender (8884), which was introduced in 1984, appeared as an independently recognisable design. It also had these features from the beginning and, as a locomotive with a tender, it could do without the standing boiler bulge that could be found on the larger H0 scale model. With this model, a standard was reached that was to last for 28 years.

It was not until the 40th anniversary Insider-Club model in 2012 that there was again a recognisable but also decisive leap forward: the express steam locomotive BR 001 (88010) was given free-standing lanterns with brackets, replicas of the scissor brakes as well as a linkage with fully movable Heusinger valve gears.

Even if this new valve gear, which has to be repeatedly assembled faultlessly over a complete service shift in the production line of Märklin's factory in Györ, Hungary, presents itself as somewhat broader than the previous simplifications, we consider this to be a step without alternatives.

Finer things were and still are only possible at Bahls Modelleisenbahnen. This small-series manufacturer from Blomberg was on the market with its own detailed and fully moveable valve gear on the class 50 even before Märklin and was closer to the look of prototype in crucial aspects.

Thus, it was and is currently only possible at Bahls to equip the class 10 ("Black Swan") and its partially covered chassis, with a detailed valve gear control, which is particularly beautiful to look at because of its two counter cranks on one side.

Märklin's move, however, meant above all a clear convergence of Mini-Club towards the larger scales in terms of authentic looks. One of the few arguments that might have kept enthusiasts with a good knowledge of full-scale prototype designs from going into Z scale has thus been largely invalidated.

Märklin took the plunge for a complete valve gear system during the 40th anniversary year of Z gauge in 2012. The prestigious class 001 was chosen for the premiere, implemented with the old-type boiler (88010). As is so often the case, the Insider-Club members were the first ones to have access to this innovation.

This does not mean, however, that Märklin was the leading the innovation with this. Already at the end of the eighties Railex had presented something comparable on its class 01 with a new boiler and had long since proven what was technically possible.

Westmodel (distributed by Aspenmodel; finished models by Scholz Heidenheim) also produced detailed valve gear controls, which looked coarser, were constructed differently, but were also superior to the Märklin models of the time. In the years following its insolvency, Märklin was forced to react, if its smallest scale was not to lose its market position.

So, it should come as no surprise that all steam locomotive models are gradually being upgraded to this standard within the framework of consistent model maintenance and also receive coreless motors.

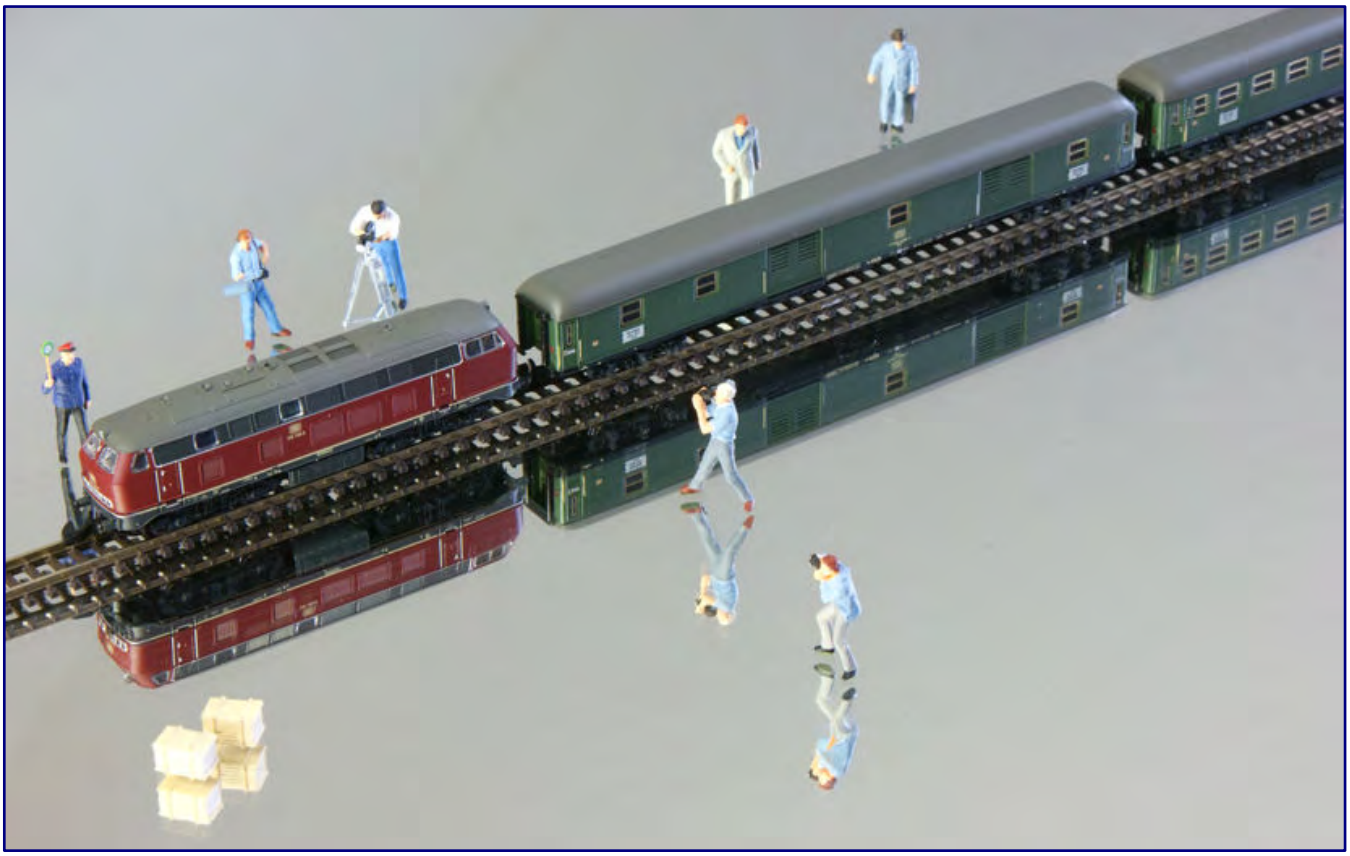
Laundry rack on the roof

A strength of the Märklin Mini-Club seemed to be diesel locomotives. If we disregard the windowless class 216 from the founding year, and the already described compromise on the class 260, this type of traction was often a special reason to look forward to new products.

In 1984, the class 221 multi-purpose diesel locomotive (8820) illustrated how close a 1:220 scale model could come to the original. Not a single rod and not a single pantograph moved it noticeably away from the full-scale prototype.

In 1987, the class 218 in the City-Bahn set (8107) continued this trend and also was a winner with respect to the quality of printed letterings. It laid the foundation to replace the aged 216 from the initial Mini-Club range.

This has continued to this day, which is particularly pleasing because Märklin is increasingly venturing into diesel locomotives. The class V 80 (88803), the 2017 Insider model, is a successful example. We also don't want to forget the 216 (88783), newly constructed in 2011, also an insider model, because it became the first direct successor to a predecessor design.



Märklin's diesel engines seemed to be the most convincing ones for decades because of their much closer resemblance to the full-scale prototypes compared to the steam and electric traction engine models. When a newly constructed model of the class 216 (88783) replaced the version from the year when Z scale was first introduced, this could certainly be seen as another sign of a new beginning and a refreshment of the Mini-Club range.

The insider models of the V 188 (88150) series for 2021 and the V 320 (88320) for the anniversary year 2022 are also likely to continue this tradition. Many model railway enthusiasts were more critical of electric traction.

On the one hand, the electric overhead line operation on a scale of 1:220 is not very reliable and requires driving with two pantographs laid end-to-end. On the other hand, the coarse stamped parts for the contact wire can no longer meet today's demands.

However, Märklin’s scissor-type and single pantographs are also far from being true to scale. While many people did not notice this for years, the filigree parts of Rokuhan's class 1812 made it obvious to most from 2015 onwards: Märklin's pantographs suddenly looked oversized and like large clothes drying racks.

We observed attempts to convert Märklin models of class 103 (8854) to Rokuhan parts in order to achieve a visual improvement. The aforementioned express locomotive made the beginning of electric traction in 1:220 scale in 1974.

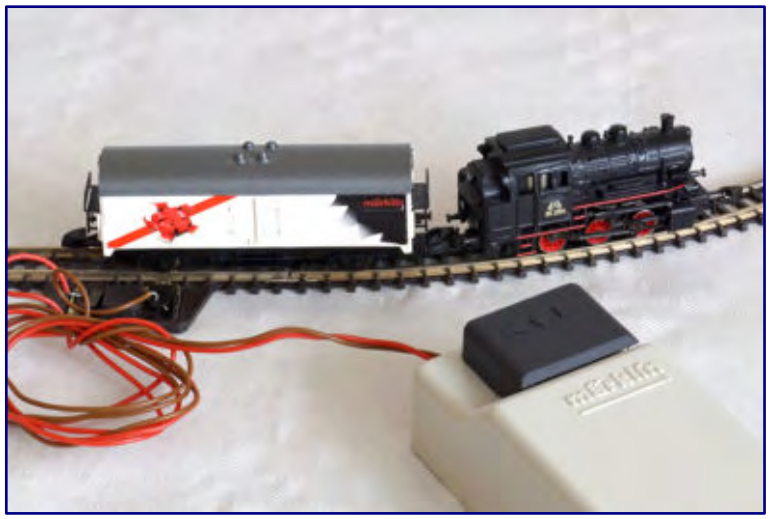
continues on page 47

The class 103 (8854; top) was the first electric locomotive in the Mini-Club programme from 1974, initially still with clamped instead of bolted pantographs, as seen here. In 2015, Rokuhan demonstrated with its class 181[2] (T950-1; bottom) what true-to-scale pantographs that lay flat on the roof should look like.

48 years later Märklin designed a new single-arm pantograph that makes better use of today's possibilities but does not give up the electrical function. Thus, we see it as an intermediate link between its electrically functional predecessor and the Rokuhan version designed for non-contact operation.

Märklin's newly designed model of the Siemens Vectron class also features new single-arm pantographs. They still don't come close to the more authentic counterparts from Rokuhan, but they are again suitable for real overhead line operation. Photo: Jörg Erkel (1zu220-Shop)

Märklin's new design was used for the first time on the Siemens Vectron, the ÖBB version of which (88234) was recently shipped to dealers. The manufacturer did not explicitly point out this feature. Nevertheless, it can be assumed that this pantograph will become the new standard and will certainly be followed by a scissor-type pantograph that is closer to the prototype.



Märklin upgraded the operational safety of the class 89 with an oscillating axle, which was, after the appearance of the 8805 model, also included in many "Fun starter sets".

Small advances

In addition to these major leaps in development, which are easy to notice, there are also many smaller ones that brought improvements and were not immediately apparent to everyone.

One of these is the pendulum bogie, which improved the 1998 model version of the class 89, something which Märklin immediately marked with a different item number (8805).

The difference with its predecessor was the centrally located pendulum axle. It provided all six wheels with safe contact to the rail in every situation and thus improved the power pick up as well as the driving characteristics.

A different, but no less effective way of dealing with contact and traction problems of the three-axle bogies and multiple-coupled steam locomotives, are centre axles which are raised by fractions of a millimetre and have no direct contact with the rail. This means that they draw power only marginally or not at all.

A few years ago Märklin switched to bogies with compleely unpowered centre axles. This was first the case with more recent models of the Ludmilla locomotive family, as well as the NOHAB versions, which also featured metal-filled plastic shells to increase the weight and thereby traction of the models.

The newer versions of Märklin's NOHAB class diesel engine models have a centre axle without drive, recognisable by the new and more prototypical bogie covers (here 88367). Another positive innovation for Z scale is their shells made of metal-filled plastic which adds weight and traction to the models.

An attractive highlight of the Mini-Club programme was released in 1991: the class 78 (8806) which will now be treated to an update during the ongoing anniversary year. Its gearbox, which was designed differently from previous models, ensured particularly appealing driving characteristics and made this Prussian steam locomotive popular amongst customers.

But, also the level of detail on the chassis was increased considerably, and this many years before the introduction of detailed valve gears. In addition, it was the first Z-gauge locomotive to receive yellow LED lighting instead of the previous incandescent light bulbs. Warm white LEDs were used for the first time on the V 300 001 (88300). As so often, the Insider-Club members were the first ones to enjoy them, in this case in 2009.

Not the greatest of all showpieces, but still worth mentioning is the VT 10^5 "Senator" (88100) offered to Insider-Club members in 2008. This multiple-unit train, by far the longest Z-gauge model to date, required a sophisticated solution to reproduce the single-axle bogies sitting under the bellows.

Märklin created a continuous electrical connection that the cars within the train could not be uncoupled, and also solved this balancing act in a way that is visually appealing and practical. However, its difficulties of climbing steeper gradients gave many owners of this multiple-unit a headache.

The VT 10^5 "Senator" was a failure in real life, but it makes for an attractive scale model because of its uniqueness. Märklin therefore dared to tackle its difficult construction with the many single-axle running gears, which required a multiple unit model (88100), in which the individual cars could not be uncoupled from each other. This feature made it the longest Z gauge model to date in the 50-year history of the scale.

The middle bogie of the new SBB class Re 6/6 (88240) announced for this year should be of a similar challenge to design, given that the unpowered middle section of the model should not impair the running characteristics of the locomotive.

We cannot finish our tour of the technical history of Märklin Mini-Club without mentioning one particular model: the legendary V 100, which is, not without reason, the best-selling locomotive of the recent past.

Its full-scale version once operated both on main and branch lines, but it took many years until a Z gauge model became available. It must have been high on the wish lists of customers, but for a long time the technology just did not exist to make it feasible at a scale of 1:220. Small-series manufacturers tried to fill the gap with un-motorised models, but the results could not meet all expectations.

Finally, Märklin used a trick and came up with a model that deviated slightly and hardly visible from the exact scale. The locomotive that was first launched as a class 212 (88690) in 2001, the former V 100^{20}, had almost perfect driving characteristics and quickly became a favourite with the customers.

Subsequent editions of different colour schemes and railway administrations always sold out in no time at all. Even today, used models usually sell above their original price.

“It runs much too well to be from Märklin”, many Zetties remarked after the release of the first class 212 diesel locomotive. No matter in which colour and lettering it has been released since then, the very well running models have always sold out quickly. Our photo shows model 88699, one of the more recent editions from 2015 that still had the original five-pole motor.

We hope for many more such models which quickly turn into classics and help to ensure the continued existence of our scale. In doing so, Märklin should continue on its course of constantly improving Z gauge and keeping it attractive in the future.

First Z gauge manufacturer:
https://www.maerklin.de

Other providers mentioned in the text:
https://aspenmodel.com
http://www.bahls-modelleisenbahnen.de
http://www.modscholz.de
https://www.rokuhan.de

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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. 22×22×55 (L×B×H in mm)

Neuauslieferungen:

Märklin 88168 - Schienenbus BR 796 mit Beiwagen BR 996

Märklin 88231 - Elektrolokomotive Baureihe 193

Märklin 88378 - Diesellokomotive Baureihe 285

Bestellen Sie die Märklin Neuheiten 2022 gerne bei uns vor. Beim 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**

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Readers' letters and messages

Zetties and Trainini in Dialogue

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

Referring to the test report of the sliding roof/sliding wall wagons:
A very nice article (see **Trainini®** 2/2022; editor's note), very much to my taste, enriched with great prototype photos. Thank you for it. I had to smile about your assumption(?) that 4 of the same wagons would hardly have run one after the other in a consist, as a few weeks ago a photo on DSO had electrified me: 7 of 8 wagons of our type (well, I'm not quite sure) in one train.

I strongly suspect peat as the load, but it is also possible that the wagons originally came from the BW depot in Hesedorf.

The letter to the editor by Jörg Endreß deals with the prototypical use of these four wagons from Märklin pack 82155.

I have a photo in my head of a handover with uniform wagons in Blumenthal at the former wool combing works, but I can't find the photo again. But while searching, I found a photo of a handover coming from the Kellogg factory in Bremen completely made of Tbis from 2008 in one of my books.

Isn't it easier for a consignor to dispatch a group of wagons with only one type? On the other hand, your thesis is supported by the cover of the calendar “Arbeitsplatz Hafen” (Harbour Workplace; Weserkurier, 2021), where tobacco barrels were loaded into a train of different types, from Tbis to stake wagons.

Jörg Endreß, Bremen

Note on our own behalf:
You are looking at the 200th issue of our magazine! Since August 2005, we have been reporting monthly on all important new products, news, and other important topics for our Z gauge.

The editors still have fond memories of the 100th issue (November 2013), which we expanded to exactly 100 pages and which remained the thickest **Trainini®** issue for many years.

We look back with pride and pleasure on all that has been behind us and thank you for always having accompanied us faithfully and with an open mind. This includes suggestions for contributions, texts and photos that have reached us in almost seventeen years now.

More new products from IMS:

At the end of the last issue, we also published a novelty supplement for the supplier IMS Modellbau-Manufaktur (https://ims-modell.de). We are now able to provide a photo of the finished model of the Haartmühle stopping point, a real wooden model that is also available for Z gauge.

At the same time, owner Fritz-Joachim Hüther let us know about his enthusiasm for Z gauge and submitted further new products. These are four light models, the height and colour of which, are made according to the customer's wishes.

Today we can finally show a photo of the real wooden model of the Haartmühle stop, which is offered for Z gauge by IMS Modellbau-Manufaktur. Photo: Fritz-Joachim Hüther

On offer are a lattice mast luminaire, a steel mast Bw luminaire, a Bw wooden mast luminaire and the GA-Kassel luminaire. We also received photos of all four models, which give an impression of the design and proportions.

The IMS Modellbau-Manufaktur also offers some filigree lights for the Z gauge as new products 2022: GA-Kassel light (photo above left) as well as lattice mast light (photo below left), steel mast BW light (photo below centre), and Bw wooden mast light (photo below right). Photos: Fritz-Joachim Hüther

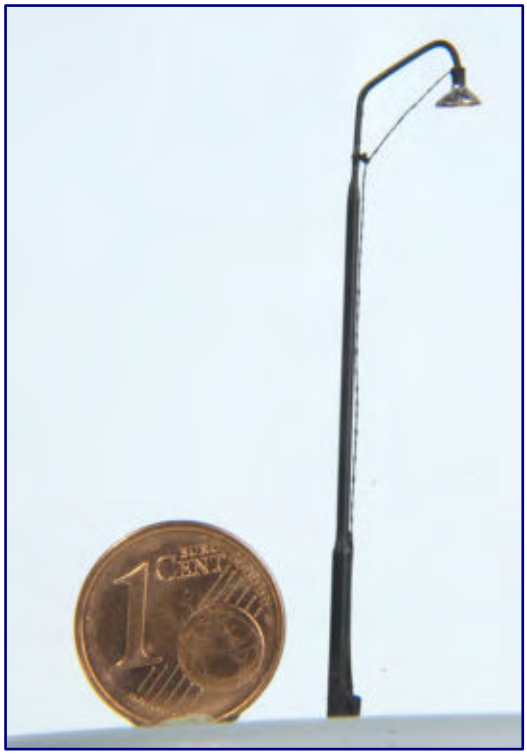

Photo addendum to Modellbau Dr. Schroll:
In the last issue we also reported differently shaped pines and spruces for Z scale for Modellbau Dr. Schroll (https://www.modellbau-dr-schroll.de). The lively exchange also with this one revealed that there is also a personal enthusiasm for the nominal size Z here. This is easily recognisable from the glass box from Z-Modellbau, which was photographed for size comparison with the tree models (see page 55 for photo).

Intermodellbau 2022 cancelled:
On 28 February 2022 Messe Dortmund announced that this year's Intermodellbau would be cancelled without any rescheduling. An alternative date in autumn could not be found this year. The reason given was the remaining planning uncertainties despite the prospect of available dates and good advance ticket sales.

Some of the exhibitors' staff also repeatedly dropped out and could not easily be replaced. This had led to a lack of willingness to participate. The next edition of the world's largest exhibition for model building and model sports will, therefore, not take place until 20 to 23 April 2023.

For size comparison and because of personal enthusiasm, the Z gauge tree novelties, a spruce and various pines, have been arranged for the photo together with a glass box from Z-Modellbau. Photo: Modellbau Dr. Schroll

Sabine Loos, Managing Director of Messe Dortmund, is quoted as follows on the cancellation of the fair: “Despite the prospects of opening and a strong core of exhibitors and partners who wanted to go down this path together with us, an Intermodellbau in the format, quality, and size that all participants know, love and desire would, unfortunately, not have been feasible this year.”

New products from Werkzeuge Peter Post:

One of the suppliers for whom trade fair business is enormously important is Werkzeuge Peter Post. Owner Jürgen Schirmer rightly points out that customers want to have had good tools in their hands first, in order to be able to judge quality, ergonomics, and handling.

This is now missing for another time, at least in the spring of 2022, while the necessary goods for the showroom operation have also long since been ordered here and will arrive in the next few weeks or have already arrived.

We are therefore presenting a new tool at this point, the premiere of which was planned for Intermodellbau. We very much hope that interested model railway enthusiasts will learn about it in this way and go the electronic ordering route. The shipping costs have been reduced to an absolute minimum due to the special situation, and the introductory price is also to be seen as a trade fair offer.

The combined round and flat pliers (art. no. 71009) have a round, conical jaw (diameter at the tip 0.8 mm) and a flat jaw (3 mm wide). They are characterised by a filigree yet sturdy design. With an overall length of 145 mm, it is a tool that fits very well in the hand.

The combined round flat nose pliers (art. no. 71009) is suitable for bending eyelets or transition chain links as well as many other applications. It should be available from the 14th calendar week; orders are already possible. Photo: Werkzeuge Peter Post

This new product is ideal for bending eyelets, transition chain links, etc., as the flat side holds the wire precisely during bending. This makes it easy to work with soft copper or brass wires.

But, also, spring steel wire up to a diameter of 0.5 mm can be bent directly at the tip; wires up to 0.8 mm further down on the jaws. The eyelets that can be made with it have an inner diameter between 0.8 mm and 3 mm.

These new products will be available from the 14th calendar week, the date of the now cancelled Intermodellbau. Pre-orders are already being accepted. Also available are the plier tweezers (02736) introduced in the last issue, which also make even better use of shipping costs when ordered together.

Two new products from Full Throttle:
Shortly after the editorial deadline of the last issue, WDW Full Throttle introduced the collector's pack “American Chemicals” (item no. FT-COL58), consisting of the two closed FT-1041 and FT-1060.

New in March is the four-piece collector's set “Blue Coal” (FT-COL8C). It contains black 33-foot bulk freight cars with bluish shimmering load inserts of the following railway companies and service numbers:

- Central Railroad of New Jersey CNJ 10034
- Reading RDG 82159
- New Haven NH 51245
- Delaware, Lackawanna & Western DLW 81466

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

Only a single Märklin delivery:
Märklin has only one delivery to report so far in March. The Easter car 2022 (item no. 80422) arrived at the dealers punctually and in time for Easter. This is a transparent sprayed heat protection car based on the design of a G 10, which is printed differently on both sides (“Frohe Ostern” and “Happy Easter”).

At the time of going to press, there was only one new delivery from Märklin: the 2022 Easter car (Item no. 80422) with different printing on both sides. Photo: Märklin

Inside the attractively designed wagon model are 20 loose and shakeable real wood Easter eggs in four colours, supplied from the Erzgebirge. The model is packaged in a clear decorative Easter egg for hanging.

Escape aid for Zmodell successful:
Shortly before the publication of our last issue, Ukraine was invaded without provocation by the Russian army on 24 February 2022 and embroiled in a brutal war that *was* also directed against the civilian population.

On the very first night, the capital Kiev also came under bomb and rocket fire. The Z scale small-series manufacturer Zmodell was, therefore, also affected, and with it our friend Alex Mark and his two children.

In an unprecedented private aid campaign, the Spur Z community succeeded in organising a chain of aid from the Polish eastern border to Dortmund, collecting donations for the travel costs and a new start at the destination, and also acquiring further donations in kind on site and finding a flat for the family of three.

On 8 March 2022, the three rescued people crossed the German eastern border, arrived in Dortmund the following day and, after private accommodation in the home of our editor-in-chief, were able to spend the night for the first time in their own flat in their new place of residence, Dortmund, on the night of 21 March 2022.

The next few weeks, after the new household has been fully equipped, will be used to register the children in schools and to obtain final residence permits so that they can begin looking for a new job.

Until then, Alex Mark would like to actively contribute to our magazine. As you can see from the imprint, he has already done so in this issue. We would like to thank all donors and supporters, also in the name of the Mark family, for their help in escaping and getting started, which certainly cannot be taken for granted.

AZL diligently delivers:
While Märklin's new products deliveries seem to be stalling at the moment, American Z Line is moving ahead at a great pace. The ALCO PA1s of the New Haven (Item No. 64424-1 / -2) and A and B units of the Southern Pacific in Daylight livery will be delivered in March. They are available as single A- (64402-1 / -2) and combined A-B-units (64402-1_SET / -2_SET).

The EMD SW1500 is now available in exact detail for the Western Pacific (62703-1 to -3), while a version for the Penn Central (62706-1 / -2) will appear in parallel. The popular yellow livery of the Union Pacific is worn this month by the EMD F7 A & B (63007-1 / -2).

Available as a single car is the Paluxy 8,000-gallon tank car of 1917 in black livery with the adjuster mark SHPX (915010-1 / -2).

The ALCO PA1 now wears the daylight livery of Southern Pacific (item no. 64402-1_SET; photo above). The EMD SW1500 is offered in Western Pacific livery (62703-1; photo in the middle), while the EMD F7 A & B (63007-1; photo below) pulls for the popular Union Pacific. Photos: AZL / Ztrack

Virtual experience at Miwula:
On 1 April 2022, the Miniatur Wunderland will open one of the most modern virtual reality layouts in the world on 750 m², and this is no April Fool's joke. To walk freely and playfully through another world and experience it with all your senses is the aim of the new offer.

This technology is coming to Hamburg in cooperation with Europa-Park Rust and makes it possible to immerse oneself in new worlds. A 10-minute and a 30-minute experience with a walk through the Miniatur Wunderland or three fantasy worlds are on offer.

Foto: Miniatur Wunderland

“For one and a half years now, we have been working together with Europa-Park on a spectacular high-tech attraction called 'Yullbe Wunderland.' Here, among other things, you will be able to shrink yourself into Wonderland”, rejoices Miniatur Wunderland founder Frederik Braun.

Popular model available again:
The popular articulated water crane from Modellsystem (art. no. 11000) is available again after a long wait at Spur Z Ladegut Josephine Küpper (https://spur-z-ladegut.de/). It is available there in the version ex works as well as with illuminated lanterns as a souped-up version. In addition, the operating couple refers to their assortment of spare parts and small parts, which many Zetties appreciate very much.

March new products from NoBa-Modelle:
The small caravan reported in the last issue has already had offspring. The Eriba Puck (6162R / 6162RF & 6163R / 6163RF) and Eriba Puck Oldie (6164R / 6164RF & 6165R / 6165RF) models are now also new in the range, in each case as unfinished and finished models in operating and parked positions.

Lined up here are the different versions of Eriba caravans from the current range. Photo: NoBa-Modelle

A suitable tractor is the VW T1 “Bulli” (6238R), which can also be purchased as a finished model directly with an Eriba caravan (6925RF). The range of commercial vehicles is completed by a tractor with a single-axle trailer (6610R) and the Unimog U 1400 as a sweeper (6211R), and in winter use with a snow blower. (6213R).

The Zeppelin ZK32 skid steer loader is available with bucket as an unfinished model (6510R) or as a finished model (6510RF), while the version with a fork (6511R) is only available unpainted for the time being. The car novelties are completed by the Volvo V70 (6730R). By the way, it could be stored in the triple garage with flat roof (4015).

Zeppelin ZK32 skid steer loader with bucket (6510RF; photo left), triple garage with flat roof (4015; photo centre) and telephone booth (10817RF; photo right). Photos: NoBa-Modelle

The latest new products include a farm fence (11019R) and the new telephone booth (10817R / 10817RF), which is also available in an illuminated version (9022). The new products are available directly from the manufacturer (https://www.noba-modelle.de).

New MTL models delivered:

Micro-Trains will release the Railroad Magazine car “Rolling to Victory” (Item No. 502 00 640) in March 2022, the first car of a new special series in honour of the American railway magazine.

Special carriage “Rolling to Victory” (Item no. 502 00 640). Photo: Micro-Trains

Also, to be delivered are red painted container carrying wagons of the Burlington Northern (540 00 023 / 024), the Southern Pacific (540 00 043 / 044) and the BNSF (540 00 061 / 062). These models are available from Case Hobbies, among others (http://case-hobbies.de).

Special Märklin models:

On 16 March 2022 Märklin presented a special commemorative car for H0 scale in a one-time edition of 2,500 pieces, which was only available from the factory's own online sales department and was sold out a few hours after release.

An intercity passenger coach in a fictitious colour scheme like the flag of Ukraine was chosen, which is adorned with the simple symbol of a peace dove. This is intended to express the wish that peace will soon return to the region. The wagon is intended to be representative of the trains that bring people to safety.

Märklin will donate the entire net proceeds to charitable organisations for humanitarian aid in the crisis area. In a first step, the manufacturer is providing EUR 20,000 for the procurement of bandages, which are already being delivered.

For the anniversary “175 Years of Swiss Railways”, the world's largest model railway manufacturer also participated in the design of an advertising locomotive, which is now also announced for Z gauge (88596). It is the electric locomotive Re 420 251 (ex Re 4/4 II 11251) with a correspondingly eye-catching special design.

This is the appearance of the SBB's new advertising locomotive Re 420 251 "175 Years of Swiss Railways," which is also available for Z gauge (88596). Photo: Märklin

This universally usable class was chosen because it was the mainstay of locomotive-hauled SBB traffic for decades and, with 276 built between 1964 and 1985, also has the highest number of a class built for the Swiss railways. The locomotive was designed and staged by the well-known artist Gudrun Geiblinger.

The model is powered by a bell-shaped armature motor and has direction-dependent LED lighting with Swiss light change. The pantographs are electrically functional; inside, the locomotive can be switched to overhead line operation.

111th company anniversary at Noch:
On 27 and 28 May 2022, the model landscaping specialist Noch will celebrate its 111th company birthday with fans and other interested parties. That is why it is inviting people to an open house in Wangen im Allgäu.

Those who attend can look forward to an extensive programme. There will be plenty on offer to experience the hobby of model landscaping intensively. During the company tours, visitors can take a look behind the scenes and learn how the products are made. Tinkering adventures via product demonstrations or craft activities are also planned.

The factory outlet in the Noch-Modellbau-Welt will be open on both days. At a flea market, remaining stock and discontinued items will be offered at the same time. Highlights from the model railway range of the Japanese brand Rokuhan (as well as the other brands of larger gauges distributed by Noch) are also promised. Of course, food and drink will also be provided.

The Noch model building world in the historic building, as well as the modern factory, await visitors at the open house on 27 and 28 May 2022 on the occasion of the company's 111th anniversary.

The venue address is Lindauer Str. 49 in 88239 Wangen. Open on Friday from 10:00 to 17:00 and on Saturday from 10:00 to 15:00. Valid Corona protection regulations will be observed. Visitors are kindly requested to inform themselves about this on the Noch website (https://www.noch.de) shortly before the event.

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