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German Magazine for Z Gauge



Altenbeken in the Jubilee Year

Showcase Project „Zuckersusi“
Z Gauge Anniversary Products

50
Years
of Z Gauge

Introduction

Dear Readers,

As expected, the 8th International Z Gauge Weekend in Altenbeken, which succeeded in its second attempt on 14 and 15 May 2022, will be the main topic of this edition.

Within four years now, some great layouts and showpieces have been created once again, which could now finally be seen in public. And many new products are always held back in the years of the event in order to be able to directly test the public response there.

2022 was no exception, so a visit was undoubtedly worthwhile. Worries about one's own health proved to be unfounded, because the Z Gauge community seems to be reliable. Despite many fearful and critical voices in the run-up to the event, not a single corona case was known to have originated from the event in Altenbeken.

We would like to praise this and also be grateful for it, because our arrival was not without uneasiness. For all those who shied away from the trip or could not come for scheduling reasons, we took a detailed tour.

The meeting was also covered on camera by several visitors, and we are also preparing a film report on Trainini TV. Therefore, we ask you to understand that we cannot honour, and mention all exhibits in detail. We may even have missed one or two items. If so, please let us know and share this with all other readers.

We have placed another contribution, which also has its origins in Altenbeken, under the sign of the anniversary: An impressive self-construction by Klaus Büttner, who could not be there, supplemented and somewhat technically refined by Wilfried Pflugbeil, documents the high level of ambition of the Zetties.

The steam locomotive created by these two performers demonstrates the highest degree of artistry and has therefore become our flagship for the aspect of home-building that also has its share in the Z Gauge of today.

A special anniversary model that sold out in record time, we garnish today with train formation ideas and a little history on the original. Other readers who were left empty-handed should also benefit from this and be able to use other models appropriately. And of course, we hope that our wake-up call for mail cars will finally be heard...

The same goes for an important automobile, which we would like to present today with a matching book and see on the roads of Z Gauge, also. But we also present a railway title. Geographically, its subject follows Altenbeken almost seamlessly, as it is dedicated to the railway in Münsterland. At this point it only remains for me to wish all you a lot of fun and great pleasure in reading. And I would like to note that we are now almost back on schedule.

Sin-Z-erely,

Holger Späing



Holger Späing
Editor-in-chief

Reissue of the 2ss-t/13 parcel post wagon

Hello, you've got Mail!

It is a bit of a mystery to us why the German railway mail has been the neglected stepchild of Z Gauge. FR Freudenreich Feinwerktechnik, the 1zu220-Shop and our editorial team have therefore used the 50th Z Gauge anniversary to highlight this deplorable state of affairs and to underline the attractiveness of this subject area with a special model.

As the big anniversary year of Z Gauge approached, Jörg Erkel, managing director of the 1zu220-Shop, and editor-in-chief Holger Späing pondered, amongst other things, how to adequately celebrate this round birthday and the expectations of the Z Gauge enthusiasts community.



In 1960, the loading of railway mail at the station platform was still part of everyday life. This image shows yellow platform trolleys of the Bundespost (Federal Postal Service) at the Frankfurt (Main) central station. This is one of the few postal scenes that can be reproduced as a model with Märklin rolling stock and platform trolleys from HOS Modellbahntechnik. Photo: Reinhold Palm, Sammlung Eisenbahnstiftung

Looking back at the previous year brought to mind how uncertain the situation was with regard to trade fairs and exhibitions, and even larger gatherings in a purely private setting. Under no circumstances did Jörg and Holger want to risk such an important anniversary falling through.

Therefore, the conversation quickly turned not only to events and expectations, but also to special models that would be worthy of the occasion, appreciated by Z Gauge enthusiasts and hopefully serve them for a long time as a souvenir of a special year.



On 19 May 1966, cooperation between railway and postal service was still a familiar sight. At the mail loading facility of the Aachen postal office, loading is taking place in the open air – a scene, perhaps, that could serve as inspiration to replicate something similar on a layout with Märklin's announced train set 81341. Meanwhile, in the background, a VT 115, a Belgian class 55 diesel locomotive, a class 03 express steam locomotive and a V 60 can be seen at Aachen main station. Photo: Fischer, Sammlung Eisenbahnstiftung

The focus now quickly turned to gaps in the rolling stock: Which vehicle categories are to be regarded as historical “stepchildren” of Z Gauge? What type of Z Gauge wagons have never been produced or have been out of production for a long time, and how could these gaps be closed? And could the 1zu220-Shop perhaps act as a supplier itself?

Large gaps still remain amongst the DRG passenger train types (such as the “Pike” type wagons), but also makeshift or half luggage cars, sleeping cars and also railway mail wagons. Up to now, it has hardly been possible to form mail trains on a scale of 1:220; the only realistic proposal we could come up with was an Era III formation presented in presented in **Trainini®** 11/2021.

So, there was still room for improvement in this area and a suitable basic model already existed to, at least, take a step in the desired direction. However, the model had been out of stock for almost ten years.

continues on page 7

Reading tip from the editors

In our report we concentrate on the exclusive new model of the 1to220-Shop and the existing gaps in the Z Gauge programme, which it intends to partially fill.

The nature and scope of the article do not allow us to present the workings of the railway post and its network in detail.

Those who are interested in this topic and would like to learn more about it in order to be able to use the little material available sensibly and close to the prototype should nevertheless find what they are looking for.

Just in time for the completion of the work on this article, Geramond published the 4/2022 (July/August) issue of "Bahn Extra" (ISBN 978-3-96453-608-2; 12.90 EUR in Germany).

The cover topic of this prototype magazine is "Bahnpost bei der Bundesbahn" (railway post of the Federal Railways) with a focus on the period 1949 to 1993, but also including coverage of the last years of decline until the final end in 1997.

The routes and operational procedures in the cooperation between the Bundesbahn and the Bundespost are examined in detail. This also includes a look into the mail wagons and the everyday work of the officials who worked there. Many valuable original documents have been included in the reports that fill almost half of the 100-page edition.

Very useful and attractive for model railway enthusiasts are also the many photographs which, in addition to the pure documentation of the reports, also specifically deal with and present in a separate article train formations. The publication thus offers new and useful knowledge for almost anyone.

Based on this, it will be possible, even with the limited offerings in 1:220 scale, to find train compositions that do not have to be limited to Märklin material alone, and remain close to the prototype or even match it without compromises.

We can only hope that this publication will also be picked up and read by the model manufacturers and inspire them for a more colourful, sophisticated and contemporary product range. The publication is available at station bookshops, sometimes also in well-stocked specialist model railway shops and, above all, directly from the publishers (<https://bahn-extra.de>).



In **Trainini**® 1/2014 we had highlighted and outlined the history of the German railway mail in detail. For those who would like to delve deeper into this topic, this report is highly recommended. At this point, we would like to limit ourselves to repeating those points that seem relevant for the anniversary model.

The need on the part of the Bundespost (Federal Postal Service) for unmanned wagons, in which no mail sorting was carried out during the journey, arose from the collective transport of mail items in containers instead of the classic individual item loading as practised in the manned railway mail wagons.

Their loading processes were thus quite comparable to those that were becoming increasingly important in general cargo traffic: Palletising or stowing in rollable collection containers. It was therefore obvious to use a freight wagon design for a suitable basis wagon.



What may have been the reason for loading the letter bags across a track instead of on the platform in Stuttgart Hbf (central station) in 1962? Post 4a/21 "5949 Nür" of the OPD Nürnberg (Nuremberg), which can be seen here, with the order year 1951, belongs to the last forerunners of the 26.4 m wagons, which are so much missed in the Z gauge. Photo: Carl Bellingrodt, Sammlung Eisenbahnstiftung

The parcel post wagon Post 2ss-t/13 was inspired by the latest design of a spacious covered wagon (type Glmms/Gbs 252), which had to be given practically only full-surface side walls instead of its ventilation flaps, in order to complete the conversion.

In 1967, the Bundespost procured exactly 100 wagons, which were classified with the service numbers 65 8700 to 65 899. Soon after, they received UIC numbers (00-11 650 to 00-11 749), which was immediately noticeable thanks to their white address, whilst the other lettering was kept yellow.

Another striking feature was the yellow post horn, which was introduced in 1950 and remained in use until 1979. In that year, a stylised and modern-looking design followed, which was applied in white to the parcel post wagons under consideration here.



220 037-6 leading train E 2640 to Aachen, photographed on 22 February 1980 passing the entry signal of Holzminden, is our template for the use of the FR special model in an express train formation. However, the carriages of our train are from a different timetable section. Photo: Prof. Dr. Willi Hager, Sammlung Eisenbahnstiftung

But not all of them received the new markings. The Post 2ss-t/13 were decommissioned between 1995 and 1997, so at least some of them lived to see the end of railway mail on German rails. The old and new company logos of the Deutsche Bundespost were present in parallel until the end.

What makes the model special

In 2014, we explicitly stated that FR Freudenreich Feinwerktechnik was the first Z gauge supplier to construct a newer generation Deutsche Bundespost wagon as a model and include it in its programme. Eight years later, we have to note that it has also remained the only one.

Certainly, this is not because this is a boring or unappreciated subject. After all, in the first report we could already refer to a train set “500 Years of Mail” by Märklin, which was derived from existing model moulds.

And only a few weeks ago Märklin announced a new train set for the theme complex “Deutsche Bundespost” (art. no. 81341), which strongly resembles the mentioned predecessor: The low side car was exchanged for a younger and better design, and loaded with another vehicle.

The covered wagons are almost identical in form to the earlier ones, but feature DB markings and benefited from the revised running gear. The locomotive included in this set is a postal services V 36 of the OPD Hanover, which already stands out from DB specimens due to its paintwork.



The photo on page 5 already gives a prototype impression of how the V 36 and its wagons (art. no. 81431) from Märklin's line-up of new summer products will be used. The only thing it lacks are the typical, post office-owned wagons at the railway mail's heart. The special model from the 1to220-Shop therefore also complements this set perfectly. Photo: Märklin

The current special model of the 1zu220-Shop (item no. 49.341.51), produced by FR Freudenreich Feinwerktechnik, not only celebrates "50 years of Z Gauge" and creates a lasting reminder of a special anniversary, but also puts a finger in the wound: The reference to a thoroughly popular topic with a lot of modelling potential is intended to challenge producers to close important gaps.

Several appealing types of wagons could enrich trains on main and branch lines, make them more colourful and even fill an own, so far completely unrecognised train category with life! For this purpose, this model template was not chosen by chance as a starting point and component.



The type Post 2ss-t/13 parcel post wagon of German Federal Postal Service with the old post horn logo and UIC markings (49.341.51) is a one-off edition for the 1zu220-Shop on the occasion of the 50th Z gauge anniversary. The paint scheme of the frame, superstructure and roof correspond exactly to contemporary specifications.

On the one hand, the wagon with the UIC inscriptions (era IV) and the old post horn is the only missing variant of this type, but much more important is the long period during which this variant was in real life

Dimensions of and data for parcel post wagon Post 2ss-t/13:

	Prototype	1:220	Model	Deviation
Length over buffers	14 200 mm	63.7 mm	63.5 mm	- 0.3 %
Height over rail head	4 085 mm	18.6 mm	19.0 mm	+ 2.2 %
Greatest width	2 676 mm	12.2 mm	14.1 mm	+ 15.6 %
Car body length	12 780 mm	58.1 mm	57.9 mm	- 0.3 %
Wheelbase	8.000 mm	36.4 mm	35.8 mm	- 1.6 %
Loading door width	2 500 mm	11.4 mm	11.7 mm	+ 2.6 %
Buffer length	620 mm	2.8 mm	2.9 mm	+ 3.6 %
Weight	14.4 t	---	9 g	
Maximum permitted speed	120 km/h			
Year of manufacture	1967			
Number of units produced	100			
Manufacturer	DIW, WMD & Waggonfabrik Rastatt			
Withdrawal from service	1995 - 1997			

service. It covers almost the entire service life period of these coaches.

From a customer's perspective, this means that any enthusiast with a preference for modelling the post war periods that include the German Federal Postal Service will be able to run this wagon in a prototypical fashion.

Both earlier versions cover much shorter periods, but also overlapped with the new one for certain periods.

Superficially, these differences may not be immediately obvious in the

most recent version of the wagon. It no longer carries brake signs, is painted in RAL 6020 chrome oxide green like both predecessor variants, and has some similarities with its era predecessor or successor. But precisely this also highlights its role as a link between the different existing variants.

The roof is painted in RAL 9006 white aluminium and thus corresponds to a clean condition after leaving the maintenance shop, where it was certainly also re-marked with the UIC number.



The model is labelled with road number 00-11735 according to UIC specifications. Before this spelling was applied with the new road number, this car of the OPD Frankfurt am Main still ran under the internal postal number (PINT) 65885 Fra. By the way, the yellow pattern at the lower end of the outermost strut is not an ordinary brake sign, as FR Freudenreich Feinwerktechnik had assumed and printed on the Era III predecessor model.

Pad printing was again done in white (company inscriptions), black (slip box and chalk field), and yellow (post horn and Bundespost markings). Technically, the all-metal model is completely identical to the other two versions from 2013/14.

It was a joyful moment during this project when the proverbial “You've got mail!” message appeared on the screen and we received the order confirmation from FR Freudenreich Feinwerktechnik to the 1zu220-Shop with a commitment to deliver the wagon model in time for the anniversary year.

At that time, it was not even known that Märklin would be adding to the postal theme as well, albeit only half-heartedly with the locomotive from postal stock. We should add a few explanatory words as to why the Märklin set, despite its correspondence to era III, also works with the parcel post wagon.



The good design of the not exactly inexpensive model in all-metal construction is also evident in the details that have been included, with some of them attached as separate parts: Under the buffers we see shunter handles and steps as well as a holding bar on the superstructure.

The German Bundespost (Federal Postal Service) once procured its own diesel shunting locomotives based on the V 36 design. In the 1960s, these changed their colour scheme and became recognisable at first glance as not belonging to the Federal Railways.

When their running gear became deep black, the red locomotive bodies stood out clearly from DB machines of this series. The rather large yellow post horn on the locomotives with the road numbers 1 to 4 was also conspicuous. Märklin gives the year 1963 as the operating status for its product novelty.

Already one year later the re-designations to UIC numbers began on freight cars and passenger coaches. This time frame is still assigned to era III on the model railway. Red V 36 and the Post 2ss-t/13 exclusively with post internal number (Era III; 49.341.21) as well as this car in the same appearance, but already with UIC number thus fit together perfectly, and together they certainly convey more Postal Service impressions than a DBP works locomotive with a Bundesbahn wagon.

A combination of the special model with the postal locomotive can be used prototypically until August 1972, when the federal postal service gave up its own shunting service. This is followed by a time window of several years in which the car is not on the road with its peers, but it can be combined with passenger and express trains that can be hauled with all three types of traction.



One possible use for the Era IV wagon with the old post horn (49.341.51; in 1st place in this train formation) is to combine it with one of the two predecessor models (49.341.11; in 2nd place) as part of an express train (Expr) for luggage and mail transport, where they ran together with ordinary DB luggage cars. This train type was later upgraded to an express D train (ExprD) and finally even elevated to Intercity status (ExprIC).

The model photo (page 13) shows a suitable prototype that can be reproduced well not only with a red class 220 diesel locomotive (88206), but also with the ocean blue and ivory-coloured locomotive (88202) and the "Heckeneilzug"(Hedge train) express train (87549). The model was the express train E 2640 in the Braunschweig - Bad Harzburg - Goslar - Kreiensen - Altenbeken - Soest - Hagen section of the 1979 summer timetable.

The year 1979 also marks the time for the introduction of a new postal logo, as we have already explained. This can be found on the FR model with item number 49.341.11, which we had presented in **Trainini®** 1/2014.

If you use the special model of the 1zu220-Shop together with this version, you can also add two Dm 902 luggage wagons due to the lack of railway mail wagons, which have then been hired out to the Bundespost. All four wagons together then serve as a train transporting an increased volume of mail, such as was the case even in the old times during pre-Christmas season.

However, this train formation proposal also clearly shows how much railway mail wagons are lacking in the Z Gauge programme. Let us rejoice in the new edition and a small closing of the gap, without losing sight of a much larger one: Let us hope together that not another ten or even fifty years will pass by until Märklin finally takes care of this unploughed field.



220 080-6 leaves Bad Gandersheim station on 29 September 1979 leading express train E 2640 (photo top: Prof. Dr. Willi Hager, Eisenbahnstiftung collection). The train together with the Post 2ss-t/13 wagon served as a template for our model train formation (photo bottom).

Source of supply for the model:

<https://www.1zu220-shop.de>

Historic Trainini® Issues:

<https://www.trainini.de/spur-z-welt/trainini-archive>

<https://www.trainini.de/magazin/ausgaben>

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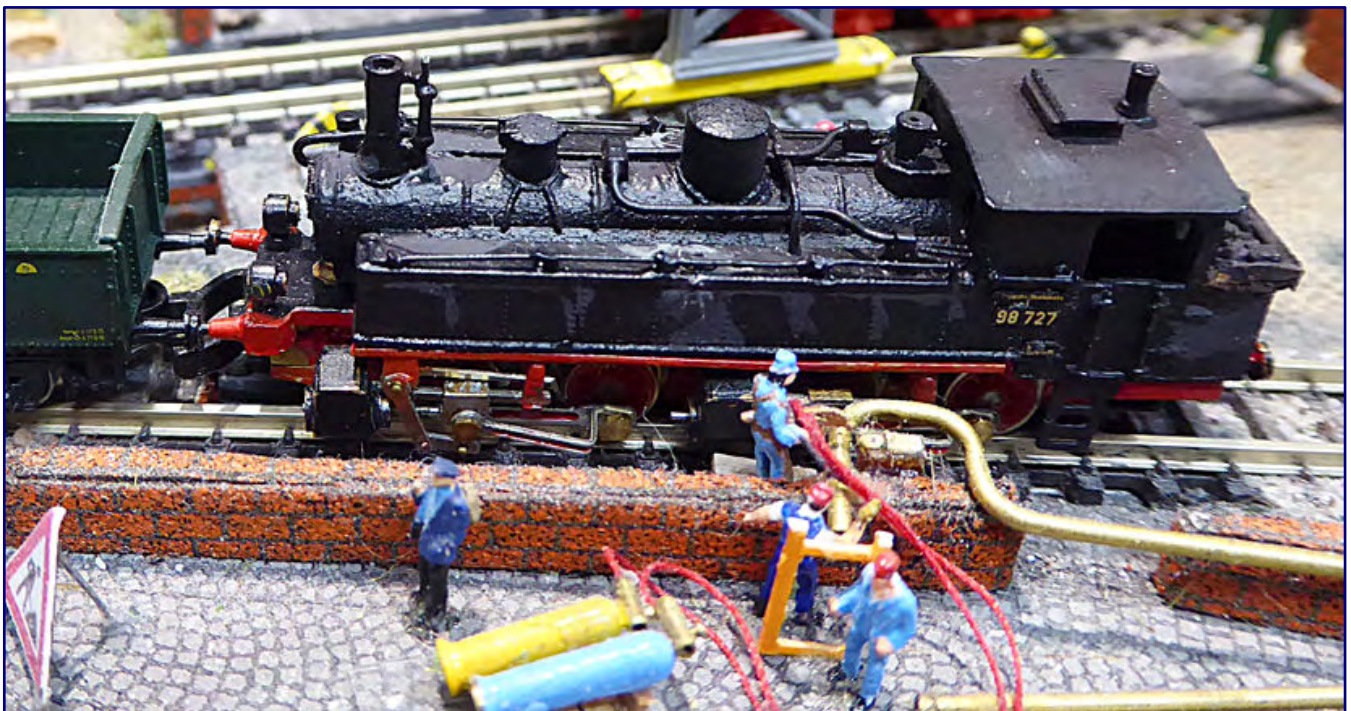
50 years of Z Gauge (Part 2)

The supreme Discipline of Self-Construction

Complete self-construction (scratch building) of Z gauge rolling stock is certainly part of the very great art of model making. Certainly, this is not a mass phenomenon in 1:220 scale, but in the 50 years of existence of our scale it has always had its place. Using the current example of 98 715 and 98 727 by Klaus Büttner and Wilfried Pflugbeil, we would like to pay tribute to this facet in the context of our annual focus topic.

For the anniversary of Z gauge, we have decided to present many facets of this size as completely as possible. Over the course of a year, a picture of how colourful, versatile and global this hobby is in its entirety is to emerge from many mosaic bricks.

In addition to the manufacturers who have shaped and continue to shape the market over the past 50 years, self-construction (scratch building) has always played an important role. Driven by the necessity that many desired models were not available for purchase and sometimes could never be expected, the fans of this scale often resorted to the means of conversion or complete self-construction.



98 727, in the prototype the later "Zuckersusi" ("Sugar Suzy") is the model intended for Klaus Büttner of the completely self-built DRG class 98⁷, which was realised in two copies. Photo: Klaus Büttner

To plan a model completely by oneself, to manufacture most of the necessary parts by oneself, and to assemble it functionally at the end is the supreme discipline in this field. Steam locomotives can be considered particularly difficult because they present the most challenges to, their creators with their add-on parts, linkages, and controls.

We are, therefore, pleased and proud to have found a current and successful project that we are the first trade magazine to be able to report on in detail. Responsible for this is “railway friend” Klaus Büttner from Chemnitz-Grüna, who together with his friend Wilfried Pflugbeil (“Z-Willi”) has created a very special locomotive.



The picture of 98 727 in October 1988 on the museum railway Ebermannstadt - Behringersmühle gave an impression of the former everyday operation of this class. On the model railway layouts of the two project partners and friends, this is now also possible on a scale of 1:220. Photo: Alfred Trabert, Sammlung Eisenbahnstiftung

Although it offers comparisons to a historic small-series model, it was in this quality classified as a 98⁷ series.

From BB II to the “Zuckersusi”

Before the model, we would first like to briefly introduce the prototype, because the mallet steam locomotive is probably no longer familiar to all railway enthusiasts. Due to its early retirement, none of the locomotives made it into the stock of the Deutsche Bundesbahn or the Deutsche Reichsbahn in the GDR. Nevertheless, the class has not been completely forgotten.

Its development can be traced back to the increased train weights that were characteristic of the Bavarian local railways at the end of the 20th century. Double- and triple-coupled machines were no longer sufficient, and tight curve radii placed special demands on the design.

The Mallet design with high-pressure and low-pressure engines promised both good curve running and high tractive power. The K.Bay.Sts.B. already had relevant experience with its test locomotive BB I, which entered service in 1896. It was also the inspiration for the design of the BB II.

In 1899, the state railway purchased three locomotives in a first lot and put them into service as 2501 to 2503. In 1900, eight more locomotives (2504 - 2511) followed in a second lot, in 1901 a whole 14 units

(2512 - 2525) and in 1903 another four units (2526 - 2529). In 1908 a fifth delivery, consisting of two somewhat longer and heavier machines (2530 & 2531) completed the procurement.

A special feature of the Bavarian BB II was the leading lever suspended from a single-rail crosshead, to which the pushrod was also attached. In order to achieve smoother running of the front power unit, an oil damper was installed between the main frame and the movable low-pressure drive frame.

However, the design, which was later classified as the 98⁷ series, was never satisfactory in operation. Due to the movable steam pipes, the maintenance costs as well as the time spent in repair workshops were higher than comparable rigid-frame locomotives.



Among others with guest locomotives, the BD Köln celebrated the farewell to steam traction in Stolberg on 2 April 1976. Among the guests was 98 727, which showed itself there again in its last Reichsbahn condition, but without lanterns attached. Photo: Wolfgang Bügel, Sammlung Eisenbahnstiftung

Like all Bavarian local railway steam locomotives, this design also had driving and coupling wheels with a diameter of 1006 mm. Here they were mounted in very short drive units with only 1600 mm wheelbases.

As a result, the BB II ran very unevenly, tended to skid and showed high engine wear. In order to counteract this somehow, the coupling wheel sets 3 and 4 were also sanded after conversion, for which a second sandbox was mounted in front of the driver's cab. By the way, the front sandbox was originally round and was only later replaced by an angular design.

The Deutsche Reichsbahn took over all 31 locomotives, which were based in Hof, Ludwigshafen, Passau, Plattling, Schweinfurt, Weiden (Oberpfalz) and Würzburg. As early as 1932, the range was thinned out by withdrawals from service, and by 1938 this series had already been withdrawn from service, with the exception of three locomotives.



At the 13th BDEF Association Day in Zwiesel (7 to 10 May 1970), works locomotive 4 “Zuckersusi” (“Sugar Suzy”) of Südzucker AG (ex 98 727; photo above), Regensburg, is also exhibited. It shows the angular sandbox, which it still had received at the DRG in the course of a rebuild. In 1938, the freshly repaired 98 715 is still shown with a round sandbox at the RAW Weiden (lower photo). Photos: Helmut Röth (top photo) and DLA Darmstadt (Maey), both photos Sammlung Eisenbahnstiftung

At least five machines could be sold to industrial companies and private railways, which not only saved them from the cutting torch (for the time being), but was also a trigger for a certain popularity.

In 1940, for example, the Vereinigte Österreichische Eisen- und Stahlwerke (VÖEST) bought 98 706, the Vorarlberger Illwerke bought 98 715 (1st model) the following year, while 98 727 went to the sugar factory in Regensburg (2nd model) in 1942. 98 713 was taken to Albania in 1943 by the turmoil of war, while 98 718 had until then been a works locomotive of the RAW Weiden before it was sold to the Buchtalbahn.

98 727 has been preserved to this day in the Darmstadt-Kranichstein Railway Museum and has become the best known of the 31 representatives of the series. It was given the road number 4 at the factory of the later Südzucker AG, where it acquired the memorable nickname "Zuckersusi" (Sugar Suzy).

Its growing popularity meant that it was allowed to earn its money there and remained as a museum locomotive after it was finally taken out of service. In 1972, it was donated to the Darmstadt-Kranichstein Railway Museum and remained operational for most of the time thereafter. A refurbishment and renewed reconditioning is planned or in progress.

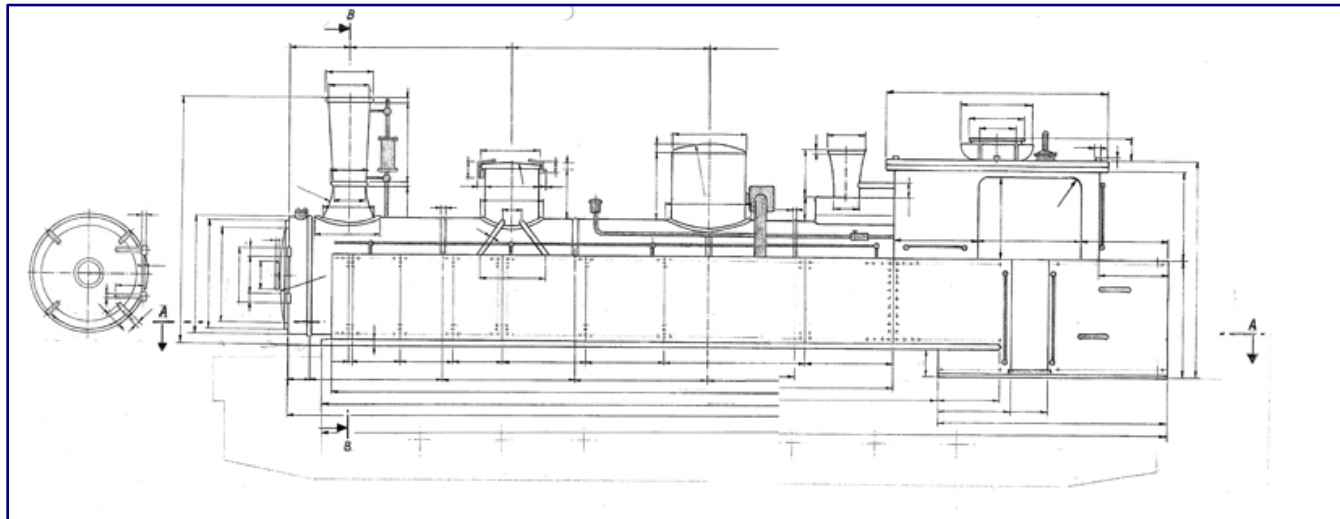
Template chosen and implemented

We have deliberately mentioned some of the special features of the prototype that can also be found on the model. The question why the Saxon model railroader Klaus Büttner chose a Bavarian local railway steam locomotive, which never ran in his home country, as a model seems to be interesting?



Without any doubt, 98 715 is very well done in 1:220 scale. It was reproduced in the black DRG livery (carried out from 1926) before the conversion to square sandboxes.

In the beginning, there was the idea of building a steam locomotive as a special challenge, completely on his own, after building his own home layout, which took about fifteen years. At that time, the builder was already looking forward to his 80th birthday, this model was to crown his model railway career.



Klaus Büttner drew the complete body in two parts in 2019, and others were used to make the attachments. We have combined the two-part technical drawing for the entire construction into one here for illustration purposes. Drawing: Klaus Büttner

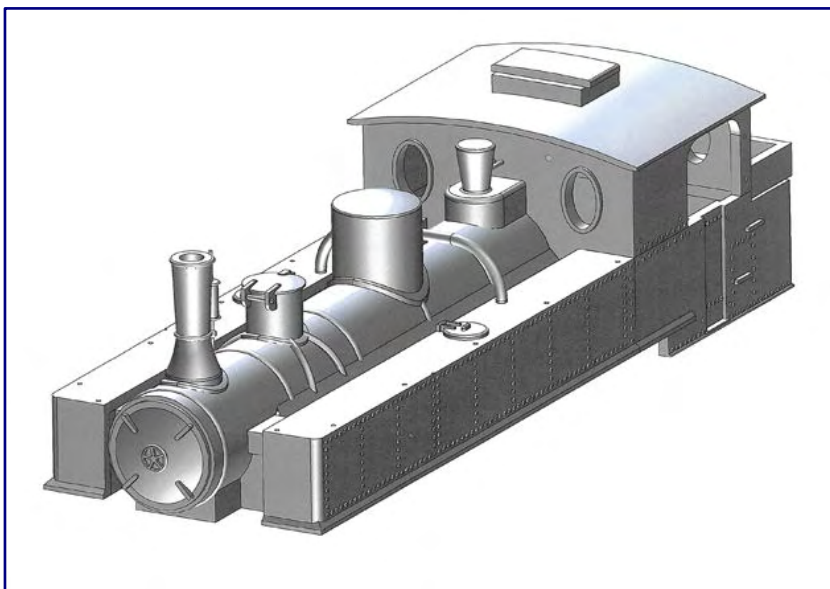
Klaus Büttner was able to draw on years of experience and design knowledge, knowledge of different technologies including toolmaking and precision engineering. As a suitable basis for his project, small machines were available in his own basement workshop, with which prismatic as well as rotationally symmetrical parts could be produced precisely.

He wanted to build a steam locomotive that had never been offered to the Z Gauge market and that no one else had presented as a home-built project.

The first object of desire was the "Kreuzspinne" (Saxon I TV of the Meyer type, later class 98⁰), which the Saxon court supplier Hartmann had once delivered.

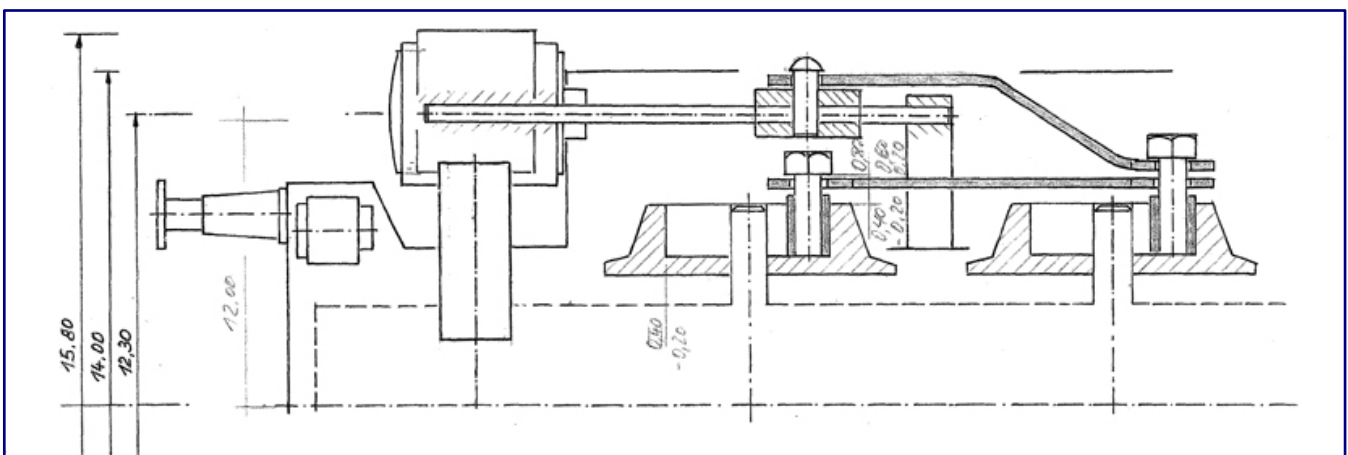
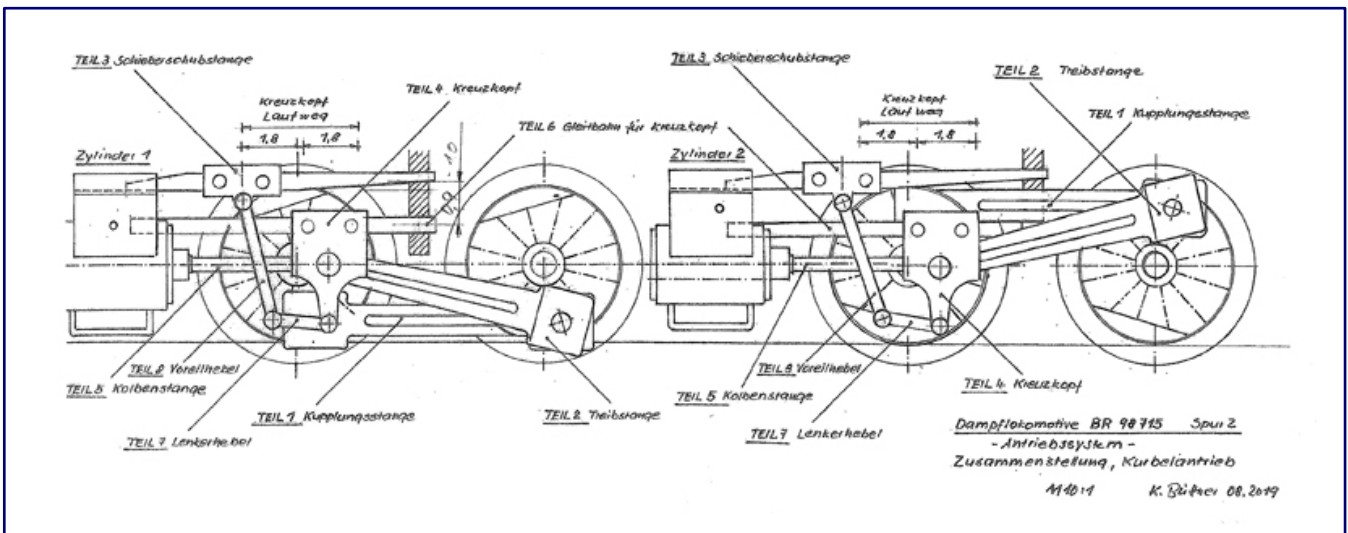
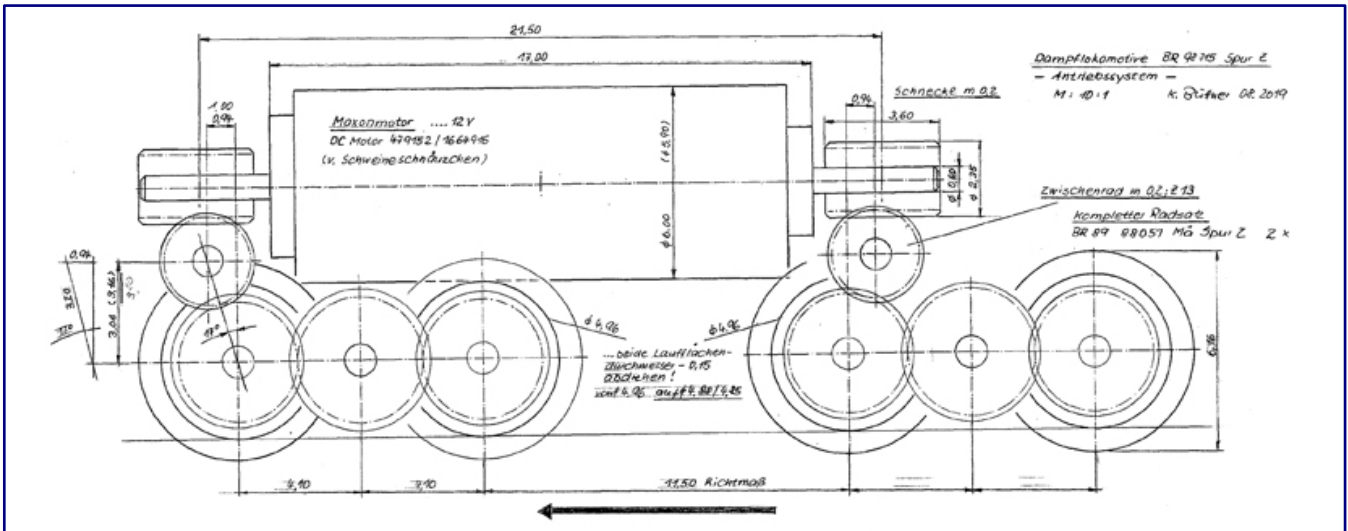
But it was ruled out as a personal model, because the small-series manufacturer Z-Modellbau (Dr. Andreas Scheibe, also from Chemnitz) was also working on such a project at the same time.

So, the choice over the "Zuckersusi" ("Sugar Suzy") finally fell on the series 98⁷.



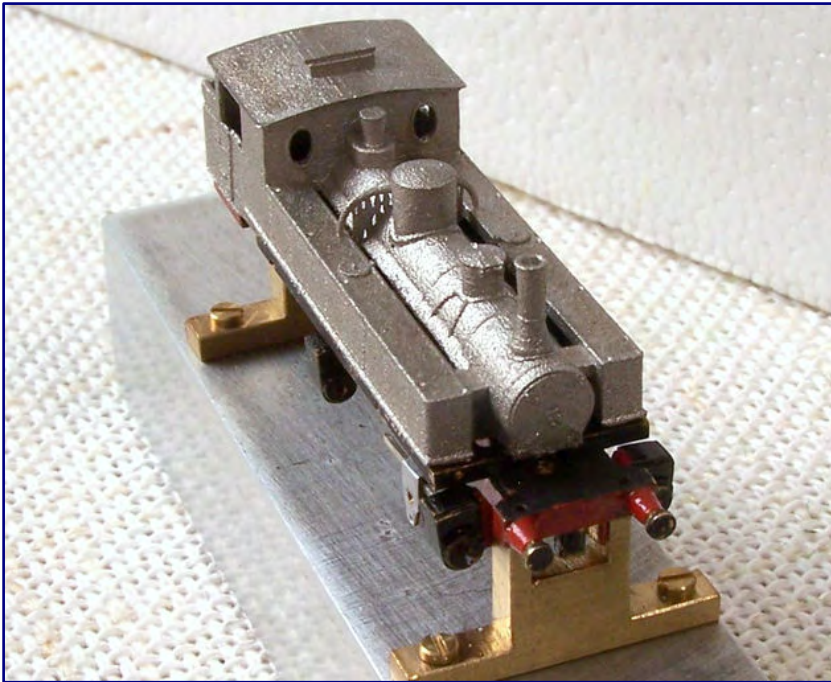
The housing was spatially drawn with CAD software for printing with a 3D printer. Illustration: Klaus Büttner

continues on page 22



Classically, the gearbox was planned on the drawing board and it was determined where and how the bell-shaped armature motor had to be placed in order to be able to work on the pinions via worms. This drawing formed the basis for planning the brass undercarriage (drawing above).

In the same way, the linkage and control system were drawn (drawing in the middle), the smallest parts of which were particularly difficult to manufacture. The rod guide also had to be planned exactly so that the coupling rod and the push rod would not touch each other. For this purpose, a top view of the undercarriage frame with dome wheels and steam cylinders was made (drawing below). Various cross-sections completed the plans. All drawings: Klaus Büttner



A test assembly of the locomotive housing printed from stainless steel provides certainty. This is followed by a plasma electrolytic surface process, which creates the basis for the subsequent paint application. The support structure, which has not yet been removed, can be seen on a boiler pipe. Photo: Wilfried Pflugbeil

The two engines with high-pressure and low-pressure cylinders were a source of enthusiasm for the builder.

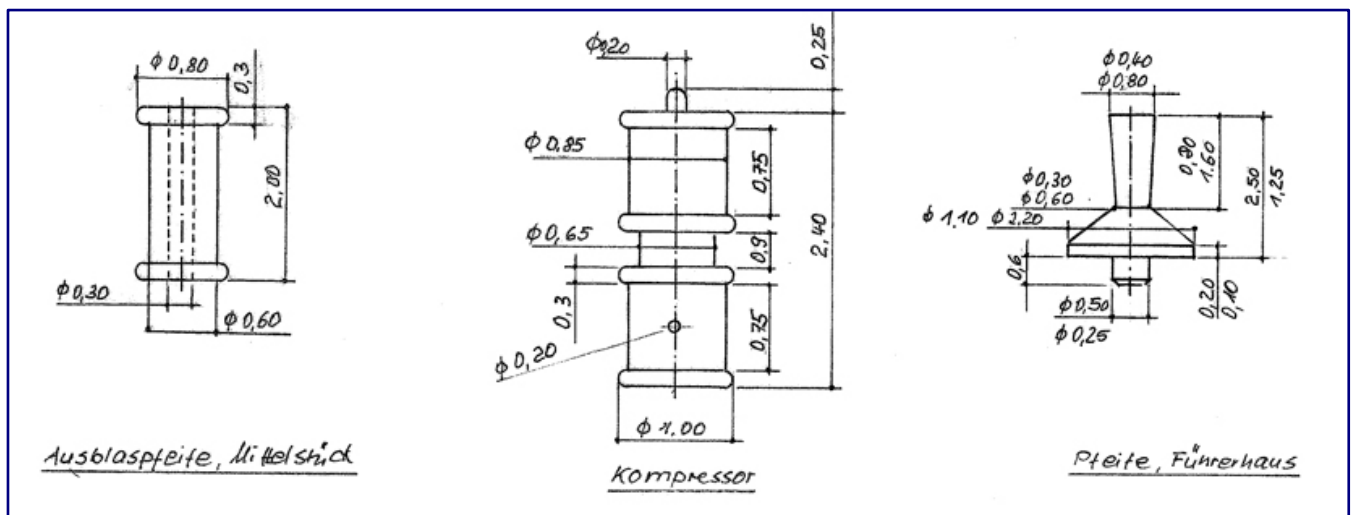
The special control system, which we have highlighted, was also one of the technical features that, as a very special design, knew how to offer its appeal for the model.

It also proved helpful for the project that with access to a Roco model in H0 scale, a real template was available for viewing, which would also be helpful when taking measurements.

Klaus Büttner found good support from a model railway friend for the 3D construction of the locomotive housing using CAD software.

With the help of another former colleague, the goal of having the housing printed in metal was achieved. The accuracy was 0.01 mm.

For the construction of the running gear with gearbox, Klaus obtained the following spare parts in the form of wheel sets, drive wheels and worms from the 89 series directly from Märklin. Dr. Andreas Scheibe (Z-Modellbau), who was still active as a small series manufacturer at the start of construction, supplied pinion (module 0.2; Z = 13) and drive motor from his designs.



The boiler fittings were also first drawn on paper and then made from brass by turning and milling. Drawing: Klaus Büttner

continues on page 24

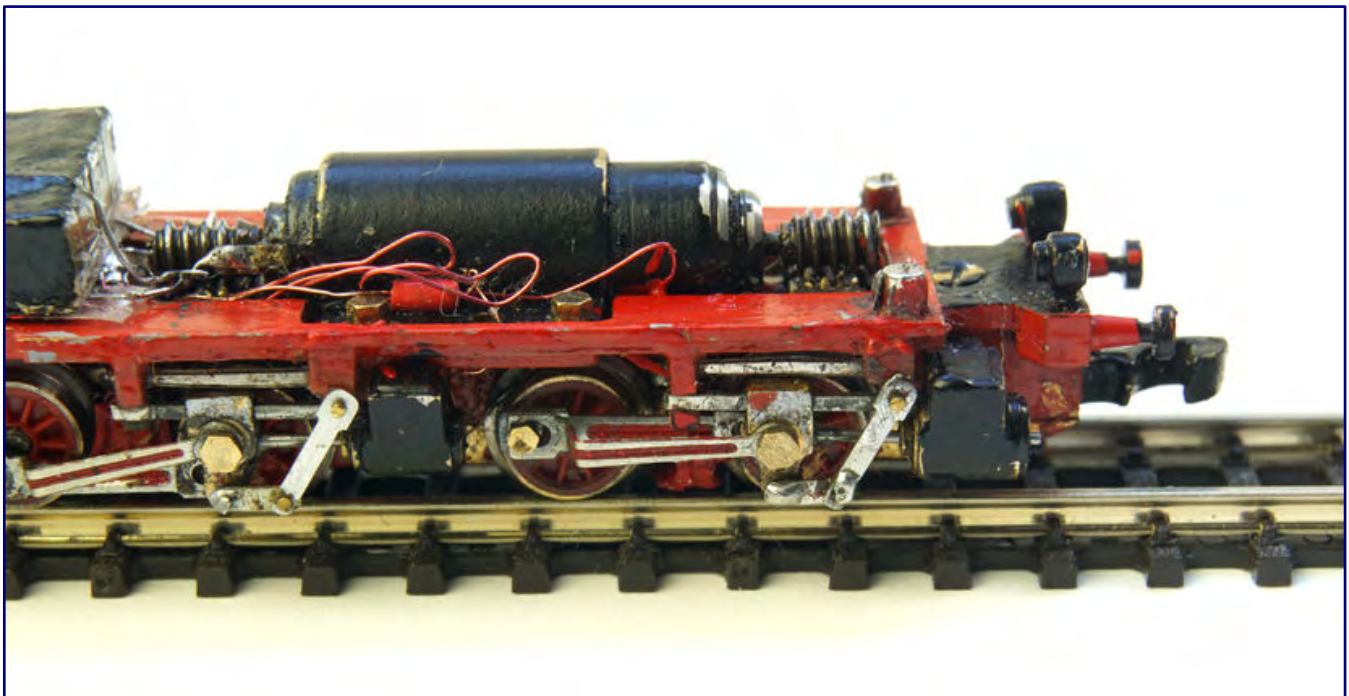
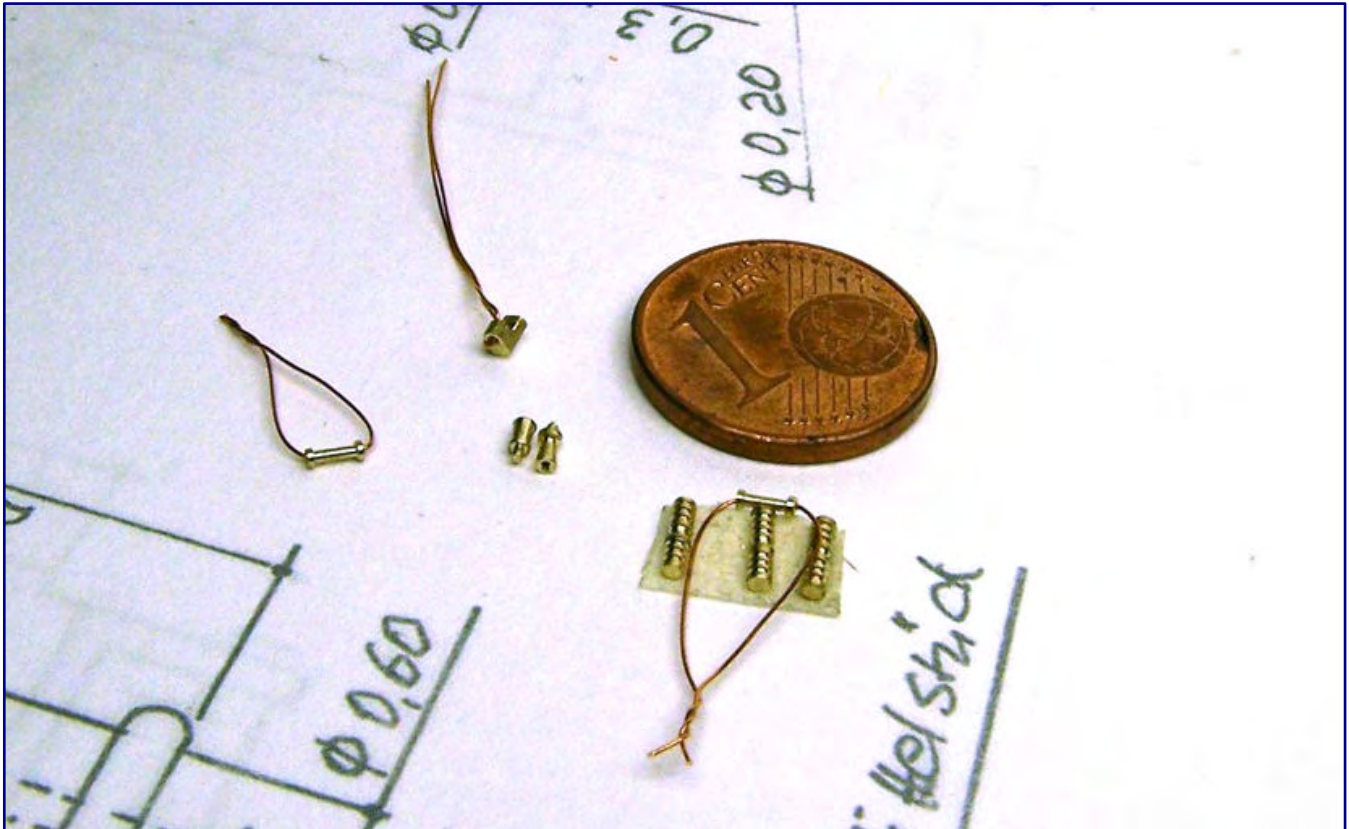


Photo above:
The boiler fittings lying on the drawing from the previous page have been manufactured and are now ready to be attached to the housing. Photo: Wilfried Pflugbeil

Photo below:
The macro view of the running gear with motor and worms as well as the fully movable linkage and the brakes between the coupling wheels should make clear the creative and constructive effort that has been made here.

He found standardised small parts such as screws M 0.8 and M 0.6 and 0.3 mm and 0.4 mm rivets at Knupfer. Other necessary materials made of brass and plastics as well as spring bronze could be found in his own stock. A suitable decoder for the locomotive was the type PD05A with the dimensions 5.2 x 8.0 x 2.5 mm from Doehler & Haass, which was chosen. The lighting was to be provided by tiny SMD light emitting diodes 0201.

When construction began with the first drawings, classically by hand on the drawing board, Klaus Büttner told his friend Wilfried Pflugbeil about the project. He was immediately enthusiastic and offered his help. In the end, two models were created based on preserved prototypes with the road numbers 98 715 and 98 727 - the legendary "Zuckersusi" ("Sugar Suzy"). Kuswa supplied the locomotive signage.

Willi's tasks consisted of assembling the locomotive bodies, including painting them, and optimising the current construction to ensure the safest possible operation. He is also responsible for continuous reports in the forum of the Z-Freunde International e.V.

Together, the two underline once again that Chemnitz is a centre of excellence for 1:220 scale. After all, the result presented here as an anniversary work is without any doubt unparalleled.



The view from behind is also convincing. Only the handrail on the left water tank is (still) missing on this shot. Even the couplings, which are also made of brass, were made for this project.

Overcoming hurdles

Together, the two mastered several hurdles on the way to their dream locomotive. The most tinkering was required for the functional running gear of the small local railway steam locomotive. Minor compromises could not be avoided here, as can be seen in the comparison of the drawings with the original.

The work on the two steam locomotive miniatures took fully two years. The result in the form of two steam locomotives that run very well and whose rod play is a great pleasure to look at compensates for the immense amount of time spent.

It is therefore not even worth thinking about an appropriate sales price, if this had been intended as a small-series model. But that was never an issue. Here, it was a case of “the journey is the destination” and to experience as much building and tinkering pleasure, as possible, in the process.

More soon on Trainini TV

For **TraininiTV** we are currently preparing an episode 6 dedicated to the model of the 98 715 presented here. There we show a little more of the construction material, which describes the path taken with heart and soul from the idea to the drivable model.

And of course, this steam locomotive with movable control parts can also be seen running in the film. It is expected that on the 1st weekend in July, you will be able to tune in to <https://www.youtube.com/TraininiTV>!

After all, the small-series manufacturer Schmidt had already catered to this clientele some thirty years ago. At that time, however, Schmidt also had to and wanted to keep an eye on economic implementation, which is why these models do not come close to the two unique models by Klaus Büttner and Wilfried Pflugbeil.



Inspired by a documented special trip of the “Zuckersusi” (“Sugar Suzy”) from 1973, we also sent 98 715 with three-axle conversion wagons on a museum trip. And as can be seen, Klaus Büttner’s little locomotive enjoys the approval of the astonished Preiser figures who are ready to take photos.

But at that time, it was not even possible to motorise a small steam locomotive with such a small boiler diameter, let alone to print a housing (in metal). And today we are also talking about digital functions that can be addressed in DCC format.



One last photo should show 98 715 once again in all its glory as a macro shot. Klaus Büttner and Wilfried Pflugbeil are really to be envied for the two unique specimens, the result rewards the high construction and building effort.

This is precisely why this highly topical and special building project seemed to us to be perfectly suited to shed light on the field of self-building in a historical context over what is now 50 years. Brave new world!



Sources for ordering parts:

<https://doehler-haass.de>
<https://knupfer.info>
<https://www.kuswa.de>
<https://www.maerklin.de>

Model driving demonstrations:

<https://youtu.be/GZm4sNePujg>
<https://youtu.be/s0Rh9RonbTA>

Youtube channel of Wilfried Pflugbeil:

<https://www.youtube.com/zwilli100>

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.

Die Eisenbahn im Münsterland **Ein besonderes Fleckchen Erde**

Plattes Land ohne Berge und Tunnel, was kann das Münsterland da denn wohl bieten? Eisenbahnfreunde wissen, dass hier die Rollbahn und die Emslandstrecke ihren Ausgangspunkt nehmen und dies allein schon spannende Themen rund um die Schiene bietet. Doch das ist längst noch nicht alles, wie der geneigte Leser in der EK-Eisenbahnchronik feststellen wird. Garant dafür ist der Experte Josef Högemann, der diese Region bestens kennt.

Josef Högemann
Eisenbahnchronik Münsterland
Eisenbahngeschichte im nordwestlichen Westfalen

EK-Verlag GmbH
Freiburg (Breisgau) 2021

Gebundenes Buch
Format 21,0 x 29,7 cm
344 Seiten mit 141 Farb- und 349 S/W-Abbildungen

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Erhältlich direkt ab Verlag
oder im Fach- und Buchhandel

Autor Josef Högemann ist kein Unbekannter der Szene und gerade für ein Buch, das sein „Heimatrevier“ Münsterland behandeln soll, erste Wahl.

Ohne Zweifel hat der EK-Verlag also für diesen Band der Eisenbahnchronik-Reihe, die zuvor das Bergische Land und die Eifel im Fokus hatte, eine gute Wahl getroffen.

Das Münsterland wird im Nordosten vom Teutoburger Wald, im Süden von der Lippe und im Westen durch die Niederlande begrenzt. Einst durch die Eisenbahn gut erschlossen, sind auch hier viele Streckenstilllegungen festzuhalten. Der grenzüberschreitende Verkehr in die Niederlande spielte fast immer eine besondere Rolle.

In Nord-Süd-Richtung führen über Münster zwei wichtige Hauptbahnen in Richtung Küste: die Emslandstrecke nach Emden und die Rollbahn nach Hamburg. Dampflokkfreunden müsste schon hier das Herz aufgehen und deutlich werden, dass dieses Buch nicht in ihrem Regal fehlen darf.

Eine weitere bedeutende Strecke führte über Coesfeld, Rheine und das Oldenburger Land bis nach Wilhelmshaven. Sie gibt es heute nicht mehr, was auch für viele andere Neben-, Werk-, Feld-, Gruben- und Kleinbahnen gilt, die die zahlreichen, eher landwirtschaftlich geprägten Orte erschlossen haben.

Dem Verfasser dieser Besprechung sind einige der angeführten Strecken noch bekannt oder aus Relikten in Erinnerung. Das Buch hält dieser Erinnerung wach, arbeitet sie auf und strukturiert sie,



während ein gut ausgebautes Straßennetz längst ihre Funktion übernommen hat, während über Reaktivierungen im Zeichen des Klimawandels wieder diskutiert wird.

Bezeichnend für den Rückzug aus der Fläche ist, dass nicht einmal eine Großstadt wie Münster heute noch eine Ladestelle für den Güterverkehr besitzt. Doch die hier besprochene Lektüre ist nicht dazu da, um bloß Tränen zu vergießen.

Sie beschreibt und dokumentiert das Eisenbahnwesen im Münsterlande von den Anfängen bis in die heutige Zeit mit ihren verkehrspolitischen Veränderungen. Nachdem die Reaktivierung der Westfälischen Landeseisenbahn zwischen Sendenhorst und Münster für den Reisezugverkehr beschlossen wurde, wird nun sogar ernsthaft erwogen, auch die Eisenbahn zwischen Coesfeld, Borken und Bocholt wiederzubeleben.

Das sind nicht einfach nur gute Zeichen, sondern ist der Stoff für spannende Geschichten und Streckenportraits. Nicht vergessen werden selbstverständlich auch die einst so bedeutenden Bahnbetriebswerke wie Münster oder eben auch Rheine.

Die Qualität des Autors, der dieses Buch zum Standardwerk für die Bahn im Münsterland macht, drückt sich auch dadurch aus, wie viel Wissen er in komprimierter Form durch Infokästen bei den Streckenportraits einfließen lässt.

Während andere Bücher zu vergleichbaren Themen, nicht aus dem EK-Verlag, oft an einer überfrachteten und undiszipliniert durchgeführten Gestaltung krankten, ist dies zusammen mit der perfekten Bildwiedergabe wieder eine besondere Stärke des vorliegenden Titels. Die Fließtexte sind gut lesbar und ebenso verständlich.

Perfekt gewählt ist auch die bunte Bebilderung, die die gesamte Zeit der münsterländischen Eisenbahngeschichte abzudecken weiß. Auch historische Postkarten kommend dabei zum Einsatz. Bedingt durch das Alter der Aufnahmen sind sie überwiegend schwarz-weiß, was verständlich und nicht zu kritisieren ist.

Mit Ludwig Rotthowe, dem Eisenbahnfotografen im Münsterland überhaupt, und Herbert Schambach finden sich auch die einschlägig bekannten Größen zahlreich in dieser Chronik wieder. Viel gibt es zu diesem Lob nicht mehr hinzuzufügen, nur eigenes (Kaufen und) Lesen wird dies noch individuell ergänzen können.

Das Buch ist ein Quell der Inspiration und des Wissens für alle Eisenbahn- und Modellbahnfreunde, die sich einer konkreten Vorlage möglichst korrekt widmen möchten. Und wer sich für die Eisenbahn in Münster und seiner weiteren Umgebung interessiert, wird auf diesen Band eh nicht verzichten wollen. Deutlicher können wir eine Kaufempfehlung auch nicht aussprechen...

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

Die erste E-Klasse im Portrait **Zeitenwende unter dem Stern**

Dass wir heute als zweite Lektüre-Empfehlung einen Buchtitel über ein Auto vorstellen, hat nicht nur den Grund, dass uns derzeit Eisenbahnbücher ausgehen. Die E-Klasse aus dem Hause Mercedes-Benz ist ein Klassiker und gehört aktuell zu den jüngsten, aber stark nachgefragten historischen Automobilen. In der Spurweite Z fehlt sie leider noch komplett.

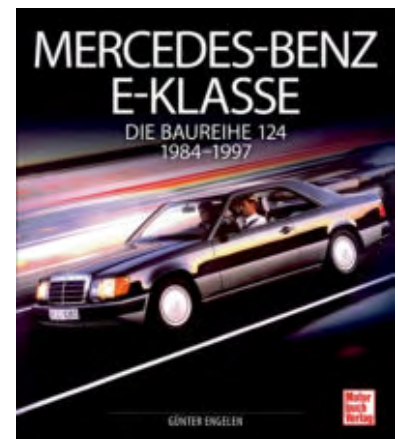
Günter Engelen
Mercedes-Benz E-Klasse
Die Baureihe 124 1984-1994

Motorbuch Verlag
Stuttgart 2021

Gebundenes Buch
Format 23,0 x 26,5 cm
256 Seiten mit 250 überwiegend farbigen Abbildungen

ISBN 978-3-613-03867-7
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Erhältlich direkt ab Verlag
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Nachdem Alexander F. Storz die beiden Bücher über die direkten Vorgänger der hier behandelten Mittelklasse-Limousine aus dem Hause Mercedes-Benz geschrieben hatte, waren wir überrascht, nun einen völlig anderen Autor zu entdecken.

Günter Engelen war uns in dieser Rolle noch völlig unbekannt, ist laut Verlagsangaben aber der Mercedes-SL-Spezialist überhaupt. Tatsächlich veröffentlichte er im Motorbuch-Verlag zahlreiche Monografien über die verschiedenen SL-Baureihen.

Auf kleinem Umweg qualifiziert er sich damit auch für die E-Klasse, denn die zum Anfang der Neunziger fast am Ende des Produktlebenszyklus der Reihe W124 nachgeschobene Version 500 E / E 500 erhielt nicht nur das Antriebsaggregat aus dem damaligen Spitzenmodell SL 500 der Baureihe R129. Auch die Vorderachse stammte fast vollständig von diesem Fahrzeug, ebenso die Alufelgen.

Wer also eine Leidenschaft für diesen Luxuswagen sportlicher Prägung hat, der kommt am leichteren und weniger auftragenden Spitzenmodell der E-Klasse nicht vorbei, das dank geringeren Gewichts und kürzerer Übersetzung auch noch spurtstärker war.

Diese Einleitung zum Buch über dessen Autor macht schon deutlich, dass die Baureihe W124, die später zur E-Klasse wurde, nicht einfach nur ein neues Modell am Markt war. Sie prägte einen echten Generationswechsel und war mit ihrem Vorgänger kaum noch zu vergleichen.

In ihren letzten Baujahren begann sie zudem, den äußeren Eindruck eines Automobils für betagte Senioren und betuchtere Bauern langsam abzulegen und sich einen sportlicheren, damit auch jugendlicheren Eindruck zu verschaffen.

Längst ist die Zeit über dieses einst alltagsprägende Automobil gegangen, von dem es bis heute kein Modell im Maßstab 1:220 gibt, was wir als Aufruf an die Kleinserienhersteller verstanden wissen wollen. Aus den Fahrzeugen wurde wegen hervorragender Qualität ein gefragtes Auto zum dauerhaften Erhalten.

Kurzum: Eine Monografie über diese Epoche der gehobenen Mittelklasse von Mercedes-Benz war überfällig und wie viel das Thema hergibt, ist auch am fast doppelten Umfang des Buches gegenüber den beiden Vorgänger bänden zu erkennen.

Dieses Auto war nicht zufällig so, wie es sich der Öffentlichkeit zeigte. Der letzte, echte Mittelklasse-Mercedes unterschied sich deutlich von seinen Vorgängern: Als Reaktion auf die Ölkrise prägte er einen Trend zur Nüchternheit und griff gleichzeitig das wachsende Sicherheitsbewusstsein der Käufer auf, die im Auto unterwegs waren und heil am Ziel ankommen wollten.

Alle seine Nachfolger wurden erkennbar größer und brachen in gleich drei Generationen mit einem „Vier-Augen-Gesicht“ auch stilistisch deutlich mit diesem Klassiker. Diese Rahmenbedingungen lassen den W124 zu etwas Besonderem werden.

Und genau das wird im Buch sehr gut herausgearbeitet: Zunächst werden die Personen im Daimler-Benz-Konzern portraitiert, die direkt oder indirekt mit dieser Baureihe in Verbindung stehen oder wichtige Weichen gestellt haben. Die Bedeutung dieses Fahrzeugsegments wird anschließend herausgearbeitet und die Vorgänger kurz vorgestellt.

Entwicklung und technische Merkmale bilden einen Hauptteil dieser Lektüre, ohne den der Titel nicht rund wäre. Das bereits erwähnte Spitzenmodell E 500, aus Kapazitätsgründen bei Porsche gebaut, wird samt Limited-Edition-Sondermodell und Werks-Tuning-Version E 60 AMG vorgestellt. Auch die Brabus-Interpretation und der leistungsstarke, aber sich äußerlich bescheiden gebende E 420 erfahren einige Zeilen mehr.

Alle übrigen Versionen und Karosserievarianten werden im Folgekapitel „am Block“ abgearbeitet. Nicht vergessen werden auch die verlängerten Fahrwerke, die in Deutschland nicht oder kaum anzutreffen waren, aber die Basis für Sonderaufbauten wie Krankenwagen bildeten.

Die Bedeutung der Reihe W 124 dürfen wir hier nicht vergessen, auch fast jedes Taxi seiner Zeit schien zu diesem Fahrzeugtyp zu gehören! Ein abgetrenntes, wenn auch kurzes Kapitel war deshalb unumgänglich, ebenso wie eines über Forschung und Entwicklung, die mit Hilfe dieser Modellgeneration erfolgte.

Von der ersten bis zur letzten Seite ist das Buch mit fast komplett farbigen Aufnahmen passend und umfangreich dokumentiert worden, selbst auf den fast 130 Seiten Anhang und technischen Daten – immerhin die Hälfte des Gesamtseitenumfangs - finden wir noch welche.

Einziger Kritikpunkt ist die Qualität der Aufnahmen. Zwar sind sie gut reproduziert und im Druck wiedergegeben worden, aber ihre Auswahl erscheint doch etwas einseitig. Bis auf nur wenige Aufnahmen handelt es sich um Werbe- und Katalogaufnahmen, die das Fahrzeug so zeigen, wie Mercedes-Benz es verkaufen wollte. Es fehlt der Alltag, den diese Autos so entscheidend mitgeprägt haben.

Günter Engelen hat also mit diesem Buch eine zwar sehr informative Dokumentation vorgelegt, aber sie vergibt die Chance, das Buch wie das Auto zur Legende werden zu lassen. Den Eindruck schmälern zudem auch Rechtschreibschwächen: Zusammengesetzte Substantive werden im Deutschen immer noch zusammengeschrieben oder gemäß Duden mit Bindestrichen „durchgekettet“, nicht englisch mit Freistellen aneinandergereiht – hier erschwert es bisweilen sogar das Satzverständnis.

Dennoch ist es eine spannende und wertvolle Lektüre längst nicht nur für Freunde der Marke mit dem Stern oder der E-Klasse im Besonderen. Auch der Modellbahner bekommt hier seine Anreize und Ideen, ein wichtiges Fahrzeug nicht zu vergessen.

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

Discipline and happiness of a reunion

Anniversary Celebration at Altenbeken

The longing for a meeting in Altenbeken was great and grew after it had to be cancelled two years ago. Until the end, there were uncertainties and many questions remained unanswered. All those who travelled to Altenbeken were happy that the new gathering could take place and that it became an important event of the anniversary year. This report will answer whether even longer distances were worthwhile.

After the cancellation of the toy fair and already two cancelled spring fairs, the 8th International Z-gauge Weekend in Altenbeken became a long nail-biter. Actually, this eighth edition was supposed to take place two years ago, but in spring 2020 it was no longer possible to think of such a meeting at very short notice.

In view of the Omikron virus variant and its wave of spread, those responsible at Z-Freunde International e.V. realised early on that the originally planned date at the end of March was in serious jeopardy. However, in the 50th anniversary year of the gauge, no one wanted to miss this important meeting, if possible.



It too will make its mark on the 50th anniversary of Z Gauge: Märklin showed in Altenbeken for the first time its V 188 001 a/b (item no. 88150) made of series parts including paintwork and lettering.

The search was therefore on for an alternative date in the warmer months, which after the experiences of the last two years should allow more freedom. In view of the venue availability and holiday dates, the weekend of 14 and 15 May 2022 was chosen for rescheduling.

As a minimum standard for the exhibition, the so-called 2G rule had already been established last winter, according to which only persons vaccinated against Covid 19 infection, or recovered from it, with appropriate proof, were to be admitted; stricter legal requirements were the proviso. This minimum standard was therefore also the reliable planning basis for all exhibitors.

It was unthinkable at the time of publishing these conditions of participation that the legislator could almost completely abolish the mask obligation as a reliable protection in an act of irresponsibility. Accordingly, the organising association did not define its own rules in this regard.



The special edition wagon (8617.144) shows a badge for the 8th International Z Gauge Weekend for the second time and also the originally planned date in March 2022, so it will remind its owners of the upheavals of the last two years for a long time to come.

This fact caused discussions and petitions from the Z Gauge community in the weeks before the meeting: the admission rules were outdated, and not up to date, and instead a mask requirement should be stipulated, was the frequently voiced opinion.

On the other hand, it had to be assumed that the registered exhibitors would have the right to cancel their participation due to subsequently changed conditions, although the wish for a mandatory masking requirement seemed understandable. Good advice was needed, because the only thing that could be done was to appeal to all visitors to wear masks voluntarily.

This was underlined by the procurement of FFP2 masks, which were to be handed out free of charge at the entrance to emphasise this request. If we recall this delicate history, there is now a very special reason for this: the members of the community know each other to a very large extent and the appeal to responsibility for one's own health and that of others was echoed.

Mask discipline was remarkably high throughout the venue, but especially at all points and booths where several people gathered in a confined space at the same time. And despite the concurrence from several continents and many countries, not a single case of covid infection was reported afterwards that could be attributed to this weekend event.

Accordingly, there were no warnings on mobile phones. The Z Gauge community became a showcase of mutual respect and proved that even large events do not have to become a distribution point for infectious diseases.

Worthy of an anniversary

Worries were therefore unfounded, which was certainly not a matter of course. After all, the visitors did not only travel long distances from Germany to be there. The longest distances were probably travelled by the participants from the United States of America and Israel. A delegation from Osaka, Japan, was unfortunately missing due to the remaining uncertainties.

Film report coming soon on Trainini TV!

On **Trainini TV** we also want to report on further exhibits and highlights of the meeting in Altenbeken. Episode 7 is planned for mid-July 2022.

Tune in at <https://www.youtube.com/TraininiTV!>

As a conclusion, we would like to record at this point a success of the Z Gauge Weekend, which was definitely worthy of the 50th anniversary of our nominal gauge. The statistical data do not allow us to see this without further consideration and should therefore be explained.

In the very first hour after the doors opened on Saturday, well over 200 people poured into the venue, and it was to be 495 in total. For several hours it was crowded in the aisles and at the stands, even though it was important to keep a large distance. In the afternoon, however, the Eggelandhalle emptied quite quickly, and the exhibits could be enjoyed in a relaxed manner.



In a display case, Märklin showed a cross-section of the new products from 50 years of the Mini Club and thus gave an exciting overview of the time that made development and progress visible.

Together with the only 244 visitors on Sunday and 40 children who were granted free admission, the number of officially recorded guests is 779 people. This does not include the club members and helpers

(without their own stand) who also had free admission, but are not counted. Around 800 visitors represent a decrease of one third compared to the record number of the last meeting in 2018.

A temporary decline was to be expected in view of events in other sectors. This is largely due to remaining fears, existing uncertainties in travel planning, and the not unfounded fear of sudden isolation obligations. It should also not be forgotten that people who are willing to take part are not able to do so due to quarantine orders or their own illnesses.

Weather conditions that call for outdoor excursions are also not favourable for a model railway exhibition. And that was exactly the case here: as the first weekend of 2022, 14 - 15 May was characterised by sunshine and summer-like temperatures, especially on the Sunday. Visitors from the immediate vicinity who would spontaneously decide to come, were, therefore, foreseeably absent.



On Saturday evening, the exhibitors and registered visitors accepted Märklin's invitation to a champagne reception, where they were put in the mood for the anniversary by Marketing Manager Jörg Iske. Association chairman Axel Hempelmann remembered the members of our community that we have lost in the four years since the last meeting.

If we include this in our considerations, the approximately 800 guests therefore mean a good reception and recognisable success. This is also reflected in the exhibitors, who had a longer preparation time and could not decide spontaneously. 30 non-commercial exhibitors in 2018, now contrasted with 27, which, in view of larger spacing, is not to be interpreted as a decline.

With 15 booths (2018: 38), the situation is formally different for the commercial participants, but also requires a qualitative consideration. The postponement caused problems for some of those willing to participate; quarantine / isolation caused additional cancellations. The space occupied was hardly affected by this, as some had registered for larger booths, which was especially true for Märklin.

In addition, numerous non-commercial exhibitors also took advantage of the offer to rent additional space for a private sale from their collections. Of course, this is also not included in the count of commercial participants.

But, no matter which group of visitors or exhibitors we look at, the joy at a happy reunion was great; the excitement, like the participation, once again knew no limits. New exhibits, which were on public display for the first time, also dominated the latest event and made every visit worthwhile.



A symbolic cheque handover was intended to make visible the incredible success of the support and donation campaign for a model railroader from our midst and his children who were affected by the Ukraine war: Oleksiy Mark (2nd from left) and his son Sergej (3rd from left) are happy together with the initiators and coordinators Jörg Erkel (1zu220-Shop; left), Axel Hempelmann (Z-Freunde International e.V.; right front) and Holger Späing (Trainini; right back). Photo: Stephan Fuchs

Everything was of course under the banner of “50 years of Z Gauge”, which gave the meeting a worthy setting. The highlight here was the evening event at Böhler's Country Inn in Bad Driburg with 120 participants. Märklin, as the inventor of Z gauge, invited everyone to a joint dinner, which began with a champagne reception outside.

After a minute's silence for those of our community who have died since 2018, whose names were read out by the association's chairman Axel Hempelmann, Märklin's marketing manager Jörg Iske briefly looked back over the past 50 years, finally noting how lively, and versatile Z Gauge is today. He added how Märklin wants to follow this path today and in the future.

A tour of the exhibition venue

To underline this, Märklin had also had new photo dioramas made for catalogue shootings and had set an important course with a new demonstration layout for trade fair stands. This showpiece was now on display for the first time in Altenbeken and was praised by the public as a noticeable step forward.

Märklin had also significantly increased its booth staff and considerably enlarged the area occupied. So, there was not only room for a cross-section of models from 50 years, but also for the current new products, which were complemented by some hand samples that were extensively examined by visitors to the booth.

For the first time, the V 320 001 and the Swiss Re 6/6 were on display as unpainted hand samples, but they already revealed a lot in terms of detailing and construction. The V 188 was already assembled from series parts and presented itself painted and lettered. During our photo shoot, it impressed with its high weight, which promises good traction.



The V 320 (88320; photo above) and the Swiss Re 6/6 (88240; photo below) were also on display for the first time as samples at the Märklin booth in Altenbeken. They, too, had apparently already been assembled from series parts from test mouldings.

As the largest single stand, Märklin's was prominently placed near the entrance area and certainly an important point of contact for all visitors, which is why the attractions listed could not remain hidden from anyone. As we heard, Märklin will also appear in a similar way in the future. This will certainly further strengthen the role of the biennial Altenbeken Weekend.



Märklin's significantly increased stand staff (from left to right) in front of the new Z Gauge exhibition layout: Benedict Koukal, Jürgen Faulhaber, Claus Ballsieper, Eric-Michael Peschel, Jörg Iske and Christoph Rabel.

However, the knowledgeable and interested Zettie will not have walked blindly to the market leader and will have and also noticed the other stands on the short way there. KoMi-Miniaturen presented various offers in small quantities, but also had something new in its offerings.

In 2016, the Tempo E 400, once built in Hamburg, celebrated its model premiere. Six years later, the small-series manufacturer followed up with the Tempo F 400 model with cattle body and fattening pig (NF 8.0) as well as variants with high (NF 8.1) and low (NF 8.2) platform.

The open freight wagon Ommr 42 with brakeman's platform (Art.-Nr. Wag 2) celebrated its tenth model anniversary and was offered again in a limited edition to mark the occasion. The large handcart (NF 10), which was also newly developed, could be seen and purchased at the booth in the versions as a tractor-trailer combination and as a horse-drawn carriage.

Hans-Heinz Vogt not only gave space to his second-hand articles at his booth, but also provided a focal point with dioramas by Ralf Junius. We had once presented his EM competition diorama in detail in this magazine.

Ronald "Larry" Schulz from Exact-Modellbau presented his Diesel multiple unit VT 18.16 of the Deutsche Reichsbahn, built on a simple Atlas Editions model, parts for the upgrade of the Märklin V-60, which he initiated, as well as a large number of his impressive self-built models and kit models for Era I.



“Larry” Schulz’s V 60 on display has undergone several modifications: new running gear with correct wheelbases and wheel sizes as well as a jackshaft, a lowered driver’s cab roof and driver’s cab view as well as finer railings with replicas of the DB reflex glass lanterns.

Hagen Sroka had the matching layout “Draxlried” ready at the joint booth, which, in addition to its design, was also pleasantly striking with homemade shaped signals of the Royal Bavarian State Railways. Presented on a diorama was a detailed class 39 by Dirk Rohwerder, based on the compromised Märklin model.

Christine Specht and Roland Kimmich participated for Z-Club International. They presented their Railex treasures, which they had brought along and (also) intended to sell, on dioramas that this small series manufacturer once used for his trade show presentations.

The booth neighbours were FR Freudenreich Feinwerktechnik and on the opposite side of the aisle Velmo. Both had exciting new products in their inventory: Harald Thom-Freudenreich delighted his customers with the DB type Omm 32 (49.339.11) open freight car, a special model that was only produced 50 times and sold out on the very first day.

In contrast to the “Linz” models that had already been released, this model reproduces the once more widespread design with external long girders and a spatial truss. Connoisseurs had been eagerly waiting for this form variant, further lettering versions are surely to be expected soon.

In years of work, Claudius Veit had prepared his chemical plant, which is the new digital demonstration layout for his products. The industrial scenes captivated with sophisticated arrangement of the chemical installations, access roads, track areas, administration as well as plant access from the nearby local train station.

But one of the highlights - almost in the truest sense of the word - was the wild party on the executive floor of the office tower, which the viewers also had a good look at thanks to brightly lit windows. At the same time, trucks delivering chemical raw materials or transporting finished products circled around the site, interrupted only by thunderstorm or night simulations.

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The small layout "Draxlried" with motifs of era I (picture above) is worth seeing already because of various, Bavarian signals, which Hagen Sroka has built himself. Over the chemical plant of Claudius Veit (Velmo; photo below) a thunderstorm is coming up thanks to simulation lights. Nevertheless, rail traffic and the moving trucks at the filling station do not stop, and the wild orgy in the brightly lit executive floor of the office tower continues without interruption.

As manufacturer Velmo was able to present its new decoder LDS18075 for the already released versions of the Vectron from Märklin. As it was also to be expected here, this digital board enjoyed great demand. As a special model for the exhibition there was the piggyback car Sdgkms 707 from DB Cargo (98191), which transports a Velmo trailer.

The other half of the total order of 300 freight cars went to the 1to220 store, which had loaded it with a Westheimer semi-trailer (98172) and thus created their exhibition souvenir. Since both models complement each other perfectly in a modern Klv train, they were also very well received. We had already presented both models in the April edition.

In addition to a selection of his program, Jörg Erkel had also brought along various showpieces. The "Kallental" and the "Wakenfeld" layouts, which were shown for the first time, as well as the short viaduct showpiece, on which a diesel locomotive commuted, could be enjoyed in operation.



Among the layouts presented by the 1zu220 store was the Diemel viaduct called "Posten 34." It served as a scenery for the presentation of the first sample of a TGV Sud-Est from Azar Models.

The large "Diemeltal" viaduct served as a scenery for the first sample of the TGV series multiple unit of the SNCF, which Azar Models wanted to present, and it was not by chance that it reminded of the Altenbeken model. Also, the small diorama "Am Mauspfad" could still be accommodated at the booth and even the living room table of the sofa seating area was decorated with a layout. Almost the entire showroom seemed to have travelled to Altenbeken.

We do not want to mention the many dealers with their second-hand program, which are important for the attraction of such an event, because many Zetties find there a long desired and missing model and proudly take it home. But due to the lack of new products, there are hardly any special highlights for this report.

So, we hardly noticed the ZFI booth at the entrance, although it is a central contact point for questions and concerns. Instead of a raffle, there was a flea market with used books and other specialty items, the proceeds of which were donated to Altenbeken's kindergartens.

However, this booth is mostly visited because of the special exhibition car (8617.144), which was a container car of familiar design, seamlessly following its predecessors. As a special feature, it is, because of the cancelled 2020 meeting, the second car, which is called the 8th Altenbeken Weekend, moreover, also the originally planned date in March. So, it will remind its buyers of the turmoil of the Corona period for a long time.

From Saxony to Poland

As we continued our tour there was no way around Hans-Georg Müller from Leipzig. As a passionate and perfected paper model builder, he had brought many buildings and dioramas of his little wonder world "Pappenheim". Due to a lack of photos of his own, we recommend a visit to his webpages, where, among other things, an illuminated Persil clock could be seen as a new product.

His direct neighbour Wilfried Pflugbeil had familiar things in his luggage, which nevertheless managed to surprise and impress. Unfortunately, he has announced that he will be taking part in the Spur Z weekend for the last time for reasons of age. The visitors were even more pleased to see that the "Wiesenthal" layout, which was shown in its structural work four years ago, was already completely finished. Klaus Büttner's Mallet steam locomotive 98 715, which has received its own article in this edition, also ran on it.



Two trains of the Wuppertal overhead railway ran down the recreated track in alternating operation at Raffaele Picollo from Genoa, much to the amazement of the spectators.

On the way to Raffaele Picollo from Genoa, we passed the presentation of Scholz Heidenheim. There were some Westmodel rarities for sale, but unfortunately the announced reissues of several classics were not ready in time for the event. Also, a delivery date could not yet be given. But, you will hear the news here first.

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Instead of the Japanese delegation for the return visit of the “Osaka Z Day”, Raffaele’s suitcase system (photo above) with matching motifs and manga decoration was on display. He presented his self-constructed car models with lights and a twinkle in his eye: The green Mini (photo below) is probably well known to everyone...

And, that brings us to what is probably Italy's most avid tinkerer. Raffaele had scaled down the Wuppertal overhead railway to a functional scale of 1:220, which kept the visitors captivated for a long time and made them watch entranced. His diorama with various self-constructed car models was no less worth seeing.

A well-known English comedian, sitting on the roof of a Mini and using a broomstick to operate the accelerator, attracted a lot of attention. Also on display was his Japan mini layout with which he was in Osaka before the outbreak of the pandemic. An Osaka delegation originally wanted to pay a return visit to Altenbeken.

Now we have to take a look at the modular layout of the Eisenbahnfreunde Bad Schwartau around Hans-Jörg "Otti" Ottinger and Jan Tappenbeck. The affectionately designed arrangement presented various scenes from the north, which were based on original models from Pönitz (Holstein) and the surrounding area. This layout also provided a setting for self-built vehicles, which were then to be shown to the guests.



On the modular layout of the Eisenbahnfreunde Bad Schwartau we also discovered a Klv train in front of this setting, the first two trailers of which were designed by Jan Tappenbeck himself, based on actual prototypes.

Pawel Zygarlowski and Maciej Gawecki held up the flag for Poland and knew how to make a lasting impression with great works. Maciej showed the country life of his homeland with an idyllic railway line, while Pawel had captured the atmosphere of a former steam locomotive depot and now presented the finished port diorama, he had shown in the ZFI Forum, during construction.

But most of the visitors were also fascinated by his small board layout with a functioning field railway. There was a lot of interest in how he created this marvel using self-construction and 3D printing on T-gauge tracks. Embedded in a perfectly designed landscape, this gem had even more impact.

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Digitally controlled, the Diesel locomotive of the Polish class SP 47 enters the rural station of Swobnica with its commuter train on the layout by Maciej Gawecki (photo above). A real treat for the eyes is the elaborately designed river port diorama by Pawel Zygarlowski (photo below).



Pawel Zygarlowski's field railway runs on T-gauge tracks, but all the vehicles are self-constructed and 3D-printed. The steam locomotive with the large lanterns that were once so typical for Poland does not have its own drive. This is in the ghost car behind it in this case.

Oleksiy Mark, better known as the small-series manufacturer Zmodell from the Ukraine, seemed somewhat annoyed, at times. Proud to have rescued some of his self-constructed models from the turmoil of war in the meantime, he showed them as private collectors' items. This did not seem clear to many and so he was continuously confronted with requests for prices and availability.

After all, many Zetties who participated in the aid and fundraising campaign for a successful escape including a new start in Germany got the chance to meet him and his son Sergej, in person. At the same time, it was also possible to find out what had happened with the many small and large contributions.

The symbolic presentation of a cheque to "Alex" Mark on Sunday was also a highlight. Handed over by Jörg Erkel, Holger Späing and Axel Hempelmann (in chronological order of how the organising group came together), the cheque showed an amount of 7,890.43 EUR, which is still to be understood without contributions in kind and food!

The meeting was simply the best opportunity to say thank you to all those involved and to make the immense success visible. The recipients of all this help were impressed and happy to have experienced a proverbial "soft landing" in this way, after the outbreak of war had put their entire existence in question. Those present were happy to hear that the family of three now considers Germany their home.

Our magazine shared the booth with Zmodell, in view of the proximity to their home and their continued active help with many matters concerning dealings with German authorities. There, "50 years of Z Gauge" was actively highlighted and a cross-section of our gauge was shown with selected models and new products.

Products from Álvaro Cortes, EtchIT-Modellbau, Modellbau Laffont, NoBa-Modelle, Rokuhan and Z-Doktor Modellbau were on display in a showcase. A small traction measurement diorama with pulleys gave a preview of future articles in this magazine, while the “Himmelreich” diorama made up for its premiere planned two years ago.



With a delay of two years, the **Trainini®** diorama “Himmelreich” (photo above) could now also celebrate its exhibition premiere. JMC Scale Models had some of its very popular models with them, including the MAN “Pausbacke” as a tractor with semi-trailer (photo below).

The interaction with booth neighbour JMC Scale Models, with whom not only a coffee community was formed, also went very well. The option to use the diorama to present the wonderful car models was gladly used. Some of them were also available for sale on site, painted and as raw models. Among them was a new semitrailer tractor of a MAN-Pausbacke with box semitrailer.



“Building bridges” in these times seemed to be a slogan among the friends from ZIST 1 (Z-Stammtisch Berlin/Brandenburg).

In the adjoining room, which had its entrance at the same level as our current position, the regulars' table ZIST 1 had set up again. They showed various very small layouts that can be used, for example, as decorations for the Advent and the winter season, as well as two full-sized layouts.

One of them, as at previous meetings, was made up of regulars' table boards and was based on the Berlin elevated railway, which is why it also included some of the participants' own designs.

Photo right:
The small locomotive model, in fact the “Mölli” from Märklin for the Jim Knopf movie ran as “Emma” with the help of a Rokuhan Shorty chassis.



A Curiosity Cabinet

There were many more exhibits to see. The duo Werstat/Hafermalz, performing under “The Railroad in a Suitcase”, once again provided fun for the younger visitors. The humorously designed rail circles also offered the famous “Emma” from the Jim Knopf books a run, or gave the opportunity to solve skill tasks.

“Z Spoor Belgie,” consisting of Pieter Willems and Jan van Casteren, had the right exhibit for the Zetties with high design demands: Their layout “Boischot Statie” based on Belgian models of epoch III celebrated its premiere in Altenbeken. What they had brought with them was design art at the highest level!



Pieter Willems and Jan van Casteren take the viewer to Belgium with their layout “Boischot Statie,” where an SNCB NOHAB is just passing the platform with a special train.

Built according to the peep-box principle with integrated LED lighting, the SNCB trains, which were pulled by NOHAB engines except for a few shots with steam locomotive hauled, found an adequate stage on this display. Even though the viewing area only covers the station area of a main line with a few sidings and a level crossing, what was shown fascinated the eyes for a remarkably long time.

Among the regular exhibitors of the Z Gauge Weekend is also the Z-Stammtisch Untereschbach. Among the non-commercial participants, this promoter of our gauge usually occupies the largest booth space - and this time was no exception. He had brought a large cross-section of his exhibits, some of which were already on display earlier.

As a new creation we discovered there a wooden loading and scrap yard with siding, which attracted the eyes of the viewers for a long time by the many seemingly loose and wildly scattered, piled up, or stacked parts, which, such an area, inevitably brings with it, as well as the appropriate use of colour.



Scrap metal and wood were being loaded in the new diorama, which was shown by the Stammtisch Untereschbach e.V. in Altenbeken.

For the first time, Michael Hering from Wilhelmshaven showed his 3D printed creations. Many years ago, we introduced him in this magazine as a passionate hobbyist who builds agricultural vehicles with great creativity.

But for a long time now, he has been constructing his models on the computer using CAD programs and then printing them out on his own resin printer.

This has already sparked the interest and desire of other Zetties for months. And so, in addition to a cross-section of his creations, he also showed his latest model of the VW Karmann Ghia of the first model generation.



Michael Hering's small VW Karmann Ghia was supposed to make it big. But his other models were also well received.

Jürgen Wagner is also an old acquaintance, who had already demonstrated one of his layouts in Altenbeken four years ago. In May 2022, his layout "Along the Rhosel" could finally celebrate its premiere in Altenbeken, which had been planned much earlier.

We had already honoured it with a layout portrait in **Trainini®** 10/2020, but it was an experience to be able to see the scenery with one's own eyes, which is characterized by viticulture on the Rhine and Moselle, summer and vacation atmosphere as well as the rocks of the Middle Rhine Valley.

Regular guests of the meeting are also Manfred Forst and Hermann Kammler, who appeared with a joint booth. On display was the distress at sea diorama built together with Günter Falkus and scenes from a steam locomotive depot with a Hunt's large coaling station.

The "pig layout" with its agricultural branch line motifs could also be experienced in operation. Meanwhile, buses also made their rounds on Hermann's layout, while the Hoppenstedt diorama, a collaborative effort presented in **Trainini**® 12/2021, provided some healthy sense of humor.



The deceased Jörg Vathauer was honoured by the Eisenbahnfreunde Lippe with one of his suitcase layouts (photo above). Ulrich Theile from the "Freundeskreis der Spur-Z Hamburg" (Z Gauge Fans of Hamburg) brought his quickly built "multifunctional layout" (photo below) for teaching purposes, with which he wanted to demonstrate an Arduino control system.

Various layouts with colourful motifs had also been brought to Altenbeken by the Wiener Z-Stammtisch. Thus, it left an impression of its diverse activities and the great commitment, which is also expressed in its own special car orders.

Among the special attractions was also what was running on the rails. At times, the ÖBB's Diesel shunting locomotive Rh 2067, which was recently manufactured by SMZ, could be seen for example. They also left a business card for this small-series manufacturer, which is also based in the Austrian capital.

The Noch preformed layout “Tessin” was on display at Simon Ungefug, who also offered some models of his private inventory for sale. The Eisenbahnfreunde Lippe commemorated Jörg Vathauer, who died much too early on April 30, 2021, and who was also active at the Stammtisch Blomberg. On display was the “Nordheim” suitcase layout, one of his miniature masterpieces.

The “Freundeskreis der Spur-Z Hamburg” came with two exhibits. On the one hand, they demonstrated a winter layout with a small-town station, and on the other hand, Ulrich Theile showed his quickly assembled “multifunctional layout,” which, controlled by an Arduino module, serves educational purposes and is also intended to impart technical competence.

Ulrich Günther impressed with size without sacrificing design quality. His Neuschwanstein Castle was on display behind glass, which is also enormous on a scale of 1:220 and can only be built so impressively and to scale in this gauge.



No less than three US railroad lines cross on the module “Southern River Crossing” by Karl Sinn (Spur-Z-Atelier), whose water composition is simply, unbelievably, well done.

Meanwhile, Karl Sinn of the Spur-Z-Atelier was a representative of professional model building, because he manufactures his layouts as a side-line, after all, on behalf of customers. On display at his booth was the presentation dioramas “Southern River Crossing,” produced for AZL.

Most of the visitors were impressed by the mountainous scenery of the layout “Obermurrhärle,” which was created according to Swabian impressions and which we had awarded with the editorial honorary prize 2021 for the best exhibit.

Reaching for the stars

Rainer Tielke showed familiar things that never get boring with the Bullay double-decker bridge. Moving trucks and buses crossing the Moselle below the railroad track, while above, noisy digital locomotives pull their heavy trains, always prove to be a visitor magnet. Rainer took the opportunity to show off some of his latest 3D printed designs on the layout.

Torsten Schubert, well known for his soldering skills and talent for installing miniature LEDs, had once again set up his darkroom to effectively demonstrate his works. Two well-known movie characters on a mine in the heavens now performed Star Wars for him. Above them hovered an illuminated Millennium Falcon spaceship.



Torsten Schubert's passion for crafting has recently been directed at science fiction movie scenes and a no less famous spaceship - all elaborately and well illuminated, as usual.

Also new was his airport diorama with two Transall transport airplanes of the German Armed Forces. The white-painted aircraft was undoubtedly in the service of the United Nations and its peacekeeping forces.

A visit to Trafofuchs also promised excitement, as Birgit Foken-Brock continues to push ahead with the conversion of her program to 3D printed figures of her own design. So, there were familiar figures to see, created using the new manufacturing principles, as well as "real" new products: A girl on a scooter, a motorcyclist, two chopper riders, a train spotter with a backpack, or camera bag and a camera at the ready.

Behind “five different dogs” hide a husky, German shepherd, retriever, Bernese Mountain dog, and a Labrador. As special editions for the exhibition, which are not included in the regular program, there were “Stan and Olli” and “two train drivers” as well-known movie characters, rabbits, forest animals (fox, owl, squirrel), ibex and mouflon.



Two chopper riders (top left) and a girl on a scooter (top right), who is just being overtaken by a motorcyclist, are figure novelties at Trafofuchs from 3D printing production. Two well-known engine drivers (photo below) also paid a visit to their booth.

Steffen List, whom hardly anyone had expected, provided a surprise. Over several months, he had let the ZFI forum users participate in the creation of his US layout. Many were excited about it and were now happy to see “Arkansas & Western in Junction City” demonstrated in the Eggelandhalle.

With passion track plan and scenes had been created, which could not remain hidden from anyone. Only a backdrop is still missing to this beautiful layout to be able to honor them with more detail and better in photographs. Certainly, after the good response, it will probably not have been Steffen's last exhibition.



“Arkansas & Western in Junction City” was the theme of Steffen List's US layout, the construction of which he had previously presented step by step in the ZFI Forum.

Our tour now ends at the joint booth of Aspenmodell and Bahls Modelleisenbahnen. While Maxi Mehnert had design material and accessories for sale, especially for US railroad fans, Michael Bahls had brought some beautiful pieces from his workshop.

He also demonstrated the current state of completion of his “Glass Train” class 491 (5291) and explained the problems he had to solve to achieve the desired result.



The current status of the reissue of a glass train (class 491) according to the current technical state of the art was on display.

As a new product, he had, after announcing a surprise for Altenbeken, the steam locomotive C 5/6 of the SBB (5056) with him.

The almost completely metal model with fully movable detailed valve gear offered high design challenges, because the center distances of the five driving wheels are not all the same. But not only this was solved in a convincing way, because also a light function, and, further, even a driver's cab interior could be accommodated! With this, Michael has once again raised the bar for steam locomotive construction in Z scale.



The SBB C 5/6 tender steam locomotive (5056) was Bahls' surprise new product for Altenbeken, especially since the famous "Elephant" makes high demands on the design.

We thus reach the indispensable conclusion: Even if fewer exhibitors participated in the anniversary edition or could also not participate because of the desired distances and the hot summer weather was not conducive to an indoor event, this meeting will be long remembered by all those present.

The long-awaited reunion and the large number of new show pieces made no journey seem too long to make to Altenbeken. The quality of what was shown, the mood of those present and also Märklin's invitation to the evening champagne reception with a banquet gave this exhibition its special anniversary character.

The organizers of the exhibition are also considering the idea of holding future meetings in general in the month of May. This is intended to ease the schedule close to the spring fairs, which will be very convenient for some exhibitors, and we also hope that the willingness to participate will increase again for a strong public presentation. This is especially true for Intermodellbau in Dortmund.

However, the timing in spring also suits travelers from the south, who have often had to plan for slippery roads up to now.

Also camping overnights are rather possible with the shift of around nearly two months.

As a bonus, it should be noted that a hillside meadow used as a parking lot at the Vivat Viaduct Festival will be available for rent.

This should ease and solve many parking worries of the visitors. So, let's look forward to the 9th International Z Gauge Weekend in 2024: See you!



This photo shows not only the different coupling axle position by means of the third, fourth and fifth coupling wheel, but above all the driver's cab with interior equipment!



Webpages of commercial exhibitors:

<https://aspenmodel.com>
<https://azar-models.com>
<http://www.bahls-modelleisenbahnen.de>

<http://www.fr-modell.de>
<http://jmc-scalemodels.blogspot.com/>
<http://www.komi-miniaturen.de>

<https://www.maerklin.de>
<http://www.modscholz.de>
<http://www.spur-z-atelier.de>

<http://www.trafofuchs.de>
<https://velmo.de>
<https://www.1zu220-shop.de>

Webpages of the exhibitors:

<http://www.eisenbahnfreunde-lippe.de>
<https://www.efs-badschwartau.de>
<https://www.eisenbahnfreunde-lippe.de>

<https://www.facebook.com/Zmodelltrains/>
<http://www.forstberg.de>
<http://www.modelluwe.de/Zist1/>

<http://www.online-miniclub.de>
<https://papperlapapp220.de>
<https://www.picollo.it>

<http://www.rainer-tielke-modellbau.com>
<https://stammtisch-unteresbach.de>
<https://v36.info>

<https://www.z-spur.de>
<http://www.z-freunde-international.de>
<http://www.z-lights.de>
<http://www.z-stammtisch-bayern.de>

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Märklin 86605 - Güterwagen-Set G10



Märklin 88528 - Elektrolokomotive Baureihe 120.1



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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.

Understanding for the delay of the last issue:

Since you make a professional (I would say comparable to Miba in terms of content quality) magazine for free, the readership can't get too grumpy if it's a bit late.

The only way out at some point is a "double issue" for months X and X+1, which comes out at the end of month X, and then you have time for issue X+2 at the beginning of month X+2!

Prof. Martin Gruebele, Illinois (USA)

Editor's reply: We thank our readers for their encouragement and understanding, which we have also received in a similar form from other people. A double issue for two months, which would in fact have the content of a single monthly issue or would only be slightly more extensive, has not been an option for us, so far. We hope that we will be able to maintain our usual rhythm in the future and that we will always be able to make up for possible delays.

A correction to Trainini® 5/2022 and much support:

As always, I read this edition of Trainini from the first page to the last. The high standard of this magazine is really outstanding and is a benchmark for the model train community.

I was happy to see a photo of Booschot Statie as preview of the next edition. However, only my name is mentioned under the photo. This is a bit of a shame because Jan van Casteren is also one of the builders. Is it possible to mention both of our names in further publication?

Your daughter's accident is, of course, a setback. I wish her a speedy recovery.

Pieter Willems (Belgium), per E-Mail

Editor's reply: Dear Pieter, thank you very much for the correction, the praise and the get-well wishes. The correction that your layout has two builders has already been included in this issue with the Altenbeken report. We ask for your forgiveness for the error. In the meantime, the daughter of our editor-in-chief has recovered after the feared serious bone injuries, fortunately, did not materialise.



Half-feeder trolley with paper guide:

Attached are my semi-passenger cars ARmz 211 (with pantograph) and ARüm-65 (without). As far as I was advised, they are not for sale. (Heckl's model is based on a Bm car).

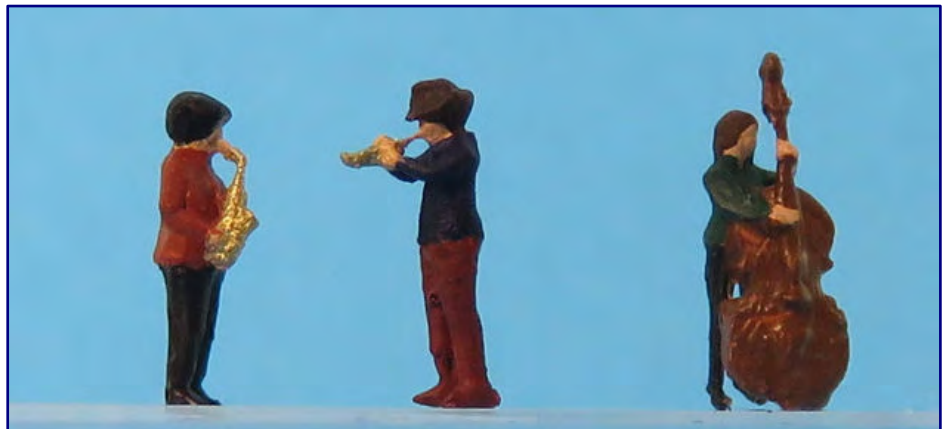
Michael Pleiner, by E-Mail



Here you can see the self-built semi dining car ARmz 211 with printed paper walls. Photo: Michael Pleiner

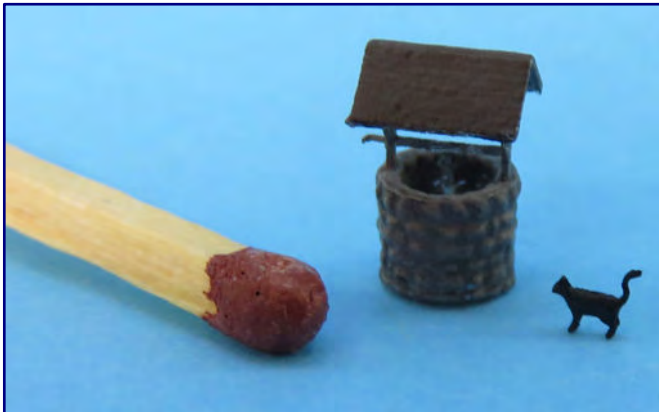
New Products from Klingenhöfer Miniaturen:

Shortly after the editorial deadline for the last issue, we received a new product overview from Klingenhöfer Miniaturen (<https://www.klingenhoefer.com>). There are four new figure packs to report here, which serve a rather rare model railway theme with the "Golden Wedding" couple (art. no. EH10), for example.



The "Golden Wedding (art. no. EH10; photo left) and music group" (M02; photo right) create a festive mood. Photos: Klingenhöfer Miniaturen

We do not know what exactly the "cat at the well" (TK04) has in mind, but this composition also provides helpful elements for scene design. Tiny is the otter (TO02), which helps a stream to become livelier when it goes fishing there in a community of fellow species.



The “cat at the well” (TK04; photo left) and otter (TO02; photo right) are the animal new products. Photos: Klingenhöfer Miniaturen

The “music group” (M02) provides entertainment with saxophone, trumpet, and double bass and would certainly be very happy about a matching sound electronics when using the system, which can draw even more attention to them.

International Toy Fair planned for 2023:

From 1 to 5 February 2023, an International Toy Fair of the usual form is planned again on the grounds of the Exhibition Centre Nürnberg (Nuremberg). Further offers are planned for new exhibitors with smaller stands, and, in addition, the digital format, which had to completely replace the world's leading trade fair this year.

Airport Accessories on sale:

For its Wings programme in 1:200 scale, Herpa announced the existing models of historical passenger stairs with tractor as a reissue. What is new in this case is that they are not designed neutrally, but to match the historical appearance of airlines such as Pan Am or Air France.



The historic passenger stairs in two heights including tug from Herpa (item no. 571883) are a helpful accessory when creating scenes with old and smaller propeller planes.

The editors had the version for KLM (art. no. 571883), which we liked very much. We were able to arrange it on a diorama together with an equally historic aircraft (Convair CV-340) of the Dutch airline to reproduce its effect. In use in this case is the lower of the two versions, the higher fits most jet aircraft.

Always on the ball with Küpper:

Spur Z Ladegut Josephine Küpper from Aachen (<https://spur-z-ladegut.de>) points out its spare parts service. This month's focus is on Märklin pantographs (item no. 8955) and single-arm pantographs (8956), both in bright and black nickel-plated versions.

New AZL models delivered:

The shunting locomotives EMD SW1000 of the Burlington (CB&Q) with two different road numbers (item no. 62602-1SW / -2SW) are delivered by American Z Line. They again have the individual equipment features of this railway company. As SW 1500 it carries Great Northern livery and markings (62720-1 / -2).



The Burlington's EMD SW1000 (part no. 62602-1SW; photo left) and the Nickel Plate Road's ALCO PA1 (64407-1; photo right) are two of American Z Line's June deliveries. Photos: AZL / Ztrack

The ALCO PA1 of the Nickel Plate Road (64407-1/ -2), very appealing in colour, as well as in design, is also offered with two different road numbers. They have also been equipped according to their prototype owner. Also, for the Wabash (64410-1 / -2) two different road numbers will appear.

Manufacturer's photos of the current deliveries can be found under <https://www.americanzline.com>.

Big celebration for 111 Noch:

On 27 and 28 May 2022, Noch celebrated its 111th company birthday in a big way. Unfortunately, for personal reasons, no member of the editorial team was able to be present when the accessories manufacturer invited people to its open house.

The company originated in Glauchau (Saxony), where Oswald Noch founded a plumbing business in 1911.

His son Erich expanded it to include an electrical shop, which eventually also

Photo right:

Noch-Modellbau-Welt, a small company museum with sales, was also involved in the open house. Photo: Noch





As usual, the handicrafts were in great demand. Photo: Noch

repaired Märklin model railways. Soon, the business expanded with the sale of model railways and its own accessories.

In 1956, the entrepreneur had no choice but to flee to West Germany to escape the threat of expropriation and the loss of his livelihood. Only his ideas for the hand-made scenery made of wood and plaster crossed the border with him.

He was first accommodated in Maisach near München (Munich) and started anew there before moving to Wangen in the Allgäu in 1961. Prefabricated terrains, which are still in the range today, became the first products there.

Today, managed alongside Sebastian Topp by Dr. Rainer Noch, the second oldest company in the German model railway industry is a fourth-generation family business. Of today's 100 or so employees, 60 work in production, supported by 30 home workers. 200 energetic people are added in Vietnam at Noch Asia in Ho Chi Minh City, which was founded in 2009.

Today, managed alongside Sebastian Topp by Dr. Rainer Noch, the second oldest company in

The open day was intended to reflect the current diversity of the company and its product range. During the guided tours of the company, it was possible to experience deep-drawing areas, grass landscaping processes, hard foam casting, and individual hand varnishing, as well as, the modern laser-cutting technology for hard cardboard.



Facing away from the road are the administration and production buildings. The automated small parts warehouse, which can be seen in yellow in the background, is very interesting for visitors. Photo: Noch

A highlight for visitors is the automated small parts warehouse. Information was also provided on the production of trees and figures in Vietnam. In the best weather, not all visitors stayed outside to enjoy attractions such as the real steam ride-on railway.

Finally, the programme also included the model building world, a flea market with bargains, and also various handicraft offers for young and old. With tips from the staff, small landscapes could be created to take home. We say congratulations!

Available Märklin new products:

The class V 36 108 diesel locomotive (item no. 88772) from the museum locomotive edition has been completely delivered to the trade. The prototype belongs to the Deutsche Bahn AG and is housed in the DB Museum in Nürnberg (Nuremberg), which distinguishes it as belonging to Era VI. In keeping with the series it continues, the model comes in a wooden box.



The V 36 108 (art. no. 88772) from the current deliveries is presented in the usual outfit, but delivered in a wooden box. Photo: 1zu220-Shop

Orient red is the three-phase electric locomotive class 1201 (88528), which, in keeping with the last wagon offerings, is showing off the Dürr biscuit of the Deutsche Bahn AG for Era V. Technically up to date, it still requires compromises in the openings for the sandboxes and the roof lines due to its shape as a pre-series locomotive.

Surprisingly popular was the wagon pack "West German Quartz Mines" ("Westdeutsche Quarzwerke") (82440), where the three rotary side discharge wagons Td 933 carry advertising inscriptions of the company from Dorsten. The pack includes a Büssing truck with load insert, and a hard cardboard kit for a conveyor belt.

The five examples of the freight car pack G 10 (86605) have been reproduced as they appeared around 1954. The partly rebuilt short brakeman's cab of the two wagons with inscriptions of the Brit-US zone and the young DB is a new part. It is sometimes also referred to as an "economy brakeman's cab".



The five-car set (86605; photo above) also includes two cars with a partially rebuilt brakeman's cab (photo below), which establishes a new shape variant for Z gauge. Photos: 1zu220-Shop

This set, which is still available ex-works, is supplemented by a wagon of the Saarland Railway (SEB) without a brakeman's cab and another DB wagon with a complete brakeman's cab and without it.

Photo-etch kits back in the Aspenmodel range:

Aspenmodel (<https://aspenmodel.com>) has reintroduced the Miller Engineering photo-etched parts kits after a limited edition became available again.

The very interesting US buildings are among others the basis of many buildings on the US layout "Old Port Shop" of our editor Dirk Kuhlmann and Sven Rohmanns.

In the United States these kits are available from Miller Engineering directly, or from the dealer Z.Scale.Hobo.

A delivery date at Azar Models:

The French, six-axle diesel locomotive series CC72000 of the SNCF in blue livery is to be delivered in winter 2022 according to the latest announcement of the manufacturer Azar Models to its sales partner 1zu220-Shop.



This American restaurant is an example of one of the reissued photo-etch kits, which are now also available again from Aspenmodel. Photo: Karl Sinn (Spur-Z-Atelier)

An analogue version (art. no. L02-BL1A / -BL2A) and a digital version (L02-BL1D / -BL2D) are offered with two operating numbers each.

Fascination Model Making in Friedrichshafen:

The Faszination Modellbau trade fair is to be held again in Friedrichshafen from 4 to 6 November 2022. Now that the organiser has laid to rest the once successful and traditional exhibition in Köln (Cologne), which was held biennially in the same month, this fair is to adorn itself with the title “Internationale Modellbahnausstellung” (“International Model Railway Exhibition”) (IMA).

It remains to be seen whether this will result in conceptual changes for the Messe am Bodensee (exhibition on Lake Konstanz) (<https://www.ima-friedrichshafen.de>). So far, we do not see any possibilities for expanding the model railway that could justify the new name, as other model building sectors also occupy the exhibition space.

New aircraft models from Herpa:

Herpa announced its new products for July and August 2022. Among the 1:200 scale aircraft models there are also some interesting ones, which will be briefly presented here. From the field of civil aviation with model lengths of max. 30 cm, which are suitable for European layouts, we have the following announcements to list:

Airbus A330-800neo in factory paintwork (Art-Nr. 571999),
KLM Cityhopper Embraer E195-E2 (572071),
Hapag-Lloyd Flug Boeing 737-200 (572132),
Air France Airbus A320 in the paint design of 2021 (572217), and
CSA Czechoslovak Airlines Ilyushin IL-62M (572316).



The Boeing 737-200 of Hapag-Lloyd Flug (Item No. 572132) should soon be able to create a holiday atmosphere on Z gauge layouts.
Illustration: Herpa

For military aircraft, our specifications limit the selection to the following new products:

British Royal Air Force Eurofighter Typhoon “Anarchy 1” (571821),
French Air Force Airbus A400M “Atlas” (572125),
Luftwaffe Flugbereitschaft Airbus A321LR (572170), and
Luftwaffe Lockheed Martin C-130J-30 “Super Hercules” (572194).



Shown in flight is the Snapfit model of the Airbus A320 for Austrian Airlines (613620). Photo: Herpa

In the series of Snapfit models that can be snapped together, the Austrian Airlines Airbus A320 (613620).

A new WDW-Modell:

WDW Full Throttle (<http://www.wdwfullthrottle.com>) released a new model of its cylindrical bulk goods wagon. The model is painted orange and has the familiar "Spic and Span" advertising logo (art. no. FT-1067). The two wagons are marked with the road numbers SHPX 3231 and 3235.

Full Throttle models are distributed in Germany by Case Hobbies (<http://case-hobbies.de>) and others.

Shortly before the editorial deadline:

Just in time we received the information that the Eurospoor exhibition in Utrecht (Netherlands) is also cancelled for this year. The organiser's webpage can be found at <https://eurospoor.nl>.

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