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and Prototype

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# Trainini

German Magazine for Z Gauge



**Strength for Alpine Inclines**

**Intermodellbau in Dortmund  
Ideas for Building your own Layout**

## Introduction

Dear Readers,

Where has the time gone? I ask myself that once again in May! This issue is being published late, particularly much later than we originally planned. All of us, the entire team behind it, produce **Trainini®** on a voluntary basis in our spare time.

But, this is not to justify another month that has turned plans into a waste of time. No, things are still somewhat different in large parts.



**Holger Späing**  
Editor-in-chief

We are also often behind the scenes representing the interests of Z gauge. We talk to manufacturers, make suggestions or are often actively asked for ideas. This is both an honour and a challenge, because it is not wishes that are bought, but mature products that find enough interested parties.

Estimating their number as correctly as possible, and finding valid indications or evidence that make our assessment appear realistic is a preliminary task that we face. If we are correct and a manufacturer takes up a proposal we have discussed, this also strengthens our expertise.

We are currently very excited to see what Noch will do in this regard: In an episode of **Trainini TV** at the international toy fair, Dr Rainer Noch and I called for suggestions for future car models. The company boss has now received the results at Intermodellbau and expresses his thanks in this issue.

Of course, we also report in detail on the trade fair and our finds in this issue. We were pleased to see that the Z gauge was quite noticeably represented here. Both layouts on display were small, but of good quality.

An important difference to Altenbeken is that many thousands of people from a large catchment area with very different interests flock here. The Z gauge weekend, on the other hand, is more of a small gauge meeting that remains increasingly unknown to people outside our community.

The results of new developments traditionally have to face our critical gaze. This time, the focus is on the Re 6/6 from Märklin. It is a great locomotive that also appeals to us. However, we have also found room for improvement. Stay tuned!

The circle closes with an article by Dirk Kuhlmann: We have announced that we want to build and present two very different beginners' systems, spread over two years. This will not be done one after the other, but, in part, deliberately in parallel.

And so today he begins with the preparations, basic ideas, and planning. After all, the following instructions are intended to lead to success in a targeted and not random manner. Enjoy reading them!

Sin-Z-erely,

Holger Späing



The Re 6/6 from Märklin

## Bulls for the Gotthard

*When they first appeared, the Re 6/6 were the most powerful SBB locomotives produced in series. They also stood up to comparison abroad. These locomotives were able to haul all trains over the mountain whose weights the traction equipment could withstand. We take a brief look at the prototype and would like to know whether the Märklin new product has become comparably strong.*

At the beginning of the seventies, the SBB recognised an urgent need for powerful locomotives for the heavy service on the Gotthard. Since the 1950s, when the Ae 6/6 had been developed in response to increased demands, the tonnage transported had tripled, and the number of trains had doubled.

There was no doubt that an answer had to be found in the form of a new, powerful locomotive. Compared to the Ae 6/6, for which they were also intended as a replacement, a high cornering speed and other advantages were at the centre of development.



Re 6/6 11666 is in IC service and presents its long side at a station stop. The view falls on the engine room with a surprising depth effect; the model also leaves a good impression in other respects.

The requirements could only be realised with a six-axle engine. However, due to the required curve running, three two-axle bogies were chosen over the predecessor Ae 6/6. The middle bogie also had to be able to move sideways to minimise wear on the rails and wheels when cornering.



All three bogies were connected with flexible transverse couplings to ensure better cornering. Their principle is based on a technology that was originally developed for the Ge 6/6<sup>II</sup> of the Rhaetian Railway.



Re 6/6 11601 "Wolhusen" was the first of two prototypes for the new Gotthard locomotive. It can be seen here with wagons from the Apfelpfeil organisation between 1973 and 1980. Photo: ETH Library Zurich, Image Archive (Photographer: Hans-Peter Bärtschi / SIK\_03-107655 / CC BY-SA 4.0)

And the Re 6/6 was impressive: It had a real 10,000 hp output, putting it on a par with the German Federal Railway's class 103, which was designed as a high-speed locomotive. It thus produced four times the power of the legendary "Crocodiles" and 80 % more than its predecessor, the Ae 6/6, with the same weight.

In terms of performance, it was only surpassed by the "Landi-Lok" 11852, which made it the SBB's most powerful locomotive when it first appeared. Although the technology responsible for this was based on the Re 4/4<sup>II</sup> / Re 4/4<sup>III</sup>, the Re 6/6 had both a power transformer and a regulating transformer. They are located in the locomotive body between the bogies.

A total of 89 locomotives were built, 85 of which went into series production between 1975 and 1980. They were preceded by four prototypes delivered by SLM and BBC in 1972, the first two of which still had a locomotive body split down the middle.

As the articulation can only move vertically in order to adapt to changes in gradient, they did not count as articulated locomotives, unlike the older "Crocodiles". The other two prototypes used a continuous locomotive body in conjunction with a softer secondary suspension of the centre bogie. As this proved to be successful, it became the template for the subsequent series.



The same locomotive as on page 5 is shown here after its modernisation on 17 February 2013 in Buchs/SG. The split locomotive body, which only the two prototypes had, is clearly visible. Photo: Joachim Kohler (CC-BY-SA-4.0)

The visual design of the Re 6/6, as well as the operation, is also based on the Re 4/4<sup>II</sup> and Re 4/4<sup>III</sup>. Similar to Germany, the SBB chose a kind of “standardised face”, the DB even developed a standardised driver’s desk – at least a basic parallel to the locomotive type discussed here.

It is interesting to note that the Re 4/4 and Re 6/6 can be distinguished quite easily from a distance: Because the six-axle vehicles have a higher roof, they have a “high forehead,” which is a key distinguishing feature. When viewed from the side, the greater length immediately catches the eye.



In addition to the high power and its maximum permissible speed of 140 km/h, the technical limit for Swiss lines at the time of its appearance, the Re 6/6's multiple controls also make it universally usable.

Instead of a double traction of two Re 4/4's, she was therefore often used alone in front of heavy passenger trains on the Gotthard line, usually together with a locomotive from the Re 4/4 family for freight transport; this combination is then referred to as Re 10/10. Together they can carry 1,400 tonnes over the ramp with its maximum gradient of 26 ‰.



Märklin's prototype locomotive Re 6/6 11666 was photographed at Rotkreuz station on 9 August 2013 and allows a direct comparison of its front end and cab window to the model. Behind her is her direct predecessor Ae 6/6, which has long been part of the Mini-Club programme. Photo: Lord Koxinga (CC-BY-SA-3.0)

The 89 machines were allocated to the Erstfeld, Bellinzona and Lausanne depots; the fixed allocation was only cancelled in 2002. Overhaul work is carried out in Basel and in the Limmattal marshalling yard. The Bellinzona industrial plant is responsible for overhaul work. Locomotives of this type are still in service for SBB today.

However, there were changes when the division of SBB into different business units came into effect on 1 September 1999. Operational numbers 11601 to 11613 initially went to the passenger transport division, the rest to the freight transport division. On 1 January 2003, they were swapped for Re 460s, and since then all the locomotives have been in service for SBB Cargo.

However, their number had long since been reduced to 88 units, as 11638 was withdrawn from the fleet in 1990 following an accident. However, when the vehicle numbers and series were converted to the UIC scheme in 1992, the locomotive was still included in the calculations.

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Re 6/6 11615 "Kloten" leaves the south portal of the Gotthard tunnel in Airolo in 1983 with an express train (photo above). A DB Eurofima coach Avmz 207 can be seen directly behind it. Photo: ETH-Bibliothek Zürich, Bildarchiv (Photographer: Comet Photo AG (Zürich) / Com\_LC1943-001-019 / CC BY-SA 4.0)

As Re 10/10, this duo with leading Re 6/6 is travelling with a steel train between Ambri-Piotta and Rodi-Fiesso on 13 February 2009 (photo below). Photo: Kabelleger / David Gubler (CC-BY-SA-4.0)



In a departure from the usual procedure in Switzerland, the new road numbers of the type now known as the Re 620 were not set from 000, but 001. Thus, 11601 became 620 001, with all others numbered consecutively.



On 6 August 2008, the SBB Cargo locomotive now known as Re 620 061-2 (ex Re 6/6 11661) is on its way to Landquart with an oil train. Photo: Kabelleger / David Gubler (PD-self / <https://bahnbilder.ch>)

Since ETCS Level 2 and GSM-R radio were introduced on the Gotthard and Lötschberg base tunnels, Stadler Rail has also retrofitted Re 6/6 machines. Prototypes 11601 to 11604 have now been retired from the fleet: 11603 and 11604 were sold to Rail Adventure in August 2018, but the latter was sold on to the Oensingen-Balsthal Railway at the beginning of 2024.

11601 and 11602 went into private hands in 2019. 11601 is to be refurbished in running order, while 11602 serves as a spare parts donor. Her sisters are still in daily service with SBB Cargo.

## The Märklin Model

Almost twenty years ago, Swiss Z Lines (SZL), an offshoot of the Norwegian-American supplier AZL, was the first model railway supplier for Z gauge to venture into the Swiss Re 6/6. The impetus for development and production probably came from co-owner Rob Allbritton, who had chosen the Gotthard north ramp for his layout project in 2001 (see **Trainini®** 7/2011).

The convincingly designed models were produced in small series, so it was not possible for us to obtain a sample for a comparative test. Visually and technically, this and the Märklin new product appear to be very close to each other, which would have been interesting in view of the widely differing development times and prices.



In today's test, the new Re 6/6 11666 from Märklin (item no. 88240) has to face the critical eyes of our editorial team.

But even without a comparison option, our test promises great excitement. After all, the model (item no. 88240) has been a long time coming. Märklin presented an unpainted sample made from series parts in Altenbeken in May 2022 to mark the 50th anniversary of the Z gauge, but the locomotive was not to be found on dealer shelves for a long time, yet.

The time was not due until April 2024 and we also held a sample in our hands. Its first impression is excellent and leaves a harmonious impression. However, the weight seems rather low for such a large locomotive. So, we will also be looking into this.

First, however, the new product will be scrutinised from all sides to see how Märklin has implemented the various details. This will reveal both the bright and the dark sides. The tension is rising!

One of the first features we notice is the significantly narrower running surfaces of the wheels in the centre bogie. They are usually too large for any track gauge, just as wheel flanges cannot be realised to scale for the required operational safety. In this case, however, they look very prototypical, while those in the outer bogies follow the usual picture.

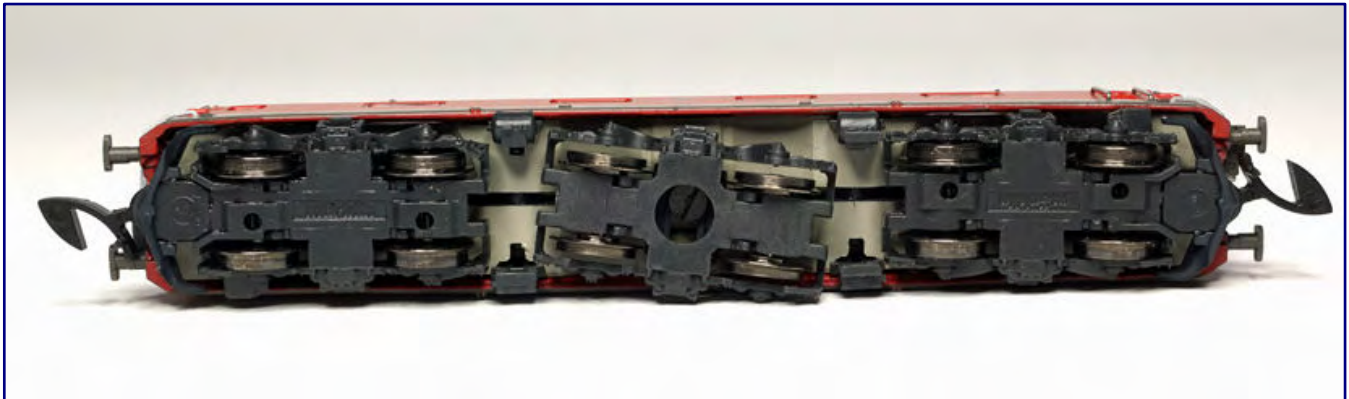
It should therefore also be added that the drive only acts on the four axles of the outer bogies via a worm and spur gear with cardan shafts. The centre bogie is not driven and, as on the prototype, can move freely in the frame.

This allows the locomotive to maintain contact with the rails in any track position. In terms of driving and train behaviour, it should be comparable to models of four-axle bogie locomotives. This is also supported by the fact that it is actually remarkably light for its size, weighing only 31.6 grams.



Therefore, we will now continue with the technical measurement results. The operating behaviour fits quite well with the photos of the Re 4/4<sup>II</sup> with bell anchor motor and, in our opinion, should be quite suitable to form a unit together as a so-called Re 10/10. We had already heard this wish when the Re 4/4<sup>II</sup> was released.

On the test oval, our Re 6/6 starts up slowly at 0.4 volts track voltage. The MTS-100 model speedometer from Halling Modelle verifies that it is travelling at the equivalent of 0.8 km/h. But the locomotive stops at the first points. A safe crossing is possible at the equivalent of 27.8 km/h with 2.4 volts of pure DC voltage.



The centre bogie moves freely in a similar way to the large prototype. Its narrow running surfaces are noticeable, but do not cause any faults in test operation. Incidentally, we do not test the triggering of switching tracks in our cycle.

It then reaches the prototype's top speed of 140 km/h at 7.0 volts. Unfortunately, we have to compare two voltages for the possible maximum speed of the model: The instructions still state 10 V as the maximum, whereas the cardboard box states 12 V. They allow the miniature to accelerate to 200.8 and 277.8 km/h – i.e., up to almost twice the original speed!

We are torn when evaluating this result. On the one hand, a lower final speed would further improve controllability, although we find this quite pleasant. On the other hand, the differences to the Re 4/4<sup>II</sup> model constructed around ten years earlier would then be so serious that the typical double tractions of the prototype could not be reproduced.

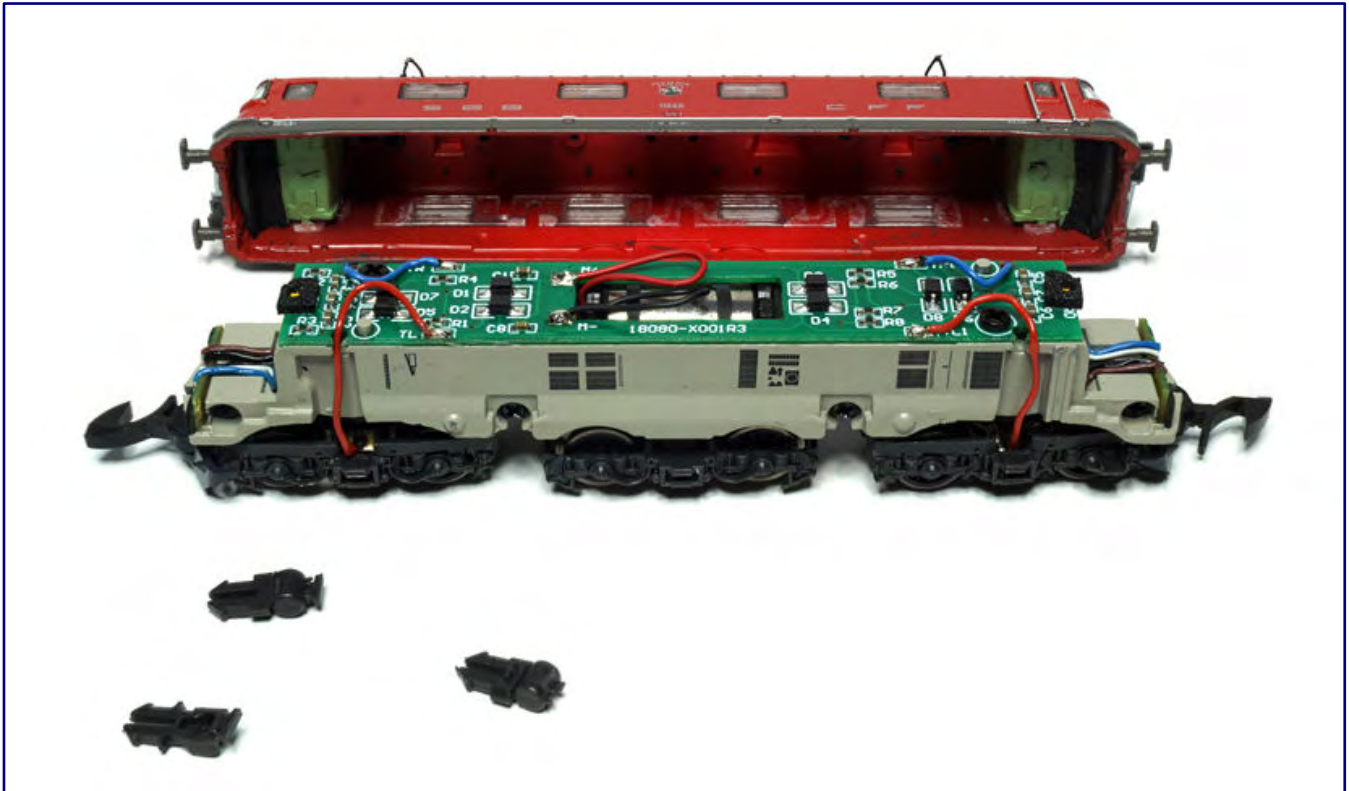
However, the latter aspect seems to us to be more important for operational practice on the layout. The fact that the new product runs rather quietly should also contribute to the hoped-for harmony. Motor noises are perceptible, but no longer in comparison to the earlier drives.

## Power consumption and tractive force

The next step is to measure the current consumption and tractive force. We regularly measure at transformer positions 100 and 150 on the white Märklin transformer 67011. 28 and 35.5 mA are no surprises here either and correspond to the values of other Märklin models with the same motor. Under full load, the measured values increase to 64 mA – certainly important for digital railway enthusiasts in order to be able to select the appropriate decoder.

However, we are not happy with the tractive force. On level ground, the locomotive pulls just 3.5 grams over the coupler; on a 3% gradient, this value drops to just 3 grams. Although this measured value should not be confused with the gross weight of the movable wagons, trains that look like prototypes remain a pipe dream here.

As a comparison, we use the Vectron, which weighs almost exactly the same: its measured values were around one and a half times higher! This is also a noticeable difference when operating the layout. In our opinion, Märklin should think about how the Re 6/6 can be given additional weight: perhaps by adding ballast weights or moulding the body in metal-filled plastic?



The interior looks largely familiar, the pantographs are, as with all new locomotive designs, without electrical function. The engine room replica printed directly onto the running gear block and the attachments fitted on both sides over the four centre chassis retaining screws, three of which are in front of the locomotive here, are worthy of note.

Incidentally, the run-out from the converted prototype speed is around 65 mm. This value does not seem large, but is probably sufficient for an emergency stop without derailing the following wagons. We did not find a flywheel mass inside, at most the brass bells, in which the cardan shafts are inserted at the shaft ends, may have a slightly positive effect here.

The single-arm pantographs may form the transition from the technical inspection to the visual features. Märklin's new standard components are used, i.e., the revised version from a new design. The collector shoe is therefore clearly too wide, which all Zetties could probably live with.

However, its general weak points also strike mercilessly here and considerably detract from the appearance of the locomotive, which is well reproduced overall: The dimensions of the new parts are probably closer to N gauge than our scale, and they are not electrically connected.

When retracted, they do not lie flat and disturb the photo. The massive base, which clearly does not belong to the Re 6/6, also contributes enormously to this, because Märklin has correctly not modelled any support insulators next to it. A dimensional deviation of over 25 % in the height of this locomotive is anything but a flattering value.



According to the instructions, the current collector folds up when its collector strip is turned slightly counterclockwise. We would advise caution here, because in our case, both pieces were very hooky and could hardly be induced to make this movement. There was a serious risk of causing damage here. The black nickel plating does not come particularly close to the original impression.



Both pantographs on our test model turned out to be hooky. They are certainly not a feast for the eyes: they do not lie flat and look like a foreign body on an otherwise successful locomotive. Accordingly, they cause a massive dimensional deviation outside of any tolerance.

Then we would like to respond to a request from our readers: After the fine scissor pantographs, Sommerfeldt should also develop finer, electrically usable single-arm pantographs with a smaller collector shoe and offer them as replacement parts!

If we now take a look at the rest of the roof, we can describe one of its strengths: The equipment appears complete, finely detailed and engraved as well as coloured. The roof lines have been realised with wire and attached to the insulators. In contrast to many older models, the cables on this new design also extend to the pantographs.

## External impressions

We look at the engine room windows, somewhat astonished. Behind them, we see a replica of the interior, but it still looks a little different than usual. It seems to have been moved further into the depths, giving the impression that there could still be a passageway between the window and the engines (see also photo above).

If we remove the housing, we realise that the reproductions are constructed in a similar way to how Märklin has always done it, but now there is no carrier (sticker) as a basis for printing. The cast block (split lengthways to poles) was painted light grey and printed directly.

One of the distinctive features of Swiss locomotives of this generation are the front windows. The difference to the Re 4/4<sup>II</sup>, which has to be visible here, has been well made and also allows the leading locomotive of a double to be recognised immediately in the model.



The front view shows the “high forehead” of the Re 6/6 well. However, the narrow red bar between the front and corner windows, which is completely transparent here, could have been better solved by omitting it.

desired, while the side windows in the engine compartment are perfectly aligned. An interruption in the windscreen wiper arm is too clearly visible. There is a slightly visible interruption between the engravings on the window pane and locomotive body – an expression of the criticised inaccuracy.

If you spend as much time looking at the windows as we did, you won't miss the replica driver's cab either.

The reseda green insert is easy to recognise, but not easy to capture on camera.

It may be helpful to note that in Switzerland trains regularly run on the left-hand track, so the train driver does not sit on the same side as with DB.

We are also delighted with the other engravings and features. Everything seems to be correct and no important feature has been forgotten.

**Photo right:**

From this perspective, the reseda green-coloured driver's stand is also visible. However, the perceptible interruption in the wiper arms is disturbing. The skirt under the coupling, which is included as an accessory, is fitted here.



Once again, it is difficult to implement the front and almost directly adjacent side windows.

This was already a cause for criticism on the Re 4/4<sup>II</sup>, because the rounded front windows on the outside looked too angular. Märklin improved this in subsequent editions.

There is also a small weak point on the Re 6/6: The shape of both window parts is correct and in direct comparison even more finely executed, but there is a transparent gap between the two frames, which should actually be painted red.

Leaving out this barely visible bridge would have convinced us more.

The accuracy of fit of the front windows also leaves something to be



**Dimensions and data for the Re 6/6 the SBB:**

|                          | <u>Prototype</u>                       | <u>1:220</u> | <u>Model</u> | <u>Deviation</u> |
|--------------------------|--|--------------|--------------|------------------|
| Length over buffer (LüP) | 19.310 mm                              | 87,8 mm      | 88,0 mm      | + 0,2 %          |
| Height above rail head   | 3.932 mm                               | 17,9 mm      | 22,5 mm      | + 25,7 %         |
| Width                    | 2.950 mm                               | 13,4 mm      | 14,3 mm      | + 6,7 %          |
| Total wheelbase          | 14.300 mm                              | 65,0 mm      | 63,8 mm      | - 1,8 %          |
| Bogie wheelbase          | 2.800 mm                               | 12,7 mm      | 12,6 mm      | - 0,8 %          |
| Wheel diameter           | 1.260 mm                               | 5,7 mm       | 6,0 mm       | + 5,3 %          |
| Service weight           | 120 t                                  | ---          | 31,6 g       |                  |
| Axle layout              | Bo' Bo' Bo'                            |              |              |                  |
| Power output             | 10.608 hp / 7.800 kW                   |              |              |                  |
| Permitted maximum speed  | 140 km/h                               |              |              |                  |
| Manufacturer             | SLM, BBC, SAAS                         |              |              |                  |
| Years built              | 1972 (prototype), 1975 – 1980 (series) |              |              |                  |
| Number produced          | 89 units                               |              |              |                  |

The handrails on the driver's cab steps, one on each side of the locomotive, are attached separately, which seems to have become a new standard. We are pleased about this and commend it.

The impression of the proportions taken is also confirmed when the other measurements are taken. With the exception of the height, the deviations are minimal and all in a positive direction. The appearance of the prototype has certainly not been distorted.

In the running gear area, we also approve of the engravings of the bogies and the attached parts. We quickly realise that the wheels of the model appear larger than those of the Re 4/4<sup>II</sup>, they are identical on the prototype. We measure 6.0 mm instead of the converted 5.7 mm.

The 0.3 mm difference is not a point of discussion, especially as new wheel discs and inserts were developed here. Emphasising this feature is aimed solely at the Re 4/4<sup>II</sup>, as this had a wheel diameter of 4.9 mm, almost 1 mm different from the correct dimension. As the deviations between the two are in opposite directions, this is now all the more noticeable.



Märklin's strengths can also be seen on this model with its clean, silky matt paintwork and clearly legible prints. We are also impressed by the bogie covers with suspension and cables as well as the large wheels, which make the undersized Re 4/4<sup>II</sup> stand out all the more. The roof cables attached to the insulators also deserve praise, thanks to which the diagonally positioned feed-through insulator is particularly eye-catching.

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Although the attachable aprons leave a gap between them and the buffer beam, they could be made finer than on the Re 4/4<sup>II</sup> (photo above). We commend this. However, the very brightly coloured ventilation grilles and roof superstructures (photo below) appear somewhat garish and barely match the typical operating impression of the prototype, even if this may follow the paint scheme.



We put a final question mark over the enclosed skirts, which can be found as add-on parts under the model's deep-drawn insert. We remember that the reproductions moulded directly onto the bogie of the Re 4/4<sup>II</sup> were rather disturbing.



From a higher perspective, the single-arm pantographs are not so disruptive to the eye and therefore do not obstruct the view of what is a successful design overall. The only thing we would have liked to see in this model is a much stronger pulling power!

Märklin seems to have found an approach here to make them much finer. What Märklin has forgotten, however, is a printed insert that explains to an uninformed customer which parts are involved and how they are mounted in which position.

We therefore add that they are inserted into the tiny opening in the coupling guide under the bogie. The opening in the apron faces the shaft, the tip of the V formed is at the front. Guided by a pair of tweezers, both parts can be brought into position.

## Conclusion

We conclude our description of our visual impressions with our judgement of the paintwork and lettering. With its red livery, the model reflects the operating conditions of the 1990s, before SBB was split into divisions.

This also includes the lower lanterns in an angular design as a typical characteristic of a modernised locomotive. All the colours, especially the contrasting elements in the roof area, perfectly match the prototype. The neatly applied silky matt surface is well suited to a well-kept prototype model.

The lettering is also impeccable, complete and cleanly applied. In addition to the coat of arms, locomotive name and road number, we can also easily read the type designation Re 6/6 on the locomotive body. According to the imprint, the last revision of the R3 stage took place on 9.4.99 in Bellinzona.

We have already provided ideas for train formation on the domestic layout in the prototype section: The prototype was used in Intercity/Eurocity traffic as well as in goods train services. The photos of heavy trains can be correspondingly colourful.



Freight transport has always been an important field of application for the Re 6/6, which is why we are using it here in front of a container block train, which still characterises today's Alpine transit photos.

Passenger coaches could accommodate the limited tractive power of the model, but truck or container block trains probably look more familiar to viewers. Of course, mixed goods trains can also be formed, but a block train has a longer effect on the viewer, and can make the technical weakness of the new design recede, at least in the viewer's impression.

As with the Re 4/4<sup>II</sup>, we hope that the manufacturer will find ways of ironing out the most significant weaknesses in future editions. In order to emphasise our good overall assessment despite some points of criticism, we nominate the red SBB Re 6/6 (88240) for the new releases of 2024 in the locomotives category. In doing so, we are also recognising the choice of prototype, as this is one of the most important Swiss locomotives.

Manufacturer of the model:  
<https://www.maerklin.de>




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### 3D-Master-Figuren Spur Z

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Z 44530 **Badende** NEU



Z 44531 **Bergwanderer mit Gipfelkreuz** NEU



Z 44542 **Pferde** NEU



Z 44540 **Kühe** NEU



Z 44541 **Hirsche** NEU



The path to the first layout (part 2)

## Beginner's Layout or maybe a bit more?

*Our 2024/25 focus topic deals with building a beginner's model railway layout and will cover two completely different ways of doing so. The aim is to let newcomers and those returning to the hobby pick the best approach depending on their personal skills and preferences. After kicking off our series (Trainini® 4/2024) with a preformed winter layout base, Dirk Kuhlmann is now presenting an alternative concept for a first layout.*

Welcome to building a different kind of model railway! The **Trainini®** team has been known for many years for its trailblazing approach. Themes and trends that the printed modelling magazines typically pick up with a delay has often already been done by us long ago.

We have the courage to come up with unusual ideas and some innovations in the industry. We are not only inviting our enthusiastic beginners and those returning to the hobby, but believe that experienced Z gauge enthusiasts and friends of other scales should and will also benefit from this series of articles.



The (landscaped) staging yard of the US-themed layout “Old Port Shop” serves as a source of ideas for Dirk Kuhlmann’s series on a beginner’s project, which we are running parallel to the winter layout project throughout our 2024/25 editions.

What could a beautiful and completely self-built Z scale model railway layout look like, especially for beginners or someone returning to the hobby? How high should the play value be? How much effort should it take to build?



Well, when conceiving our focus topic for the next two years, I asked myself a lot of questions and subsequently drew quick sketches of possible realisations. Initially, it was supposed to be a closed loop, combined with the opportunity to observe and enjoy moving trains. But, that only brings us back to the classic oval on a board, including the usual accessories. This is always nice to look at, but a little boring, at least after a while.



Who says that a staging yard should always be hidden away? Building the Old Port Shop layout led to new ideas which are brought to maturity with a new layout project.

The breakthrough came in autumn 2023. I was sitting in front of the staging yard of the US themed layout “Old Port Shop” and had a really long coal train with three American diesel locomotives in front of my lens for photo work.

This layout segment is 180 cm long and therefore predestined for exhibiting such long trains. Even at rest, the scenery looked overwhelming, and it could still fulfil another purpose.

The staging yard served as my source of ideas, and even the complete Santa Fe passenger train from AZL fit onto the showpiece. And, finally all the pieces of this layout design puzzle fell into place:

- a 180 x 25 cm long showpiece for long trains,
- a cameo type layout presentation with lighting and background,
- a front cover optionally made of wood or Plexiglas, as well as
- four modules without landscape to close the loop.

But first things first! Nowadays, the space available in many people's homes is often very limited and simply too small to fit a big dream layout into the free or allocated area.

Adapting to these constraints often takes years, during which train display cases somehow, and almost unwittingly, fill up and multiply. Imagining our future dream layout, we keep buying rolling stock which some day, maybe, we would like to witness in operation on a nicely landscaped stage.



Impressed by how the Santa Fe passenger train, led by four diesel locomotives, travelled through the staging yard and found space there, ideas began to bubble up about the ideal track plan for a beginners' layout. Even far away from the usual, mostly boring ovals, there must be alternative approaches for beginners.

Imagine for a moment a display case with the above-mentioned dimensions of 180 x 25 cm. To operate trains, just remove it from the wall, attach the simple segment modules to the sides and the back to close the loop, and after a few minutes the fun can begin.

We are now looking at a complete model railway, and one which could also appeal to pure collectors. After all, a complete passenger or goods train takes up a lot of space, even at a scale of 1:220.

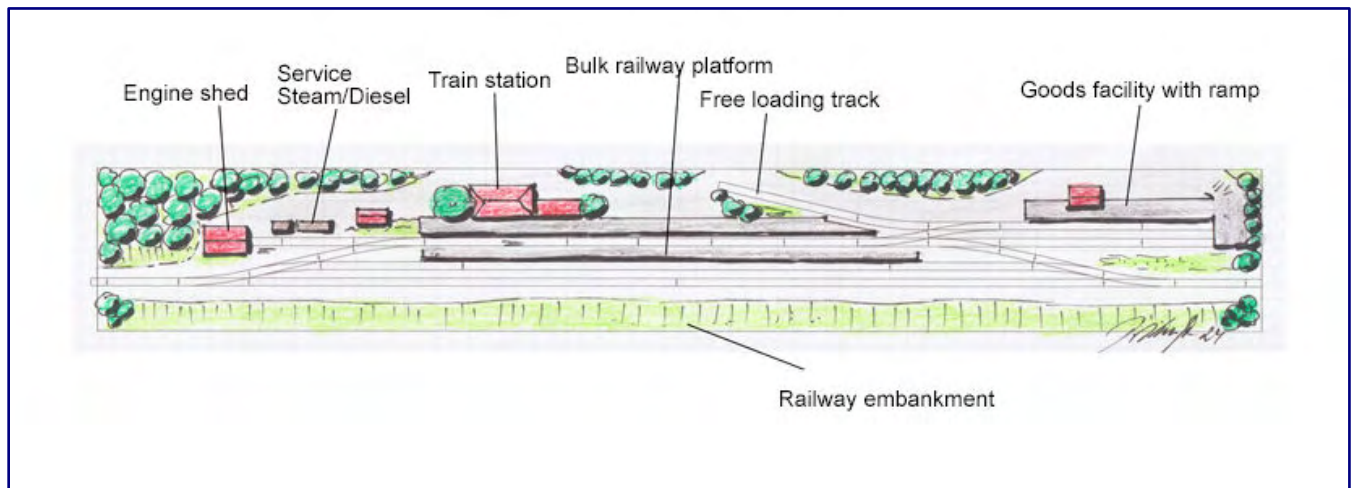
Such a solution cleverly takes into account all the aspects of having only a limited amount of space for the hobby. Perhaps your XXL display case will even be an aesthetically pleasing object which might get the stamp of approval from your spouse to be put up for permanent exhibition in the living room.

Now, what would be a good and adequate track plan for such a project? That is a difficult question which can only be answered with several track plans. After all, every enthusiast has his own ideas of what

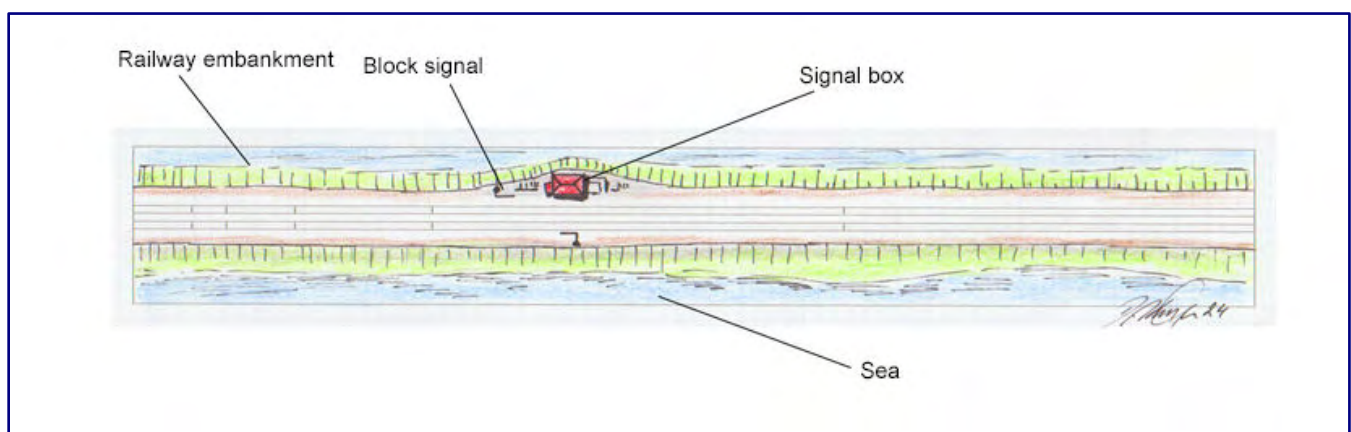


constitutes a beautiful model railway. I will therefore limit myself to three proposals, but do invite our readers to submit other proposals to our editors.

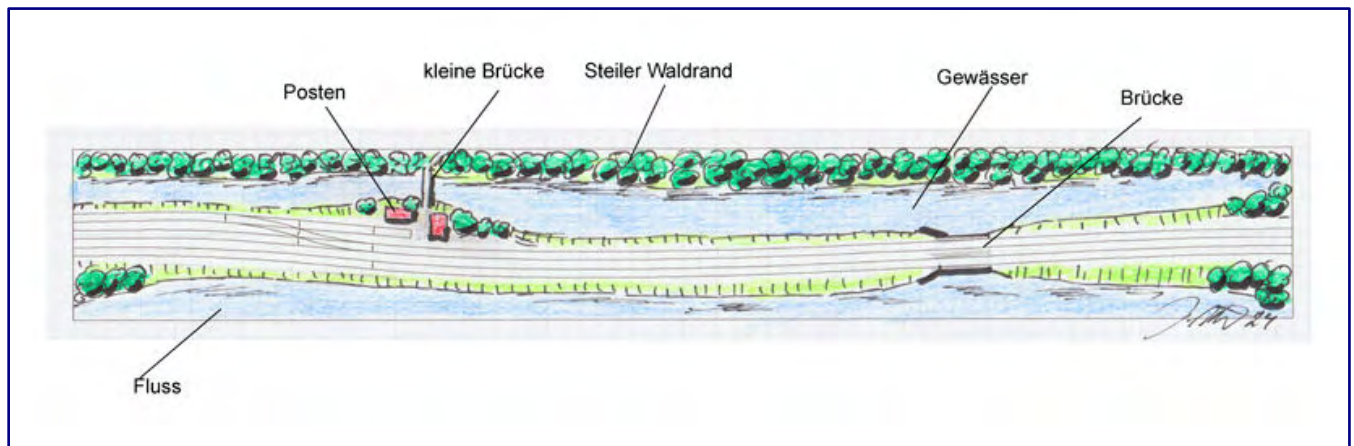
- Proposal 1 – the branch line  
A small rural station with one through track and two passing sidings. This track plan can also be used for extensive shunting operations. The loading ramp, an open loading track and a small engine shed for the “yard dog” (e.g., the new V60 locomotive from Märklin) complete the overall picture. This showpiece fits into almost all eras and regions. It is an approach that evokes the idyllic countryside charms of times gone by.



- Proposal 2 – the double-track railway embankment  
With this version, train encounters can be wonderfully observed, whether at rest or in service. If you add a small post and water on both sides of the embankment, it could even represent the passage to the island of Sylt the Hindenburgdamm. The motorail trains still pass here to this day, for example.



- Proposal 3 – by the forest, by the river, in no man's land  
A curved, double-track line along a river expands to three tracks. A terrain with bushes and trees that rises to the rear completes the scenery. With this version, you can depict typical train-in-landscape scenes. Anything from Germany to Sweden to the east of the USA would look authentic in one such showpiece.



- Proposal 4 – - the variable bypass (as an addition to the aforementioned proposals)  
In total, the bypass consists of four easy-to-handle modules that can also be easily stowed away. The “staging yard” can also be extended in the future and can be used again and again for possible new showpieces that may be added over the years. There are no limits to the imagination.

## First planning phase

Proposal 3 turned into my personal favourite. It allows me to offer a future alternative to the “Old Port Shop” staging yard; similar scenes can be observed on the Hudson River north of New York with the CSX and Amtrak railway companies.

Small, almost hidden recesses on the railway embankment allow me to quickly fix Scandinavian overhead line masts and pronto, a Swedish train is ready to make its rounds. The same would also work with the German railway. This is also where the maximum effect of flex track material comes into play: curve radii corresponding to the prototype. More detailed explanations will follow in the other parts of our series.

If you wish to do so, you can of course also set an entire scenery in Portugal, with the pictures below providing an example. Or, you could also vary the dimensions of the layout to suit your requirements.





We, the editorial team, are sticking to the given format, so hopefully I can still guide you through all the basic construction stages. For some layout building techniques we will also refer you to older issues of **Trainini®**. After all, over the years we have already shed sufficient light on some aspects of model railway engineering.

Attentive readers will certainly have noticed that we already presented a related track plan with Pattscheid station in the April 2024 issue. The historical relevance alone is enough to inspire us to realise its special features, but this only as a side remark.

Of course, there will be a lot of practical tips waiting for you in the forthcoming episodes and several techniques actually even come from the professional model making. What sometimes looks spectacular is actually quite simple to make, but time-consuming. Patience can be a valuable asset, especially in landscape modelling. But, don't worry, even our beginners and those returning to the hobby can do it!



The Hindenburgdamm leading to the island of Sylt with a Class 628 multiple unit in the model (left) and as a prototype (right) exemplifies layout proposal 2 on page 23.

Here is my first tip: If you are still a little unsure in some areas, a small test board is always the best solution. Simply put yourself and new techniques to the test without any risk!

This is exactly how I learnt and developed my own techniques with some guidance from the “greats” of model railroading at the time. Fortunately, we can shorten some things considerably nowadays with modern means and tools.

Almost at the same time, I will be setting up a smaller layout in my modelling club (FdE Burscheid e.V.) for new members and regular guests with a project similar to our **Trainini®** annual theme, sorry, two-year theme.

This is similar to the already familiar “Wakenfeld” display layout, which has found its home at the 1zu220-Shop. The only unusual feature here is the simultaneous presence of 6.5 mm, 9 mm, and 16.5 mm track in the concealed area.

The visible and interchangeable landscape section will measure 70 x 40 cm, so anyone interested can really let off steam with their own special scale. This means that exotic gauges such as Nm and H0e are also possible.

Participation is expressly encouraged, and I will accompany the construction from the first wooden board to the final design. Any difficulties that (possibly) arise during construction will also be addressed in this place over the next episodes to avoid, from the beginning, the risk of failure.



This shot shows the optimal view of your own rolling stock, plus a background and plenty of light for a perfect overall effect.

In the next article, we will discuss the baseboard construction in more detail. I will present you with a typical cutting plan and list for the carpenter, not for the DIY store, because only a specialised company can produce the boards to the best and desired dimensions. The necessary track and other materials are also ordered at the same time.

Pages of our editorial colleague:

<https://www.helenensiel.com>

Presentation of the FdE Burscheid:

<https://www.fde-burscheid.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.

Modell-Landschaften entstehen

## Techniken zur Anlagengestaltung

***Auch im Modellbau gibt es häufig viele Wege zum Ziel. Techniken, Materialien und Ideen konkurrieren miteinander – und jeder Modellbahner muss die für ihn erfolgversprechendsten finden. Deshalb beschränken wir uns nicht darauf, unsere Vorschläge zu präsentieren, sondern stellen Ihnen auch ein aktuelles Buch vor, das zu den Inhalten dieser Spezial-Ausgabe passt.***



Thomas Mauer  
Modellbahnbau in Perfektion: Landschaften gestalten  
Die Anlage wird grün: Vegetation, Felsen, Gewässer, Details

VGB | Geramond Media GmbH  
München 2023

Gebundenes Buch  
Format 22,5 x 27,1 cm  
128 Seiten mit ca. 400 farbigen Abbildungen

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„Eine perfekt gestaltete Landschaft macht die Modellbahn-Anlage erst vollständig“: Dieser Verlagsaussage stimmen wir uneingeschränkt zu. Aber mindestens genauso elementar ist der Weg, der zu diesem Ziel führt.

Wie alle anderen Bereiche des Lebens auch, so ist ebenso der Modellbau stets im Wandel und in der Entwicklung. In den letzten Jahrzehnten haben sich sowohl das Gestaltungsmaterial als auch die Techniken stets weiterentwickelt.

Parallel wurden alte Vorgehensweisen wiederentdeckt oder mit heutigen Möglichkeiten kombiniert. Zwangsläufig ergibt sich daraus die Einsicht, dass es immer mehrere Wege zum Ziel geben an – Beispiel Wassergestaltung: Die farbbehandelte Raufasertapete ist ein Klassiker, auf Anbieterseite stand ihr einst vor allem die Seefolie gegenüber.

Es folgte eine Ära der Gießharztechnik, die schließlich auch etwas aus dem Fokus geriet. Fensterfarben und schmelzbare Gießmassen verdrängten sie für längere Zeit, bis weitere Angebote vor allem für Fließgewässer die Aufmerksamkeit auf sich zogen. Vergleichbares ließe sich über das Gestalten von Felsen auch niederschreiben.

Doch deutlich geworden sollte längst sein, dass unser Hobby es nicht verdient hat, mit Scheuklappen durch die Welt zu laufen und stur an einer einmal eingeübten Technik festzuhalten. Auch wir sollten uns weiterentwickeln und die Augen offenhalten.

Genau deshalb gehört es einfach dazu, auch andere Autoren und Modellbahner zu Wort kommen zu lassen und ihre Ansätze gleichermaßen in den Fokus zu rücken. Einer davon ist Thomas Mauer, der

aktuell mit seinem Titel „Landschaften gestalten“ aus der VGB-Reihe „Modellbahnbau in Perfektion“ im Buchmarkt vertreten ist.

Bei diesem Buch handelt es sich um die vollständig überarbeitete und erweiterte Neuauflage einer Veröffentlichung aus dem Jahr 2019. Wie wir nach dem Lesen bestätigen können, steckt sie voller Anregungen, Tipps und Tricks.

Auch Modellbahner unserer Baugröße erhalten hier viel Marktüberblick zu den kommerziell angebotenen Produkten verschiedenster Hersteller und deren Einsatz. Gewiss lässt sich nicht jede Technik oder Idee problemlos von der im Werk behandelten Spur H0 in unsere Nenngröße übertragen.

Doch jedem, der sich mit der Modellbahn beschäftigt, sollte hinreichend Kreativität und Phantasie gegeben sein, um Sinnvolles und Verwertbares herauszupicken und auf seine Belange zu übertragen. So hilft der Autor sowohl Einsteigern als auch Experten gleichermaßen.

Eine besondere Stärke dieser Lektüre sind die vielen Schritt-für-Schritt-Anleitungen, die einfach verständlich und nachvollziehbar geschrieben wie strukturiert sind. Selten kann ein Buch eine so wertvolle und pragmatische Hilfe bei den eigenen Projekten sein, wie es hier gelungen ist.

Stark profitieren die Kapitel auch von einer großen Zahl an verwendeten Fotografien: Im Schnitt mehr als sechs pro Doppelseite sind eine klare Ansage! Dabei handelt es sich keinesfalls um einen reinen Bildband, wie die bisherigen Ausführungen klar gemacht haben sollten. Doch ohne viele und große Aufnahme wäre ein Band zum Anleiten zum Erwerb neuer Kniffe und Fertigkeiten wohl wertlos.

Zu erwähnen ist dringend auch, dass die Fotos, die Eingang in dieses Buch fanden, durchweg von handwerklich einwandfreier Qualität sind und ebenso hervorragend reproduziert und abgedruckt worden sind.

Nur brandneue Produkte und frische Neuheiten wird ein Leser hier vergeblich suchen. Das resultiert zum einen aus der ehrlichen Ansage, dass vor uns die Überarbeitung eines inzwischen gerade mal fünf Jahre alten Titels liegt.

Auf der anderen Seite ergibt es sich auch daraus, dass hier ein Titel etabliert wurde, der nicht dem „letzten Schrei“ hinterherlaufen soll, sondern einen dauerhaften Nutzen stiften soll. Es gilt also, zugleich modern zu sein und irgendwie auch das Zeug zum Klassiker mitzubringen.

Weil dies gelungen ist, spüren Sie sicher beim Lesen dieser Rezension unsere persönliche und anhaltende Begeisterung. Ohne Zweifel wird der Autor auch unser Arbeiten und unsere Ideen auf längere Zeit mitbeeinflussen – warum also nicht auch Ihre?

Inhaltlich reicht die Fülle der behandelten Themen über beinahe alle Herausforderungen des Landschaftsbaus: Unterbau und Boden, Wiesen und Felder, Wälder, Felsen, Bäume auch aus dem Eigenbau, Sträucher und Gestrüpp sowie Blumen und verschiedene Gewässerformen.

Rund machen die klar in Kapitel aufgeteilte und sinnvoll aufeinanderfolgende Themenvielfalt drei Abschnitte zu höchst unterschiedlichen Ansätzen, die sich für Dioramen eignen: eine Villa mit Parkanlage, ein Schwarzwald-Idyll und ein Römerpark als an die Bahn angeschlossenes Ausflugsziel.

Wer hier angekommen ist, hat ausreichend viel aufgesogen und gelernt, ein so umfassendes Projekt anzugehen. Blickt er oder sie nun auf den Anfang des Buches zurück, dann fällt eine mehrseitige Bildergalerie wieder ein, die auf ihren Doppelseiten zum Einstieg schmackhaft machte, was auf den folgenden mehr als hundert Seiten Schritt für Schritt vermittelt wurde.

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



## Ganz und gar nicht einheitlich **Baureihe E 50 der DB**

***Was die Re 6/6 in der Schweiz ab den siebziger Jahren darstellte, das war die E 50 für die junge Bundesbahn. Ab 1957 in Dienst gestellt, erfuhr sie während ihrer langen Bauzeit viele Änderungen und Verbesserungen. Eine ganz und gar nicht einheitliche Einheitsellok wird nun in einem neuen EK-Band portraitiert, der eine Lücke in der Baureihenliteratur schließt.***

Roland Hertwig  
Die Baureihe E 50  
Einheits-Ellok für den schweren Güterzugdienst

EK-Verlag GmbH  
Freiburg 2023

Gebundenes Buch  
Format 21,0 x 29,7 cm  
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Nach seinen Werken zu den Baureihen E 10, E 40 und E 41 im selben Verlag ist Autor Roland Hertwig auch die letzte Lok aus der ersten Typen-Familie des DB-Neubauprogramms angegangen. Mit diesem neuen Buch schließt er eine Lücke in der Fachliteratur über die Einheitslokomotiven.

Aufbau und Struktur der blauen EK-Baureihen-Bibliothek bleibt er treu, weitgehend auch seinem persönlichen Schreibstil. Einige wenige Unterschiede sind uns jedoch aufgefallen, die nach unserem Eindruck die Zielgruppe dieser Bücher eher noch vergrößern können und der Lektüre folglich guttun.

Gemeint sind damit die technischen Beschreibungen der behandelten Lok: 34 Seiten macht dieses Kapitel aus, in dem die Merkmale nach elektrischem und mechanischem Teil getrennt behandelt werden. Oft ist dies ein größerer Abschnitt, der für Laien der Lokomotivtechnik nur schwer zu verstehen ist.

Roland Hertwig verstand es jedoch, das Wissen so aufzubereiten und zum Leser zu transportieren, dass alle wichtigen Eigenschaften und Errungenschaften der Entwicklung gut nachzuvollziehen und einzuordnen sind.

Häufig sind dazu Rückgriffe auf die fünf Prototypen der Baureihe E 10 erforderlich. Immerhin wurden darin wichtige Komponenten erprobt, um auszufiltern, was praxisbewährt und zukunftsweisend sein wird. Bei der E 50 betrifft das vor allem den Antrieb, dem eine lange und kontroverse Diskussion vorausging und zu zwei unterschiedlichen Kraftübertragungen führte.

Erprobungsträger für die schwere Güterzugellok des ersten Typenprogramms waren auch die Baureihen E 44 und E 94, die noch auf die Vorkriegszeit zurückgingen; die E 94 wurde übergangsweise aber als schwere Güterzuglokomotive nach- und weitergebaut.

Hilfreich zum Verstehen ist daher auch ein geschichtlicher Abriss, der die Vorläufer der Einheits-Elektrolokomotiven kurz vorstellt, den historischen Kontext auch auf der Zeitschiene und in



grenzüberschreitenden Erfolgen wiedergibt und so das Typenprogramm der DB in seiner Bedeutung einordnet.

Mit 194 Exemplaren und einer Bauzeit von 1957 bis 1973 war die E 50 bzw. spätere 150 nie eine einheitliche Erscheinung. In die lange Bauphase flossen immer wieder technische Verbesserungen und Änderungen ein, von denen nicht alle auch am vorhandenen Bestand nachgezogen wurden. Die Unterschiede, die zumindest äußerlich auffielen, werden in einem eigenen Kapitel aufgezeigt.

Als der Neubau anlief, gab es nur in Süddeutschland elektrifizierte Strecken. Die Bundesbahn trieb allerdings ein ehrgeiziges Elektrifizierungsprogramm voran. Mit ihm wuchsen sowohl der Bedarf an Maschinen als auch ihre Einsatzgebiete.

Dieser Zusammenhang wird in der Chronik der Baureihe E 50 aufgezeigt, aber auch der Niedergang in den Jahren um die Jahrtausendwende. 2003 beendeten die letzten von ihnen den Dienst. Zwei Lokomotiven sind derweil museal erhalten geblieben, die auch in eigenen Kapiteln behandelt werden – dasselbe gilt auch für Unfälle, die sich leider auch nicht vermeiden ließen.

Rund werden die aufgenommenen Inhalte durch die Einsatzgeschichte in den Heimatbetriebswerken über die vielen Betriebsjahre sowie eine lückenlose Abhandlung aller Loklebensläufe. Dies ist gewiss eine Fleißarbeit gewesen, wird dieses Werk aber auch über Jahre hinaus zu einem Standardwerk machen, denn Schwächen haben wir auch an anderer Stelle nicht gefunden.

Randthemen zum Betriebseinsatz sind Kapitel über Einsätze in der Schweiz und im Schiebedienst, das wertende Attribut ist hier der Stückzahl an Maschinen zugeordnet, die in Bezug auf die Gesamtheit dazu herangezogen worden sind.

Eine gewisse Wiederholung stellt im Vergleich zu anderen Baureihenbänden das Thema der Ausbesserung dar, das sowohl die bearbeitenden Werke als auch die Instandhaltungsstufen aufgreift. Hier sind keine grundlegenden Unterschiede zu anderen Baureihen zu erwarten, wohl aber spezielle Inhalte. Ansonsten sind Änderungen der Zeit zuzuschreiben.

Abschließend verdient auch das Bebildern noch eine gesonderte Betrachtung und Würdigung. Wie beim EK-Verlag durchweg gegeben – wir können uns an keine Ausnahme erinnern – sind alle Fotos tadellos reproduziert: Sie sind gestochen scharf, aber natürlich überwiegend schwarz-weiß abgedruckt. Anderes ließ sich auch nicht erwarten, denn viele Aufnahmen gehen zeitlich weit zurück.

Einen fest abgetrennten Farbbildteil gibt es nicht mehr. Verteilt durchs Buch sind immer wieder mehrere Seiten mit solchen Fotos zu finden, was den Eindruck aufgelockert hat. Lob verdient auch die gute Auswahl der Fotografien, die es ins Buch geschafft haben.

Wir hatten nicht den Eindruck, dass diese Bilder schon hinreichend bekannt seien. Es scheint also auch geglückt, ein paar echte Raritäten zu entdecken und einzusetzen. Verlag und Autor gebühren deshalb auch an dieser Stelle Lob und Anerkennung.

In Summe schreiben wir hier über einen weiteren Band, der die hohen Erwartungen dieser Bibliotheksreihe voll erfüllt und fortsetzt. Er bereitet von der ersten bis zur letzten Zeile eine große Lesefreude und vermittelt ein umfangreiches Wissen.

Danach steht er als Nachschlagewerk jederzeit bereit. Weil hier wohl gezielt die Zielgruppe erweitert werden sollte, darf der Verlag auch auf eine höhere, verkaufte Auflage hoffen. Der Kauf lohnt sich für jeden Eisenbahnfreund und Modellbahner mit technischem Vorbildinteresse.

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



## Intermodellbau Dortmund 2024 Light and Shadow Sides

***As the world's largest trade fair for model making and modelling, Intermodellbau regularly scores with large numbers. However, we are primarily interested in model railways and, in particular, in Z gauge. The following report is intended to show what was on offer for the Zetties and what will be remembered – and it wasn't even that little!***

When Intermodellbau took place in Dortmund from 18 to 21 April 2024, it was looking back on 41 years of history. Traditionally, it brings together all areas of model making, including drones and robots, which have become a real crowd-puller over the years.

Still quite new at this exhibition are the clamp building blocks, which took up even more space at their second appearance, to be honest, only fit in with classic modelling to a very limited extent.



Trade show souvenirs are always popular: Märklin produced this special car (item no. 80732) with a coal load insert for the Z scale, the prototype of which is employed by Eisenbahn und Häfen GmbH.

Due to a dinosaur exhibition taking place at the same time, the trade fair had to limit the space available for its latest edition: Halls 3 to 7 were used, Hall 2 was not included last year either, and Hall 8 was occupied by the other event.

Dortmund counted 370 exhibitors from 17 countries, but does not differentiate these figures according to individual modelling sectors. The figure of 61,000 visitors is therefore clearer for us: The records of



With Kato, at least the model railway section has become even more international: Japan's leading model railway manufacturer exhibited in Dortmund for the first time. Its range also provided recognisable impetus for the Rokuhan programme.

previous years were almost 100,000 guests, and before the pandemic the total number had levelled off at around 80,000 people.

The drop in visitor numbers therefore appears to be immense, but this does not reflect the impression in the halls. Despite the very wide aisles, there was a dense crowd there for many hours on most days. At times, it was almost impossible to get through and take photos.

We, therefore, suspect that the total number is also largely due to the spatial restrictions. We also cannot rule out the possibility that the allocation of the total area to the individual sections does not adequately reflect visitor preferences. However, this would then mean that the crowds of people in the two model railway halls would be faced with quite empty aisles in other halls.

Be that as it may, every trade fair must continue to develop today and, in the future, if it wants to assert itself on the market and survive. We are therefore not surprised that the organisers see new trend toys as potential crowd-pullers, which could be established not only among children but also adults, like the aforementioned clamping stones.

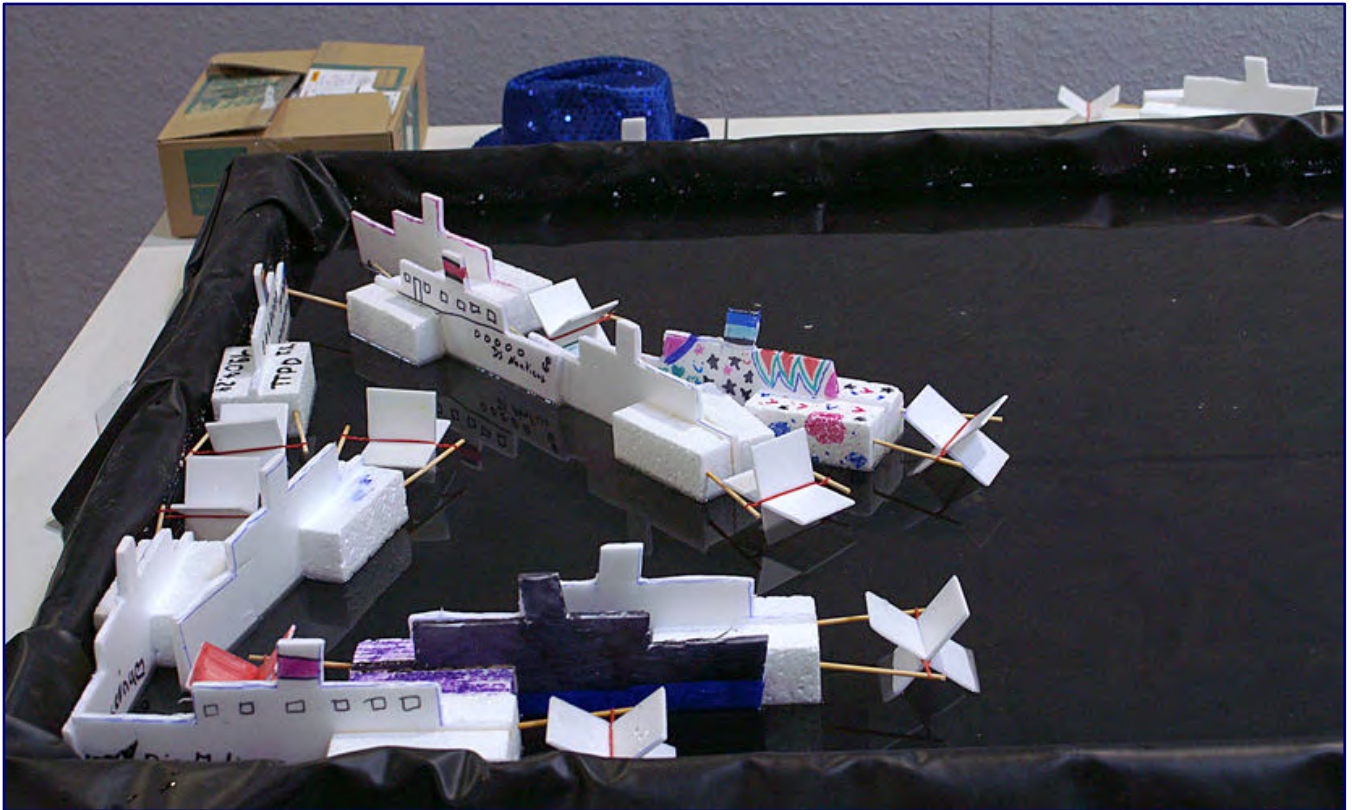
However, the word "model" also requires a template from the wider world, which is why care should be taken not to forfeit its character as the "world's largest trade fair for model making and sport". However, we also see this as a very real danger and are addressing it at this point.

We are concerned, for example, about the noticeable decline in the areas reserved for young people working in classic model making. Children can still have fun with the model railway on the carpet at



Märklin, glue together a kit at the Viessmann stand, or build a simple model ship in the neighbouring halls. This short list is by no means complete.

However, because our young reporters have been searching and researching here for years, it did not go unnoticed that the majority of cross-manufacturer areas have, unfortunately, disappeared and these offers were therefore no longer as conspicuously placed as we knew them from previous exhibitions.



One of the remaining and perceptible handicraft offers for children was this one from the Ship Modelling Association. As you can see, it was well received. Photo: Trainini® / Hendrik Späing

However, the associations remained active in the important areas of shipbuilding, aviation, and model railway construction and offered their own craft activities. In the case of model railways, however, this was unfortunately limited to the BDEF with its “Junior College Europe”, which was relocated to the less popular Hall 7 instead of Hall 4, the centre of this sector.

And, so, the attractiveness of the trade fair for this important target group must at least be questioned. At the same time, we also noticed a great deal of interest in visits from school classes or kindergartens – in the latter case, this could not be overlooked because the participants were then uniformly dressed in neon-coloured waistcoats.

These children certainly don't want to look at layouts that are presented far too high for them, but would certainly like to try their hand at modelling. The reduced offer will certainly have reached and sometimes exceeded its limits here! We are unable to recognise a sustainable concept.

However, two forms of presentation in drone and aeromodelling were explicitly noted as positive: both the exhibition flights and flight demonstrations are similarly secured, namely by acrylic glass panes or



There was also still a large play area at the Märklin stand. Here, the young model railway enthusiasts experienced impressively how Märklin products and Lego type blocks harmonise: May the model railway prevail! Photo: Trainini® / Hendrik Späing

nets stretched over a wide area. As they reach down to the ground, they do not prevent children and wheelchair users from seeing the exhibit.

## From the exhibitor's perspective

It is not only in Dortmund that the organisers like to advertise with the enthusiasm of commercial exhibitors. The 2024 edition is no exception. This is usually based on statements from industry giants who are known far and wide.

For example, Eric-Michael Peschel, Head of Event Marketing at Märklin, is quoted as saying: "The halls were always full from morning to night; the number of visitors of all ages was truly impressive. Intermodellbau has once again both convinced and inspired us."

This is also in line with our impressions, but there is regularly no critical feedback from official sources. Small suppliers in particular, whose products are not available from specialist retailers and who like to use a trade fair to generate sales and make personal contact with their customers, often come to a different conclusion.

It has not gone unnoticed by us that the number of manufacturers speaking out in a much more critical manner is increasing: The stand fees charged have reached a level that can no longer be paid because the expected turnover cannot outweigh these costs.

In fact, we have noticed that some suppliers who used to be regulars are now conspicuous by their absence. We would like to add Joswood and MO miniatures to the missing list, on behalf of our gauge.



The fact that these are not isolated cases is demonstrated by large open spaces that have been filled with chairs to create quiet zones, or stands for glasses cleaning products or crêpes that are completely unrelated to the industry. As chairs do not generate any revenue and no additional visitors come into the halls for a French pancake, we conclude that these large areas could no longer be sold in total.



“The Golden Track 2024” brought Märklin a total of five awards. Gunther Schneider (Head of Sales, right) proudly accepts the award for the 50 Kab series in Z gauge from EM editor Peter Wieland.

The organisers at Messe Dortmund have changed several times over the past five years. If we have followed it correctly, almost every edition has brought new contacts to light, and there is no longer any trace of consistency and experience.

However, “new brooms sweep clean” is a saying that is not universally true. From our point of view, those responsible seem to have lost sight of the brand essence. The changes that are tried out year after year seem too arbitrary and ill-considered: It starts with a completely different logo instead of a modernised one; the trade fair remains recognisable only by its name.

The feeling of helplessness can be continued with a colourful interchange of sectors between the halls, a growing and then suddenly shrinking range of children's products and a number of Lego type building blocks and their largest manufacturer, so that the traditional trade fair name should be dropped in one or two years at the latest if these observations continue.

Markus Hönig, Sales Manager at Donau Elektronik GmbH, summarised what makes Intermodellbau special and sets it apart from other exhibitions: “The international composition of the public, in particular, makes this trade fair unique. The modellers are eagerly awaiting this event and the halls are already very busy from the very first day. Our main aim is to understand the needs and wishes of the visitors and determine which products they are missing.”

No other modelling trade fair in Germany is so conveniently located that its catchment area covers not only the Benelux countries but also France and the British Isles. If it continues to lose its identity-creating character, this will undoubtedly make customer dialogue more difficult. Around 25% fewer visitors compared to the good years before the pandemic is a clear statement in view of the renewed interest in such events.

So we hope that our critical view and our arguments will be listened to and received just as critically in order to scrutinise and evaluate them. Because it is also a fact that Intermodellbau has always been and should remain a good trade fair for the Z scale. 2024 was no exception, we just had to take a closer look in some places.

For the first time, the trade fair provided the setting for an important reader award from the publishing house VGB | Geramond. At the end of the first day of the fair, the Golden Track award ceremony took place in Hall 4.



Group photo of the winners of the “Golden Track 2024” award in various categories together with Michael Hofbauer (Editorial Director Geramond Media GmbH, far right) at the evening event at Messe Dortmund.

Märklin came out on top in its own “Z gauge locomotives” category, but surprisingly not with the new V 320, but with the class 50 steam locomotive with a steam tender, which has been known since 1984. The





The surprise of the evening was that the “Hasenkasten” (“Bunny box”) for nominal scale Z was only narrowly beaten by an N scale model in the “N/Z wagon” category in the readers' poll. There had never been anything like it before!

first boiler moulded version (with three instead of four domes) in almost forty years met with the greatest response from readers.

In terms of wagon material, however, the Z gauge models always compete with the larger N gauge models. The small number of new moulds does not allow for a separate category here. This time, however, it was really exciting, as the Hasenkasten, the driving trailer of the Silberling family, was only just beaten by the 1:160 scale.

Never before has a 1:220 scale model achieved one of the top three places. No clearer signal could be sent to Göppingen about how eagerly this model had been awaited. And, so, the next day we eagerly made our way to the Märklin stand to scrutinise our own impressions. You can see and hear the result in episode 27 on [Trainini TV](#).

## Colourful programme

Only a few visitors were probably aware of the awards during the trade fair, although the winners always like to present their medals in their display cases to the public. However, the focus of the paying guests was more on the spring novelties, which could now be seen with their own eyes, and the special exhibits of the ideal exhibitors.

Here, Intermodellbau 2024 had what we consider to be a very colourful bouquet in store. In addition to old and new model building sectors, there were also the annual seminars and lectures in Hall 4, while some manufacturers also seem to have recognised that demonstrations of products and techniques at their stands can attract a wide audience.

continued on page 39



Photo left:  
Freefall tower with model height of 55 m from Imprintium (Art.-Nr. D220-3030)

Photos on the right (from top to bottom):  
Opel Rekord C Saloon from 1966 (D22 047000), Alfa Romeo Alfasad Sprint from 1976 (D22 120820), Triumph TR6 from 1966 (D22 132570) and horse trailer with opening tailgate from 2006 (D22 905120; all Mini-champs)

Tractor with crane and platform (D220-2004) and brown bears (no Art.-Nr. known yet; both Imprintium)



Special trade fair offers are always a magnet, especially for the first day of the event. Imprintium, for example, had already announced such an offer in our February issue. However, samples of the announced new products, which were not yet available in three-dimensional form two months earlier, were also on display at the stand run jointly with Mini-Champs.

Just a few metres away, we also found a 1:250 scale field railway at Papiermodellbaufreunde (cardboard modelling fans), which was very lovingly designed and carefully built. Especially with such narrow-gauge vehicles, the slight deviation in scale from our scale is hardly noticeable and therefore deserves to be mentioned here as well.

It is already a small tradition at Bahnreisen Sutter to display a Z gauge suitcase on the stand. We noticed that it's not always just a rail bus that's making its rounds here, but now also an SBB locomotive, presumably a pointer to the many destinations that can be booked here.

Since Märklin also upgraded a few years ago, we have also seen an appealing layout at the largest model railway stand at the fair, on which recognisably changing and as up-to-date rolling stock as possible is also shown. However, it was also worth taking a look at the display cases, where samples of new products were on show.



The heat protection car 504 210 [P] of the former Dortmund Union Brewery for the H0 nominal scale is documented by photographs and exudes much more local colour than the special car in the Z gauge. Members of the Insider Club were presented with an adhesive magnet showing a historical Märklin catalogue motif.

One of the announced V 60 locomotives was still missing and the ETA / ESA 150 battery-powered railcar will probably make it to the announced delivery date without one. However, the heavy shunting locomotive V 90 caused quite a stir. What we had already seen in front of the lens in Nuremberg was now seen by many in person for the first time, as surprisingly only an unpainted sample had been presented in Mannheim.

As usual at major exhibitions, Märklin once again welcomed its members of the Insider Club at a separate counter. In addition to kind words, they also received a trade fair gift: a fridge magnet printed with a historical catalogue motif.

There was also help and advice at the large stand, as product management staff in particular were available to provide information at any time. As already reported in the last issue, Märklin also used the trade fair to present a special model of the 185<sup>2</sup> series on the occasion of the European Championships. It will also be released for the Z scale, in which no sample has yet been seen (Art.-Nr. 88488).



At the Dietmar Allekotte stand, Michael Boost presented his new DCC interior lighting for passenger coaches in the display case. As it can be individually shortened down to a length of just 35 mm, it can be used in a wide variety of models.

In addition to various museum wagons from the Märklineum, there were also special models to buy as souvenirs of this exhibition. For the Mini-Club, this was a red-brown self-unloading wagon from Eisenbahn und Häfen GmbH (80732, see photo on page 31).

However, the model selected for the H0 nominal size appealed to us more because it has a closer and more easily recognisable connection to the city: This was the company-owned thermal protection car 504 210 [P] of the former Dortmund Union brewery in a historically documented design. The car, based on association design drawings, resembles the well-known G 10.

Anyone who was still convinced that model railways could not appeal to young people was proven wrong at the HAW Hamburg stand. Behind the stand was the Hamburg University of Applied Sciences, represented by several students and their professor.

He repeatedly stated that model railways have a firm and important role in university education in engineering professions. And, so, it is very popular because it presents challenges and enables practical experience.

This could be experienced using a train storage facility in the form of a lift. A train arrives there (in the staging yard) and is then moved vertically to another level for parking and storage using the lift function. The entry track is then occupied by a free storage track, unless a train waiting on the opposite side has to clear it first.



The construction and function of lifting bridges, which have to be opened and held in this position with as little force as possible, were also clearly demonstrated. The models could also be printed and built on a scale of 1:220, as we learned. For the students, however, they certainly had a far more “supporting” function.

Other manufacturers such as Busch, Donau Elektronik, Faller, Kuswa, Tams Elektronik, Viessmann, and Werkzeuge Peter Post, which have long been traditional exhibitors at this fair, were represented with well-known products and services. This also applies to EK-Verlag und Geramond | VGB.

Among the dealers present, we must not forget the Modellbahn-Union with its own brands. To the best of our recollection, Schrax was present for the first time, which offered a chance to get to know each other personally and to rub our eyes in amazement.



Schrax presented a very special new product at the trade fair: a scaled wheelbarrow for gardens and construction sites in Z gauge. To illustrate its tiny size, we photographed it on a 2-cent coin.

Not only were the latest new products that we had the honour of presenting in the magazine on display at the stand, but also a modern wheelbarrow as a trade fair surprise. This may come as no surprise to long-time Zetties, but being able to produce it from a single piece with its delicate handles using 3D printing turned out to be a great feat. This only becomes generally comprehensible with the help of a two-cent coin for size comparison.

Michael Boost also used Dietmar Allekotte's stand this year to show models in the display case in which he has installed lighting and digital decoders. Also on display were a shuttle track operated with Shorty models, and a test and demonstration diorama for the Z-Car system.

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**Photo above:**  
To make the difference to the previous North Sea layouts by Dietmar Allekotte visible, we have captured his work shown in Dortmund in a general view.

**Photo below:**  
High-ranking visitors on the Schaarhörn (right), the king is on holiday. Meanwhile, in the background, people are busy working and loading cattle; there is also a cattle market in Müsum today. Meanwhile, the steam railcar brings more guests to the pier for the ship.



As a contrast to the Z gauge selection, he also showed a T gauge ICE running on an oval in a roundabout, as well as a garden railway diesel locomotive of the 218 series with a matching 1:220 scale counterpart. Those who gave the display case more than a cursory glance also got to see a new lighting board for passenger carriages, which can be shortened in many ways and can therefore be used for a wide variety of models.

However, the main attraction of the stand was the small "Hp Sieltief" peep-box layout, lovingly designed by Dietmar Allekotte as usual and once again based on North Sea motifs. Once again, the familiar motif elements of a small stopping point, the bridge over a dyke, a short stretch of sandy beach and a cow pasture were used.



We also look beyond the horizon and take a look at three selected H0 gauge layouts. This first one based on Norwegian motifs is called "Nordslandsbanen" and was shown by the Masslijn MST.

On the other hand, a commercial enterprise where boat parts such as ship propellers are repaired offered variety. It was given a siding to the branch line, and the loading hall can also be driven out from behind the scenery, invisible to the viewer.

The small layout "Müsum" by Kai Wüstermann, which is set on the coast of Schleswig-Holstein in 1896, has not only delighted us. Even though the organising body, the Modellbahnverband in Deutschland e.V. (Moba), has given it the attribute "German premiere," long-time Zetties know very well that this fine piece has already been to many exhibitions but had never been displayed in Dortmund.

Once built as a competition entry for the railway journal, we were not allowed to portray it during the period of performances and voting. Nevertheless, it subsequently appeared in various exhibition reports, as it could be admired almost regularly, especially in Kai's Nordic homeland.

The main motif is the bathing steamer jetty with its railway siding in the small town of Mûsum, whose buildings can be seen in the background. There is a lot going on in the small town and on the promenade, as it is market day and there is also a lot of livestock and fuel waiting to be loaded. A small shipyard on the left-hand side of the layout is hard at work.

The exhibits are lovingly and vividly designed and give a very authentic photo of what life must have been like near the coast in imperial times. Only at second glance does it become clear how many of Kai Wüstermann's own constructions he has created and incorporated here. For our episode 27 on **Trainini TV**, we asked him to describe and report on the depiction himself.



Rik Martens' "Carolo Metal" made do with a single track, as there was plenty to keep the eyes enthralled for a long time off the tracks.

The Noch stand is always a popular place to go. There were also demonstrations here, for example on patinating rolling stock, but most interested visitors are always attracted by special offers at the fair.

Among them was a number of Rokuhan articles for Zetties, which certainly pleased Tony Ichikawa, who had travelled from Japan with his wife to get a personal impression of model making in Europe and to compare it with that in his home country.

It also finally gave us the opportunity to meet Hiroshi Kato (managing partner of Kato), whose product range is likely to have provided a lot of inspiration for Rokuhan. Kato, Japan's largest model railway manufacturer specialising in the N scale, took part in Intermodellbau for the first time.



At the International Toy Fair, it was also agreed to hand over to Noch any reader suggestions for new car models for colour 3D printing that had been received and prepared at Intermodellbau.



A circular layout where we don't even know which of the lovingly designed details to show you: "La Petite Ceinture de Paris" by Paul de Groot. Keep your eyes peeled for where it will be shown next and go there yourself!

After the end of the trade fair, we then honoured this with a visit to the editorial office followed by a barbecue. The following personal exchange was equally enjoyed by all participants, because now the model railway was allowed to take a back seat. Time passed far too quickly, because the next day at 9:00 a.m., we were back at the Dortmund Exhibition Centre.

And there we visited one last highlight. There were many beautiful layouts of all gauges to see in Dortmund, and we were able to capture some of them in photos and on film. What stood out for us was the circular "La Petite Ceinture de Paris" (The Little Belt of Paris) by Paul de Groot, a master of his trade. Set in Era I, he focussed on life in Paris in earlier years.



**Exhibitors with Z gauge relevance:**

<https://www.busch-model.com>  
<https://shopware.donau-elektronik.de>  
<https://www.eisenbahn-kurier.de>

<https://www.faller.de>  
<https://www.geramond.de>  
<https://imprintium.de>

<https://www.luetke-modellbahn.de>  
<https://www.maerklin.de>  
<http://www.mazero.de>

<http://michas-moba.de>  
<https://www.minichamps.de>  
<https://www.modellbahnunion.com>

<https://www.noch.de>  
<http://www.peter-post-werkzeuge.de>  
<https://www.rokuhan.de>

<https://www.schrax.com>  
<https://viessmann-modell.com>  
<https://www.vgbahn.shop>



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Readers' letters and messages

## Zetties and Trainini in Dialogue

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

Feedback on our call from **Trainini TV** Episode 25:

Thank you very much for the great suggestions for the expansion of our Z gauge vehicle series. There are some very interesting models among them that we hadn't thought of, and I'm already looking forward to discussing the ideas with my colleagues in our new products team.

Dr. Rainer Noch (Firma Noch), Wangen im Allgäu

On the initiated discussion about "good" pantographs:

I have just read the new Trainini. I can add something to the discussion about the pantographs. You know that the look of the vehicles is my priority.



I have changed something for the showcase models that is very close to reality, as the transformer on the dining cars is the same height as the pantograph. Here, I have removed the lower part and only glued on the upper part.

With the locomotives, I pressed everything down so hard that it cracked a lot. Fixed with superglue. The second goes up as normal. This means that the lowered one is at the correct optical height. With this I am 100% satisfied with this solution as it is extremely close to the original.

Michael Fuhry, by E-Mail

**Regarding exhibition report in Trainini® 4/2024:**

Many thanks for the very interesting April issue. As I was also a visitor to On traXs in Utrecht this year, I would like to contribute another photo to the "Ode aan de modelbouwer" layout.



Huib Masskant also had steaming hot coffee on the workbench to offer at On traXs He also demonstrated this effect to our reader. Photo: Dirk Rohwerder

The builder Huib Maaskant allowed me to take this snapshot of a steaming hot cup of coffee in the workshop. He sporadically showed the gag to the public. I hope it's easy to recognise?

Dirk Rohwerder, Sprockhövel

**Pleasant turnaround after staff absence:**

You published my article on crZ in the July 2023 issue. In the meantime, at the end of February 2024, I received my digitised model of the BR 143 (Märklin 88431) back from Mr Ribatzky. As a small surprise, switchable driver's cab lighting was installed.



As agreed, Mr Ribatzky covered the costs of developing the circuit board and installing it, so I only had to pay for the decoder. Many thanks in this way to Ulm.

Peter Taubert, Schwerin

Editor's reply: Thank you very much for reporting this positive experience. We also met Christian Ribatzky in person in Altenbeken and can only confirm the positive impression expressed here.

**Meeting with our editor-in-chief in Altenbeken:**

I was very pleased to meet you in person at the Z-gauge weekend. I was also very impressed by the modelling quality of the layouts and dioramas on display. The builders of many H0 model railways could take a leaf out of your book. I also took a lot of photos, contrary to my usual habits.

Wolfgang Franke, by E-Mail

**Three years of Märklineum:**

Within three years, the Märklineum in Göppingen has established itself among fans of the museum all over the world. Exhibits, productions, and interactive media technology cast a spell over visitors on four floors. Very special offers await visitors for the anniversary in June.



For three years now, visitors have been walking through this entrance, which leads them into the Märklineum, where a multifaceted exhibition on the history of the Märklin company awaits them. Photo: Christoph Maier

Right in the inner courtyard, you can see an original class 44 steam locomotive and a garden railway layout. After entering the exhibition, the tin toys from the early decades of the company open the presentations. These include doll's kitchens, ships, early railway models, and the company's own race track, as well as Märklin metal construction sets.

The floor above is dedicated to the many Märklin locomotives in all gauges. This also includes models of the Trix and LGB brands. The highlight, however, is a virtual application on a scale of 87:1. In the enlarged replica driver's cab of the H0 gauge model of an E 10 locomotive, visitors use VR glasses to float into this model in 3D animation, which passes by like a moving exploded drawing.



Märklin boss Florian Sieber personally tests the virtual journey in an H0 model of the E 10 series, sitting on the 87:1 replica of its model driver's cab.

Märklin also promises a glimpse into everyday production with the help of an assembly line that impressively demonstrates the various steps involved in assembling a model as part of “transparent production.”

The 100 square metre display with day-night projection, which occupies the lowest two floors, also justifies a long journey. Accompanied by a multimedia wall and an impressive sound installation, it changes within fifteen minutes from sunrise, accompanied by birdsong and ringing church bells, to sunset and the chirping of crickets at night.

The Märklineum will soon be offering a special supporting programme to mark its third anniversary. During the anniversary week from 18 to 23 June 2024, everything will be themed “Märklineum & Friends.” There will also be an attractive 2-for-1 offer for a visit to the museum.

Hagen von Ortloff will also go on a treasure hunt with visitors on Tuesday, 18 June at 11:00 and 14:00 and present exciting rarities from the exhibition. An autograph will also be available on request, afterwards. The ten per cent anniversary discount in the museum shop is intended as a thank you to visitors.



Into the summer break with new products:

The duo from NoBa-Modelle went on their summer break at the beginning of May, but not without presenting some new products. Production and delivery will resume in October. Customers can then also look forward to the old E 91<sup>0</sup> locomotive (item no. 5025RF), which is now exactly to scale.

This is fitted with a shortened Märklin crocodile running gear, which can then no longer be swapped back into the basic locomotive. Purists for whom the correct length is important will be happy to accept this, especially as this model naturally looks harmonious all round.



Development goal achieved: Shortly before the start of the summer break, NoBa-Modelle presented the class E 91<sup>0</sup> locomotive in a scale version (item no. 5025RF) with full system couplers. Photo: NoBa-Modelle

An important development goal, which was only achieved after many months of pondering, designing and testing, was to equip the locomotive with a complete and functional coupling. With Jörger uncouplers, this also allows the locomotive to be used as a shunting locomotive that uncouples above the magnet.



The new "Swap Body" tank container (2045RF) is destined for the company's own carrier wagon, on which it is also loaded here. Photo: NoBa-Modelle

Although the prototype from the Oberhausen-Osterfeld Süd depot was also used in freight transport in the Ruhr area, the prototypes spent almost all of their last years of service in Munich and in the Ruhr area at least mainly in shunting services. For the NoBa models (<https://www.noba-modelle.de>), the full operational value was extremely important here.

The new “Swap Body” tank container (2045R) is intended as a load for the company's own container wagon, which will also provide a varied appearance in block trains. It is also available as a finished model (2045RF).

The same also applies to the Volvo F 12 lorry as a tarpaulin trailer “On the move” (6927R / 6927RF). The Freden railway station (4135R), on the other hand, always wants to be completed by the customer and is the last new model to be presented before the 3D printers are put on hold for a few months.



The Volvo F 12 truck has a colourful design and pulls the tarpaulin trailer “On the move” (6927R / 6927RF). Photo: NoBa-Modelle

#### Appearance of GMmodelli Torino:

The GMmodelli Torino website (<https://www.gmmodelli.com>) has been redesigned and another new product has also been published there. The new, single-track tunnel portal based on the FS model (item no. CF-0003/1) is typical of Italian architecture, but will certainly also look very decorative and appealing on layouts based on German models. It is already available.

It also states that another new product will be announced soon.



#### Delivery of Modellbau Laffont:

We received the news from Aachen that a new product has become available in the form of the Wiesen railway station (item no. Z6801). The wooden building in alpine style does not necessarily have to be built on a narrow-gauge line.

#### Photo left:

The Swiss railway station Wiesen (item no. Z6801) also cuts a fine figure on a standard gauge line. The small station building can be used well away from large metropolises.



It looks just as appealing as a reception building on a standard-gauge SBB line next to crocodiles and other Swiss locomotive legends. The laser-cut kit can be purchased directly from Modellbau Laffont (<https://modellbau-laffont.com>). A direct link to the Z gauge range can be found on our website.

**A recent Märklin delivery:**

Märklin delivered the class 221 (item no. 88208) ocean blue and ivory-coloured diesel locomotive to dealers during the reporting period. The prototype was located in the Oberhausen-Osterfeld Süd depot, the outgoing depot for this diesel locomotive was.

The prototypes earned their bread of mercy here in mining traffic, primarily on non-electrified lines such as the Angertal, but were also used in front of winter sports trains to the Sauerland or on special trips.



There is certainly a better way to celebrate the 50th anniversary of the DB's ocean blue and ivory colour scheme this year than with a locomotive from the V-200 family. Nevertheless, the class 221 in its last colour scheme (item no. 88208) made it on time.

Even if the colour scheme, especially on the round front, was not very appealing due to the lack of design features, the model, retrospectively, recreates an important piece of railway history and is, therefore, becoming increasingly popular.

Märklin put it on the market with a clean paint scheme and fine and legible printing using the latest technology. This also includes chrome rings around the lower locomotive lanterns, while the upper ones are prototypically without them, and colour-contrasting grilles behind which the typhoons (horns) sat and emitted their signal to the front.

The model with bell-type armature motor has benefited from the sister locomotive of the 220 series, which is why this locomotive also has red tail lights, both illuminated by maintenance-free LEDs, in addition to the direction-dependent headlights.

## New from Yellow Dwarf:

Yellow Dwarf did not remain idle in June, either. We were notified of two new products that once again focus on loading and storage: With “Storage Accessories III – Crates” (item no. 60248), these are stored on pallets, as are the “Storage Accessories IV – Barrels” (60249) and are therefore also suitable for scenes that appear to come to life with the help of a forklift truck.



Yellow Dwarf is further expanding its range of loads with “Storage Accessories III – Crates” (item no. 60248; photo left) and “Storage Accessories IV – Drums” (60249; photo right). Photos: Yellow Dwarf

The manufacturer's pages with the possibility of purchase can be reached via a link from our pages or directly via <https://www.yellowdwarf.eu>.

## Further Busch new products:

The Viernheim-based accessories specialist has also started to distribute its new products in instalments throughout the year, and the current brochure 2/2024 contains some repeats, but also some genuine new products, which we would like to mention no.

These are, for example, two tree packs “Mixed forest” (art. nos. 6488 / 6588), which are declared for larger scales and contain 10 and 15 trees respectively in pipe-cleaner design.

This inexpensive, but no longer contemporary design is probably primarily suitable for nostalgic layouts, which is why the specimens are so small that they could be used without hesitation for the 1:220 scale.

We know the “Aqua Liner for water design” (7169) in a similar form from the Noch range. It is used for modelling moving water, creating a waterfall or icicles. Transparent modelling water (7580), which can also be coloured with a colour set (7581), is available to go with it.

The modelling snow paste (7173) glitters and can be kneaded directly into shape to form snowmen, igloos,



Three-part colour set (item no. 7581) for the new modelling water (7580). Photo: Busch.





The manufacturer created this demonstration scene with the new modelling water and the corresponding colours. Photo: Busch

snow globes and snow caves. It is also a good choice for snow-covered roofs or effective tyre tracks in the snow.

Our readers should take a look for themselves to find out whether the new “silver corrugated cardboard” (7209) and the photos from the “Sgraffito” sheet (1112), a scratch plaster technique from the years between 1930 and 1960, can actually be used for Z gauge.



**Soap operas at WDW FullThrottle:**

Two special ACF bulk goods wagons with cylindrical loading space and cover against moisture have been released as new products by WDW Full Throttle. For this collector's pack (item no. FT-COL68), the wagons were given new road numbers.

Included are an orange and a yellow copy for the detergent brands Duz and Tide, which also became popular in the post-war period with advertising inserts in the packs

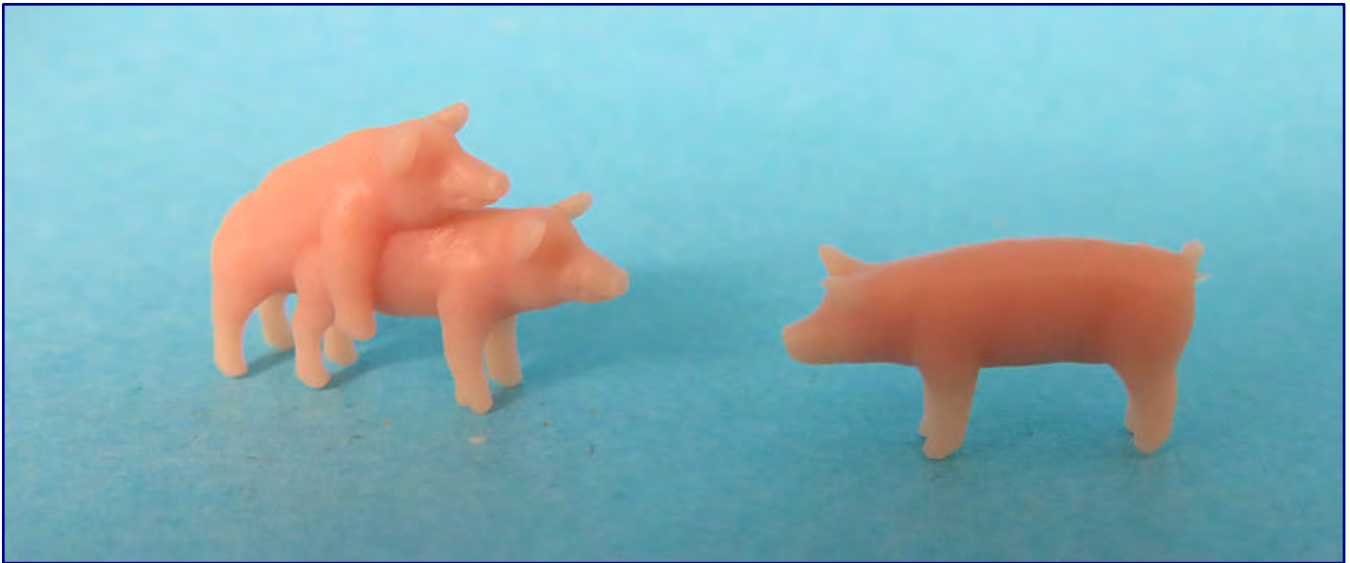
**Photo left:**  
New collector's pack with reference to soap operas (item no. FT-COL68). Photo: WDW Full Throttle

and courted the favour of American housewives on television. It is partly due to these processes that we still talk about “soap operas” today.

The trolleys are available directly from <http://www.wdwfullthrottle.com>, or, in Germany, from Case-Hobbies (<https://case-hobbies.de>).

#### **Pigs from Cologne:**

Klingenhöfer Miniaturen (<https://www.klingenhoefer.com>) exhibited its “piga” in Altenbeken and also presented it to us. But don't worry, the new delivery is not that disreputable! The Z gauge figure pack of the same name (item no. Z-TS23) contains a single domestic pig and a sow being mated by a boar.



The new figure pack “piga” (item no. Z-TS23) had already been presented by the manufacturer in Altenbeken. Photo: Klingenhöfer Miniaturen

What used to be commonplace on farms and provided consumers with a supply of meat and suckling pigs will also find its place on the model railway. It doesn't have to be presented in full view of small children...

#### **A summer party to mark the anniversary:**

Modellbahn Union from Kamen in Westphalia is celebrating its 25th anniversary with a big summer party on 28 and 29 June 2024. Such a summer party is held every two years, but this time it is under the special impression of the company's birthday.

Everyone is welcome, according to the company. That's why the programme will be correspondingly broad. In addition to presentations and demonstrations by manufacturers as well as opportunities for customers to ask questions, there will also be plenty to see and do.

The visit should also be explicitly worthwhile for families with children. As the Modellbahn Union is also one of the most important supporters of our activities for youngsters, **Trainini®** is also taking part in the festival with a four-person delegation.

For example, we present regulars' table boards as an idea for model railway meetings where the children can control the trains themselves, as well as organising manufacturer's own products (article by editor Ralf Junius).



The beer mat crafting events have been a tradition for several years now and have inspired many children and their parents to take up modelling. In a small area, they can learn the techniques and basics of modelling free of charge and give free rein to their own creativity. Model building demonstrations and explanations for experienced model railway enthusiasts are also planned (contributions by editor-in-chief Holger Späing and Hendrik and Kristin Späing).

And so, we call on you to visit us and the Modellbahn Union in Kamen, to chat and learn or simply to exchange experiences. You will have the opportunity to do so on Friday between 13:00 and 18:00 and on Saturday from 10:00 to 18:00 (change compared to the advert on page 46), the date can be found above.

The destination address for your visit is Gutenbergstraße 3 in 59174 Kamen. We recommend travelling by car for those who live further away. In the immediate catchment area, a bicycle will certainly prevent a lengthy search for a parking space.

The nearest railway station, whose station building the Modellbahn Union has also implemented in its own programme, is Kamen. From there you can reach your destination by public transport or taxi or, if you are willing, in 10 minutes on foot (approx. 1.0 km).

**Herpa should not be forgotten:**

The cardboard kit "Airport Tower" (item no. 573061) was launched from Dietenhofen. The parts to be cut out together form a 34 cm high control tower for airports, which can be set up on the floor plates (558969-001) not yet supplied.

On 29 June 2024 from 9:00 to 17:00, the manufacturer is once again inviting visitors to a summer festival at the company headquarters in Dietenhofen, where its own products will be on display and can be purchased. The company museum will also be open to the public, and there will also be insights into production.

**Locomotives and carriages from AZL:**

American Z Line will be supplying its customers with locomotives in May. New on the market here is the SD70ACE from Union Pacific, which has a historic SP livery (item no. 63109-1B). In terms of the technical equipment shown, it represents the current operating status.



The EMD SD40-2 runs for the Rock Island (64215-1 / -2) in a colourful appearance, but is also presented as the SD40-T2 tunnel locomotive of Kansas City Southern (64105-1 / -2). They also show individual equipment features of the prototypes according to the current AZL standard.

ES44AC from General Electric (62413-1 to -3) of the BNSF in historic "Heritage II" livery. Photo: AZL / Ztrack

Last in the group is the ES44AC from General Electric (62413-1 to -3) of the BNSF, also painted in a historic livery. The wagon stock is completed by a heavy Canadian National semi-baggage wagon (74013-1 / -2).



UP's wide-view goods train accompanying wagon (921021-1), which came to the railway company by special means. Photo: AZL / Ztrack

The Ortner bulk freight cars are now appearing for the railway company Georgetown / GRR (905363-1 / -2) in packs of two. A wide-view goods train escort car (921021-1) was transferred from the Missouri Pacific to the UP stock, marking the last delivery of this month.

**Wonderland film on DVD:**

Miniatur Wunderland Hamburg has announced that its documentary film, which

had a successful run in the cinema, will be available to buy on DVD from 7 June and on Blue-Ray five days later. Signed copies can already be pre-ordered from the operator.

**New provider Nano-Models:**

Under the name Nano-Models, a new model vehicle supplier called Nano-Models has so far only appeared on the Ebay trading platform. The Italian market newcomer from the Milan area does not yet have its own website.

From design and printing to packaging and sales, everything is done in-house. The current range mainly includes various lorry models with a strong focus on Era III and early Era IV.

In order to avoid conflicts, the brand representations of the lorries cannot be identified on the models. Similarly, no specific vehicle types are described and slight deviations are obviously accepted. Nevertheless, we were impressed by the miniatures, which are printed in several parts from resin, assembled and painted.

As an example, we have selected a timber trailer pulled by a heavy short bonnet (Mercedes-Benz). Our prototype comparisons indicate that the original was probably an export model that was not offered in identical form in Germany.



The timber semi-trailer with detachable load is pulled by a heavy Mercedes short bonnet, which we believe to be an earlier export version.





The “Millipede”, also once built by Mercedes-Benz, has never been offered in Z gauge. Nano-Models has now brought it to life in 1:220 scale, equipped with Trilux rims.

There was also great joy about the “millipede” from the same commercial vehicle manufacturer, which reached us as a platform-tarpaulin version with trailer. Two steerable front axles and only one driven rear axle gave this front-wheel drive vehicle its unusual and striking appearance.

This was due to the strict load restrictions in the domestic market. When they were relaxed, there was no longer any economic reason to continue producing this unusual vehicle, which is so popular today.

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