

International Edition

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

www.trainini.eu

Published monthly
no guarantee

ISSN 2512-8035

Trainini

German Magazine for Z Gauge



Build a Signal Box by yourself

**Japanese Classic
Best New Releases of the Year**

Introduction

Dear Readers,

before we know it, yet another new year has begun. Time appears to fly as our jubilee year is now already over. These days, we are finding out about the spring new products of the various manufacturers, which we will present in detail in the next edition.

Today, it is time to look back and review the past twelve months. What was delivered during this period? How did we like it? What particularly impressed us and filled large gaps?

These and even more questions are what keep us editors busy immediately after the turn of the year. We have to make sure that we haven't forgotten anyone and exchange our views on our impressions. At the end, we vote on which product, which services, and which manufacturers will be awarded.

In the January edition you will traditionally find the results of this process. Be curious to find out how we have decided and what the reasons were that led us to do so. We very much hope that our readers agree with our results.

A retrospection of last year is also the event report by Markus Gaa, who reports on a privately organised exhibition in Marktredwitz. The USA layout on display there was truly gigantic in size and therefore powerfully fascinated the visitors because of its size alone.

But, we have compiled even more in this edition: Oleksiy Mark introduces us to a new Rokuhan model and classifies it appropriately in our scale across manufacturers. In a short article we also present an airplane miniature, whose prototype was indeed a milestone.

Just for this we built a new diorama and used techniques that we have not yet shown in the magazine. The construction report on this will be reserved for a special issue, which will be published later this year as our number 1.

A sequel will be published in January by Jochen Brüggemann. His self-constructed building was very well received by our readers. There were questions about the film plates he used to make the windowpanes.

Not everyone is still familiar with this relic of the analogue age, and so he also gave us a digression on window construction to answer the questions that came in.

We have also included two literature recommendations for you: The book to be presented deals with excellently illustrated layout proposals. The style of drawing will certainly be familiar to many.

A film portrait of the E 69 series will certainly remind many of the model from ZModellbau, which is no longer available. Anyone who owns such a locomotive will be pleased to see the five prototypes in the film and to experience three of them on many train rides. I hope you are now curious enough - I hope you enjoy reading this edition!

Sin-Z-erely,

Holger Späing



Holger Späing
Editor-in-chief

Our editorial awards 2022

Best New Releases of the Year 2022

As before, the number of models delivered in the third year is lower than we were once used to. And not every new model has the potential to be nominated by us for an award. Only the best of the best should compete, which promises to be exciting for our readers and a difficult task for us. Now, we will share which innovations and achievements received the highest recognition from us.

Let me start by saying this right away: New products that have not been or will not be nominated here are not necessarily bad. Experience has shown that not every new design that is produced and launched on the market in time can be considered here.

This may be due to the fact that, especially in the case of small series, no model was available to us for personal examination, exhibition, and evaluation. Since we want to honour the performance rendered and not an idea, illustration, claim or brochure reproduction, this is inevitably an exclusion criterion.



The three editors (from left to right: Joachim Ritter, Holger Späing, and Dirk Kuhlmann) are also the jurors for our magazine's awards. Every year, after the process of deliberation, they have a difficult decision to make.

A member of the editorial team or a neutral tester commissioned by us must be able to hold the object of desire in his hands in order to also be able to discover and evaluate deviations, faults or weaknesses.

Another point is that, in addition to the quality delivered, the proximity to the prototype and the market significance are also evaluated. Thus, double developments or competing models of the same templates

will have to convince considerably more in the quality and implementation criteria, as they can no longer close a noticeable gap in the market.

The purchase price alone, however, is not decisive for us. We deliberately put what the customer has to spend into the context of the manufacturer's possibilities. These are determined by production techniques, technical feasibility, and the expected number of units, which also has a significant influence on the price structure.

In this way, the many criteria we include in our discussions and decisions allow us to put large- and small-series implementations on an equal footing, as well as equal opportunities when it comes to awarding votes.

And so we would now like to let you know which models and achievements were particularly outstanding for us in the past year 2022 and were able to snatch one of the promotionally effective awards.

Locomotives Category

In the category for locomotive models, three models are competing at once, including two from Märklin. The latest candidate is Märklin's Insider Model 2021 (art. no. 88150), which follows seamlessly in the footsteps of its recent predecessors: announced at the end of the previous year for which it is intended, but only on its way to customers well after its expiry.

But the long wait was worth it, as our test showed. It was a similar story for the Siemens Vectron (88231), for which buyers also had to be very patient. It is an important electric locomotive model for depicting the present and has been realised very consistently and absolutely correctly in the area of running gear and housing.

There is little hope for a large-scale production model of the SBB's RAM TEE 502 diesel multiple unit: it seems to be too special, as its prototype hardly played a role in the core Z Gauge market in Germany and only operated there for a short time on a single route.



Weighing up all the criteria to be considered, Märklin's V 188 001 a/b (item no. 88150) emerged victorious in the locomotive category.



But Swiss model railway enthusiasts have a very close relationship with him, and he also knows how to inspire people in the Netherlands. In addition, this model was available for the test in a digital version with a sound decoder for the DCC protocol (5214RF). So NoBa-Modelle also gained a claim to the title in this category.

The editors' decision was made after extensive deliberation and voting: They found the TEE multiple unit too special to be awarded the title in this competition, while the Vectron failed due to its clumsy single-arm pantographs, four of which "adorn" its roof.

A new design without any gain in filigree was not necessary from the jurors' point of view, and so the unanimous choice fell on the double diesel locomotive of the class V 188 (88150). Dirk Kuhlmann aptly summed up the partly polarising effect of this prototype: "The prototype (and thus also the model) are more than ugly in my eyes, but it fills gaps in the range and will find its fans."

Joachim Ritter added to this harsh-sounding verdict with the impressions that are still missing here: "The V 188 is

a great locomotive, something special in style and implementation. The model is truly a heavyweight for the anniversary year, because it really pulls off something. For friends of Era III it is perfect and gives a lot of pleasure in this realisation."

In fact, the V 188 does not offer much potential for optimisation, Märklin has exhausted what is optically and technically possible today. And so it wins the category locomotives as new release of the year 2022.

Wagon Category

In the case of the wagons, only two models are competing against each other, and both of them are classified as freight transport. This also shows a dilemma, because here the choice has always been severely limited. Although a new passenger coach has finally been announced in the form of the "Hasenkasten," it too has been massively affected by delivery delays.

Therefore, the SNCF's G 40.2 boxcar (W02-ST) from Azar Models and the DB's Pwgs 41 goods train accompanying car from Märklin (86070) are competing for the title. Both are accurately and convincingly realised. Also, in their other qualities they leave nothing to be desired or even reveal weaknesses.

The SNCF is seldom covered with models, which can be seen as a gap, especially in freight traffic. But it is not too big, because especially covered freight wagons have received the Zetties, in abundance, in recent years, while other wagon types were sometimes served much worse.



The new Pwgs 41 from Märklin (from the 86070 pack) is successful and ground-breaking. It will certainly accompany us for many years in the programme and there will be a lot to write about it.

That's why it wasn't quite enough for the title. Here, too, the decision was unanimous after consultation and discussion: Märklin gets the title of the new release of the year 2022 for the Pwgs 41 of the DB (86070), because this wagon was overdue for years and could be seen in many trains. It will now soon do the same as a model.

Joachim Ritter and Holger Späing emphasise how much it has been longed for to finally - after now fifty years - succeed its aged Prussian predecessor also in the model. Joachim Ritter adds on a very personal note: "We can also praise Märklin that such important models are finally being realised. Our patience has been rewarded, even if it has been strained for a long time."

There is nothing more to add to that, is there?

Accessories Category

In this category, too, there are only two candidates for the past year. The car ferry from Artitec (322.034) was one of the new products that we missed in the previous year and that we were immediately enthusiastic about. That's why we are nominating it here – a more detailed portrait is planned and can only be accommodated in the year that has just started.

The etched and coloured brake discs for the Vectron (ZM-MD-006) are Zmodell parts for the Märklin model, which bring it even closer to the prototype. However, the editors also had a hard time with this, because the small series manufacturer, originally from Ukraine, is currently still facing a new start, for which many things still need to be clarified.



Artitec was therefore also able to get a unanimous vote in the accessories category: "It is a very special model, but it will probably do well, at least according to Dirk Kuhlmann. He goes on to say: "Now the Z-gauge railwayman must really get to grips with the construction of river landscapes!"



The car ferry from Artitec (322.034) is not just another model ship: it occupies a new segment within water vehicles and also offers great opportunities, for example, to effectively display the most beautiful car models in one's own collection.

This very clearly highlights the once again outstanding quality of Artitec's new products. Joachim Ritter adds the following statement to his voice: "Artitec can simply make wonderful models, and they show it again and again. The realisation is excellent, as is actually always the case, and it is a pleasure."

All three agree that the ferry is of course very special, but that it is now even more worthwhile to build motifs to go with it. Because with it, scenes can finally be recreated that simply could not be equipped appropriately before. Quality like this convinces us.

Technology Category

In the technology category we first nominate the Ardelt steam crane 57 to. (5318R) from NoBa-Modelle. We deliberately chose the kit, which offers the buyer a lot of tinkering fun and allows various assembly options for the finished model. That's why this car duo is better off here.

Among other things, it will compete against the model speedometer from Halling Modelle (MTS-100), which proved to be a very helpful tool in the test, and not only for us. We also received similar feedback from our readers, which confirmed our nomination.

The individual multiple booms (without item number) from HOS Modellbahntechnik also close gaps in the range, with which the overhead line equipment of stations and line junctions certainly does not look overloaded. The special feature is their dimensionally adapted design, which does not force the tette to standard track distances and radii.



The Ardelt steam crane 57 to. (5318R) from Noba-Modelle, shown here assembled and ready painted, proves to be an excellent eye-catcher on the layout and also inexpensive. It can be used in working as well as transport position. Photo: NoBa-Modelle

However, the steam crane was unanimously the winner. The editors here were unanimous in saying that in terms of type, size and conception it is no match for the lightweight Märklin switch crane, where the mounted crank also massively detracts from the appearance.

The range of larger rail cranes was rather thin before and it also remains a challenge to make a model filigree and appealing, to keep it transportable and yet not lose sight of the function.

The duo from NoBa-Modelle has managed exactly this balancing act in an impressive way. That's why we are currently preparing a feature on this model for the magazine and also for **Trainini TV**, in order to convey this to the readership in a vivid way.

Joachim Ritter could hardly put his enthusiasm into words: "I like to reveal myself here as a friend of railway service vehicles. This realisation of the 57 t crane arouses great desires. It's great what the Zetties are offered here - this steam crane in a high-quality and even affordable version is unique."



Literature Category

There were also many problems to solve on the paper market. For many publishers, sufficient high-quality raw materials were not available or not available in time, which is why the publication date of many titles had to be postponed.

Nevertheless, we have reviewed some good books in the past year, but only two recommended themselves for an editorial title. These are "Faszinierende frühe Bundesbahn" by VGB / Geramond (ISBN 978-3-96807-999-8) and "Baureihe 120" by Transpress (978-3-613-71616-2).

Both are highly different and yet unique in their field. This makes it difficult to compare them and decide who deserves the title in this category. In the end, the editors came to the view that the Palm recordings are still something special, but to a large extent also published and well-known.



The need for a “compilation” of the best photos of his work is therefore probably less than that for an affordable title on one of the most important electric locomotive designs of the last hundred year.

The 120 series marked a historic turning point in propulsion technology, found Dirk Kuhlmann. Joachim Ritter emphasised the favourable price and the pleasure that this book gave and still gives.

Editor-in-chief Holger Späing only had one more point to add: Here, exactly the middle course has been found, not to overtax a large part of people with extremely technical-heavy explanations or, as a consequence of a lack of ambition, to prescribe them to an equally large part of railway enthusiasts.

Only the chosen way and scope could ensure to address all target groups equally and to establish a standard work here that also promises sustainable sales success. This book is, therefore, quite rightly awarded the title in the literature category.

Category Exhibits

In the meantime, we look around every year at exhibitions and trade fairs, where we follow various exhibits under construction or enjoy premieres. This was also the case with the layout that will receive our award for the most outstanding exhibit this year.

Dirk Kuhlmann had not only nominated it this year, but had drawn attention to it early on, stating that something really big was coming our way here. He had been quietly following its development since 2017 in a Belgian model railway forum.

In 2022, the time had come: Pieter Willems and Jan van Casteren presented “Boischot Statie”, realised as a stage in a peepshow, at the Gauge Z weekend in Altenbeken. His impression was shared by the two editorial colleagues.

There are many reasons for awarding this masterpiece. A weighty one compared to comparable pieces of similarly high quality is that a lot of the work was done by hand. Instead of buying ready-made kits and putting them together, almost everything is based on complete self-construction.

This gives an exhibit its unmistakable face and a recognition value that should not be underestimated. In the Benelux countries, this has a great tradition and clearly stands out from the “German monotony” that is often seen.



Layouts based on Belgian motifs are rare when it comes to the 1:220 scale. In “Booischoot Statie” by Pieter Willems and Jan van Casteren, the unusual motif is combined with lively design and perfect craftsmanship.

“Simply beautiful and deservedly chosen”, is Joachim Ritter's short conclusion, which the other two editors also agreed with. With the editorial award, we want to draw attention to the work done by the Belgian duo and encourage our readers to be equally creative.

Complete Works Category

As a body of work, we always award special achievements that work in their sum and of which a single one would probably not have won a title. It does not matter whether a person or a manufacturer has already won an award here or in another category.

In the 50th year of the Mini-Club's existence, there was a unanimous vote for this honorary award that did not require much discussion. The motives, motives and impressions of the three jurors were homogeneous. For “50 years of Z gauge” Märklin alone deserves our award.

Photo right:
When Märklin went on the market with Z gauge in 1972, the manufacturer had to act as a full-range supplier. This early starter set with a train, rails, transformer and accessory kits is impressive proof of that. 50 years of consistent continuation are worth an award to us today.



We have deliberately put the size and not the product name in front. This model railway scale was invented and introduced to the market in Göppingen. With it, a seed was sown that could only flourish because it was continuously nurtured and also further developed.



It is only thanks to seamless operation that it has truly developed to this day and has therefore long since become more than "just" the Mini-Club. Especially in the last few years since our last award, Märklin has achieved a lot and with impressive consistency. Proverbially, silver is now followed by gold.

Joachim Ritter aptly summarises the motives that have guided us: "Märklin launched Z gauge and has always stood by it for 50 years. Innovations and low points, that's life, but the mother has never abandoned her child. With always great models, she rekindles the fire of passion."

Despite all the criticism that must and may be voiced from time to time, these are merits that must be shown just as clearly. We are pleased and happy to award this distinction to.

Of course, we congratulate all the winners of our categories on their achievements and also encourage the losers not to slacken their efforts. Because whoever made it into this article is not a loser. Here is one more time the final out of twelve preliminary rounds is played out.

In the end, only one can make it to the podium, but still only a few make it to the last round. And we are sure that our readers appreciate this and reward it with a purchase on the market.

After all, what counts for a tradesman in the end is the turnover, not the applause that artists otherwise publicly ask for, but from which they ultimately could not live either.

Webpages of our winners
<https://artitec.nl>
<https://www.maerklin.de>
<https://www.motorbuch.de>
<https://www.noba-modelle.de>

Here you will find Trainini TV:
<https://www.youtube.com/TraininiTV>

JNR electric locomotive EF58 from Rokuhan **Classic of the Japanese Railways**

The JNR's EF58 electric locomotive has made history. It pulled (not only) the imperial train and is a railway history celebrity in the Land of the Rising Sun. Rokuhan has now also produced it as a Z gauge model. Today, it has been examined under the critical eye of our translator Oleksiy Mark.

By Oleksiy Mark. JNR's EF 58, a legendary electric locomotive from the old days of Japanese railways is a must in the collection of anyone interested in Japanese railways.

For those interested in the history and background of this locomotive, we have provided a source of information at the end of the article. The first version announced by Rokuhan and now delivered comes in dark brown colour (item no. T039-1), the standard livery for Japanese locomotives from this historical period.



The EF58 61 preserved in the original colour of the JNR was the model for the Rokuhan model (23 August 2008). Photo: Lover of Romance (CC-BY-SA-3.0-migrated)

The matching set of passenger coaches can be found under item numbers T036-1 or T036-2 as the Emperor's Train in the range. Of course, the EF 58 locomotive is not only intended for use with these cars. It is expected that other colour variants will follow in the future, such as dark blue/beige and green/yellow.



EF58 61 was regularly used in front of the imperial train, as here on the Omeshi-Ryomo line on 24 October 1986 during a state visit from Belgium. Photo: spaceaero2 (CC-BY-SA-3.0)

A long time ago I found a simple stand model of this locomotive in green/yellow colour scheme (similar to the models of Atlas Minitrains and Hallmark Lionel Train Christmas Ornaments) on the net. Unfortunately, I don't remember the manufacturer and the source is hard to find today.

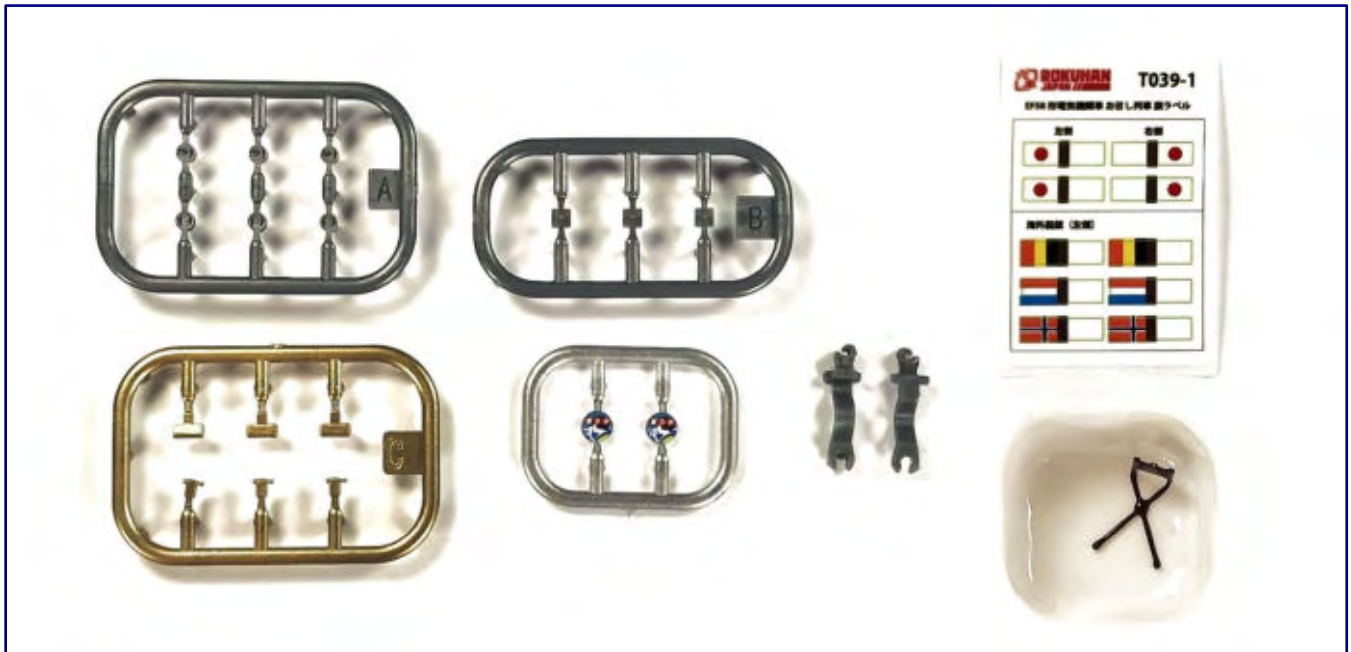
A long time ago I found a simple stand model of this locomotive in green/yellow colour scheme (similar to the models of Atlas Minitrains and Hallmark Lionel Train Christmas Ornaments) on the net. Unfortunately, I don't remember the manufacturer, and the source is hard to find today.

Now it doesn't make sense to build this model anymore, as there is a complete locomotive available for purchase. The model comes in the standard plastic box from Rokuhan with a detailed description, and with windows showing the locomotive and accessories.



In a small plastic bag, accessory parts such as whistles, GPS antennas, lightning rods, and prototypical couplers are included. They are made of coloured polycarbonate plastic, a very flexible material that is almost impossible to break.

EF58 93 (with front shield Tubame) and EF65 535 (with front shield Sakura) demonstrate two more colour schemes possible for the Rokuhan new products on 24 May 2008. Photo: Hyper Maniac Man (CC-BY-SA-4.0)



The model comes with several plastic parts, a metal part (flag holder; bottom right) and decals with replicas of the flags of Japan, Belgium, the Netherlands and Norway.

There are also very finely printed name plates on silver-coloured plastic. In a small compartment there is also a tiny photo-etched metal flag holder that can be mounted in front of the driver's cab and can hold two flags. The corresponding flags (including those of Belgium, the Netherlands, and Norway) can be found together with instructions under the plastic insert.

New products under the magnifying glass

The locomotive is very nicely designed; the bogies with their many details are particularly well done. It is very good that the bogies are implemented open-worked, and all individual components are, therefore, reproduced very accurately. We are not familiar with this kind of bogie detailing from most Märklin models.



The very finely designed bogies are the outstanding feature of the EF58 conversion by Rokuhan. They transfer the look of the prototype very well to the new model.

Rokuhan has also given the bogies more mobility than Märklin did with those of the US GG-1, which has an identical wheel formula. The two-axle front bogies of the EF 58 are connected to the middle, three-axle bogies via two articulation points – the GG-1 has only one at this point. In addition, the front bogies are easily removable. For even greater flexibility, the couplings are located in the middle of the front bogie, not on the edge.

Obviously, Rokuhan chose this design to ensure smooth and faultless running of such a long locomotive over switches and curves with small radii. For some unknown reason, the couplings on this model have a different grey colour.

As a standard in Japanese Z gauge, Rokuhan uses scaled-down Arnold couplers for all its locomotives and wagons except for the Shinkansen trains. Märklin couplings are available as exchange parts (short version: Noch 7297421 / Rokuhan A021; long: Noch 7297422 / Rokuhan A022) and are not included.

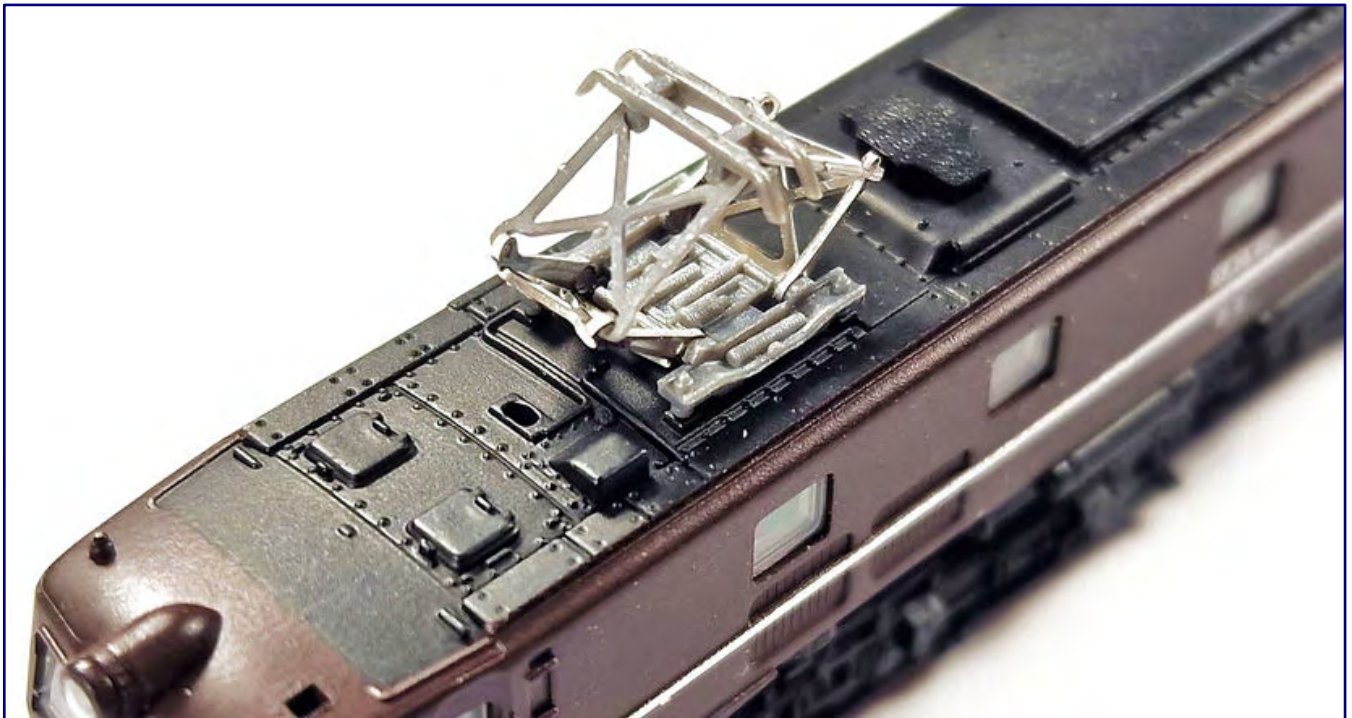


The usual standard in Japan are couplings that follow those of Arnold for N gauge. Interchangeable couplings for the Märklin system are not included with the model, but can be purchased separately.

The wheel sets of the inner bogies are arranged asymmetrically. Nevertheless, all six are driven. Two wheel sets are additionally fitted with diagonally offset traction tyres on one wheel on each side of the bogie.

The tampon prints on the locomotive body are very fine. They are applied with colours in gold, silver, white, and black. The macro photos were taken with the help of a digital microscope at 1,200x magnification.

Let's now take a look at the scissor pantographs. They are made of metal photo-etched parts, while their bases and the contact strips are made of metallic grey plastic. Their colour corresponds to the prototype, but, unfortunately, they are not sufficiently filigree.



The scissor pantographs look quite rough and do not please me, after Rokuhan had previously delivered very filigree parts that looked very close to prototype.

This is a small point disappointment for me. Maybe the ones used so far tended to break and increased the number of complaints? In any case, I liked the filigree Rokuhan pantographs because of their prototypical appearance.

As far as the usual mass of Rokuhan's rolling stock is concerned, this model is very heavy - it weighs a whole 33.6 grams. That is significantly more than the EF210 (T018) electric locomotive, which weighs only 26 grams.

What does a look inside reveal? Almost all of the space is taken up by the metal casing - that's a good point. However, there is an obvious downside to this fact - there is almost no space for a digital decoder. We only have about 0.5 mm free height between chassis and roof.

The tail lights are served by a light guide insert made of red-transparent plastic, which is obviously intended as a light filter. However, there is no red LED on the board, although there would be enough space for it there. Of course, end signals are not absolutely necessary, because most of the time the locomotive runs in a train formation, but the complete lack of them can't be an advantage anyway.

By the way, this loco, like almost all other Rokuhan models, got yellow LEDs for the headlights. I don't know why Rokuhan doesn't keep up with the times and use warm white ones - in any case, I replaced them immediately in my model.

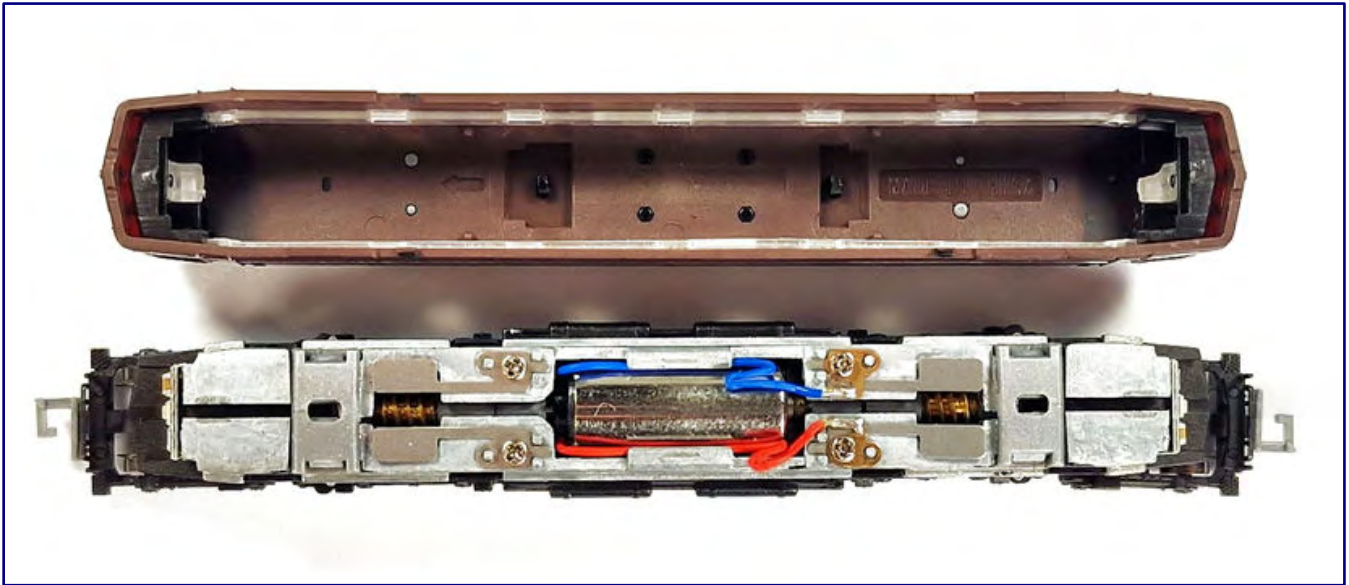


Photo above:
The view inside reveals the small space under the housing. There is hardly any space left for the installation of a digital decoder.

Photo below:
As the photo on the left shows, Rokuhan had red-transparent light guides installed in the tail lights. However, no LED was provided for this on the circuit board (photo, below right). The headlight is also illuminated in yellow, which is absolutely out of date.

Scale and proportions

To clarify the size of the heavy locomotive, comparative photos may serve. It is clearly smaller than the GG-1 from the USA; the comparison with the German class 103 illustrates it for most readers, as well.

Let us talk a little about dimensions, scale and gauge in relation to the Japanese models. The scale and dimensions of the Japanese models, whose prototypes run off the standard-gauge Shinkansen lines, are always a compromise.

The Japanese railways there run on narrow gauge with 1,067 mm, the so-called Cape gauge. On a scale of 1:220, this would correspond to a gauge of 4.9 mm instead of the usual 6.5 mm. That is why the loading gauge is also different: it is smaller than the European and American dimensions. Only the Shinkansen run on the standard gauge of 1,435 mm and use a significantly larger clearance gauge.



The comparison with the (repainted) GG-1 from Märklin, which has the same axle arrangement, is intended to clarify the size ratios and proportions of the EF58 running on narrow gauge in the prototype.



For our readers in the core market of the Z gauge, the size comparison with the with the German class 103 will be more comprehensible.

In order to reproduce the prototypical dimensions of tracks and rolling stock, the manufacturers would have to use a different gauge for our scale. This would probably bring chaos, not only in our scale.

In all nominal sizes, they therefore do it this way, using the usual standard gauges and changing the dimensions.

Thus, H0 size does not correspond to 1:87 but to about 1:80, N gauge uses 1:150 instead of 1:160.

At the same time, the regular scale conversions are used for the Shinkansen trains. This compromise simplifies many things, as only one track system is required for all trains and can be used uniformly.

With these thoughts, let's return to Z gauge. Unfortunately, there is no uniform result here. The length of the EF58 without couplings is 94.5 mm, which corresponds exactly to the length of the prototype when converted to the 1:220 scale (19,900 mm). So, we have a correct length dimension here.

But, the track gauge is 6.5 mm, which does not correspond to the converted body gauge! As a result, the body and running gear of the locomotive have been converted in a different scale. The following facts illustrate the dilemma: In order to maintain all proportions and at the same time keep the gauge of 6.5 mm, this locomotive would have had to be exactly 121 mm long. With a scale of 1:164, this would correspond almost exactly to N scale!

And so, it is now time to summarise the strengths and weaknesses of the Rokuhan new products and to draw a conclusion. This model is a very welcome addition to the Rokuhan range based on Japanese models.



Despite some weaknesses, the new products from Rokuhan are characterised by a high level of detail and many filigree features.

Its pattern is quite striking, as it features a wheel formula that is not commonplace. So, it was rather a matter of time when an EF58 would appear from the most important Z gauge supplier from Japan.

It also shows a high attention to detail and filigree features. Thus, it comes very close to its prototype, even taking into account all the limits of our scale. But the devil is usually in the detail: The missing option to digitise this locomotive will be missed by some customers, especially since Rokuhan has its own decoder boards in its programme!

The missing tail lights are very regrettable, because there is no apparent technical reason for this. Yellow as a light colour is also completely out-of-date. The bulky pantographs are understandable, although they detract from the overall impression of the model.



In the model, EF58 61 can now also be used to haul the imperial train, which obviously fascinates Japanese model railway enthusiasts, in particular.

And so, despite the listed weak points, the EF58 is a must for collectors of Japanese rail vehicles, because quality and other details speak for themselves. And, it is one of the most famous locomotives in the history of Japanese railways.

All unmarked photos in this article: Oleksiy Mark

Base model manufacturer:

<https://www.rokuhan.com>

Webpages about the prototype and its history:

https://en.wikipedia.org/wiki/JNR_Class_EF_58

1zu220-shop.de

Ihr Fachhändler im Netz
für die Spur Z

Märklin Neuheiten 2023



Vorbestellungen zu den Neuheiten 2023

Bestellen Sie ganz einfach und ohne Risiko bei uns die Frühjahrsneuheiten 2023 vor:

- Stöbern, Ausschuchen und den Warenkorb füllen
- Auswählen der Versandart Sammelbox (Reservierungsfunktion) und Zahlungsart Vorkasse (Neukunden) oder Rechnung (nur Bestandskunden)
- Bezahlt wird erst bei Abruf der Ware nach Verfügbarkeit.

Bitte wählen Sie bei Ihrer Vorbestellung nicht PayPal, weil sonst die Zahlung sofort durchgeführt würde. Sollten Sie sich später doch noch anders entscheiden, teilen Sie uns dies mit. Wir heben die Reservierung dann auf und geben die Ware in den freien Weiterverkauf.

Vielen Dank für Ihre Vorbestellung bei uns.

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

www.1zu220-shop.de
HRT Informationstechnik GmbH
Kasseler Straße 7
34431 Marsberg

Tel.: 02994-9889 60
Fax: 02994-9889 688
E-Mail: info@1zu220-shop.de
Internet: www.1zu220-shop.de

Vickers Viscount 814 of Lufthansa **A Milestone of Aviation**

After presenting the Vickers Viscount as a 700 version model, focusing on the seemingly mismatched type to its owner, today we look at the extended and reinforced 810 version. Herpa recently delivered this aircraft, which made history, as an example to Lufthansa.

In **Trainini®** 9/2020 we already gave a brief history of the Vickers Viscount. It referred primarily to the most frequently built type 700, which is why we will focus here on the differences and features of the types 800 and 810.



The Vickers Viscount 814 of Lufthansa from Herpa (item no. 572255) has landed and deserves our attention today, because it is one of the models that can definitely find a place on a gauge Z layout.

As already mentioned, the Vickers Viscount was an important commercial aircraft built by British Vickers-Armstrongs (Aircraft) Ltd. This aircraft was built between 1948 and 1964. Its low-vibration turboprop engine was revolutionary and ushered in a new era in aviation.

A total of 443 aircraft of this type for medium and short-haul routes were delivered to more than 50 owners worldwide, a large part of them to Canada and the USA. The two large versions, the 800 and 810, were stretched by 1.20 metres and structurally reinforced. Thus, they offered space for up to 75 passengers. In contrast to the 800, the 810 also had a weather radar in the bow.

The more powerful engines compared to the 700 version enabled better performance data, such as a cruising speed that was about 60 km/h higher. Further changes to the fuselage and engines were not made, however, and led instead to the successor model Vickers Vanguard.

The German Lufthansa also used a total of eleven aircraft of the 810 series, referred to here as 814 and delivered from 1958. They were procured in order not to fall behind technologically after the first jet aircraft



The aircraft type designation is proudly emblazoned on the rear part of the fuselage. The shapes of the tailplane and rudder reveal the era from which the Vickers Viscount 814 originates: When it received Lufthansa's newly introduced livery, it was already on the verge of being flown out of service. Photo: Oleksiy Mark

had been ordered in 1956, but these were still considered too expensive to operate on short and medium-haul routes.

Some of them were also leased to Condor Flugdienst and enjoyed accident-free service. But as early as March 1971, the last one was retired from Lufthansa's fleet. But that was still enough to be able to experience the "fried egg" livery introduced in 1968 with the Boeing 737 on some examples.

The current Herpa new products (art. no. 572255) with the registration D-ANAC has such a prototype. This example was taken into service by Lufthansa in July 1961 as the penultimate "Pfeif-Kaunt" (approximately "Pipe Count") - a nickname assigned because of the turboprop noise.

We were able to identify a total of three Lufthansa specimens as preserved aircraft: The flying exhibition L. + P. Junior in Hermeskeil owns the aircraft with the registration D-ANAM. The former D-ANAB without engines and propeller has been converted into a restaurant and can be seen in Hanover-Ricklingen.

Because it had been used as a training object for Lufthansa Technik training in Frankfurt (Main) since 1972, the D-ANAF did not go the way of old iron either. On 18 September 2012, it was dismantled and taken to the Technical Museum in Speyer, where it has been on display since spring 2013.

The model from Herpa

Like all Herpa aircraft models that we present here, this time it is also one in 1:200 scale. For the viewer this is not disturbing or noticeable, as even at airports no suitable objects of comparison can be found that give away the slightly different scale.



The aircraft with the registration D-ANAC was one of the last examples of its type in Lufthansa service. When it saw the light of day, it was a pioneering aircraft from which many successors still benefit today. Photo: Oleksiy Mark

Only the measuring tools reveal the difference. Nevertheless, the plane can also be set up together with figures and car models of Z gauge, which are actually slightly too small. For our photographs we have resorted to Preiser figures, which come from the 1:200 series and are also gladly used as long people for the nominal size Z.

Dimensions and data for the Vickers Viscount 800 and 810:				
	Prototype	1:200	1:220	Model
Length	26,11 m	130,6 mm	118,7 mm	129,2 mm
Wingspan	28,55 m	142,8 mm	129,8 mm	142,7 mm
Height	8,15 m	40,8 mm	37,0 mm	43,8 mm
Max. take-off weight	32.840 kg	---	---	160 g
Cruising speed	522 km/h			
Engines	4 x Rolls Royce Dart 510			
Propeller	Four blade			
Years built	1948 – 1964			
Retired (Lufthansa)	in July 1971			

The Vickers Viscount 814 is interesting for model railway enthusiasts because it is a classic of aviation and has great significance for the history of technology and transport. Especially in the Lufthansa colours, the model, which does not overstretch the dimensions of generous layouts, should appeal to a wider clientele.

A look at the scale shows the deviations explained, but also proves the relationship of the 700 and 800/810

versions in model and prototype in comparison to the one from **Trainini®** 9/2020. The realisation also makes a good impression independent of the dimensions taken off.

This is mainly supported by a clean paint job, which is characterised by the bright and metallic shining underside of the fuselage as well as the wings of a Lufthansa aircraft at the beginning of the seventies.

The white and midnight blue of this airline has also been applied opaquely and without flaws. The same applies to the many printings with writings and markings, even on the propeller blades.



The shiny fuselage and the similarly designed wings look good - exactly following the prototype (photo above). The view from the front (photo below) reveals the finely designed landing gear and the details in the area of the four engines. Photos: Oleksiy Mark

Immediately noticeable are the three silver-framed windows above the wings, which could be opened as emergency exits, and, therefore, stand out from the others, which also have the typical and once appreciated size and oval shape. The features of the model also include the windscreen wipers on the cockpit reproduced by pad printing or the position lights.

But that was no different with the shorter version we presented a year and a half ago. The two antennas on the canopy are separately attached. We are also used to the fine engravings on the wings and tail surfaces, which reveal the rudders and flaps.

Filigree on the cast metal model are the flaps that cover the retracted landing gear after take-off. However, the landing gear is rigid in the miniature, which is also not surprising. This is detailed, but still sufficiently stable to carry the 160 gram mass of the conversion.

As expected, the engines show little detail: at the front they are almost completely covered by the propeller hubs, at the rear they are limited to the exhaust openings, which, for our taste, should be engraved a little deeper.



Based on the historical scene from Düsseldorf Airport on the packaging, we have recreated this scene with Preiser figures (scale 1:200) in which the aircraft is being prepared for the next flight and is about to be refuelled.

All in all, Herpa's aircraft is coherent and appealing. It recognisably marks the transition from classic to modern aviation. Traditional lines in the area of the wing and rudder are contrasted by a nose that already looks quite modern, with the very distinctive shape of the Viscount visible behind the cockpit.

Aircraft connoisseurs will certainly notice this model and it will help them to classify the events on the layout correctly in time and to experience an important piece of aviation history.

Model manufacturer:

<https://www.herpa.de>

Figures used for design:

<https://www.preiserfiguren.de>

Build your own structures (part 2)

Special Effects at the Signal Box

In part 1, Jochen Brüggemann explained how the locomotive management of the Ottbergen depot was created as a model for his layout. However, a signal box was also required there, the construction of which was not to repeat the mistakes of an earlier model. Our author would like to pass on his learning curve to all readers today.

By Jochen Brüggemann. I had already built the signal box "Gf" a few months before the locomotive line (see part 1 in **Trainini**®12/2022). Unlike the locomotive line, however, I did not use a real building as a model here, but my old signal box.

I had made this out of cardboard around 1982 for my predecessor layout, inspired by several signal boxes based on Prussian construction principles from the Länderbahn era (see **Trainini**® 10/2013, page 10 ff.).

Such signal boxes, partly built entirely in brick, partly with a half-timbered upper storey, were still in operation on the Bundesbahn and the Reichsbahn in the former GDR well into the 1980s.

They were often rebuilt and modernised, sometimes in combination with newer interlocking technology.

Even today, quite a few signal boxes of this type can still be seen, but they are gradually becoming extinct.

In the past decades, I had taken a closer look at a whole series of Prussian signal boxes on railway journeys, in magazines and books and had to realise that my old signal box was not quite prototypical.

Now, I had the opportunity to avoid the old mistakes when building a new one.

When I built my predecessor almost 40 years ago, I had drawn my true-to-scale plans directly on cardboard, mainly



The Gf signal box is shown here during a rehearsal with finished interior furnishing on the upper floor, installed desk lamp, and still loosely laid roof.

on the basis of side views of a Prussian signal box in Walkenried (Harz), but I had slightly modified the number and arrangement of the windows.

For the new building, I have approximately taken over the dimensions of the upper floor and the shape, size and arrangement of the windows; on the other hand, I have made the basement a little more voluminous and adapted the construction more closely to the Walkenried model. For the roof construction, I was able to use the roof of the old signal box as a model.



The view into the storeroom of the upper floor shows the elaborate construction of the interior including a functioning desk lamp for night-time use. The construction method described in the article is also clearly visible here.

I started building the signal box with the upper floor. I drew the eight wall sections of the upper floor on the back of a wall panel: Front and back (with identical dimensions), two equally sized head sides and four equally sized wall parts (slightly narrower than the head sides) for the bevelled corners.

Then the eight identical windows were drawn: four in the front side and one each in the two head sides and in two of the corner parts. I used a matching coin as a template for the round arches. The back and the two rear corner pieces remained windowless.

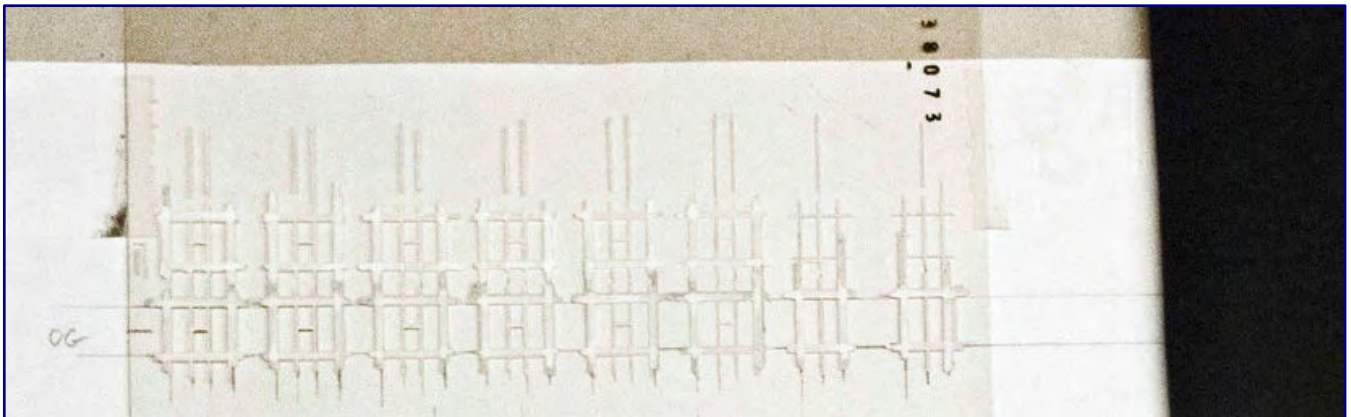
continues on page 31

Foray into “window construction technology”

Over the decades, I have used various materials to make my model windows, as long as they met my requirements: transparent stiffeners from shirt packaging (collars, cuffs), blisters and also photo negative plates.

Suitable pieces had to be transparent and easy to cut, glossy on at least one side, flat and free of scratches, streaks and fingerprints. If they were also free of distortion and accepted drawing ink or Revell colours, they were used.

The photographic negative plates I used here were a professional addition to my collection. They had a much stronger backing than ordinary roll film and were supplied in standard plate form. When I had to cut them to size in the darkroom, I ended up with unusable remnants that I fixed and saved. Unexposed remnants provided clear window glass, otherwise - depending on the degree of exposure - more or less apparently dusty or sooty panes resulted.



In this photo you can see the number-coded photo negative plate fixed to a sheet of paper with the pencil-drawn frame pattern. The drawn, white frames can also be seen and still have to be cut out of the film.

Decades ago I refrained from the too rough reproduction of plastic window frames. Since then, I have depicted frames and muntins by applying paint to the transparent panels.

In addition to the method described in part 1, another method was used: Here, too, the window panel was first placed on an elevation drawing and secured against slipping. Then, however, I first masked off the horizontal frames and muntins with narrow strips of adhesive tape I had cut myself (not exactly on the lines, but with a little addition in the direction of the glass pane).

Then I drew the edges and stripes with thinned, matt Revell paint along the Tesafilm. After the paint had dried, the tape was carefully removed so that the paint could dry through. I drew rounded frame areas freehand with a brush, using the elevation as a guide.

Which of the two possible methods was used depended on the frame colour used in each case: For drawing ink/ink the technique described in part 1 was recommended, especially with Revell colours the alternative method described here gave the best results.

Finally, a note on interior lighting: Often an unavoidable light transmission remained in the frame and transom area, especially with light colours and thin layers. I have reacted to this with adapted ballast resistors for the LEDs. In the buildings described in Part 1 and this episode, I can also choose between brighter daytime interior lighting and much weaker night-time lighting.

In addition, I drew on paper an exact outline of all the windows of the signal box, including the muntins. With the help of this outline, in the same procedure and on the same kind of material as for the locomotive management, the signal box windows were created.

I cut out the window openings with a scalpel, then brought them to size with a file and sandpaper and checked the accuracy of fit of the signal box windows (and touched them up if necessary).

Then, I cut out the eight wall sections and provided the vertical edges with a 22.5° mitre, so that ideally there would be a 135° angle between the wall sections during assembly. On an old plastic card I drew, as an assembly aid, a slightly enlarged ground plan of the upper floor, with as exact 135° angles as possible.



This positioning test with the interior lighting switched on and the roof on illustrates very well how much the effort put into the window construction and the interior pays off.

On this assembly aid, I glued the side panels together one after the other and aligned them with the help of the ground plan lines, making sure that all the outer walls were vertical with the help of a triangle. I did my best to avoid gluing the walls to the plastic card.

After the vertical seams had dried, a bottom plate was cut out of 0.5 mm thick PS to fit exactly into the upper floor from below and glued flush. I used the same material to make an octagonal lid that, placed on top of the storey, is flush with the outer walls on all sides.

This lid was given a central rectangular opening; on the underside I glued on three 0.5 mm thick and only approx. 2 mm wide PS webs, the length of each of which corresponded exactly to the inside width of the upper storey and which were intended both to hold the lid on the walls and to spread the walls slightly when finally assembled. (Note: With my available means, it was not possible to avoid the mitres at the vertical wall edges being slightly smaller than 22.5°.

When gluing, this meant that the angles of the wall parts to each other turned out to be slightly less than 135°, which initially caused the long sides to bow inwards a little. They were largely straightened out again by the inserted base plate and later the webs under the lid.

The basement was also created from eight PS wall panel sections: Front and rear (with identical dimensions), two head sides of equal width and four wall sections of equal width (but somewhat narrower than the head sides) for the chamfered corners.

These wall sections were made a few millimetres narrower than those on the upper floor and mitred at 22.5° on the vertical edges to create an octagonal body on which the upper floor forms a uniform projection of about 1.5 mm on all sides. The height of the basement wall sections corresponds to the floor height plus the upper basement section (as far as it protrudes from the floor).



Two windows in the base storey were shown in a bricked-up state. Since this is not easy to see in the photo, the arrows mark these places.

I cut the opening for the entrance door out of one of the two head sides (to match the floor height of the basement) and carved two “bricked-up” smaller windows on the outside of the front side with the scalpel. I glued the UG wall parts together using the same procedure as for the upper floor, with the help of the assembly aid and the geo triangle.

Then two strips of different widths had to be cut out of the PS wall panel. The width of one strip corresponds to the height of the basement floor above ground level (i.e. lower edge of the door), the other strip is about half as wide.

From the wider strip I cut 8 pieces individually, mitred them at 22.5° and glued them flush to the UG body at the bottom as wall reinforcement of the basement foundation. Eight corresponding pieces were created from the narrower strip as reinforcement for the upper wall termination.



Additional details to be added to the model were the gutters and downpipes (on the rear side of the building) and the self-bent railing of the stairs to the entrance door.

Then the top floor was glued to the bottom floor with the same overhang on all sides. I built a staircase from staggered strips of 0.5 mm thick PS board, about as wide as the entrance door, covered the sides with PS wall board, sanded all sides and edges and placed the finished staircase in front of the entrance door.

This “shell” was given a coat of slightly diluted acrylic paint on the outside; the interior surfaces were given this with black acrylic paint to make the walls opaque, the treads of the stairs in grey paint. After drying through, the exterior surfaces of the shell received a glaze of diluted anthracite acrylic paint, the interior surfaces of the upper floor walls received an acrylic paint coat of white, and the floor received a coat of dark grey.

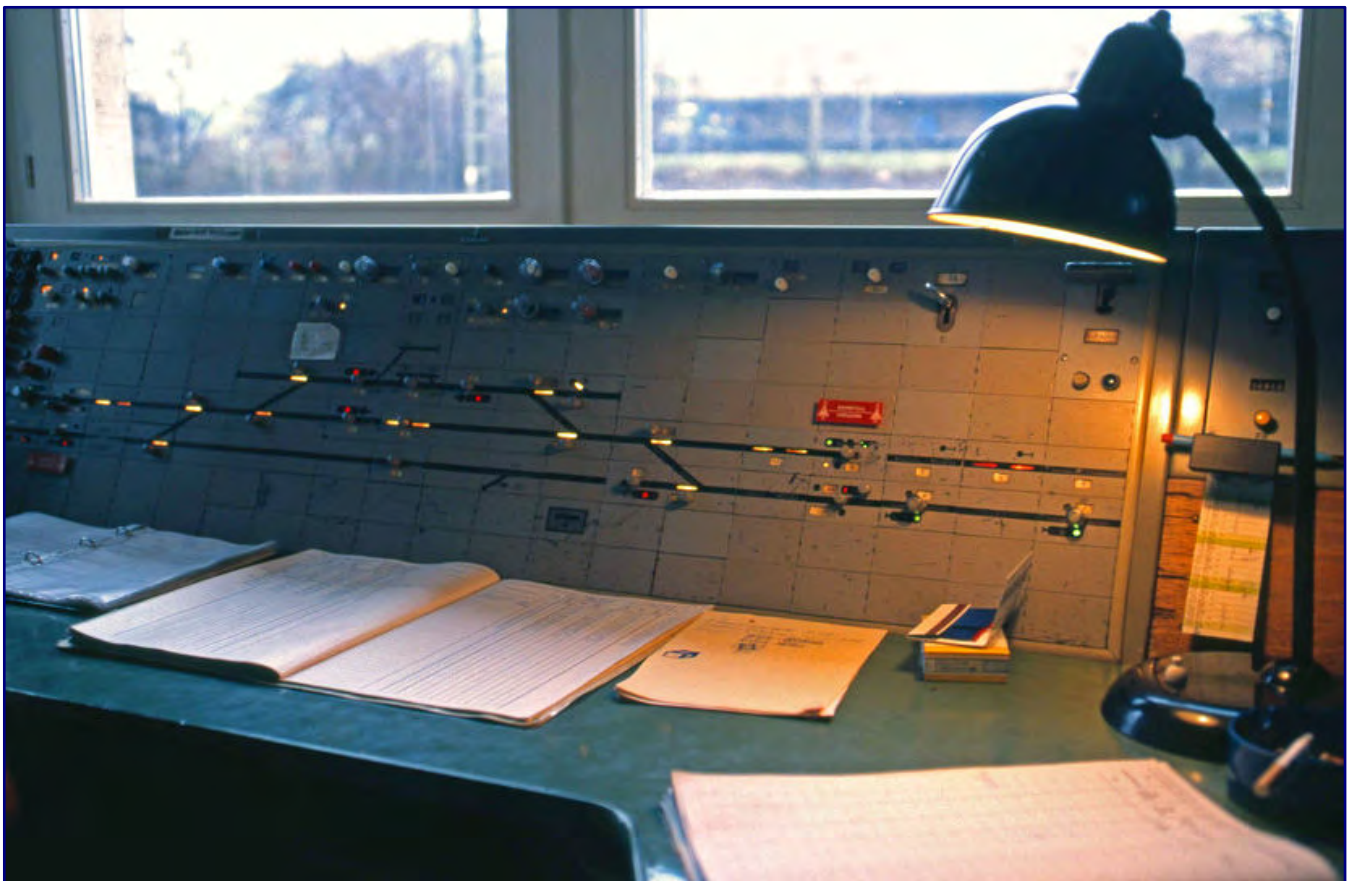
For cutting out and mounting the prefabricated signal box windows I proceeded as with the locomotive management. Finally, inside the first floor, i.e., in the actual signal box, I divided off a narrow area open on one side on the rear wall with two inner walls arranged at right angles (made of 0.5 mm thick PS), in which you can imagine the staircase to the signal box.

For the entrance door in the basement, I cut out a rectangular piece with an addition from a PS remnant, painted it dark grey, painted a door handle on it in black and glued it in front of the door opening from the inside.

Interior design is mandatory

Since the signal box was to be exhibited only two hand widths from the edge of the layout, I had decided in favour of an interior arrangement from the outset. I was inspired by photos from a visit to a small signal box on an electrified DB main line a good 30 years ago.

Inspired by these impressions as well as some photos in books and magazines, the stand table with two SpDr control desks was created from PS plate remnants, PS round profile, thin brass wire, paper, etc.: the larger one for the southern station area, the smaller one for a double-track branch 2 km before the station entrance.



Interior views like this one of a small dispatcher's signal box, taken in February 1989, provided the inspiration for the interior design of the self-built model.

The same material was used for a locker, a filing cabinet, a small additional writing desk, a stove, 2 chairs and the equipment of the desk (official telephone system, public telephone, a microphone for station announcements, and the train dispatch book).

On the back wall, simplified replicas of switch hand locks, tools, switch and barrier hand cranks, switch keys, etc., as well as a (signal) horn (made of brass wire) found their place. The wall behind the dispatcher's chair is adorned with a track plan of the entire station, actually a much-reduced track plan of the station on my layout.

The necessary lighting is provided by a kind of enlarged desk lamp, which I built myself using a 0402 SMD LED. The conductive connections to the lamp were made with silver conductive lacquer from Busch. The corresponding protection diode (universal diode of the type 1N4148) found its place under the desk; here I also pulled the two connection wires of the lamp through two holes in the floor into the basement.

The ballast resistor (3,3 k Ω) for the lamp is located at the distributor at the bottom of the layout, where it is easily accessible (see further down in this report). From a Preiser bulk pack of unpainted miniatures (art. no. 88500), a railwayman in a suitable pose was selected, painted with acrylic paints and placed in front of the layout table.



The switched-on desk lamp allows a view of the completed interior of the signal box, which can also be easily seen by the viewer from the outside.

At first, I had made the roof out of thin cardboard exactly according to the dimensions of the old signal box; however, the white glue used had caused unsightly deformations when drying. Therefore, all parts (floor, two long sides, two narrow sides and four corner pieces), with the same dimensions as the cardboard roof, were made of polystyrene (0.3 mm thick) and assembled: first the two long sides were glued to the floor and aligned, then the two narrow sides were attached and finally the corner pieces were adapted and inserted.

I glued eight matching pieces of 1.0 mm wide PS profiles with a semi-circular cross-section (from Evergreen) to the bottom of the roof edges as guttering, with a good 0.5 mm overhang. I painted the roof

with black acrylic paint, the gutter and the underside of the roof with medium grey acrylic paint. I glued the finished roof construction to the upper floor with Noch grass glue, so that there was an even overhang on all sides.

Finally, some remaining work followed. The chimney was made from four strips of PS masonry panels, each 3 mm wide, was mitred at 45° on both sides and joined together to form a body with a square cross-section. I measured the length so that the top edge overhangs the ridge of the roof; I bevelled the bottom end to match the pitch of the roof, glued it to a piece of paper and cut it out with some overhang.

The chimney was painted brick-coloured on the outside and sooted with anthracite glaze; I blackened the inside and the top, and coloured the lower edge of the chimney and the projecting paper (representation of roofing lead) with dark grey acrylic paint.



At the rear of the building, the downpipes made of brass wire reveal their appearance. The chimney for the signal box's heating system, which was added later, can also be seen.

I attached the finished chimney to the roof with Noch grass glue. For the now missing rainwater downpipes, a 1 mm thick Evergreen plastic round rod was carefully heated over a candle flame and pulled out.

I bent two pieces of about 0.6 mm diameter into the desired shape, painted them with medium-grey acrylic paint and attached them to the two rear corner walls in the middle of the gutter and the lower edge of the building with plastic glue.

Two identical stair railings were made from 0.5 mm thick brass wire, which I fixed with plastic glue in matching holes on both sides of the entrance door and in the bottom step of the staircase and coloured with grey acrylic paint.

I cut two earthing rods from 0.3 mm thick needles and glued them parallel with some distance to two thin, short PS pieces.

The rods were painted white with grey tips at the top and three red rings at the bottom and were placed on the outside of the signal box's UG. Two square signs with the imprint "Gf" ("f" stands for "Fahrdienstleiter; engl. dispatcher), attached to the front corner walls of the signal box, completed the equipment.

The signal box was installed and connected in the same way as the locomotive wiring: I soldered somewhat thicker extension cables to the two rather short connection wires and led them through two 1.2 mm wide holes under the layout plate where the signal box was installed, whereby the soldering points got stuck in the hole at the top due to their larger diameter.

I applied some grass glue to the underside of the signal box walls and then aligned the building on the layout and pressed it down lightly. I led one of the two connecting cables under the layout to a luminous flux-ground distributor, the other to the same distributor for the phases, which is also used for the lighting of the locomotive line.



At its installation site, the Gf signal box makes a very good impression, especially as another self-built building can be seen in the immediate vicinity (on the left behind the coal bin).

Here, I have also connected a 3.3 kΩ ballast resistor (R2) at the signal box connection to protect the LED (according to the circuit diagram); then there is a connection to the connection (phase) of the locomotive line and from there together to the control panel. In the control panel I can now use a switch (1/0/1) to set two different brightness's for both buildings or to switch off the current to the LED.

In the future, I plan to build more buildings for the depot myself using the methods described above, including a workshop building with a locksmith's shop, a forge and a magazine, a sand processing plant and an administration building that will also contain a canteen, social rooms, and overnight accommodation for locomotive staff.

If you feel like it, you are welcome to try your hand at reconstructing buildings on the basis of my building descriptions, of course at your own risk. If my projects and ideas in this report meet with approval, I will be very pleased.

All unmarked photos in this article: Jochen Brüggemann

Professional layout construction:
<https://www.architekturbedarf.de>
<https://www.busch-model.info>
<https://www.faller.de>
<https://www.noch.de>

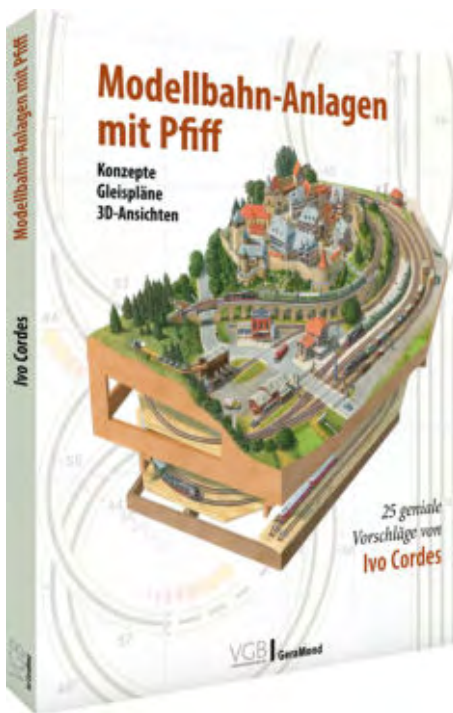
<https://www.preiserfiguren.de>
<https://www.rotring.de>
<https://viessmann-modell.com>
<https://www.z-hightech.de>

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

Sammelwerk an Konzepten

Anlagenpläne zum Anfassen

Mehr als 40 Jahre ist Ivo Cordes in der Fachpresse präsent. Jeder Modellbahner wird schon handgezeichnete Anlagenillustrationen von ihm gesehen haben und im Geiste daran hängen geblieben sein. 25 Jahre Werke seines Schaffens aus den letzten knapp 30 Jahren sind nun zu einem Buch gebündelt worden.



Ivo Cordes
Modellbahn-Anlagen mit Pfiff
Konzepte, Gleispläne, 3D-Ansichten

Geramond Media
München 2023

Gebundenes Buch
Format 22,8 x 29,6 cm
128 Seiten mit 217 farbigen Abbildungen

ISBN 978-3-96453-362-3 (ISBN-13)
Preis 34,99 EUR (Deutschland)

Erhältlich direkt ab Verlag
oder im Fach- und Buchhandel

Langjährigen Lesern des Eisenbahnmagazins (EM) sollte Ivo Cordes ein Begriff sein - auch dem Rezensenten: Seine Anlagenentwürfe und Illustrationen waren zusammen mit den für Um- und Eigenbauten so wertvollen Lokzeichnungen eine wichtige Marke dieser Zeitschrift.

Der Herr aus Bremen verstand es schließlich wie kein zweiter, seine Ideen nicht allein in schnöden Gleisverlaufslinien zu Papier zu bringen, sondern die dreidimensionale Wirkung höchst lebendig und wirkungsvoll aufzuzeigen – Jahrzehnte, bevor rechnergestützte Planungsprogramme wie Wintrack Vergleichbares bieten sollten.

Auch heute unterscheiden sich diese Relikte des analogen Zeitalters äußerst angenehm von den statischen und vergleichsweise leblos wirkenden Animationen, an die wir uns inzwischen gewöhnt haben. Vor diesem Hintergrund war es eine gute Idee, Entwürfe aus seiner Feder in einem Buch zusammenzufassen.

Auswahl und Wiedergabe sind tadellos gelungen und unterstreichen die angenehme wie auch unterhaltsame Wirkung. Immerhin hat Ivo Cordes in Jahrzehnten zahlreiche Vorschläge zu höchst unterschiedlichen Modellbahnanlagen erarbeitet.

Veröffentlicht wurden sie mit Plänen und Schaubildern in Alba-Büchern und verschiedenen Zeitschriften. Neben dem EM waren das Miba-Sonderpublikationen und die Modellbahnschule. Doch um Ivo Cordes ist es inzwischen seit Jahren sehr ruhig geworden.

So darf der Käufer dieses Buches nicht erwarten, hier über- oder gar neu erarbeitete Pläne zu finden. Bei den 25 illustrierten Entwürfen zu Modellbahnanlagen, versehen auch mit Skizzen und Hinweisen zur Betriebsabwicklung, handelt es sich um einen Querschnitt aus rund dreißig Jahren seines Schaffens.

Ob der Autor sie selbst als seine subjektiv besten Werke wertet oder es eher um einen repräsentativen Querschnitt ging, ist uns nicht bekannt. Jedenfalls folgen sie unterschiedlichen Flächenbedarfen von klein bis groß, verschiedenen Ansätzen als stationäre oder Segmentanlagen, Betriebsdioramen oder auch Bühnen (Guckkästen) sowie auch wechselnden Anlagenformen und teilweise auch Spuren.

Das bringt eine ansprechende Fülle und Themenbreite mit sich, auch wenn die Spurweite Z nicht explizit berücksichtigt wird. Nicht wenige Anlagen dürften auch das Steigungsvermögen unserer Lokomotiven mit anhängenden Wagen überfordern. Dennoch haben die ausgebreiteten Ideen auch einen großen Wert für unseren Maßstab.

Durch den geringeren Platzbedarf bieten sich schließlich auch Möglichkeiten, Steigungen durch Strecken der Trassen zu verringern oder Schattenbahnhöfe anderweitig zu verstecken statt sie in die Tiefe verlegen zu müssen.

Wertvolle Hinweise für einen abwechslungsreichen, vorbildorientierten Betrieb liefern die Illustrationen tatsächlich für jede Nenngröße. Vielen Lesern entgegenkommen wird auch, dass für dieses Buch vielfach Projekte ausgesucht worden sind, die sich für das eigene Umsetzen nicht übermäßig anspruchsvoll zeigen.

Gleichwohl wurde auf ansprechendes Gestalten Wert gelegt und das Betriebskonzept so nah wie möglich am Vorbild orientiert. Anfänger können daher auch gut verfolgen, wie eine gute Planung entsteht: Abschätzen der Raummaße und nutzbaren Fläche, Auswahl eines Themas und Betriebskonzepts, Planen der dazu passenden Anlage und erst zum Schluss der Kauf des thematischen passenden Materials.

Anlagen die eher in umgekehrter Reihenfolge entstehen, können niemals überzeugen, vermitteln keine wirklichkeitsnahe Atmosphäre und stimmige Zuggewegungen: Sie bleiben ein Spielzeug, das bald langweilig wird, und werden nicht zu einer Traumwelt, die im Gedächtnis des Betrachters bleibt.

All das macht in Summe dieses Buch so hilfreich und wertvoll, es ist spurübergreifend für viele Modellbahner empfehlenswert. Für den einen ist es eher ein hilfreiches Nachschlagewerk, für den nächsten eine kreative Inspiration und Planungshilfe, für wieder andere mag es vielleicht auch einfach eine nostalgische Erinnerung bedeuten.

Festhalten müssen wir beim Stichwort Nostalgie auch, dass aus unserer Sicht über viele Anlagenentwürfe die Zeit hinweggegangen ist. Zum einen wiederholt sich beispielsweise das Grundmotiv „Eingleisige Nebenstrecke mit Stichstrecke und Güterthema“ auffallend häufig.

Zum anderen entspricht auch eine parallel zur Anlagenkante verlaufende Streckenführung und am äußeren Umrissverlauf ausgerichtete Bahnhofslage nicht mehr dem heutigen Verständnis eines modernen Gleiskonzepts.

Doch die Art und Weise der begeisternd lebendigen Illustration ist aktueller denn je. Wer hortet heute noch 20 bis 30 Jahre alte Modellbahnhefte daheim? Beim Lesen entdecken wir schnell, wie sehr wir diese Darstellungsform insgeheim vermissen. Und so ist sie uns auf jeden Fall nicht endgültig verloren gegangen.

Publishing pages:
<https://www.vgbahn.shop>

Die Baureihe E 69 im Filmportrait Fünf beliebte Einzelgänger

Die Baureihe E 69, ab 1968 als 169 geführt, blieb stets etwas Besonderes im Bestand der Staatsbahn: technisch nur eine Splittergattung, noch dazu aus fünf teilweise völlig unterschiedlichen Exemplaren bestehend. Doch die kleinen Maschinen waren urig, stets beliebt und blieben nicht zuletzt auch wegen ihrer Spitznamen bekannt. Wohl deshalb standen sie auch schon recht früh im Interesse der Modellbahnhersteller.



CFT Video Berlin
Die Baureihe E 69
Die bayerischen Lokalbahn-Elektroloks

EK-Verlag GmbH
Freiburg 2022

DVD-Video
Bildformat 16:9
Tonformat Dolby-Digital 2.0
Sprache deutsch
Laufzeit ca. 58 Min.

Art.-Nr. 8623
Preis 19x80x EUR (Deutschland)

Erhältlich direkt ab Verlag
oder im Fach- und Buchhandel

Einst stellten sie die dienstältesten Elektrolokomotiven der Deutschen Bundesbahn: Bis Anfang der achtziger Jahre war die Baureihe E 69 im Einsatz, die in vielerlei Hinsicht so besonders war. Bei den Eisenbahnfreunden erfreuten sie sich stets großer Beliebtheit.

Das galt auch schon, als die Diesel- und Elektrotraktion noch als „Totengräber der Dampfloks“ verpönt war. Immerhin konnten die gerade mal fünf Exemplare dieser Baureihe dem Dampffrost nicht ernsthaft etwas anhaben. Außerdem waren sie teilweise bedeutend älter als so manches der schwarzen Ungetüme auf Schienen.

Zudem ist die Geschichte der E 69 auch noch höchst interessant. Dies beginnt schon damit, dass die Baureihenbezeichnung erst seit 1938 existiert. Bis dahin gehörten die kleinen Maschinen noch zur Münchner Localbahn AG (LAG), die von der Deutschen Reichsbahn schließlich samt Material übernommen wurde.

Gemeinhin wird die 1906 in Betrieb genommene LAG 1, die spätere E 69 01, als älteste der ungleichen Schwestern betrachtet. Bei genauerem Hinsehen stimmt das so nicht – genau das bildet den perfekten Einstieg in die spannende Geschichte der kleinsten und leichtesten Ellok der Reichs- und Bundesbahn.

Außerdem waren sie auch noch Pioniere für das Einphasen-Wechselstromsystem, das heute nicht nur in Deutschland vorherrschend ist. Und die spätere E 69 04 war zuvor gar eine Drehstromlok bzw. die Hälfte einer solchen Versuchslok. Gebaut wurde sie bereits 1901, später mittig durchtrennt und elektrisch neu ausgestattet.

Als sie sich in dieser Form nicht bewährte, bekam sie schließlich einen völlig neuen Aufbau, der dem Äußeren ihrer vier Schwestern folgte. Ihr offizielles Baujahr, das sie deutlich jünger erscheinen lässt, ist

darauf zurückzuführen. Im Filmportrait wird übrigens auch die 100. Wiederkehr dieses Ereignisses gefeiert.

Der Faszination der kleinen Ellok können sich auch Zetties nicht entziehen, weshalb wir dieses Filmportrait zur Rezension ausgewählt haben: Seit vielen Jahren hat Bahls Modelleisenbahnen eine rollfähige Miniatur im Programm, bei Z-Modellbau war die angetriebene E 69 02 zu finden. Die rote Schwester E 69 03 wurde dort zumindest als Einzelstück gebaut.

Im Film finden wir vor allem mit den musealen Maschinen gedrehtes Material aus Bayern. Dort sind die beiden betriebsfähigen Exemplare vor allem, aber nicht nur, auf ihrer früheren Stammstrecke Murnau – Oberammergau unterwegs.

Nicht vergessen wird auch der Einsatz durch das Bayerische Eisenbahnmuseum Nördlingen, sowie der seit 2008 aktuelle Aufenthalt der E 69 03 im DB-Museum Koblenz. Was wir vermissen, sind Betriebsaufnahmen aus Heidelberg, wo E 69 02 und E 69 03 kurze Zeit im Rangierdienst dienten, bevor sie zurück nach Oberbayern kamen.

Integriert worden sind hingegen historische Fotografien aus den frühen Jahren der Loks. Sie zeigen die Ära unter der Ägide der LAG und der Reichsbahn. Wertvoll ist der Ausflug zur Heeresversuchsstrecke Zossen – Marienfelde, wohin die Ursprünge der E 69 04 führen, deren andere Hälfte später bei Siemens diente und heute im Technikmuseum Berlin ausgestellt ist.

Erwähnenswert ist an dieser Stelle noch das Umstellen des Stromsystems von 5,5 kV 16 Hz auf 15 kV 16,7 Hz, das bereits in die Zeit der frühen Bundesbahn (1954 /55) datiert. E 69 01 wurde als einzige der fünf Baureihen-Vertreterinnen nicht mehr dafür umgebaut und ausgemustert – die Filmemacher besuchen sie als Denkmal im Lokschuppen Freilassing.

Das filmische Denkmal für die fünf Lokomotiven, von denen keine einzige der anderen völlig gleich, spannt einen großen Bogen vom Ursprung über die Betriebs- und Einsatzgeschichte bis in das Jahr 2022. Auch die Ausmusterung der letzten Lok liegt bereits mehr als dreißig Jahre zurück.

Mitfahrten im Führerstand vermitteln ein Gefühl für die betagten Urahnen der elektrischen Traktion, was uralte Technik und erfolgte Modernisierungen gleichermaßen einschließt. Fast sicher erscheint uns, dass selbst gute Kenner dieses Loktyps dort noch das eine oder andere an zuvor unbekanntem finden.

An vielen Stellen scheint uns dieses Filmportrait deutlich über den Umfang vergleichbarer Abhandlungen zu anderen Fahrzeugtypen hinauszugehen. Das macht diese DVD nicht nur unterhaltsam, sondern auch gleichermaßen wissenswert – wir möchten sie deshalb nicht mehr missen.

Umgesetzt wurde das alles in bewegten Bildern hervorragender Qualität, beinahe perfekt getroffener Auswahl und guten Schnitts. Auch die eher zurückhaltenden Moderationen stören zu keinem Zeitpunkt das Erlebnis der Betriebsgeräusche, die hier einfach dazugehören.

Es gibt da nur eine einzige Ausnahme: Auf einem Feld, von dem ein musealer Sonderzug mit der Kamera samt Landschaft eingefangen wird, ist neben dem Kameramann wiederholt auch das Klackern eines Fotoapparats zu hören. Zuvor stößt der vermeintliche Bediener beim Erscheinen des Zugs einen Freudenlaut gen Himmel.

Das stört das Idyll gewaltig, ließ sich aber wohl nicht ausschneiden oder durch Nachvertönen kaschieren. Insofern ist es auch nicht dem Produzenten anzulasten, sondern gedankenlosem Verhalten eines Dritten. Der Film verzichtet glücklicherweise nicht gleich auf die gesamte Sequenz.

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



FASZINATION MODELLBAHN

Internationale Messe für
Modelleisenbahnen & Zubehör

10.-12. MÄRZ 2023
MAIMARKTHALLE
MANNHEIM




Öffnungszeiten: Freitag bis Sonntag 9.00 – 17.00 Uhr

Neuheiten des Jahres, erstmals öffentlich präsentiert! • Internationaler Treffpunkt der Modellbahner • Spezialisten vor Ort • Liebe zum Detail • Nostalgie und Moderne • Begeisterte Familien • Leuchtende Kinderaugen • Extravagante Modellbahn-Anlagen • Alle Spuren • Alle Größen • Herzlich Willkommen.

WWW.FASZINATION-MODELLBAHN.COM

 FaszinationModellbahn

 faszination.modellbahn

 FaszinationModellbau

Model railway exhibition in Frankenland Marktredwitz on the 3rd Sunday of Advent 2022

Many events, operating days and meetings have been cancelled in the last two years. Many model railway enthusiasts, therefore, have a strong desire to finally get together again, in person, and indulge in their mutual hobby. In December 2022, this led to a special exhibition on the so-inclined plane, where a Z gauge layout of gigantic proportions was on display.

By Markus Gaa. The last public model building exhibition where we were able to exhibit the US Z-Lines modular layout was in Mannheim in March 2019 (Faszination Modellbahn). So, the desire for a renewed assembly was already quite great.

This desire is driven by the motives of being able to ride long trains and to do so in a community of long-time friends. The first thoughts about this came about 18 months ago. For various logistical and personal reasons, however, the demonstration was to take place in the Upper Palatinate region.

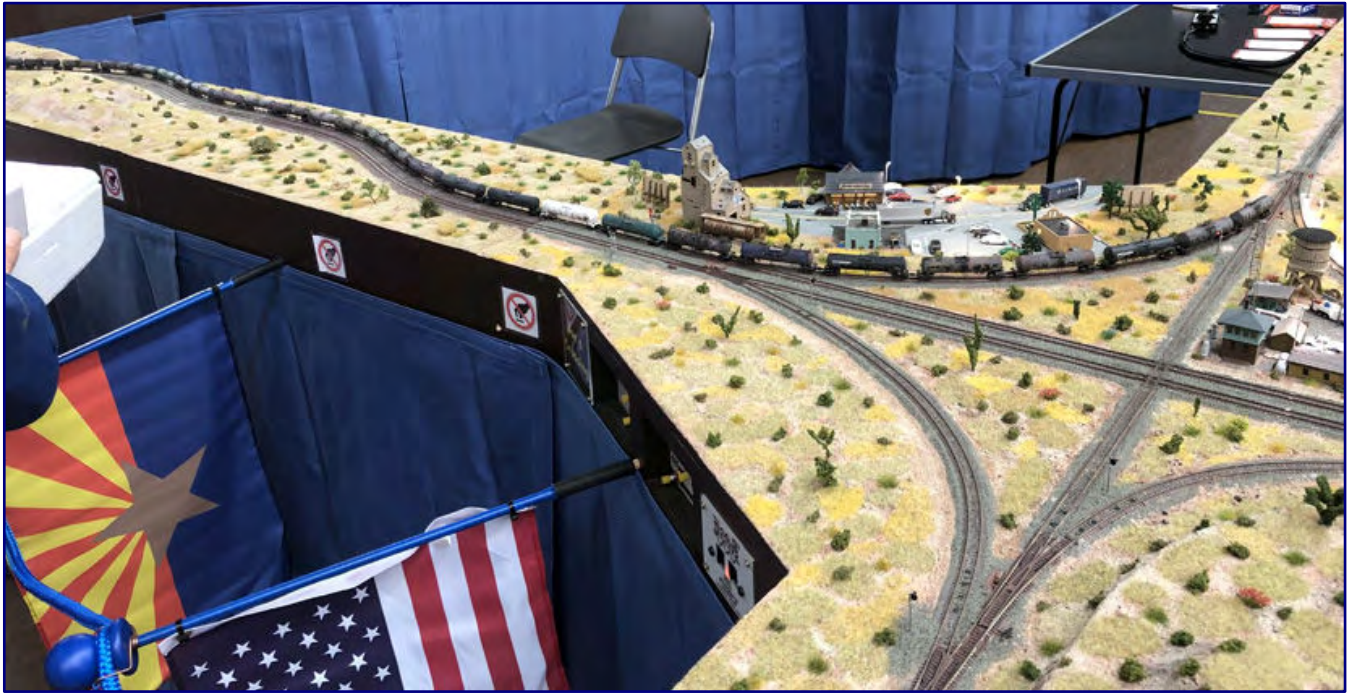


Even the view from above can only capture parts of the enormous US-style Z-gauge layout. It continues in the foreground of the viewer.

Trainini® *International Edition*

German Magazine for Z Gauge

A public event brings with it various requirements: additional model railway gauges, suitable premises, supply facilities, accessibility, permits, etc. So, it's not easy when the organisers are still working full time at the same time. Two days were planned for construction, which proved to be necessary in the end, especially to have the modular layout ready for operation. Dismantling then, takes only half as much time.



This level crossing called "Joe's crossing" (photo above) was also to be seen, to be found probably only in the United States. The other routes often looked more familiar, especially when they lead through landscapes that could also be found in Central Europe (photo below).

There was a lot worth seeing. Let's start with the module layout of the US-Z-Lines. Peter Simon brought his new shunting and layout element (fiddle yard). With a length of about 7.5 metres, this is a real eye-catcher, and in Z gauge. This gave us fellow players the opportunity to set up and park several trains in parallel.

Peter Schwager brought his single-track modules and integrated them into the large module layout by means of individual transition pieces. Especially two single-track sections guaranteed an interesting operation.



Peter Schwager clearly indicated the authorship on one of his modules. He contributed the single-track sections, which are very common in the USA.

Since the operation was digitally controlled, and each train was accompanied by its "engine driver", consultation was always necessary, which additionally promoted the fun of the hobby.

There were also special highlights, such as "Big Boy" and "Challenger" or even an 11-metre-long train with the harnessed power of six locomotives. For me, this part was one of the highlights of the Z gauge anniversary year.

Peter Dumler brought his H0m layout with motifs from Graubünden. New segments are partly still under construction, but it was already possible to see from the photos of the original which new motif he had come up with. With his underground sidings station, a varied operation was always guaranteed.

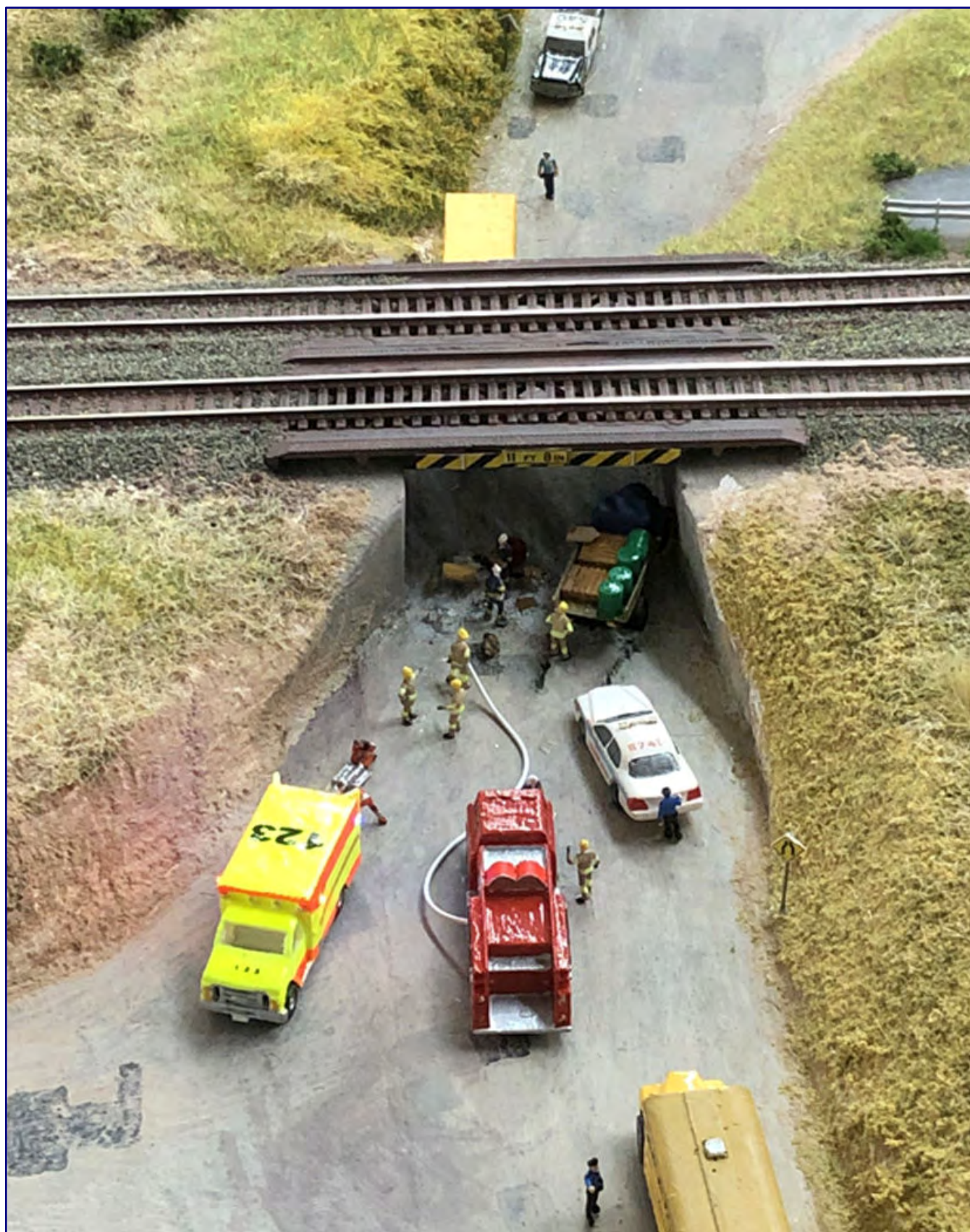


Peter Dumler's contribution in H0 scale was this funfair, where our reporter was particularly enthusiastic about the white-water ride.

continues on page 48



Peter Simon driving a goods train (photo above), behind him on the stage the gauge 1 is set up as a ground layout. Volker Töpfer (photo below) prepares a train in the fiddle yard.



This accident scene with the load on fire is an eye-catcher on the double-track section. The emergency vehicles in this scene clearly reveal which country we are in.

Operational safety, which is usually not noticeable to the ordinary visitor, has always been a given. Visitors only notice problems in the event of derailments or collisions. This is obviously not the case with Peter or the Rhaetian Railway.

Andreas Dumler builds a funfair in H0 scale. And he doesn't do it "just like that", but with lighting effects and, of course, moving rides. For me, the fully functional white-water ride is special. By the way, more segments are planned here as well.

On the stage in the hall there was a gauge 1 railway. It was particularly impressive with its many operating noises and silky-smooth ride. It was controlled digitally. For this size of model railway, however, we should not expect a large, transportable landscape, space is unfortunately limited.



The biggest wish for Christmas? Snow! At least this exhibited gauge N layout was able to satisfy the longing of many visitors so close to the festive season.

N gauge was represented by Peter and Thomas Korzendorfer, the latter known through his Youtube channel "Alter Klapperknochen". The layouts on display were impressive for their diversity of detail and, despite comparatively simple traffic, showed many technical features, for example moving cars or a functioning bascule bridge. For the smallest visitors there was a Brio wooden railway to play on.

I want to send my thanks especially to Axel Hempelmann and Sylvester Schmidt: They both took a long weekend to present the ZFI, to represent the Z gauge and also to answer other model railway questions. Further thanks go to Carolin Dumler, who supported us with many administrative tasks before and during the exhibition in a clever, energetic way, always with a smile, and in a good mood.



Sylvester Schmidt enjoys looking after the ZFI stand and was always available to answer questions. The 50th anniversary of Z gauge is also clearly indicated here with the community logo.

Personal summary: All the work in the run-up was more than justified by great model railway enthusiasts with heart. The visitors were enthusiastic and many asked for a repeat performance. This is exactly the applause it takes to get back to work again.

All photos: Markus Gaa

Exhibitors appearing in Marktredwitz:

<https://www.bemo-modellbahn.de/galerie/anlagen-unsere-kunden.html>

<https://z220bahner.de/Home>

<https://www.youtube.com/@AlterKlapperKnochen/featured>

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.

An already traditional New Year's greeting from Switzerland:

With the photo of a typical SBB goods train service of the seventies, once again a heartfelt thank you for all the great reading material we were able to enjoy again this year.



Every year we look forward to the already traditional New Year's greeting from our reader. This time he is accompanied by a goods train of the seventies, with the Ae 3/6II at its head. Photo: Martin Zimmermann

The "Ae 3/6" is still overshadowed by the "Crocodile" in the rating of the Z Freunde, but in 1993 and 1999 it was first class in terms of printing. No wonder it is in the lead in my photo.

Martin Zimmermann (Schweiz (Switzerland)), per E-Mail

Thank you and inspiring ideas:

I, too, would like to take this opportunity to thank you for the great work you are doing. This anniversary year in particular, together with Covid's initial restrictions, has meant a particularly great deal of effort. Bravo!

In connection with your magazine, I have another suggestion:

I would like to see an article exchange among the readers! We are quite a small community on this planet, so it would certainly be feasible to contact us by e-mail or telephone with a photo and an idea of price.

Every model railroader has a lot of material that is no longer needed and in the usual platforms such as eBay and other small ads, you are hardly noticed as a Z railroader. Wouldn't that be worth considering?

Josef Gurber (Frankreich), per E-Mail



On our own behalf – prize dispatch failed:

Unfortunately, the anniversary book that our reader Mathias Wozniak from Switzerland won in our anniversary competition was returned by return of post at the turn of the year 2022/23. A sticker shows that the envelope box was successfully cleared through customs by the Swiss postal service.

It is not clear why it was sent back to Germany and could not be delivered. Due to the lack of e-mail contact data and a possible change of address, we therefore ask our readers to contact the editors so that this book can still find its future owner.

Error correction to the December issue:

In the article about the model development of the class 151 from the Märklin programme we wrote that the changeover screw for the overhead line operation was moved to the inside with the latest model (item no. 88262).

In fact, this already happened with the previously offered, traffic-red Railion variant (88261) from 2015, as we found out during the translation work for this issue. This is also stored in the description of the Märklin product database. Accordingly, we would like to have our history corrected with this addition.

A delivery at MTL:

Micro-Trains has shown only one model for delivery in the latest reporting period. This is car number 11 (item no. 502 00 650) from the Railroad Magazine series. This covered wagon in red-black basic design again shows a historical motif of this former magazine.

Re-launched loads:

Spur Z Ladegut Josephine Küpper (<https://www.spurzladegut.de>) reports that after a long time pit wood inserts (art. no. Z-96) are again available. The same applies to the sewer pipes (Z-160-1) with tie-downs. Both loads are designed for the old standard Märklin bogies, i.e., they fit their models 8622 or 8610.

Current AZL new products:

The ALCO PA1 of the Pennsylvania is the subject of this month's American Z Line. In the Tuscan red livery with the typical antenna lines on the roof, it is available individually (item no. 64409-1 / -2) or as a duo together with a B-unit (64409-1_SET / -2_SET).



The ALCO PA1 is a striking appearance in the design of the PRR (art. no. 64409-2; left). It is joined by Southern's EMD E7A (64606-2; right). Photos: AZL / Ztrack

These locomotives are joined by Southern's two-tone grey EMD E7A (64606-1 / -2), where the colour areas are separated by a yellow trim line.

The MAXI-IV car units also get another edition with the brown examples of the Iowa Interstate (906556-1 to -3). All three packs are loaded with six different container sizes from different owners, and, thus, also clearly differ in colour. No less than five packs are available in yellow livery with the old TTX logo (906552-1 to -5).



Entering with the old TTX logo are the MAXI-IV carrying wagons in brown (906552-3; left), while BNSF's Bethgon bulk wagons with hold covers (90109-1P; right) make a brief return to the range. Photos: AZL / Ztrack

The Bethgon bulk freight wagons of the BNSF, which have now been retrofitted, are something special: BN already retrofitted a number of these wagons for the transport of proteins. For this purpose, a cover was retrofitted on the wagons to protect the weather-sensitive contents. These wagons are still in use at the BNSF today and appear in packs of four (90109-1P to -3P).

All manufacturer photos of the current deliveries can be found at <https://www.americanzline.com>.

Useful tool:

The mini hot air blower (art. no. 170555) recently published by Faller is a helpful tool that we are happy to recommend to our readers. There are three reasons for this, which set it apart from the alternatives with which we are familiar.



The mini hot air blower from Faller (art. no. 170555) impresses because it is well thought out and sensibly equipped.

On the one hand, the Gütenbach specialist includes a heat-resistant glove that protects against burns. This is particularly useful for what we consider to be typical applications for repairing of cracks or shaping of polystyrene parts, because the user comes quite close to the nozzle. The air exiting the nozzle reaches a temperature of up to 190° C.

Occupational safety is also served by the protective sheathing of the nozzle, which prevents direct contact with this metal part from almost any direction and thus also protects against serious heat injuries. As a third advantage, we have identified the integrated stand, which holds the hot air gun horizontally.

This way, the hot parts do not come too close to the work area, which could be damaged or possibly even flammable immediately after operation. The position also allows the appliance to be placed safely on a (non-flammable) work surface and keep the hands free when operating it in the aforementioned manner, and not to direct the heat jet onto one's own limbs by unintentional movements.

The screwdriver, shown in the official product illustrations, is not included, and is not required for the appliance. Consequently, it does not appear either in the product description or in the explanations on the packaging.

Märklin deliveries at the turn of the year:

As soon as the Christmas business is over and the annual stocktaking is due, the dealers' shelves are filled with Märklin new products, without exception belonging to epoch VI. Since the last issue, for example, the heavy freight locomotive 162 007 of the Swedish railway company Hektorail (item no. 88262) has now made it onto the market.

The locomotive, which originates from the DB class 151, wears the grey-orange livery of its adjuster and is still active in Germany in the prototype. We already dealt with the locomotive in more detail in an article in the last issue.



162 007 from Hectorrail (Item No. 88262) is here harnessed to a KLV train with AAE's pocket wagons, carrying trailers from Tuborg and Carlsberg (82290).

The four AAE Cargo pocket wagons (82290) can perhaps be attached. They are loaded with four green semi-trailers of the Carlsberg group, two of which are labelled "Tuborg" and two "Carlsberg".

Also, to be reported are two other locomotive new products: The Deutsche Bahn express locomotive 101 088-3 (88679) advertises the Saxony steam railway route with pictorial motifs and text and is technically up to date. The class 193 Vectron is a new design. It has now appeared in the design of SBB Cargo (88232) and follows its DB counterpart, which was already delivered in spring 2022, with a long delay.



101 088-3 with the advertisement "Dampfbahn-Routе Sachsen" (Steam Railway Route Saxony) (88679; left) is differently printed on both sides. The opposite side can be seen in our messages of our portal pages. Vectron friends had to wait a long time for the SBB Cargo version (88232; right).

First information about Intermodellbau 2022:

The planned dates are 20 to 23 April 2023. Tickets can already be purchased in electronic advance sales (<https://www.intermodellbau.de>).



We do not yet have any information about Z Gauge participation. The venue is the Dortmund exhibition centre, which is part of Westfalenhallen. It can be reached from Dortmund main station via two underground lines and various regional train lines. For those arriving by car, there are large car parks in the vicinity of the event centre, from where the halls can be reached on foot or by a short underground ride.

Illustration: Messe Dortmund GmbH

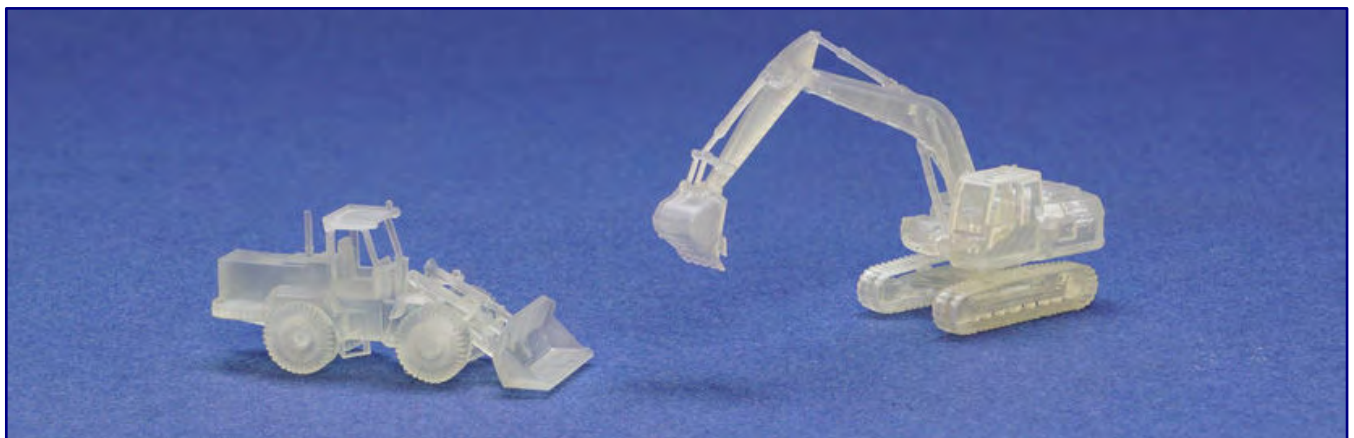
New refrigerated version at Full Throttle:

William Dean Wright, trading as WDW Full Throttle, has added a wagon new for December 2022, which only became known after the editorial deadline. The reconstructed 34-foot refrigerated wagon with wooden walls now wears a yellow livery with red trim lines. It is on the road for PRR Empire (item no. FT-9025-1).

Panzer-Shop.nl discontinues its Z-gauge range:

The Panzer-Shop.nl impressed us with its high-quality and finely detailed 3D printed articles. The product range included figures, military vehicles, construction machinery and civilian commercial vehicles, the realisation of which can be described as outstanding. However, this product line was discontinued on 31 December 2022 due to lack of demand.

In an exchange with our editors, owner Kevin Boogaard regretted his decision, but the nominal size Z was difficult to print in this quality and had never become profitable for him. Despite the reports in our magazine, advertisements on social networks and active information in the forum of Z-Freunde International, there was no basis for continuing his Z scale operations.



Highly detailed models like these construction machines were part of the gauge Z programme of Panzer-Shop.nl, which are now no longer offered.

Even after a period of three years and the addition of 25 figure sets as well as the vehicles of the MAN F2000 series, it had remained with a handful of orders that did not justify the effort.

In a dialogue with us, he was particularly disappointed that there had never been a response to his ideas in the forum, and that after the end of the Z Gauge series had been communicated, more disappointed e-mails had been received than there had been paying customers.

Lego model in scale 1:220:

Our reader Johan te Riet from the Netherlands drew our attention to a new Lego product that has been released in 1:220 scale. It will be much too large for almost all layouts, but those who collect the clamp bricks and indulge in our gauge will certainly know how to use the model sensibly.

We are talking about one of the most famous sights in the world: the Eiffel Tower (art. no. 10307), the original of which was built in 1889 in Paris, has been adapted for an adult target group.



The Eiffel Tower (item no. 10307) from Lego is made in 1:220 scale and could therefore also find some lovers in the Z gauge area. Photo: Lego®

Exactly 10,001 bricks and elements let it grow to a height of 149 centimetres. Like the prototype, it has three viewing platforms, an office and lifts as well as the transmission mast with the tricolour at the top. When fully assembled, it occupies a base area of 57 x 57 cm.

The kit can be purchased in the brand's own shops ("Lego Stores") and by online order (<https://www.lego.com>).

Our focus for the year 2023:

This year, we are once again focusing on an annual theme in our articles. After the 50th anniversary of Z gauge in 2022, we are now focusing on “marginal phenomena” in the twelve issues of this year.

The main topic is deliberately formulated to be both meaningful and meaningless at the same time, because it is intended to stimulate our readers to think. That is precisely what our contributions will be about: We will work on the things that “just happen” to be on the layout or that seem to be an element of the surrounding design without any further plan.

But, it is precisely these appearances on the periphery that decide whether the photo depicted appears artificial and static, lively or even hectic, and in any case natural. What looks like a coincidence must not be a coincidence in the process of designing.

After an earlier thematic focus on plant design, we would therefore like to enable our readers to consciously perceive even the small things in our everyday life, to select them purposefully, and to reproduce them skilfully in miniature.

These fine things ultimately decide whether the eye lingers longer on the landscape and whether thoughts and memories are awakened in the viewer's mind.

Märklin publishes the spring new products:

As the first supplier for the Z gauge, Märklin announced its spring new products 2023 on 17 January. Among them, in addition to the already known Insider annual model with a newly designed V 60 and the Sgns 691 container car, there are two more new product body designs.



The diesel shunting locomotive labelled as V 60 334 (item no. 88651) is one of the moulded novelties from Märklin's spring new product announcements. Photo: Märklin

The first impression seems balanced in terms of epochs and railway administrations. To be found among the colour variants are long-standing desired models, sensible gap fillers, as well as, those models that hardly generate any interest.

We will present them in detail, together with the new products of all other manufacturers, in the February issue. In it you will also find background information on the models that are not explicitly mentioned in the product descriptions or could be carelessly overlooked.

Imprint

ISSN 2512-8035

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

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

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

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

Correspondent North America:
Robert J. Kluz

English translation:
Alexander Hock, Christoph Maier, Oleksiy Mark, Martin Stercken

Further voluntary work: Stephan Fuchs, Ralf Junius (**Trainini TV**), Torsten Schubert

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

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

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

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

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

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

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

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

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