

International Edition

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for railroad enthusiasts
in the scale 1:220
and Prototype

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German Magazine for Z Gauge



Before our big Show

The long Ones from Azar Models
Lots of Technology in the TGV Sud-Est

Introduction

Dear Readers,

I want to take this opportunity to thank everyone who has sent us their congratulations on the 20th anniversary of our magazine in various ways.

We have always appreciated your thanks and praise, sometimes accompanied by ideas and suggestions, which clearly shows us that we have a vibrant medium in front of us.



Holger Späing
Editor-in-chief

Even though **Trainini®** is now one of the largest trade magazines in the industry, despite serving a niche in the model railway market, this is still the most important thing for us. We see ourselves as an important link between manufacturers and customers.

This means we must listen carefully to both sides, always remain objective and critical, and express our desire to work constructively with both parties. This is not always easy and can sometimes even be a major challenge. Apparently, however, we have managed this quite well over the past two decades.

Once again, we have managed to put together an international and colourful issue. We present new products from France, look back on an anniversary in the Czech Republic, take a look at the market leader in Göppingen and then continue to the Far East, as the second part of the TGV construction report is also presented.

Consider this as a little preview of the **Trainini Anniversary Exhibition 2025**, which will take place in just under a week. Acknowledge around a year of preparations and organisation with your visit, because this is our big birthday party that we have made possible for you!



One manufacturer felt left out, but we hope we were able to clarify and resolve the issue. Unfortunately, there isn't enough space for everyone, so we had to find reasonable compromises. We are displaying samples from all those who wanted and want to be part of the exhibition. This way, we avoid gaps and at the same time have enough space for layouts and dioramas.

I admit that I am still a little worried about our exhibition premiere, perhaps that I have forgotten some small detail, even though I know we have experienced partners at our side. But maybe that's just part of it.

Incidentally, the best start to the anniversary weeks came from the animal kingdom: Erika the parrot, who loves to visit us in the editorial office after we took her into our hearts, spontaneously sang us a birthday song – which you can see and hear at the beginning of episode 43 on **Trainini TV**. Thank you, Erika, you are simply a hero to us!

Sin-Z-erely,

Holger Späing

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We thank Goushi Koike for his contribution and Stefan Carstens for his photo support.

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Cover photo:

The ELNA steam locomotive 151 of the Moselle railway steams past the vineyards on the slopes of the Moselle at full speed. It is reminiscent of the successful times of the so called "drunkard's railway". Harald Ruppelt's model is heading for our exhibition, where it is awaited as a special exhibit.

Bogie wagon from Azar Models

Running the full Length

The French tend to design things differently, as we know from their automobiles and railways. One example are the SNCF's extra-long covered bogie wagons which were typical for France but always appeared a bit strange to the German eye. Azar Models has now created a monument to these pleasantly original wagons and pampers us with six different versions.

Before we assess the new, covered bogie wagons from Azar Models, we would like to take a brief look at their prototypes. After all, covered bogie wagons seem strange to those people who grew up under the German Federal Railway (DB).

The DB did not have any new designs of such types of wagons amongst its fleet, the only temporary exception being the former "Bromberg" class of wagons. Bogied wagons were more popular with our European neighbours and soon replaced two-axle wagons, whose production was phased out.



This image of the impressive SNCF Gahss 0 16 type wagon with road number 194 4 457 was taken in October 1972 at Stuttgart's main freight terminal in October 1972 and proves that these long wagons were also used to haul freight across the border to Germany. Photo: Fritz Willke | © Stefan Carstens

As early as the 1960s, the SNCF switched from the two-axle UIC standard wagon to the four-axle variant. The respective features of these covered wagons are closely related to their time of construction.

The latest wagons, which are the prototypes of the Azar models, have a payload of 40 tonnes or more and are marked as high-speed wagons. Originally designated internally as G 1.16, they entered the SNCF

fleet in 1971 with the UIC type designation Gahs. In total, 250 units were built and registered with the UIC numbers 31 87 194 5 000 to 249.

They belong to a larger family of wagons built from 1968 onwards, comprising several thousand units and differing amongst each other in some technical features and, in some cases, external details. What they have in common is the Y31B bogie design (a form of "French bogie") and a high loading capacity which benefited customers through lower transportation cost.

This is probably also the reason why these wagons, although very typical for France, were so rarely seen in Germany, despite the freedom of movement of goods: Due to a lack of comparable carriages, the Bundesbahn's invoicing system was probably not compatible with these larger wagons.



This Gahss 0 16 (road number 194 3 758) was also photographed in Germany in May 1970. It is part of a freight train that the photographer encountered in the Untertürkheim marshalling yard. Photo: Fritz Willke | © Stefan Carstens

In many cases, where two conventional DB wagons were needed and to be paid for, one Gahs wagon would have sufficed. But DB would then certainly only have been able to write an invoice corresponding to one smaller wagon type from its own fleet. On the other hand, the customer would not have been able to rely on being served with such a large freight wagon.

One can therefore assume that these high-capacity freight wagons were quickly returned to France. At the same time, our photos prove that they did run on German railway lines. They are an international phenomenon, and, therefore, are very much compatible with trains on German themed layouts.

According to the UIC registration classification of 1964, their generic designation stood for a covered wagon (G) with four axles (a), which can also transport fresh vegetables due to its ventilation sliders (h) and is suitable for high-speed transport at 100 km/h (s).

This classification scheme was extended in 1980. The abbreviation 'kk' was added to indicate a load capacity of between 40 and 50 tonnes and in some cases a 'ss' instead of 's' to indicate a higher running speed of 120 km/h. The red-brown standard wagon from Azar Models (item no. W04-ST) reproduces this specific type.

The models from Azar Models reflect the period when this change took place. It is also worth mentioning that they carry markings on which 140 km/h is indicated as the maximum authorised speed for SNCF domestic traffic.

Thanks to modifications, which included double soles or high-performance disc brakes, an electro-pneumatic brake and sway dampers, some cars were even certified for 160 (10 units) or even 200 km/h (48 units) within France. This modification enabled them to be operated on high-speed lines (LGV).



This photo taken in October 1975 features Gahss 0 16 with road number 193 1 036. Note the yellow UIC rope hooks, which are also reproduced on Azar models. At the same time, the prototype in the Untertürkheim marshalling yard shown on the previous page also illustrates that there were series with differing details within the same class. Photo: Fritz Willke | © Stefan Carstens

Conversions to livestock transport wagons G11.6 also date back to the beginning of the 1980s, which from then on were painted in SNCF-Marchandises yellow as Gakkss (with the secondary class symbol h omitted). They were given additional ventilation sliders for the transport of live cattle, which changed their external appearance. Two of the Azar models (W04-CH & -VA) reflect this specification, the one for livestock carries road number 186 1 273-1.

A few words also need to be written about the two Sernam wagon variants from the Azar Models range: The company was founded in 1970 by the SNCF to transport luggage and parcels, but also bulk items such as bicycles or furniture.

The name Sernam was an acronym of the French term “Service national des messagerie.” In 2002, it became independent under the ownership of SNCF and was finally sold in 2005. Insolvency followed in 2012.



We are unable to provide a prototype photo for the conversion to the Gakkss cattle transport wagon (item no. W04-VA; top left photo). The same applies to the wagons from the Sernam wagon fleet (W04-SN; picture top right / W04-SNG; picture bottom left) and the later Fret variant (W04-FR; picture bottom right). Some wagons of the latter three versions were certified to run at speeds of up to 160 km/h on the French domestic network.

From 1995, their freight wagons were repainted grey, which marks the time period between the red-brown (W04-SN) and the later original (W04-SNG). FRET is the goods train division of today's SNCF. It includes the most modern livery variant in a turquoise green colour (W04-FR).

However, we have no valid information as to whether some of these four-axle wagons are still in service today or whether they have been completely decommissioned. However, it can be assumed that this part of the public railway also had wagons prepared or operated for a maximum speed of 160 km/h.

To conclude the prototype section, we therefore note that the French Z gauge manufacturer has created interesting splashes of colour that will look authentic, yet special, in a German train formation.

At the same time, these are models which, due to their different look, will immediately stand out in a train, even in the conventional red-brown paint version, and convey the international dimension of European freight transport.

A look at the model

Now that we have taken a closer look at the prototype and already dropped some references on the models, let's check them out in more detail. The harmonious overall picture of proportions and fine engravings is very striking.

The new products from Azar Models are immediately appealing from a first glance. The standard version (W04-ST) is perhaps the most suitable one for a more detailed assessment, because it is quite simple and does not distract from the overall design with striking colours or lots of markings.



Most customers outside France are likely to opt for the standard wagon (W04-ST; left), but if the horse transport wagon (W04-CH; right) travels to horse shows and not to the abattoir, one can certainly imagine nice stories for letting this exotic version run on a layout.

We have not counted the number of rivets on the side walls, but then the prototypes also do not have an exaggerated number of them either. The number seems to be correct. Let's also address a point that is always a point of contention with scale models: should the rivet size be exactly to scale and therefore almost invisible?



This view of the side panels, doors and flaps illustrates how Azar Models managed to replicate the prototypes typical riveted structures. The finely detailed handbrake wheel also deserves a mention.

Or is it better to emphasise them a little more and therefore enlarge them slightly? In our opinion, Azar Models has succeeded in striking a visually appealing and sensible balance.

We also take an initial look underneath the wagon: The inner longitudinal beams are designed as fish belly beams and are also correctly reproduced in the model. Next to them we find air tanks and a semblance of a brake system.



A look underneath reveals correctly positioned bogie pivots, but also that prototypical details are replicated in those areas which are visible when the model sits in its intended upright position on the track. The sprues for the two handbrake wheels look massive from underneath and are designed for stability, but will not be visible when operating the model.

However, the detailing is limited to what the observer sees when looking at the wagons from the side. Everything that the naked eye cannot recognize on a scale of 1:220 has not been detailed. We consider this to be justifiable and correct from a cost efficiency point of view.



From this perspective, the visually effective offset black buffers can be clearly seen. Also visible here is that coupling shaft of the bogie is protruding due to the correct pin positions.

And we noticed something else on the underbody: the fine UIC cable hooks and the hand wheels of the parking brake with fine spokes on the sides impressed us.

From below, they turn out to be unexpectedly solid, which ensures the best possible resistance to breakage. From the side view, this cannot even be guessed, also due to the fine printing.

The black buffer shafts and discs in their red-brown sleeves also fit in with this image. Märklin could certainly learn a lesson here, as we have already criticised their lack of differentiation on several occasions.

Incidentally, the wagon roofs and ends are just as flawless as the side walls. The horse transport wagon (W04-CH) and the cattle wagon (W04-VA) have also been provided with the correct number of ventilation sliders in terms of moulding.

We took a closer look at the standard wagon (W04-ST) to assess the quality of the markings: They are applied in full and in four colours. The many white inscriptions are joined by black areas, yellow contrasting rope hooks and handbrake wheels as well as a red frame around the tare weight information on the outer solebar, almost only visible under a magnifying glass.



The printed inscriptions are finely detailed and largely flawless, in this model of the standard wagon in three colours. The red frame on the lower weight inscription is barely recognisable even in the photo: see 2nd line on the vehicle frame, to the right of the UIC hook.

This attention to detail is impressive, but pad printing also has its clear limitations in this case. The readability under a magnifying glass is largely given, but somewhat limited compared to Märklin and also the sliding tarpaulin wagons from the same company.

We detect some minor interruptions at the edges. They give the impression that the two usual prints have been printed on top of each other with a minimal offset.

To do this so precisely that it is not recognisable under a magnifying glass remains a fine art. And raising this issue here is nitpicking about something which is very good already. Consequently, we cannot deduct any points here.



If you want to decipher the white lettering on the light grey Sernam wagon, you need good glasses, but it is possible. The red frame section, which is placed on the end panel here, is noticeable.

After all, and we want to emphasize this explicitly, anything that can be identified by the naked eye can be considered being without defect. As proof of this, we mention the UIC ventilation sliders, which have been executed with absolute sharpness and precision using the colour white aluminium. Even the magnifying glass does not reveal any defects.



Anyone with a 1980s themed layout should also consider this early Sernam variant, which will stand out in a train formation thanks to its colour accents and its almost weathered look, as the walls and reinforcement struts are not of the same colour.

We were also very impressed by the many prints of the older Sernam variant (W04-SN). Here, the darker emphasised box struts of the superstructure also create an amazingly realistic effect. Whether this is only intended to convey the appearance of a patina or actually represents a design variant of the prototype, we have not yet been able to find out. In any case, we like it.

Going into details

The first points of criticism we have heard from readers concern the large distance between the couplings of the carriages. Incidentally, this was also the case with the Azar's Corail passenger coaches last year. That is why we are now going to examine this point in more detail.

According to our comparisons, the "French design" bogies are identical in shape to those of the sliding tarpaulin wagons. A reference in the official product descriptions to newly designed bogies is probably due to chronology: The text dates from the same period when the related wagons were also constructed and presumably refers to both wagon types together.

However, as the four-axle coaches of the covered type will be delivered around a year later, the reference is now causing some confusion. In fact, the differences between the Y31B type and the welded Y27 or Y25 on a scale of 1:220 are so small and barely visible that separate moulds cannot be justified under economic considerations.

The bogies are equipped with close coupling hooks, i.e., Märklin-compatible parts without shafts. What

Dimensions and data for the Gahss 016 boxcar of the SNCF:

	Prototype	1:220	Modell	Deviation
Length over buffer (LüP)	16.790 mm	76,3 mm	75,8 mm	- 0,7 %
Length of the car body	15.550 mm	70,7 mm	71,8 mm	+ 1,6 %
Height above SO	4.270 mm	19,4 mm	19,2 mm	- 1,0 %
Width	2.700 mm	12,3 mm	14,9 mm	+ 21,1 %
Pivot pin distance	11.750 mm	53,4 mm	53,8 mm	+ 0,7 %
Bogie axle stand	1.800 mm	8,2 mm	8,5 mm	+ 3,7 %
Wheel diameter	840 mm	3,8 mm	4,4 mm	+ 15,8 %
Service mass	23,1 t	---	10,8 g	
Maximum authorised speed*	120 km/h			
Bogie type	Y31B			
Year of manufacture	1971			
Quantity	250 units			

* international (in France 140, sometimes 160 or 200 km/h after conversion)

then is the reason for the greater distance between cars? This question is easily answered if we compare the way Märklin chooses to move the bogies. There, the bogies are regularly moved inwards to gain space for the coupling shank.

Azar Models has once again dispensed with exactly this and kept the prototype dimensions of the bogie pivot spacing, and incidentally also the centre distances in the bogie, exactly to scale. This maintains the correct proportions and is an essential part of the extremely harmonious overall appearance.

The consequence of this philosophy is, however, that close couplers must be used in order to be able to achieve the previously standard Märklin car spacing. If less is desired, a completely new coupling system would first have to be developed that does without the shaft and works in a similar way to the MTL couplings with horizontally mounted plastic springs.



We would like to use this later Sernam design to demonstrate the equally well implemented front end. From this angle, we can also visualise how solidly the rope hooks are moulded to the body to prevent breakage, although this will not be noticeable during operation.

Overall, we rate the scale of the new wagons as very good. The deviations from the prototype expressed as a percentage confirm this in a partial manner only, but also show the only two outliers. On the one hand, this is the width of the car body, which deviates similarly in other competitors' models to ensure freedom of rotation.



As a further splash of colour, we also show the last operational variant for SNCF FRET in a single shot. It can certainly also be used on the high-speed lines and could then encounter a TGV PSE, which is due for delivery in about four weeks.

A second deviation concerns the wheel diameter. The question of whether smaller wheels would have been sensible and justifiable can be answered differently depending on the perspective. The scale and a completely different appearance would speak in favour of this.

As a counter-argument, we put forward the higher operational safety and also add the information that some of the prototype wagons were fitted with different bogies and larger wheels during their service life. The model diameter would then be almost exactly right again. And Azar Models has actually selected versions whose prototypes were on the road from 1980 and later according to the inscriptions.



To illustrate the effect of the yellow livestock wagons, we include one of them on an international goods train

So, although we can mention this issue, we cannot criticise it. In comparison with tested models from other manufacturers, we consider these new products to be at a very high level and at the top of the class.

Their weight of just under 11 grams also fits seamlessly into the picture and provides derailment-proof models with good running characteristics. This makes it fun to use them for extending freight trains. They fit perfectly into mixed cargo trains that are still in need of an eye-catcher, but also add an appealing touch to homogeneous trains consisting of covered wagons, such as express freight trains.



The novelties look particularly good in cross-border goods trains and make for a credible train formation. For the observer, it is then usually also clear that the red-brown tones of the various state railways differ from each other, at least, in nuances.

And they will certainly continue to promote the 1:220 scale in our neighbouring country of France. We are particularly pleased about this, as there is a lot of catching up to do there, which is finally being done with the good local knowledge of a domestic supplier.

Our only logical conclusion almost hurts us a little at this point, because we don't want new products from one manufacturer competing against each other in the voting: We nominate the red-brown Sernam wagon (W04-SN; photo on page 11) for our best new releases award of the year 2025 in the wagon category on behalf of the six newly designed wagons.

The fact that at least two models from the same manufacturer will now be competing against each other also shows something that we like to hear and yet so often miss: Someone is thinking in terms of trains! And this is something we would like to explicitly recognise and encourage.

Manufacturer of the models:
<https://azar-models.com>

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

Faszination Modellbau



FAN-AUSSTELLUNG

31. OKT. – 2. NOV. 2025



Internationale Leitmesse für Modellbahnen und Modellbau

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Öffnungszeiten:

Fr. und Sa. 9.00–18.00 Uhr, So. 9.00 – 17.00 Uhr



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The Märklin autumn new items 2025

Two Tripods announce their Arrival

On 18 September 2025, the day before the in-house exhibition in Göppingen, Märklin announced its new products for autumn 2025. To present them properly, we are dedicating a short article to them.

The series of new announcements from Göppingen begins with a Class 64 tender steam locomotive in photographic livery (item no. 88746). After a long break, this colour variant pays tribute to Era II and, as an MHI special edition, also marks the centenary of the standardised locomotive.

Although their history did not begin with the bob hairstyle, it was included in the DRG's replacement procurement plans early on and follows their basic principles very consistently. In this respect, we definitely consider the model to be part of our pedigree, which will look back on 100 years of history in 2025.



The goods train set for the German Federal Post Office (item no. 81359) with Federal Post Office diesel locomotive no. 4 is the main autumn 2025 new product from Göppingen. Photo: Märklin

The “tripod of the Federal Railway” is still far from being delivered: the V 60 has been on the backlog list as a new design for a long time, even though it was already shown as a prototype in Altenbeken in spring 2024.

However, it should finally be ready this year, with a second variant rolling out for MHI. It can be found in the freight train set for the Deutsche Bundespost (81359). In this set, it goes by the name ‘No. 4’ and is a former DB 261. The ocean blue and ivory paintwork features the postal horn that was common in the



As class 360, the locomotive is used by the Cargo division (88652; left-hand picture), while the class 64 'bob haircut' (88746; right-hand picture) only wore its livery for photo shoots. Photos: Märklin

1980s, as do the three covered Gbs 245 freight wagons, which also belonged to the private fleet of the state postal service.

The third variant, which has also just been announced, remains unchanged in the original owner's inventory. Here, it is shown for Era V and is labelled as DB AG's Class 360 for the Cargo division (88652). It is already painted in traffic red, which is the current colour scheme.



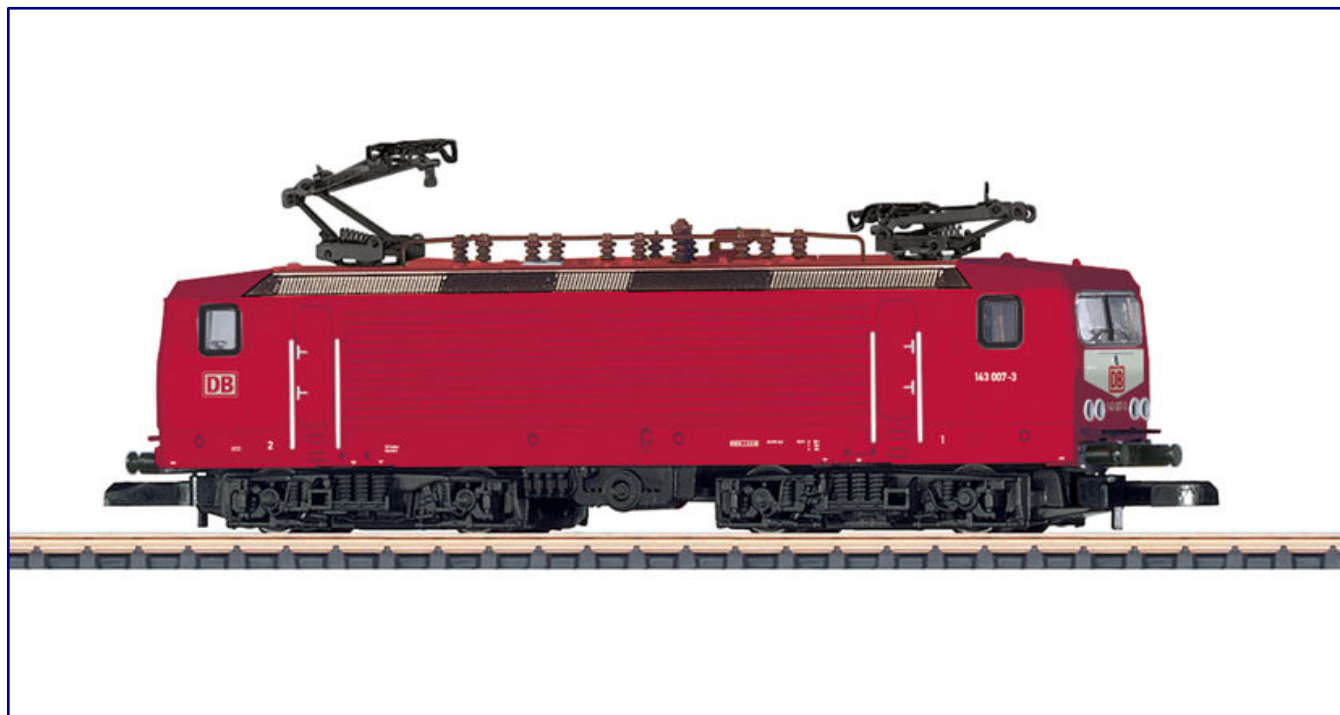
The investment casting edition continues with a Talbot self-unloading wagon for official use (82000). Photo: Märklin

The investment casting edition will continue in autumn 2025. Now it is the turn of the Talbot self-unloading wagon for official use (82000). Märklin attributes this bronze-cast ballast wagon to the German Federal Railways. In contrast to the classic 8624 operational model, the rotary valves in this model will probably be fixed; the product description in the new products brochure does not provide any information to the contrary.

This year's new products are rounded off by two train compositions, which are offered in several packages. The first is a local train from the transition period from the DB and DR state railways to Deutsche Bahn AG.

The universal electric locomotive 143 007-3 of Deutsche Bahn AG (88434) belonged to the traction division at the time and was one of the few machines in its series to be painted in the product colour concept of oriental red

The three 'Silverlings' from the 'Karlsruhe style head' (87183) set, on the other hand, still have their original appearance above the ocean blue painted frame. Only the 'Dürr biscuit' of the privatised state railway indicates their period of use.



143 007-3, owned by Deutsche Bahn AG (88434), was one of the few in its series to feature an oriental red paint scheme. Märklin commemorates it with this new release and places 'Silverlings' alongside it. Photo: Märklin

This pack contains one 2nd class carriage Bn 719, one ABn 703 with 1st/2nd class and the control car BDnrzf 740 with 2nd class and luggage compartment. It bears the operating number 50 80 82-34 083-9 and has been preserved in this form to this day in the DB Museum in Koblenz.

The local train can be extended with another 2nd class carriage Bn 720 (87163) of the same appearance. With these four local trains, Märklin is producing the 'Silverlings' in their typical appearance for the first time for Era V; previously, the focus had always been on the 'Mintlings'.

The Berlin-Malmö Express from the present day provides the model for the latest train new product. It is pulled by the ELL's class 193 (88238) Siemens Vectron electric locomotive, which has different printing

on both sides. It is leased to the Swedish transport company Snälltåget, which offers night train service between the German capital and the southern Swedish port city of Malmö.

There are only two pantographs on the roof of the modern Vectron, so it is a pure AC version of the Siemens modular system. As with the Flixtrain train from the summer new items, which has not yet been delivered and will be equipped with an electric locomotive of the same type, there is no information available yet as to whether the roof wiring will be adapted to the appearance of the prototype.

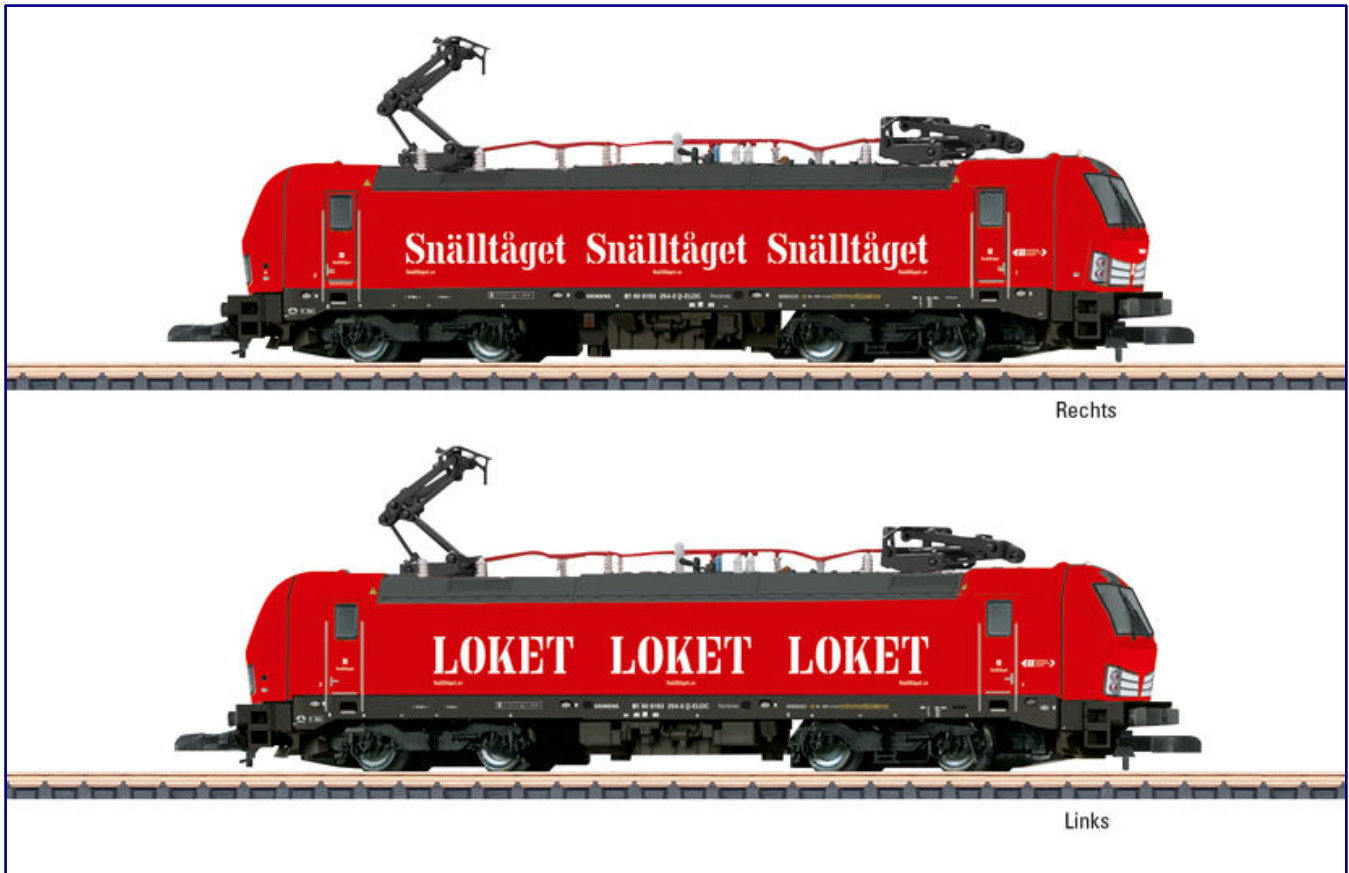


The coaches for the Berlin-Malmö Express (87283) have different lettering on each side, as can be seen in the product illustration.
Photo: Märklin

The four 2nd class open-plan carriages (87283) labelled Bpmz are familiar from the product photos; they are based on the old Bm 234 compartment carriages (8711). Their prototypes are registered in Austria, and the model also features the different lettering on both sides, 'Snälltåget' and the names of the stations served (Are, Stockholm, Malmö, Berlin).

This reflects the current operating state. Model railway fans will certainly appreciate the fact that this train can be used on layouts based on Scandinavian designs as well as in German settings.

The brochure does not explicitly state whether the carriages, like the Flixtrain models, are equipped with close coupling hooks and interior fittings. In their case, this information was also missing from the brochure but could be found (later) in the product descriptions on the website.



The Vectron AC class 193 of the ELL (88238) also has differently printed long sides. This also follows the prototype, which runs between Germany and Sweden. Photo: Märklin

It makes sense for any buyer who has sufficient space on their layout to purchase two car packs in order to match the length of the train as closely as possible to the prototype.

Supplier pages for the new products:
<https://www.maerklin.de>

Successful partnerships

Duha's Silver Jubilee

It is not only our magazine who is celebrating an anniversary this year. Another jubilee is Duha, the specialist manufacturer of wagon loads from Kolin in the Czech Republic. For a quarter of a century, this producer has been delivering the finest, most unusual and lovingly handcrafted loads. To mark their silver jubilee, we take a brief dive into their product range.

When it comes to wagon loads for Z scale trains, most people seemed to think of the Küpper husband and wife team who built a firm reputation amongst hobbyists through their early presence on the market and networking within the Z-scale community. As a result, many enthusiasts were not and still are not aware that other specialised manufacturers are also active on the market in their own unique way.



The “Röben” building material load (item no. 14374) is one of four similar products that can be described as classics in the jubilee's programme. We have not checked whether its elaborate loading frame still complies with the loading gauge or if it would already be considered an oversized cargo, but this should be of secondary importance for the model.

One of these is Duha, based in Kolin (Czech Republic). This specialist has been active in many scales for 25 years now and collaborates with a strong distributor, Jürgen Baumann from Baumann Modellspielwaren. However, participating in trade fairs has no longer been his thing for more than ten years.

As it is precisely this personal and close contact that makes a big difference in our community, we wouldn't be surprised if many of our readers are hearing the name Duha for the first time today. But we can also assure everyone that they have already had contact with their excellent products.

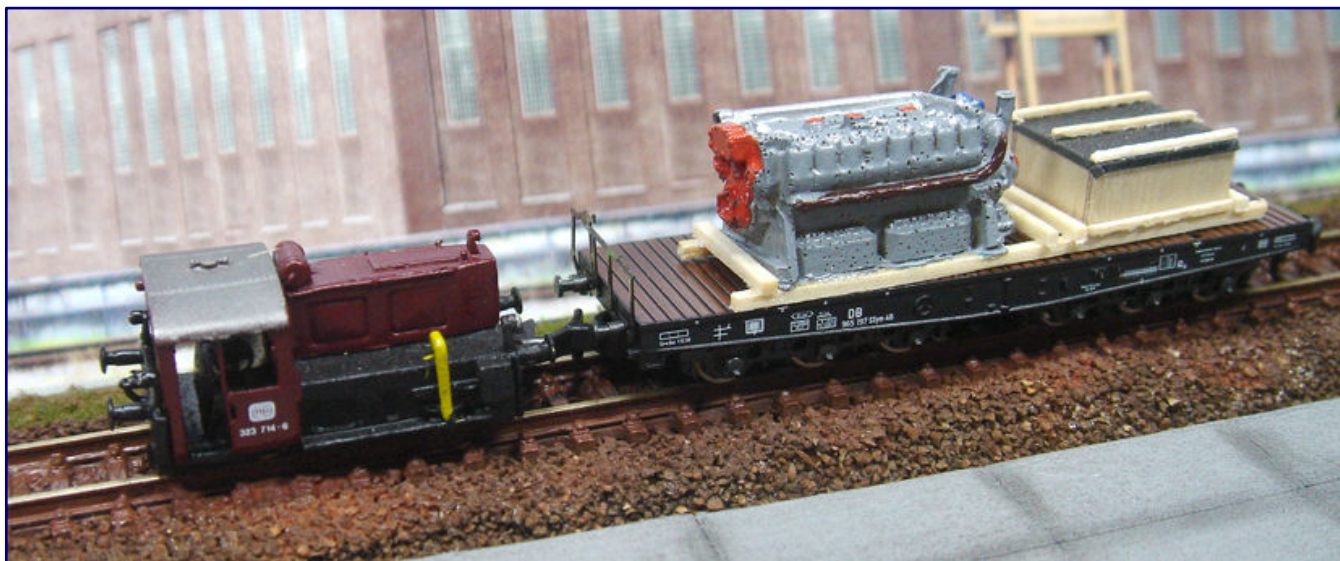
If you go through the Z gauge world with open eyes, you will find wagon load accessories in Märklin's programme that can also be found in the Duha catalogue. One example is the "Motor and Crate" load (item no. 14330), which Märklin included with its matching X 05 class low side car.

Procurement of Duha goods

Since Duha has been active on the German market, this supplier has had a suitable sales partner in Baumann Modellspielwaren, owned by Jürgen Baumann from the Nürnberg (Nuremberg) area.

His contact detail is given at the end of the article and he accepts orders for Duha products.

At least some of these loads were also labelled with the manufacturer's name. This makes it easy to prove that the quality requirements of the full-range supplier from Göppingen are definitely met.



This engine cargo (14330) also appeared without a box in Märklin's programme. It was loaded there on an X 05 type low-sided wagon.

And so, in the 20 years of our magazine, we have also discussed and presented articles from the programme several times. Sometimes this was as part of reports on new products, sometimes they were part of load suggestions, or even worthy of their own article, which dealt with several products from the same company.

Today, we would like to take brief overview of Duha's really extensive programme and present a few classics as well as more unusual ideas. This also takes place against in a context where the importance of Duha has increased this year.

Let's start with the latest Z gauge new product, as the manufacturer is also celebrating its anniversary with our community: We already drew attention to the "rusty pipes" (14548B) in the 2/2025 edition on the Nürnberg (Nuremberg) international toy trade fair.

They can be used to load various low side wagons, including the classic Märklin 8610, which is probably in everyone's collection. In this case, the red caps at the ends make the difference to other tube loads.

A recap of previous reports

Pipes have often played a role for us, which is why we only want to touch on them briefly, after all, all past issues of our magazine are still available via archives. We would just like to re-mention '11 pipes "Estel Hoesch"' (14203) or also '3 rusty pipes "Hardox" with flange' (14406).

The "5 rusty pipes with flange" (14410), which are supplied loose and can be made into a load if you build the wooden supports and load securing devices yourself, fit in with this theme.



We have combined the rusty flanged pipes (14326/A; right) with the five loose pipes (14410) to create a loading scene. It would make sense to reproduce and insert the lower wooden supports in the stake wagon beforehand.

Another idea, which would certainly also attract attention, is to place these pipes next to an excavator with a scrap grab on a loading road, where they wait to be transported onwards. We have now also visualised this suggestion. The "Pipes with flange, rusty" (14326/A), which we have also included, are a shorter but ready-made alternative.

In general, rusty loads are always an eye-catcher, although they offer little contrast to the red-brown colour of most freight wagons. They make a particularly realistic impression because they distract from the far too clean appearance of the rolling stock.

Five years ago, we presented the "Larssen" bung walls (14423/A) in this context, also in a rusty version (14423) and also with a length of 42 mm (14423/B). The "2 aged valves with sliders" (14233/A), which are also available with pipes (14233/B), also attracted attention.

The question regularly arises as to where such large valves with handwheels are used in industry. However, this is not revealed to the viewers of the model scenes, so that their curiosity is far from satisfied.



We have loaded the “Larssen” sheet piles in various versions and combined them into a mining and steel industry train. These loads also have a very topical reference to this year’s “Black Gold” theme for new items.

The “green boiler” (14455) with Westfalen lettering is more contrasting, but certainly more familiar. It too can do its rounds on the layout as a load and keep onlookers busy wondering whether it is capable of storing gas or heating oil.



The Westfalengas boiler (14455), which can also be set up next to a building as a storage tank for a heating system, will stand out in any freight train formation.

However, it is equally suitable for installation on buildings, where it can fulfil its purpose and actually fills a gap in the programme. Everyone is familiar with such containers from their own experience, but there are no offers for the system outside of Duha.

Overseas crates, which can be designed and labelled in very different ways, were the subject of several articles in our magazine. In the model, they ensure that low-sided, flat and heavy goods vehicles do not have to drive around unloaded.

At the same time, they sometimes arouse wanderlust when they reveal where their journey by ship will take them. In any case, it always remains exciting to see what might be transported inside. The cargo hidden inside is as varied as the weight classes.



The "Waldrich-Coburg" transport box (14494) is the Duha solution for overseas transport. It should be noted, however, that we can now rely on nicer low-sided and stake wagon models than this out-of-scale classic from 1972. Photo: Duha | Baumann Modellspielwaren

Duha offers the "Waldrich-Coburg" transport crate (14494), the contents of which are obviously weatherproof. After all, this crate will not have been provided with a tar paper cover for no reason, which is also lashed down so that it cannot be blown away by the wind on the high seas.

Classics of the programme

However, the Duha programme has been and continues to be much more diverse in the 25 years of its existence.

Especially after the retirement of the Küppers and their business "Spur Z_Ladegut", it is worthwhile to draw attention to such familiar wagon loads, which are probably needed on every model railway layout.

However, this does not refer to the classics called "mining timber" (14110/A) or "Coal" (14150/A) - the typical bulk goods for motifs of model railway eras II, III and IV, which were previously in the range.



Mining timber and coal loads can be considered as classic products of any manufacturer of model wagon loads. But Duha does not currently carry them in their assortment.

The "large stacks of boards" (14270) and "stacks of beams" (14273), which are particularly attractive for single wagon traffic, also fit

in with the broader theme. With its sawmill, Faller had supplied the appropriate industry for this, which is ideal for the theme of a branch line loading station.



We have loaded the “large stack of boards” (14270; left) and the “stack of beams” (14273; right) onto the same double-runner wagon for comparison. The 280 has just collected the load from the sawmill and is on its way to the train formation yard.

The saw mill is also the origin of the “lumber off-cut bundles” (14495) which used to be a common sight on stake cars. It is up to the customer how many loads he orders to fill the freight car and to place at the sawmill to be picked up later.



This R 10 type wagon is only partially loaded. The two “off-cut bundles” (14495) are still waiting for further bundles to fill the old stake wagon to capacity.

The “47 telephone poles” (14300), which are not intended to be erected, are also wooden. They are freshly produced without yet having been exposed to the elements. Their greenish colouring suggests that the poles have been freshly impregnated and additionally treated with tar oil on the underside to prevent rot in the ground.

Bricks were once the most important building material for all buildings of all sizes. As we saw in the 43rd anniversary episode of **Trainini TV**, they were usually transported in bulk by ship.

However, it was often a long way from the harbour to the building site, for which road transport was unsuitable at the time. Neatly stacked, the two “Brick loading” loads (14253 & 14253/A) offer precisely this transport option with various open wagon types. With dimensions of 28.2 x 10 x 2.9 mm and 29 x 11.1 x 3.1 mm respectively, they were designed to fit with two Märklin base models.

We cannot remember since when they’ve been part of the programme, but one last perennial favourite we want to mention are the “building materials” loads. They largely fill the height of the loading gauge and stand out because they have elaborate loading frames.



The “47 telephone poles” (14300; photo above) on the stake wagon are already noticeable thanks to impregnation and are a visual change from many other loads. The “brick loads” (14253 & 14253/A; photo below), which are intended for open old wagons, also belong to bygone times, but we have loaded them here on an X 05 low-sided wagon to make them more visible.

The transported stones of modern production are far lighter than bricks and also more versatile. This is why they have established themselves on the market in recent decades and are sold by various suppliers.

That's why we are mentioning two of the four relevant versions from the Duha programme: "Hebel" (14372) and "Röben" (14374). The old adage of "less is more" applies here, too, meaning that only one single stage wagon or low-sided wagon with this type of load should be enough for a mixed goods train.



Small locomotive, heavy load: Behind this Köf, the 'building material "Hebel"' load (14372) looks all the more impressive. If you have mounted a loading gauge on your loading track, you can also place this composition there to attract even more attention from onlookers.

It makes for more variety in a train formation, especially between covered wagons or those with high loading walls. The eye will immediately focus on something this unique, which provides a visual break from an otherwise uniform and overly harmonious row of similar wagons.

The Duha range, which we have only touched upon briefly for the purpose of marking the company's anniversary, is far too colourful and varied anyway to repeat one product several times. Take advantage of this variety and do your own research.

We are convinced that almost everyone will encounter plenty of variety at Duha. Empty freight trains should then be a thing of the past once and for all, although such empty trains used to be an occasional sight in real life as well...

Sales partner & source of supply:
<https://baumann-modellspielwaren.de>

Trainini TV – Anniversary episode 43:
<https://www.youtube.com/TraininiTV>

TGV Sud-Est at scale 1:220 (part 2)

My TGV PSE is now learning to walk

In the first part, Goushi Koike described how he modified and completed the superstructure of his TGV from 3D printed parts that were once available to order. This was followed by colour trials and the elaborate painting and labelling. But there was still a lot to do before his train was ready to run on the layout. He tells us about this today.

By Goushi Koike. After explaining in the first part how the housings for the power cars and centre coaches took shape and colour, I will now turn my attention to the coach floors and drives. Challenging tasks awaited me here, too.

The basic design and individual parts are taken from Märklin locomotives. However, there are no locomotives that have the same bogie spacing. So, I made special brass chassis, which I milled from metal blocks. The design was such that a bell-type armature motor can be used.

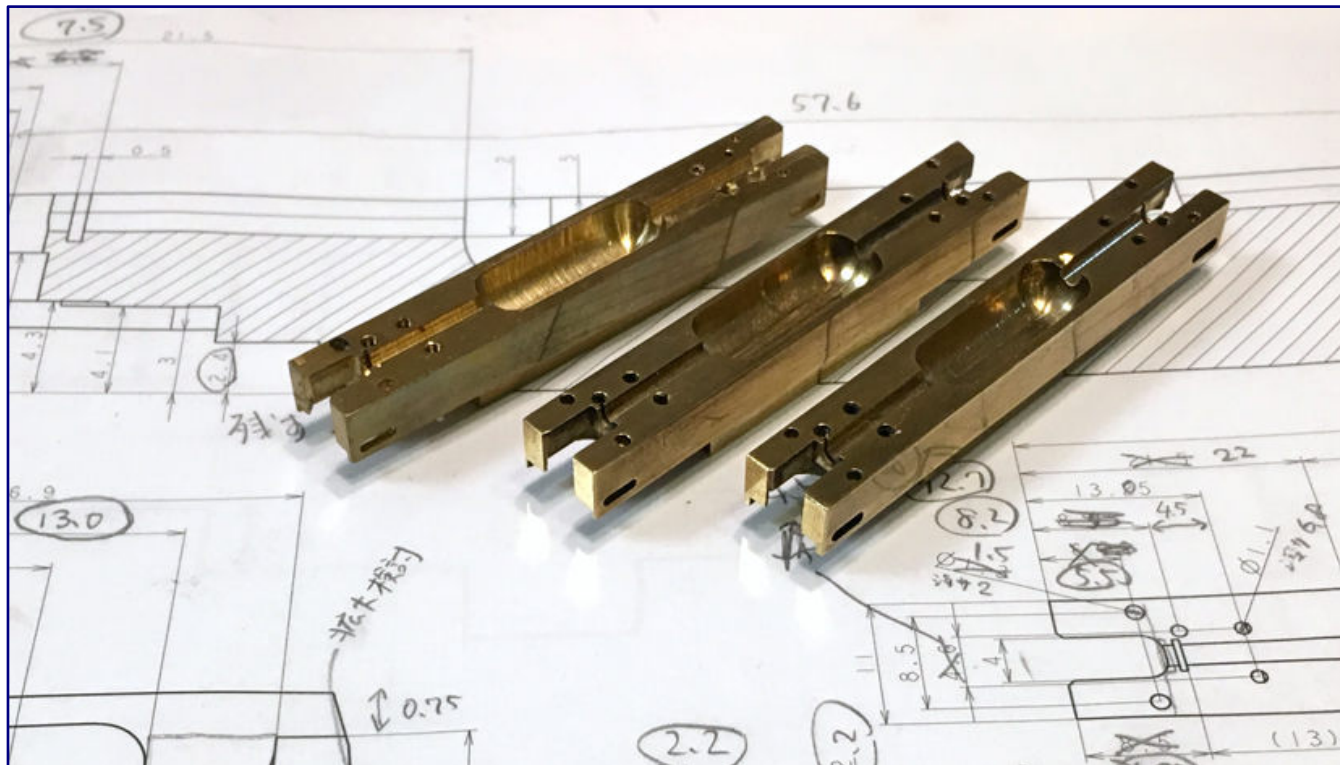


Among his equals: Our reader's power car and first centre car make themselves comfortable on the window sill of a Shinkansen.

To be able to use Märklin parts, I had to measure the basic elements and maintain compatibility with their structure. Based on these measurements, I designed the chassis in 3D CAD and then milled it manually with the small table milling machine.

The first Z gauge locomotives were developed by Helmut Killian in the early seventies. When he built his first prototype, I believe he also had to mill it from brass. Because brass is not only the best known and

easiest metal to mill, it is also very heavy. And he certainly didn't have a CNC milling machine at the time. I therefore believe that all moulds on a Z gauge chassis can be made from manually milled moulds.



The chassis frames were intricately milled from brass blocks. This not only ensured precision, but also provided the necessary weight for good traction.

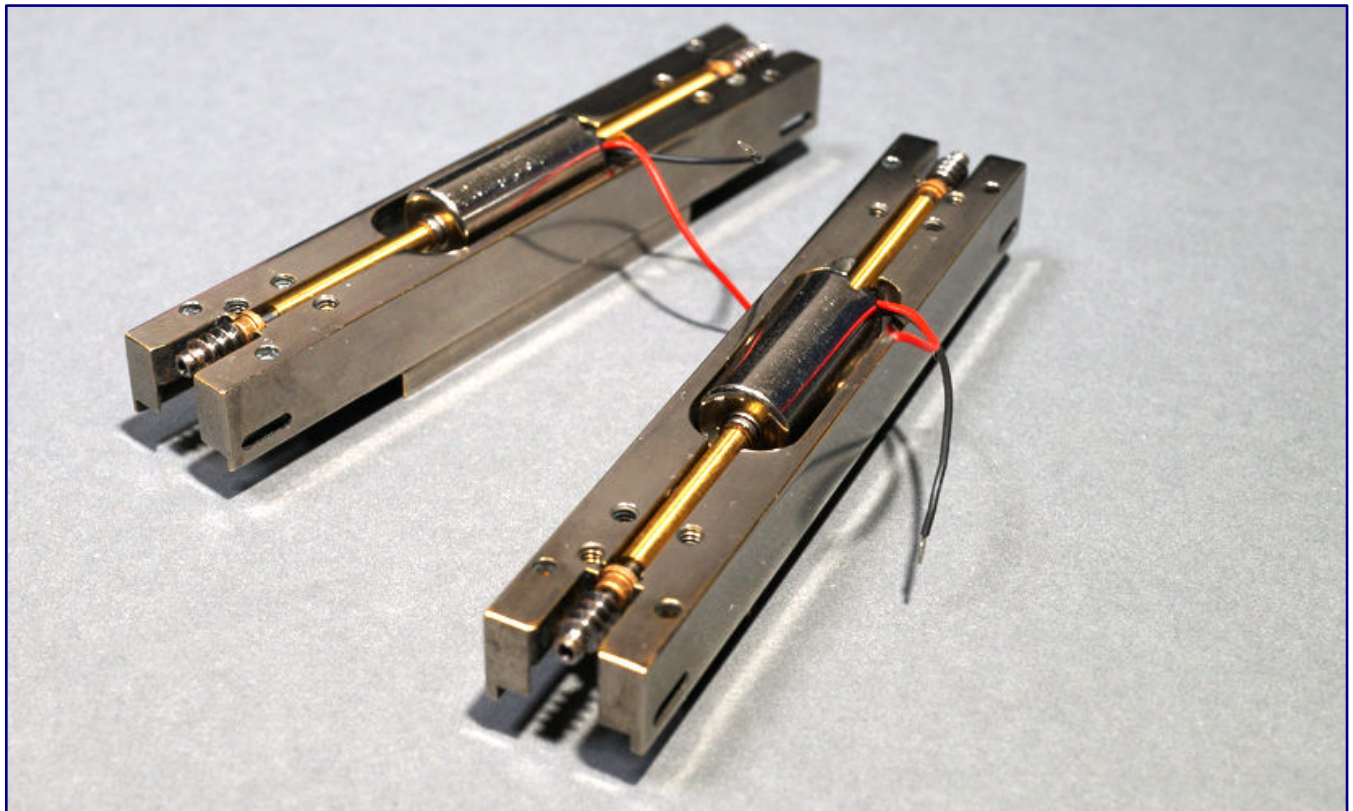
But, I hadn't solved how to cut out channels in the shape of a bearing holder. But I still didn't know how to mill the ring grooves for the shaft bearings. Eventually, I found out that I had to use a T-slot cutter for this. I then ordered a customised T-slot cutter.

After the milling processes, I polished and nickel-plated the blank to prevent rust. And I added gold-plated material for the electrical contact sections. Bogies and their gears, plastic parts holding the contact, and the circuit board were taken from Märklin locomotives. I cannibalised two locomotives (art. nos. 88482 and 88581) with similar bogies for this project.

I used PH screws M1.7 mm according to JCIS (Japan Camera Industrial Standards), which replaced those of M1.4, to fasten these plastic parts. I wanted to prevent possible breakage. But, this idea was not good because the distance between the threaded holes and the U-shaped channel for the centre shaft was not enough.

Lubricate gearbox correctly

For my model, I chose the bell-type armature motor with two drive shafts from Rokuhan (A100-2) in duplicate (for both power heads). It is identical to other coreless motor models, so it could also be connected directly to the worm gear. To do this, I made a brass shaft on my bench lathe so that I could use it as a connecting piece on both shaft outputs.



The Rokuhan bell-type armature motors and gear shafts are inserted into the chassis. Lubrication work is also carried out together with further assembly.

The shaft can then be pressed on and connects the worm gear shaft and the motor shaft. Coaxiality of these parts and their accurate assembly are important to reduce gearbox noise. If the tolerances are too large, it will not be accurate and will cause annoying noises.

Two bearings near the worms fix the position of the long shaft. If the motor housing were fixed too rigidly and imprecisely, internal stresses due to mutual positional deviations would lead to increased friction losses in the bearings.

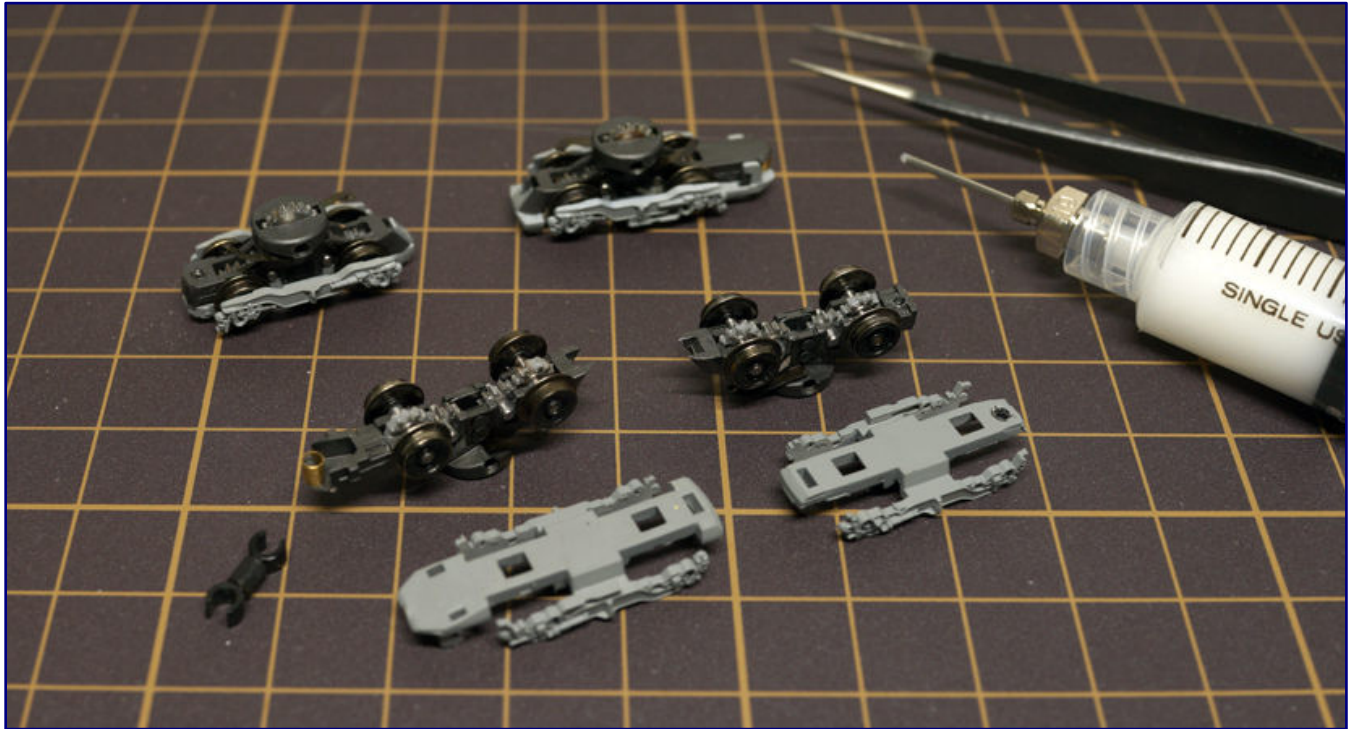
In order to hold the two bearings coaxially, the U-shaped channel that holds the radial position of the bearing was cut in one process using a ball end mill. At the same time, a small channel, which holds the axial position of the bearing by clamping the flange, was cut with a specially ordered T-slot cutter.

For these reasons, the position of the shaft must be defined with the shaft bearings. The motor housing itself only has flexible support with soft RTV silicone (room temperature vulcanising silicone). RTV silicone must be selected as a siloxane-free type, because the evaporating siloxane causes motor malfunctions. I choose the product KE-4896 from Shin-Etsu Chemical Co, Ltd.

I assume that original Märklin oil is mostly used for Z gauge models. However, I have also heard that some modellers use oils for mechanical clocks. However, these may harbour the risk of damage to 3D-printed bodies.

In addition, their base oil is usually glycol, which hardens through oxidation and requires frequent maintenance. On the other hand, some of the silicone-based lubricants that are often used for glycol cause chemical reactions with the plastics.

For these reasons, I have chosen fluorine grease for the plastic lubrication, which is difficult to harden for the lubricant of this model. These greases are usually used for optical instruments, optical drives or automotive instruments. Using these greases, can not only prevent damage to the 3D printed body from contact with leaking oil, but also be maintenance free.



The right lubricant is a question of faith for many. Our reader has therefore also given a lot of thought to the requirements placed on it and then made a careful selection.

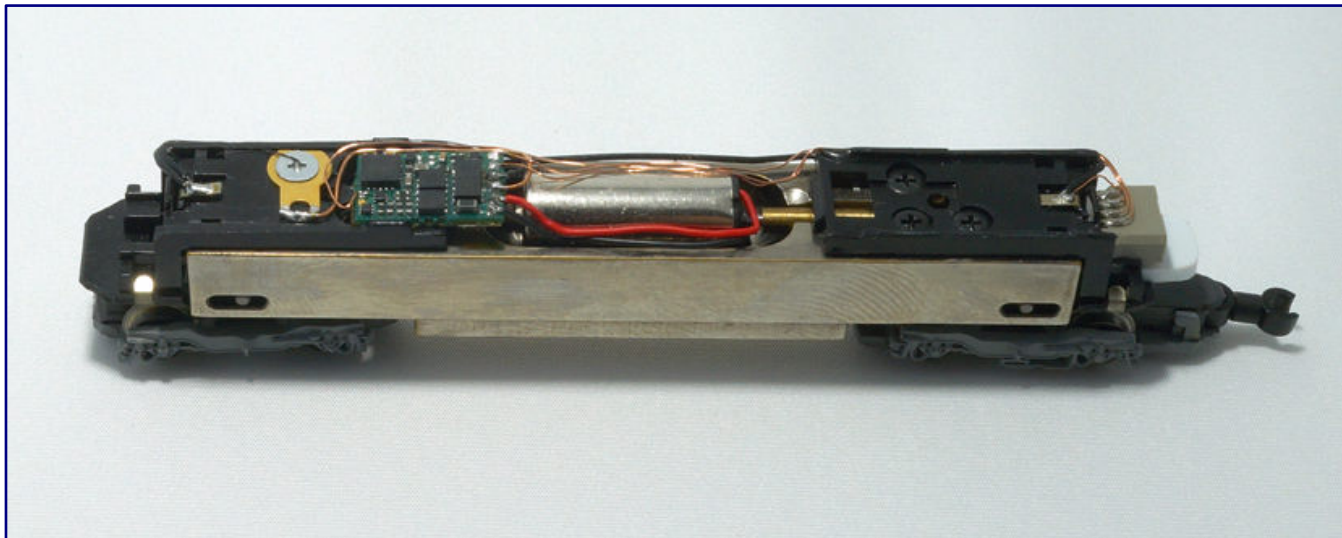
Bell-type armature motors have a higher torque than conventional iron-core motors. This has made it possible to eliminate the first gears and the direct drive of the worm gearbox. This means that coreless motors are used at low speeds and high torques. Greases are suitable for this application. The viscosity stability of greases is greater than that of oils, but it is sufficiently lower than that of ageing, semi-cured glycol oils.

These properties of fluorine grease are ideal for use at low speeds and high torques. I would therefore recommend fluorine greases as a replacement for glycol oils.

Electronics and decoder

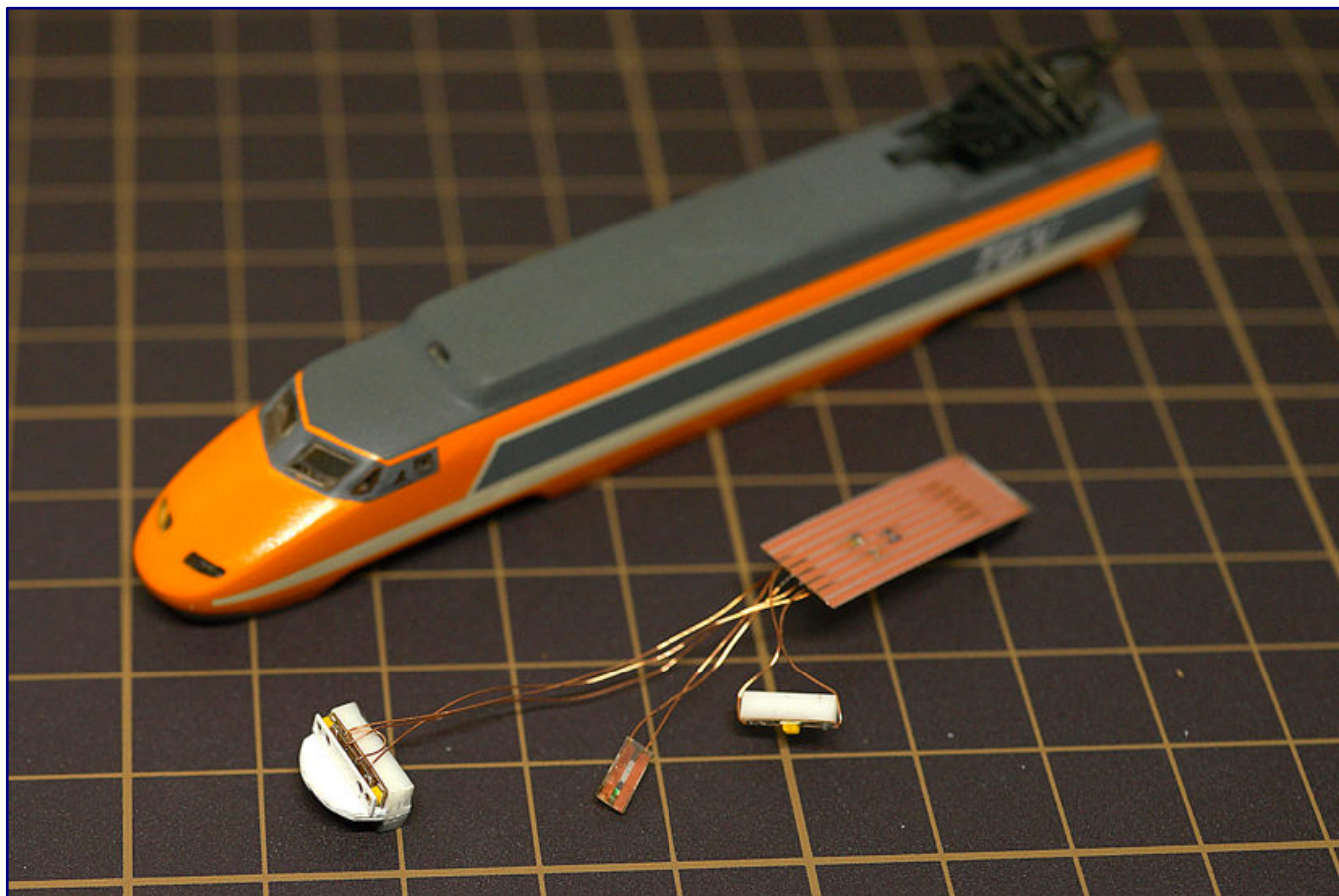
My model is fully DCC-controlled. For both power cars I chose the DCX76 decoder from CT Elektronik. This decoder is thin (1.3 mm) and works very well, especially when operating at low speeds. Unfortunately, it is no longer available to buy.

The decoder has a headlight function and two additional functions. I use these functions to control the headlights and cab lighting. The parts are connected with enamelled copper wire because it is easier.



Here, we see a power car chassis in the assembled state. Only the connection to the circuit board in the roof is still missing. The DCX76 decoder from CT Elektronik, which is no longer available, is installed.

I wanted to connect the LED elements (via the decoders) to the housings in such a way that they remained detachable from the chassis. I used FFC (Flat Flexible Cable) to connect my 4-pole circuits in a separable way. The circuit includes the head and tail lights, the cab lighting and common ground (GND).



Elements for the upper and lower headlights and cab lighting are connected to a circuit board in the roof.

The circuits and connectors define the requirements for the poles and size. I prioritised the size and availability of the connector over the flat cable and therefore selected the FMN series from J.S.T. MFG. Co. Ltd. I tried a few samples and finally chose four poles and 1 mm pitch at 50 mm length.

One of the FFC connectors is now on the relay board in the roof. I made the board with Sunhayato's FPC ICB-066, which has 1 mm pitch parallel patterns that match the pitch of the connector.



Despite all the challenges, the red and white light change from separate, round lanterns behind a common headlight lens is outstandingly successful.

The resistors required for the LEDs are also integrated. I have cut open the parallel tracks and inserted SMD resistors into the circuit. I defined the resistor value on an experimental and not mathematical basis. I set its brightness as I like it best. This is because the properties of the LED are different for each colour and series.

The circuit boards for the head and tail lights each consist of four LEDs. I soldered the LEDs onto an FPC (abbreviation for flexible printed circuit board) ICB-073 from Sunhayato and stacked two FPCs for the head and tail lights. The FPC has a pitch of 1.27 mm.

The chip-sized LED moulds used are rectangular, but the actual TGV lamp moulds were round. So, I fitted a cover plate made of nickel silver sheet in front of them. The exact combination of head and tail light is difficult to reproduce.

The centre carriages

I built a total of eight centre coaches for this train. I used the Jakobs bogies with their centre section and a simple hook-and-eye system as couplers. The carriages each consist of body, chassis, brackets, weight, acrylic windows, bogies and DCC interior lighting board.

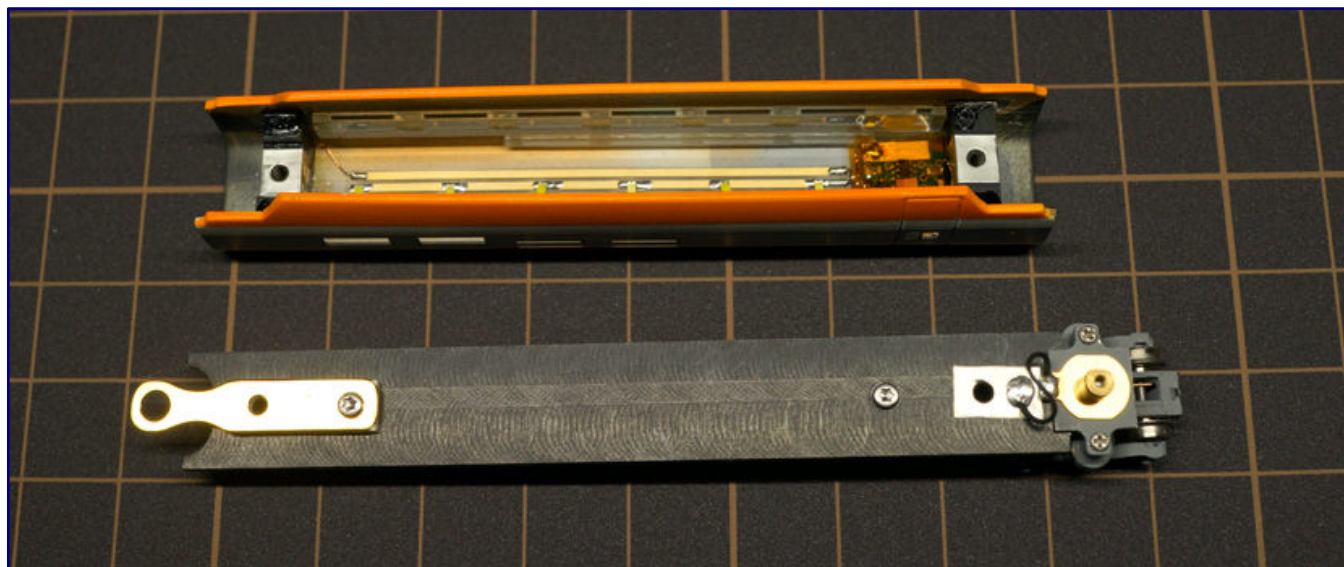
continued on page 36



I made the chassis with the end terminations, which also form the brackets, from Bakelite and turned the bogie centre sections from brass. The contacts that act as couplings are gold-plated phosphor bronze plates. Apart from these metal plates, I build all the mechanical parts myself at home.

My solution differs from Märklin ICE railcar trains (8871): Those only draw power from the power car in front, whereas in my case each car draws power from both bogies. This would interfere with stopping in de-energised sections, but I use DCC, so it wasn't a problem.

The already mentioned Bakelite plates for the running gear have a thickness of 2 mm. This proved to be sufficiently rigid to hold a bogie axle. The material colour of the Bakelite is brown or black, I chose black. It is available on the market with a thickness of 5 mm, which is why I had to mill it down to 2 mm.



The finished running gear of an intermediate carriage with Jacob's bogie for bolting to the body can be seen here. The CAD illustrations on page 35 show the complete basic structure of the intermediate carriages including the interior.

I combined it with an aluminium block as a weight and reinforcement. The block is located under the carriage floor. This structure lowers the centre of gravity and also makes the parts easier to make.

To reproduce the Jakobs bogies, I extended one side of the chassis where it can be held. The Märklin bogie designs used required fixing holes to engage with the chassis.

But it was difficult to find a suitable solution here. So, I added a brass shaft to the detent point. The bogies have to be precisely drilled out for the centre shaft with a holder.

There is a shaft with an eyelet in a curved recess on the opposite side of the bogie at each end of the carriage. The shaft on the bogie extends upwards through the chassis. The protruding shaft engages in the metal holder of the following carriage. This solution is secured by an M1 x 8 mm screw on the underside. It also holds the current sliders that grip onto the axles and becomes a conductor itself.

I also mounted a replica of an air bellows on the Jakobs bogie. The TGV PSE did not have air suspension in the early phase, but coil springs. Due to my personal preference, I made a compromise here.



Here, we can see the air bellows explained in the text, which the trains only received later. The principle of how the coupling and bogie guide worked is also clear.

I have also oversized the replica slightly because the distance between the wagons is greater than on the prototype. At the same time, the part becomes a mechanical buffer that retracts in the event of derailment to protect the 3D printed body from impacts.

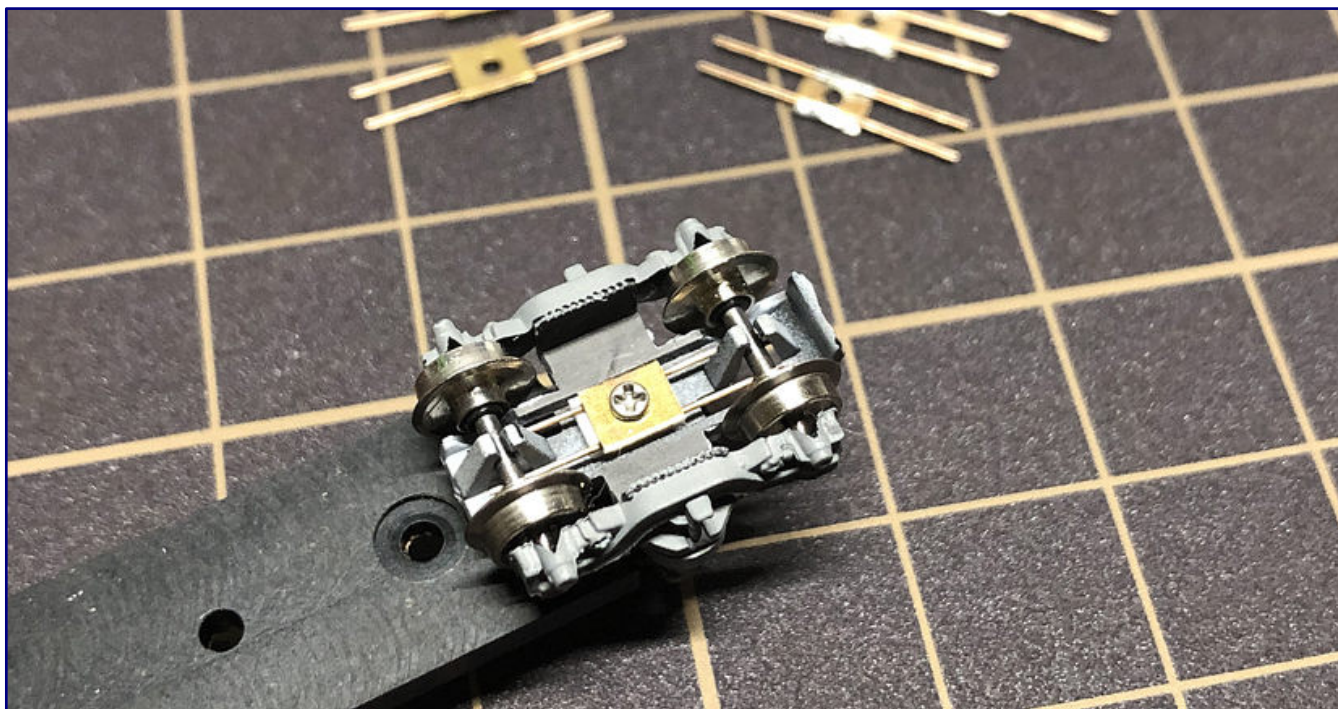
The holder that sits on the chassis is also made of Bakelite, which is 5 mm thick at this point. Its adhesive surface is large enough to hold the 3D-printed body securely in position without breaking off. Superglue was used. As the side walls had deformed during painting, a holding device was needed for the adhesion process.

The current is conducted from the wheel via the axle sliders and the screw with the shaft. There it meets ultra-flexible stranded wire (Mogami Wire Company 2706), which is connected to a metal sheet on the chassis. I used 0.3 mm thick phosphor bronze strips for the axle sliders.

I used clad copper sheet (3M 1183 Sn) with adhesive to solder the wire. It is only 0.07 mm thick and pre-coated, so it proved to be useful. It simply sticks to the Bakelite surfaces. This made it possible to attach the LED and DCC circuits to the inside of the housing and supply them with electricity.

From an electrical point of view, each Jakobs bogie only contacts one pole, which is why two consecutive bogies must pick up on the different sides of the rails. The sequence of the individual carriages is therefore also fixed, although this follows the prototype. The metal bodies with their eyelets on one side of the carriage supply the electrics with the opposite pole in addition to the stranded wire connection.

If I want to remove intermediate carriages from the train, this must always be done in pairs. Otherwise, the insulated axles would have to be turned round, so that all the interior lighting can continue to be supplied.



Self-built axle sliders provide a current pick-up in each bogie. This also means that a fixed alignment and arrangement of the carriages is specified due to the required polarity on both sides of the carriage.

The lighting unit consists of an ICB-073 circuit board and SMD light-emitting diodes. The number and positions are synchronised with the window positions. This configuration therefore lights up evenly without having to use diffusion elements. The circuit board has 3 poles, two of which are for the LED and the remaining one leads from the opposite bogie to the DCC circuit.

The interior lighting can therefore be switched on and off by DCC decoders. I use FR-11 from Kato for the interior lighting. Their circuit board is wider than the width of the carriage, which made it necessary to make my own modifications. It has no intermediate layers, so I was able to cut off about 1 mm at a time. They are fixed under the carriage ceiling with adhesive tape.

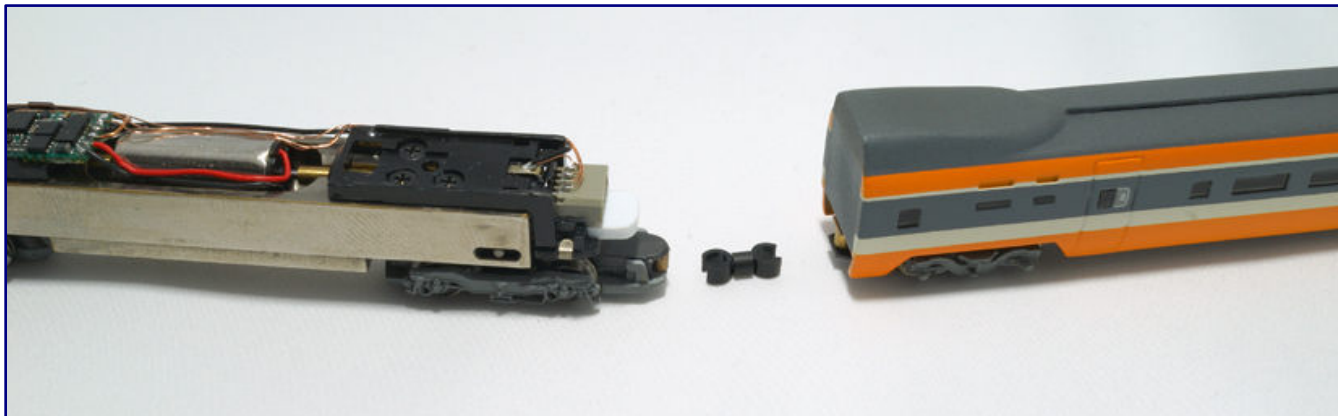
Finalising work

There are no Jakobs bogies between the power cars and the directly adjacent intermediate cars. The prototype has separable couplings here, which should also characterise my model. Because of the Märklin bogies used, I was also able to use original couplings, here. However, the distance between the wagons was too large and safe pushing operation was not possible.

For these reasons, I used the coupling drawbar from the steam snow blower (Märklin 81360) and shortened its shaft length. I made a shaft with a diameter of 2 mm (inner diameter 1.7 mm) to hold the shortened ends together.

At the end of my project, I added a few details to my Shapeways kit that would determine the overall appearance. These include the high-voltage cables on the roof, which were not part of the supplied parts.

I designed them using 3D CAD and printed the parts using the Agilista-3200 3D printer from Keyence. This was one of the highest quality 3D printers, but its capabilities were still not sufficient to reproduce the insulators.



The coupling drawbar between the power head and the transition centre car was based on Märklin's steam snow blower. However, the shaft had to be shortened considerably here.

The insulators were at both ends of the wiring and were tilted towards the layer lines. I cut them off and attached them to the roofs after some reworking.

I made the shape of the bellows by milling from Bakelite. It would also have been possible to 3D print them, but I considered the material thickness and properties to be a key property in terms of mechanical stresses.



A dignified wooden box is used to store the high-speed train. The blue colour of the precision-cut inlay is no coincidence, but a deliberate reminder of the Kato model that once sparked the desire.

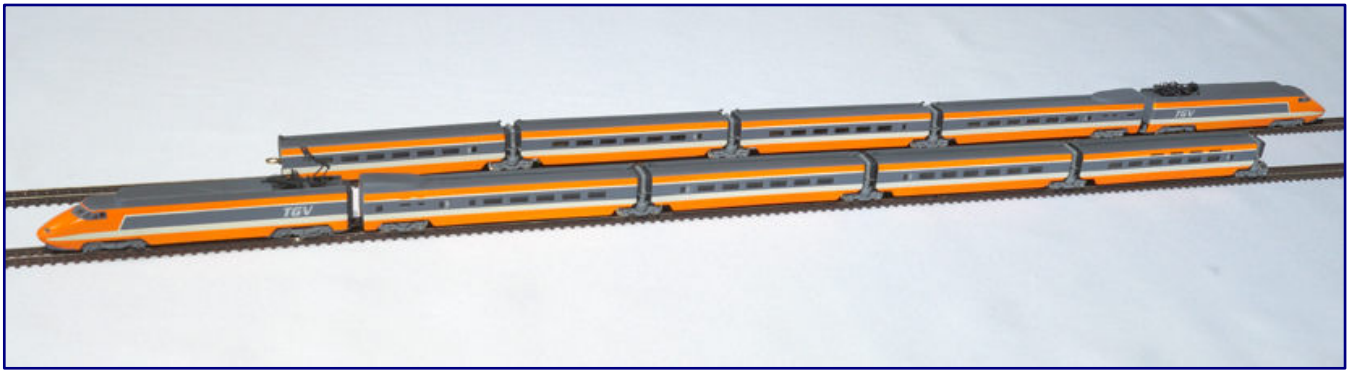
In the centre of the bellows is a saddle-shaped frame that supports the bogie dampers. I 3D printed these because they have no technical function in the model and structural loads could be ruled out.

For the pantographs, two per power car, I again used Märklin parts. They may be oversized and I could have used alternatives: I like them because of their beautiful shape and also because they give my model a Märklin-like effect.

And their design is also strong enough. If a pantograph runs out of line with the contact wire and gets stuck, it stops the entire train because it is able to withstand its kinetic energy. For these reasons, this option is the best choice for me.

To fix the single-arm pantographs in place, I used Lamix screws from Nitto Seiko. They are characterised by a wide but extremely low head of 0.2 mm thickness. I worked with washers on the opposite side.

Now, I still needed a permanent storage option that would protect the train when it was not on the layout. Instead of painstakingly making a wooden box, I bought one and made a polythene (PE) cushioning material.



An incredible and initially seemingly adventurous project comes to a successful conclusion. The ten-part TGV Sud-Est stands on the table and impressively illustrates the scale of the project.

My aim was to protect the model not only from physical damage, but also from chemical reactions. I think the PE inlay is good for this because it is chemically stable and resistant to ageing. PE is even more stable than polyurethane, especially from a hydrolytic point of view (PUR).

I designed the shape for the cut-outs using 3D CAD and cut them using a laser engraving machine (Trotec Speedy 400 flex). To cut the sponges with it, it is important to control its laser power, otherwise the material would melt. That's why I repeatedly made shallow cuts. When it melts, the cut edge becomes wider and forms hard skins.

The use of blue PE is a tribute to the former TGV from Kato. Because of its colour, I had to buy 1 x 1 m of material in two different thicknesses. But, I was still happy with it because it reminds me of the excitement of discovering Kato's TGV model for the first time when I was a little boy.

Words of thanks at the end

Many thanks to all readers who have read both parts of my report to the end. I am delighted that you seem to have found the content interesting. I would also like to thank Alstom and the SNCF for developing and operating the TGV, as it is my dream. The same goes for Kato for creating the model.

This train and its models awakened a dream in me and led me to engineering as well as to this hobby. If I had known that the Kato factory was in the town where I was born and grew up, I would definitely have wanted to work there. But, I would also like to thank Märklin for the Z gauge. Without their excellent products, my project would not have been possible.



A long, orange-coloured line of wagons with effective interior lighting curves around the bend. Our Japanese reader has every right to enjoy his successful work.

And so, in the same way, my eyes turn to Shapeways and the 3D-printed model of the TGV by Mr Mitchell Jetten of Spoor Objection. I can't thank you enough for fulfilling my long-cherished wish. Thanks to Mr Kagami for introducing me to Shapeways. He and his website (Spur-Z-Room) have been my source of information for over twenty years.

Many thanks to all the dealers who have supplied me with Rokuhan motors, CT decoders and other mechanical and electronic parts, materials, and processing tools.

Finally, I would like to thank my grandmother in particular, who understood me best. She died during the development of this model at the age of 101. When I found the Kato TGV in local department stores, I must have annoyed her because I couldn't be tempted away from the shop window.

It was obviously a delicate and too expensive object for a small child, and of course it wasn't given to me. But she recognised my interest and didn't deny it. Then she said to me: "It's still too early for you." That was over 40 years ago. My passion remained and I believed that I could get this train in the future. And that's how I got into the wonderful hobby of model trains.



And while the majority of our readers are still waiting for the production model from Azar Models, the home-built vehicle has long since gone into operation in Japan.

A story like this should be familiar to many model railway enthusiasts. It is a pleasure to share my personal one with the great bunch of **Trainini®** readers and editors. Thank you for reading.

All photos and illustrations: Goushi Koike

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

Noch fehlende Länderbahn-Lokverzeichnisse

Ursprung der deutschen Eisenbahn

In Bayern, genauer gesagt in Franken, lag die Keimzelle aller deutschen Eisenbahnen. Auch für das Gebiet der späteren K.Bay.St.B. folgt nun eine Wiederauflage des Lok-Archiv-Bands. Angesichts der rasanten Entwicklung dort ist es zugleich wohl der umfangreichste. Deutlich schmaler ist die zweite Wiederauflage für Mecklenburg und Oldenburg mit ihrer vergleichsweise geringen Eisenbahnbedeutung.



Heinz Schnabel
Lokomotiv-Archiv Bayern
aus der Reihe „Deutsches Lok-Archiv“

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Im April 2024 titelten wir, dass Transpress die Lok-Archiv-Reihe vervollständigt habe. Dabei haben wir glatt übersehen, dass bei den zu Beginn behandelten Dampflokomotiven einige Länderbahnen noch gar nicht berücksichtigt waren.

Und so stellen wir heute zwei weitere Bände vor, die an die Titel anknüpfen, die lange vor dem April 2024 hier Thema waren. Wie auch alle anderen Bände der Archivreihe handelt es sich nicht um neue Werke und auch nicht um Aktualisierungen oder Erweiterungen.

Gegenstand sind unveränderte Wiederauflagen der früheren Archivbände, die noch auf die DDR-Zeiten und den VEB Transpress zurückgehen. Erstmals erschienen sind die Bücher 1987 und 1989, der Band zu Bayern erhielt 1992 eine zweite Auflage.

Um Irritationen vorzubeugen, stellen wir unseren Ausführungen zu den Buchinhalten noch mal voran, dass hier keine Aktualisierungen erforderlich wären. Es handelt sich in beiden Fällen um abgeschlossene Kapitel der Eisenbahngeschichte.

Selbst mit neuen wissenschaftlichen Erkenntnissen wäre es fraglich, ob sich das mit Blick auf Inhalte und Umfang überhaupt einarbeiten ließe und relevant wäre. Zielgruppe der Bücher sind ja Eisenbahnfreunde, die vollständige historische Nachschlagewerke zu den deutschen Bahnen seit 1835 suchen, nicht die Liebhaber ausführlicher Baureihenportraits.

Modellbahnern helfen sie gleichzeitig, wenn sie mit ihrer Anlage tief in die Vergangenheit eintauchen und einen Überblick zu den ausgewählten oder auszuwählenden Fahrzeugen wünschen. Bei Eigenbau- oder Umbauprojekten helfen die Bücher mit Zeichnungen und Datentabellen.

Gerade beim sehr bekannten und umfangreichen Baureihenbestand in Bayern kann das eine große Hilfe sein, denn wohl jeder Bahnfreund kann mindestens fünf Loktypen aus dem südlichen Bundesland aufzählen – die formschöne S 3/6 ist gewiss immer dabei. Bei anderen Baureihen hilft auch der Bestand des DB-Museums Nürnberg weiter.

In Mecklenburg oder auch Oldenburg wird das wohl schwieriger werden, aber derart exotischen Bahnverwaltungen haben sich schon Modellbahner verschrieben. So erinnern wir uns, dass auch die preußische T 3 mit leichten Veränderungen, beispielsweise anderer Steuerung, dorthin gelangte. So können Bücher wie diese immer auch Träume wecken, etwas anderes zu wagen und das scheinbar Außergewöhnliche nachzubilden.

Schauen wir deshalb noch mal kurz auf die Inhalte: Beide Bücher fassen die Geschichte der Eisenbahn in den behandelten Ländern von deren Beginn bis zum Übergang auf die Reichbahn zunächst zusammen und liefern damit einen wichtigen Grundschatz an Wissen.

Es folgen die bebilderten Portraits der Loktypen, die in Bayern, Oldenburg und Mecklenburg im Einsatz standen. Im Falle Bayerns geht das bis 1835 und den Adler aus der Patentee-Klasse zurück. Die Entwicklungsgeschichten, Betriebsbewährungen und konstruktiven Merkmalen sind Inhalt dieser Vorstellungen.

Wie schon angeklingen ist, gehören neben den Fotos meistens auch Maßskizzen dazu und runden die Informationen zu den Darstellungen ab. Der umfangreiche, tabellarische Anhang enthält die wichtigsten technischen Kenndaten aller Lokomotiven, die wir bereits als eigenbaurelevant angeführt hatten.

Wir freuen uns, dass hier zwei Klassiker der Eisenbahnliteratur wieder lieferbar geworden sind. Auf dem antiquarischen Buchmarkt waren es zuvor gefragte Bücher, da sie auf ihre Weise die Bahngeschichte mit einem Alleinstellungsmerkmal behandelt haben.

Nach der eingestanden Fehleinschätzung fragen wir uns nun, ob es wirklich die beiden letzten Bände waren oder die Reihe auch in ihrer klassischen Form noch ins Nachbarland Österreich geschaut hatte? Lassen wir uns überraschen und erfreuen uns erstmals an diesen beiden Bänden!

Unterwegs an Rhein, Ruhr und Lippe

Reise durchs Eisenbahnland NRW

Das bevölkerungsreichste Bundesland Deutschlands ist auch ein Paradies für Eisenbahnfreunde. Besonders im dicht besiedelten Ruhrgebiet ist auch heute noch ein dichtes Streckennetz vorzufinden. Weniger dicht ist in den ländlichen Regionen wie dem Sauerland, wo stattdessen die landschaftlichen Reize vorherrschen. Steigen Sie ein und lernen die die Hauptstrecken kennen!

Christoph Riedel
Hauptbahnen in Nordrhein-Westfalen
Strecken, Unternehmen, Fahrzeuge 1980 bis heute

Sutton Verlag GmbH
Tübingen 2024

Gebundenes Buch
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Christoph Riedel (Jahrgang 1951) ist pensionierter Lehrer und Schulleiter sowie seit Jahren als Autor tätig. Auch wenn er nicht zu den bekannten Größen der Fachliteratur zählt, haben wir schon einige spannende Titel bei Sutton gefunden.

Der Lüdenscheider ist, das ist schnell zu merken, ein begeisterter Eisenbahnfotograf, der seine Werke mit anderen Gleichgesinnten teilen wollte. Über mehr als 40 Jahre hat er Bahnstrecken in ganz Deutschland bereist, Züge und Landschaften dabei im Bild festgehalten und seine Bildbände damit gefüttert.

Nun widmet er sich wieder den heimischen Gefilden und hat viele beeindruckende Aufnahmen zusammengestellt, die den abwechslungsreichen Betrieb in den Zentren Nordrhein-Westfalens wie auch der ländlichen Regionen dokumentieren.

Eine Selbstbeschränkung hat er sich mit dem Jahr 1980 auferlegt, in dem seine fotografische Reise beginnen soll. Doch vollständig durchzuhalten vermag er das nicht, denn auch die Dampflokomotiven, die hier anzutreffen waren, hat er ins passende Kapitel integriert und bebildert.

Der zeitliche Ausreißer sei ihm verziehen, denn er macht die Inhalte nur interessanter und zugleich auch vollständiger. Immerhin heißt es auch bei geschichtlichen Abrissen, nicht einen harten Schnitt im ausgehenden 20. Jahrhundert zu ziehen. Dann wäre nämlich kein rundes Bild entstanden.

Hier kommt vielleicht der pädagogische Auftrag eines Lehrers zu tragen, was dem vorliegenden Buch gewiss gutgetan hat. Auch die Gliederung ist schlüssig und treffend: Auf das mächtige, dreiseitige Vorwort folgt ein Kapitel mit Überblick über die Schienenwege, die als Hauptstrecken klassifiziert sind, eine Aufzählung der Unternehmen und anschließend der Fahrzeuge, die dort angetroffen werden können.



Eine gute Idee war es, mit dem Kapitel „Ausblicke“ zu schließen, das völlig anders aussieht, als der Begriff zunächst suggerieren mag: Keinesfalls wagt der Autor hier einen Blick in die Zukunft! Stattdessen lässt er seine Leser an den Exkursionen teilhaben, die hier eingegangen sind.

Ausblicke sind die Fotopunkte, von denen einige der schönsten Aufnahmen entstanden sind. Er beschreibt, wo sie zu finden sind und wie sie erreicht werden können. Friedhof und Aussichtsplattform am Bekeviadukt in Altenbeken sind sicher noch die beiden bekanntesten, die hier auftauchen.

Im Vorwort gibt er bereits preis, wie seine Bilder entstanden sind, wann er von analogem Material auf digitale Speichermedien wechselte und auch Fehlschläge, die jeder mal erlebt. Wichtig für alle Leser, die außerhalb des behandelten Bundeslands leben, ist es wohl, dass er kurz das Entstehen und Wesen von NRW anreißt und so auf dessen Vielfalt verweist.

Den weitaus größten Teil an Abhandlungen und Bilddokumentationen nehmen die Schienenwege ein, die er geordnet aufführt, beschreibt und in ihrer Bedeutung einordnet. Rund die Hälfte aller Seiten widmet Christoph Riedel diesem Teil, den er auch gelungen bebildert.

Jeder kann sich so ein Bild davon machen, er muss dort weder wohnen oder jemals vorbeigekommen sein. Wohl jeden Eisenbahnfreund wird das Gesehene und Gelesene anregen, einige der Strecken selbst mal abzuwandern und die Kamera mitzunehmen. Da viele Regionen dieses Lands auch touristische Reize bieten, eignet sich das Buch durchaus auch als Urlaubslektüre.

Vergleichsweise kurz fällt das Kapitel zu den Unternehmen aus. Hier liegt der Fokus natürlich auf den Nahverkehrsunternehmen, die vom Land bestellt sind und seit 1994 sehr vielfältig geworden sind, wo vor 1994 nur die DB zu nennen war.

Im Fernverkehr ist die Aufzählung mit DB AG, Thalys / Eurostar und Flixbahn faktisch schon abgeschlossen, während im Güterverkehr die Seiten nicht ausreichen, um tiefer auf die Gesellschaften einzugehen, zumal eine abschließende Aufstellung hier teilweise auch unmöglich ist, da jeder die Trassen befahren darf und nur die regelmäßigen Anzutreffenden überhaupt zu erfassen sind.

Dennoch ist der Autor nicht davor zurückgeschreckt. Dasselbe hätte ihm bei den Fahrzeugen blühen können, zumal er hier – zu unserer Freude - ja die genannte Unschärfe bei den Dampflokomotiven (ab den Sechzigern) in Kauf genommen hat.

Dass das Kapitel übersichtlich bleiben konnte, ist nur durch den Fokus auf die Hauptstrecken zu erklären, sonst hätten hier wohl auch viele Rangier- und Firmenlokomotiven aufgenommen werden müssen. Auch so ist die Fülle teilweise schon verblüffend und belegt die Vielfalt des Bahnlands NRW.

Wer das Zeitgeschehen verfolgt, der denkt hier an bessere Zeiten und ihm oder ihr kommt zwangsläufig auch in den Kopf, welche Einschränkungen wir heute im Vergleich zu den Buchthemen hinnehmen müssen und welche Folgen eine marode und vernachlässigte Infrastruktur hat.

Hier dürfen wir dem Autor geradezu dankbar sein. Mit der Lektüre tauchen wir ab in eine schöne und beinahe heil wirkende Eisenbahnwelt, die Freude bereitet und Modellbahner anregt. Aber sie bildet halt auch einen harten Kontrast zu den Pleiten, Pech und Pannen, die wir im Alltag heute erleben.

Publisher's webpages:

<https://www.verlagshaus24.com/sutton>

Trainini Anniversary Exhibition 2025

The Time has nearly arrived

Only a few days remain until the doors open at the Sprachhof in Wasserkurl for our anniversary celebration. We are certainly not the only ones who are excited to see how our first event of this kind will turn out. Many exhibitors are traveling there to ensure a diverse range of offerings and, hopefully, unique experiences. Today, we are giving you a little preview.

Wasserkurl is a village nestled in the district of Kamen-Methler in the county of Unna. Why are we holding an exhibition in such a small place that no one outside the county borders and eastern Dortmund knows about?

Is it worth taking a longer trip to get there? We definitely think so! After all, a small town doesn't mean small premises. What's more, many of the exhibitors travel long distances, sometimes up to 500 km, to be there.



The small town was chosen because of its proximity to the editorial office and because it perfectly reflects the typical idyll of rural facilities with its well-maintained appearance.

The exhibits on display have been carefully selected and, in most cases, specifically requested. Various selection criteria were applied. One important point for us was to cover at least twenty years of model railway and magazine history. The cross-section of exhibits on display is therefore intended to symbolize a short journey through time.

This is also the reason why the Dortmund rock band Streetkings wants to perform with us. Ten years ago, we worked with them to artistically explore the diverse themes of mining history and today's industrial culture.

The passionate musicians didn't need to be asked twice and let us know that they would be arriving in their historic fire truck to congratulate us with powerful, rhythmic sounds.

In keeping with this theme, our editor-in-chief will also slip into a historical role and, dressed in original clothing, whet your appetite for new products that will not be unveiled until 4 October 2025, and will be on display here for the first time. Among these spectacular new products is the TGV PSE from Azar Models, whose series release samples have now arrived at our premises.



Painted and lettered models of the TGV Sud-Est from Azar Models will be on display in Germany for the first time. Delivery of the series models is expected at the end of October/beginning of November.

We are thus building a bridge from history to the present and presenting a number of things you have never seen before. Some installations, modules, and dioramas are celebrating their premiere on site or returning to the scene after a long absence, some of them fundamentally revised.

What makes us especially proud is that, for the first time, we're able to bring together all three On-traXS participants of gauge Z at the same place at the same time, so we can show off what many think are the best 1:220 scale layouts out there. This includes the 'Helenensiel' door opener layout, which has been requested and asked for repeatedly as a participant at exhibitions. Now, it's finally happening!

But, we don't just present layouts that (apparently) were built by professionals. You will also find what you think you can do yourself, if you consider yourself an average model railway enthusiast, at the **Trainini Anniversary Exhibition 2025**.

It is and remains very important to us to inspire our readers, whatever their interests and individual abilities, and to take them on a journey that truly helps everyone to progress. No one is born a supposed expert and jack-of-all-trades; everything has to be learned first.



It marked the beginning of a success story: 'Helenensiel' is on display at an exhibition for the first time in ten years and is sure to delight visitors.

So, take advantage of the opportunity to exchange ideas with other enthusiasts at the event. We provide seating areas where you can take a break and chat with fellow model railway enthusiasts. Most of our editors and translators will also be there and look forward to talking to you.

Anniversary photo competition

Please capture your impressions in pictures and videos: we also offer our magazine as a platform for sharing, because we are looking for the five most beautiful visitor photos for the **Trainini Photo Competition 2025**.

For you, this means the chance to win one of five books, while we learn what particularly impressed and engaged our guests. In this way, we want to see our celebration through your eyes so that we can continue to improve when we repeat the event for our silver anniversary.

To ensure that there is something for everyone, we have also planned a lecture and various demonstrations. For example, you can take a look behind the scenes of disaster control and rescue services and learn some interesting facts. The lecture, which is offered once a day, takes you into the world of railway terminology and also clarifies some misunderstandings.



The aim is also to convey the typical atmosphere of the Ruhr region of yesteryear. This will be achieved with Peter Sturm's Ruhrpottkoffer (Ruhr region suitcase), who is also planning another premiere for the facility.

Children are welcome to do crafts and play with us, discovering the most wonderful hobby in the world and trying out their creativity. During quieter moments, we show parents and grandparents the Grasmaster 4.0 Profi from Noch, a new product that has just arrived in stores and is being presented by Noch itself in Leipzig at the same time.

We have also considered the many readers who are not interested in Z gauge, but still appreciate our magazine. That is why we have also invited exhibits that have been built in other scales.

We would like to highlight the 'Cinema City' layout, a real crowd favourite in N gauge. Visitors sometimes spend hours searching for figures from rock and pop history and famous movie scenes. The railway that runs around them almost becomes a backdrop.

Speaking of scenery: in addition to the idyllic backdrop already mentioned, which includes a completely renovated half-timbered three-sided farmstead consisting of a barn, residential and farm buildings, and a threshing floor, giving the impression of an open-air museum, there are of course also matching vehicles.

In addition to the aforementioned rescue equipment from Johanniter and DLRG, these are primarily historical agricultural machines. Tractors from the 1950s and 1960s, as well as the now legendary Mercedes tractor from the 1980s, are positioned so that they are in line of sight with the buildings.

In addition to perfect photo opportunities, they also bring to life how agriculture became increasingly mechanised after 1945. We are confident that visitors to Wasserkurl will take away many new impressions that they can implement at home on their own farms.

This includes the diorama "Pumpkin Farm", which measures just 30 x 30 cm and is being built to match the season, with completion scheduled for the exhibition. The focus here is on early autumn, when the orange pumpkins still stand out against the green foliage.

A few weeks later, it will be over and the leaves will also change colour before finally falling off. The new showpiece is also an advertising object for the nearby Ligges pumpkin farm, which invites visitors to the pumpkin café during our exhibition.

Due to our limited capacity, we recommend taking a break there, especially as the decorative atmosphere is an experience in itself. We want to enhance this even further with a selection of student work on display there, thus expanding our presentation. Intrigued?

We do not forget

Twenty years of history also means remembering all our hobby friends who have passed away during this time. We will observe a minute's silence for them before the real action starts on Saturday and pray for them as well as for the sick and for peace.



The "in memoriam" section of the exhibition includes Harald Ruppelt's 56 2411: the deceased engineer had created it for his participation in our remodelling competition, which earned him a place on the winners' podium.

They will be given a special honour at the **Trainini Anniversary Exhibition 2025**: A display case will be equipped with such models, which will commemorate their works and creations under the title "in memoriam". In this way, they will all be among us again.

Among those honoured in this way was Gunnar Häberer from Potsdam, whose fondest wish was to be able to attend the meeting in Altenbeken again in 2024. This was not granted to him and he eventually succumbed to his long illness.

We consider ourselves lucky to have saved his first and best-known work from 2005/06 and to be able to show it again, deliberately still in its unrestored original state, thoroughly cleaned. Long before he shifted his focus to American themes, he gave his module the simple name "Abzweig Industrie".

Hardly anyone who was not there at the time will even begin to realise how much passion and skill went into it. For example, he built a functional segment turntable himself, on which the shunting locomotive can change track.



We also see a special attraction in the “Abzweig Industrie” module by Gunnar Häberer, who is no longer able to show his masterpiece in person. We would also like to remind our visitors and guests of him.

People have often wished to see this masterpiece again, but this showpiece was almost irretrievably lost and then probably demolished. The control unit could no longer be found and has yet to be rebuilt.

But editors Harald Fried and Holger Späing have taken the first step by acquiring Gunnar's flagship work and bringing it to the Ruhr region. This means that we can now fulfil the wish that is so often expressed. All you have to do is travel to Wasserkurl and see it with your own eyes.

Trainini Anniversary Exhibition 2025:
<https://www.trainini.eu/exhibition>

On the event page, you will also find the exhibition guide with descriptions in German available for download.

Trainini Jubiläumsausstellung 2025

Sprache verbindet.
Modellbahn verbindet.
Menschen verbinden!



Samstag, 4. Oktober von 10:00 - 18:00 Uhr
Sonntag, 5. Oktober von 10:00 - 17:00 Uhr

Modellbahn - Technik - Kultur

Schauen, Staunen und Mitmachen für alle Generationen
inklusive Bastelangebot für Kinder

Freier
Eintritt!

Sprachhof, Hohes Feld 6
AWO-Familienzentrum, Wasserkurler Str. 37
in Wasserkurl (Kamen-Methler)

Historische Fahrzeuge, Mitmachaktionen, ausgezeichnete Modellbahnanlagen
sowie ausgewählte Modelle plus Fachvortrag „Verstehen Sie Bahnhof?“

mehr unter <https://www.trainini.de/ausstellung> oder QR-Code einlesen



Verein
Deutsche
Sprache



Das weltweite Netz
der deutschen Sprache



Unterbezirk
Ruhr-Lippe-Ems

20 Jahre
Trainini
Hobby | Leidenschaft | Kompetenz

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.

We were delighted to receive so many congratulations on the magazine's 20th anniversary, as well as questions and requests for contact, which we have already answered bilaterally.

The first person to arrive:

20 years of Trainini is a long time, and you have always carried on bravely despite crises and setbacks. We can only congratulate you on that. Congratulations.

Your monthly magazine is always a highlight in the world of Z, and I hope that this will continue for a very long time. Martin Grübele's article in the August issue is very interesting. But the other reports are also well worth reading.

See you at the Trainini Festival in October.

Dirk Rohwerder, Sprockhövel

Best wishes combined with a thank you:

Thank you for letting me know about your publication. And congratulations on Trainini's 20th anniversary!

I never imagined that my article would appear in the 20th anniversary issue and even on the cover, so I was very surprised. As a model railway enthusiast, there is no greater honour than this. I feel truly honoured and am very grateful.

I wish you and Trainini continued success, growth and health. Thank you very much.

Goushi Koike (Japan), per E-Mail

All the best from Bavaria:

Happy 20th "birthday"! But above all, thank you very much for your incredible commitment. What you do in your free time is unrivalled.



I came across Trainini many years ago and read every issue with great interest. (I downloaded all the issues for a long sea voyage. It was interesting to see what had changed over time, which manufacturers had come and gone).

The detailed articles, the great photos – really great “cinema,” and Trainini TV, even though it’s not that old, is also part of it for me!

Please keep up the good work! Quite selfishly, I wish you many more years in which you are the showcase of our gauge.

Axel Diekmann, Wolnzach

Congratulations with an anecdotal question:

Thank you for your tireless work for us Zetties. Like many or all of us, we wait 12 times a year for the end of the month, when another issue of Trainini awaits us to read. Please carry on!

I wish the entire Trainini team continued enjoyment and health in the most beautiful hobby in the world!

Another question for the editor-in-chief H. Späing: Between Gummersbach (where I live) and Marienheide lies the village of Späinghausen (see attached photos or Wikipedia). Do you have roots in the Oberberg region?

Hartmut Schnittjer, Gummersbach

Editor-in-chief’s answer: This place was actually completely unknown to me until now — despite not being too far away from the editorial office. I would therefore like to rule out any family roots there, especially as my grandfather had once carried out genealogical research and was able to prove our origins in Drüpplingsen (Märkischer Kreis / Sauerland) as a family seat dating back to the High Middle Ages. However, it is possible that the first documented spelling Speynckhuys could provide insights into the origin of our very rare surname.

Congratulations with a suggestion:

First of all, congratulations on the 20th anniversary and the steadfastness not only to keep the project going, but also to continue to improve it at a professional level.

I and the fans/readers wait every month for the new issue, which always comes up with something new and reflects our hobby, gives suggestions, but also does not conceal things worthy of criticism.

Because it is a purely digital medium, I would like to repeat the suggestion I made years ago that it is perhaps a good time to break away from something old-fashioned and set ourselves apart from the print media with a layout adapted to digital media:

Why don’t you publish Trainini in the usual screen-width format (as you know from my eBook), because the annoying scrolling within a vertically formatted page should soon be a thing of the past - and you would be the pioneer.

Correctly formatted, a complete page is then always on the screen and with the up and down keys you can easily jump from page to page without having to scroll. As a special feature, headers, and footers, for example, could always remain in the same place on the screen (for better orientation) and only the editorial part jumps from page to page, whereby the fixed footers or headers can change with the page number or chapter information according to the page.



Just as a suggestion, so that the layout also adapts to modern (no, actually already old) media and you achieve a further, modern unique selling point. Perhaps you could run a few pages across in the PDF of an issue as a test, it's possible, and be surprised by the readers' reaction. I bet you'll like it!

Heribert Tönnies, per E-Mail



Editor's response: The proposed change would have far-reaching consequences. It would not only require a new page format, but also a newly developed title page design as well as all content pages. In addition, the PDF format would then be discontinued and it would have to be examined whether and how we could then fulfil our delivery obligations to the German National Library. The time to be invested here would have to be additional and should, therefore, be considered very carefully.

When this proposal was first made, a clear majority of readers were against it and reported that they did not have the right usage behaviour. The situation has certainly evolved since then and the devices used are also different. However, we don't want to forget the telephone, which can be used both horizontally and vertically.

The basic idea of testing is part of our everyday business, but, so far, we have not seen any need to take such a fundamentally different approach. **Trainini®** is simply a monthly magazine and not a book. A unique selling point is only useful if it also benefits our readers in the masses.

America project as the last project:

At the age of 75, in addition to operating a 40 square metre 1-gauge layout, I have once again set about building a 3,000 x 800 mm Z layout; the intention behind the project name "Last Shirt" is to recreate the "American Way of Drive" on rails.

Analogue control, only a small number of buildings available, points exclusively in manual mode, only 1 train is controlled, slow driving characteristics and long trains require many compromises, extensive trial, and error and sometimes creative "brain acrobatics"; and it is precisely these conditions that make the realisation of this project a small adventure – for me.

Rokuhan tracks and turnouts, slim radii $R=490\text{mm}$ in the visible area, so far exclusively diesel locomotives of the F7 type in multiple traction and freight and passenger cars from the Märklin programme have formed the basis of my layout so far. (...)

Bernhard Uhlemann, Hagen

Construction site security wanted:

I am currently planning a small city diorama and would like to integrate a small building site. Of course, a construction site running light on the barrier beacons would be a good idea. I used to have a few addresses, but, unfortunately, I completely spoilt them.

I would therefore like to ask you if you can give me one or more sources where I can obtain these. Strangely enough, I have not been able to find any on the web myself. Thank you in advance in any case and...

Michael Schulte, Sulzberg

Editor's reply: Important elements for securing larger and smaller construction sites for various eras have just been released. The manufacturer Zmodell is responsible for this, whose programme can be found in the 1zu220-Shop range (<https://www.1zu220-shop.de>).

Even more new products from Artitec:

It even outshines the five other new models that were delivered almost at the same time: The Atlas 1302 DKZW road-rail excavator (item no. 322.045) from Artitec is finely designed, looks extremely realistic and, therefore, impresses with its many details, not all of which we can show in our photos.



The Atlas 1302 DKZW road-rail excavator (item no. 322.045) has been particularly successful for Artitec and now invites you to set up impressive track construction sites on your home layout.

Modern track construction sites would be unthinkable without such construction vehicles and this model also has all the typical safety equipment and features that are prescribed for track use today. There has never been a comparable high-quality model for this purpose in our scale before.



Like the drinking hall before it, Artitec supplies the chip shop (722.0022) as a resin kit with additional parts and sliding pictures.

The chip shop (722.0022), which is supplied as a resin kit with etched parts, window film and sliding picture inscriptions, looks almost inconspicuous. Here, however, the customer must first lend a hand to turn the parts into a handsome model.

A suitable model was not only found in the Netherlands, such snack bars were also well known in Germany. They were once particularly typical of the Ruhr region, where a hearty meal after hard labour was much appreciated. This novelty even fits in with the "Black Gold" theme.



The farmer's wife with chickens (522.0010; photo left) and the dairy farmer with cow (522.0013; photo right) are convincingly realised figures that we are sure to see on many layouts soon.

The current deliveries are complemented by four sets of figures, which have the usual lifelike appearance and have been “frozen” in typical postures including clothing: Farmer’s wife with chickens (522.0010), dairy farmer with cow (522.0013) milking, forklift driver 1950-80 (522.0015), and the two railway workers with fire barrel (522.0016) warming themselves in cold winter weather.



The three forklift drivers 1850-80 (522.0015; photo left) even hold a steering wheel in their hands, contrary to the product announcement. The two railway workers with a fire barrel (522.0016; photo right) make the freezing cold almost tangible.

Incidentally, the three forklift drivers have a steering wheel in their hands, in contrast to the product images in the announcement.

New car transport trolleys from Atlas:

The US supplier Atlas Model Railroad (<https://shop.atlasrr.com>) has announced new freight wagons. Modern car transport wagons, as we know them from earlier AZL production, are to be launched soon.



The BNSF (item no. 75000027; photo left) and the KCS (75000036; photo right) are two railway companies equipped with Multi-Max car transport wagons. Photos: Atlas Model Railroad

The prototypes are 89' long and come from Greenbrier Companies. As is usual in North America, these are closed wagons. The interior of these “Multi-Max” models, which have been built since 2013, has been extended from two to three loading levels. They are often used in block trains or large groups of wagons. Around 10,000 of them are in daily use today.

Atlas Model RR has now realised these wagons and is thus serving all customers who were once unable to obtain them from AZL. Three car numbers are available for each of the six railway companies/adjusters: BNSF (art. nos. 75000027 to -29), CSX (-30 to -32), Ferromex (-33 to -35), KCS (-36 to -38), TTX (-39 to -41), and Union Pacific (-42 to -44).

Allotment garden fever at Yellow Dwarf:

While the gardening season is coming to an end outside, it can now really begin inside. Yellow Dwarf (<https://www.yellowdwarf.eu>) is enhancing its range with four garden tool sheds (item no. 60386) and two matching garden sheds (60387).



Garden tool shed (item no. 60386; photo left) and two matching garden sheds (60387; photo right) are now enhancing the allotment gardens on a scale of 1:220. Photos: Yellow Dwarf

As always, these are unpainted 3D printed parts made of resin, which the customer has to paint themselves. The gluing of parts is done with ordinary superglue.

Archistories produces exclusively:

On behalf of Björn Plutka (Z-Doktor Modellbau), Archistories has developed a small locomotive shed that is customised for the Kö 1 model from this supplier. The official product name chosen was “Alter Köf-Kleinlokschuppen” (item no. 102251), but the locomotives of performance class 2 behind it were somewhat larger than the model envisaged here.



The old Köf small locomotive shed (item no. 102251) has been customised for Z-Doktor Modellbau. Photo: Archistories

In fact, the Köf 2 models produced to date also seem to fit in this shed. If in doubt, however, you should check the dimensions of the locomotive length before buying (currently possible via the 1zu220 shop and dealers in the USA): 42 x 26 x 32 mm (L x W x H).

The kit, made of solid-coloured hard cardboard that no longer requires any colour finishing, is an atmospheric attention getter on any layout. This is ensured by the morbid charm of the small building, which is characterised by time and vandalism damage. A ventilation structure on its roof ensures the extraction of exhaust fumes.

Externally, it is characterised by a solid wall plinth and green-painted wooden cladding. However, the plaster on the plinth has long since cracked and even fallen off in places, and the boards have a weathered appearance. The blind window panes, some of which have been smashed or broken, are also in keeping with this. Some of the open windows have been secured with boards.

A single Märklin delivery:

There is only one new delivery from Märklin to report in September. The olive green DRG Ci dT Wü 05 kittel steam railcar (item no. 88147) from the 2025 summer new items has arrived at the dealers and is mostly sold out immediately.



The Kittel steam railcar Ci dT Wü 05 has been delivered in a further version for the DRG (item no. 88147).

Technically, it follows the well-known two predecessor models and also features packaging inside the box that takes some getting used to because it differs from other products. However, this effectively protects the fine and very smooth-running vehicle from damage. Like the other two editions, it should be handled with care and not by the tiny linkage.

AZL new in September:

In September 2025, American Z Line is offering a remarkable variety of locomotives. The Santa Fe locomotives in the popular Warbonnet livery are always eye-catching. The GE C44-9W of the BNSF is now on the shelf with this livery in the transition phase from the ATSF. Two road numbers (item no. 65110-1 / -2) are available to choose from.



The GE C44-9W of the BNSF (item no. 65110-1; photo above) marks the transition phase from the ATSF. Southern Pacific's EMD SD40T tunnel locomotive (64107-1; photo below) wears its bloody nose in a long mould. Photos: AZL | Ztrack

The two Southern Pacific EMD SD40T tunnel locomotives (64107-1 / -2) have a long, bloody nose. The EMD SD60M of the BNSF (65043-1 / -2) is much more modern. With the ALCO RS3 of the Erie Lackawanna (63332-1 / -2), true classics are also rolling in at the same time. This rating also applies to the EMD F7A of the Atlantic Coast Line (63015-1A / -2A) and FP7 of the PRR (65304-1 / -2).

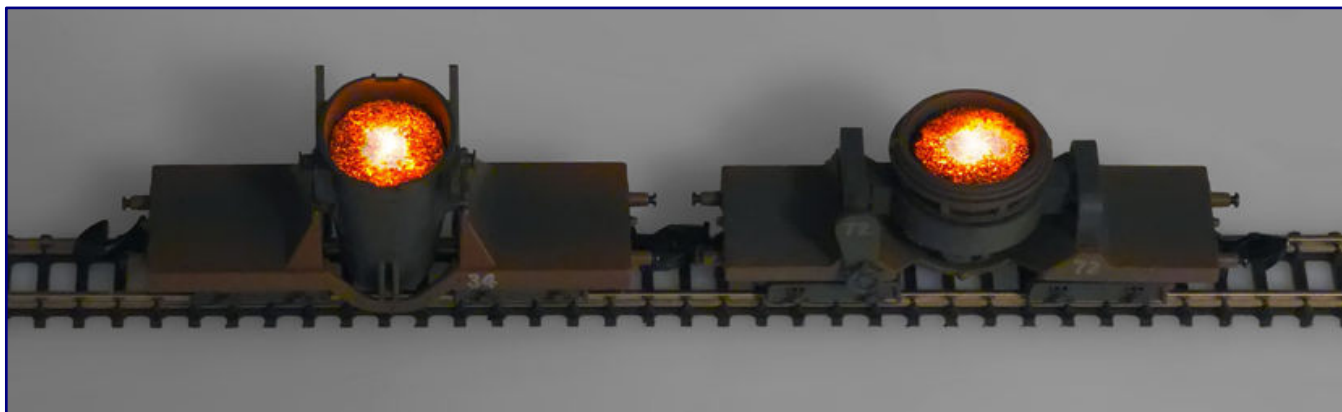
The first freight car to be reported is the Great Northern's side-view freight car (92021-1). Modernised 1937 AAR freight wagons roll in single (905408-1) and double (915408-1) for the Rock Island. Identically configured are the Trinity tank cars of the VMSX (905510-1 / 915510-1).

In contrast, the 4180 pressurised air unloading wagons for the L&N are offered in packs of four (906009-1) and two (906039-1). Meanwhile, individual 40' containers are in the delivery programme for Zim (95213B) and APL (95222).

Construction site protection and more from Zmodell:

Zmodell has developed 27 new products, presented them at the end of August and also provided them to the 1zu220 shop (<https://www.1zu220-shop.de>) as a sales partner. These include new loads (timber and pipes) for the Sgns double stanchion wagon (item no. ZM-MRK-SGNS-006).

The LED-illuminated inserts for Märklin's pig iron and slag wagons (ZM-MRK-SW-001L / ZM-MRK-SW-002L), which are driven out of the blast furnace with glowing "soup", look very impressive. A special magnetic bucket (ZM-SWM-01) is also required for switching on and off. Meanwhile, the DB AG train departure board for eras V and VI (ZM-TDB-01DE), which can also be used twice at large stations, provides information at modern railway stations.



The illuminated load inserts for Märklin's pig iron (left) and slag wagons (right) are particularly impressive. Photo: Zmodell

Leaving the station building, we soon come across advertising pillars in retro and illuminated modern designs (ZM-LS-001 / ZM-LS-002L), typical old town shop signs (ZM-MS-025) and chain barriers (ZM-MS-035). Private gardens are increasingly enclosed with double wire mesh fencing in green or anthracite (ZM-MS-023 / ZM-MS-024).

The modern bus stop signs in two designs (ZM-MS-026 / ZM-MS-027) are also part of the cityscape and were modelled in part on Dortmund, where we live today. If we leave the town and drive along a country road, we come across crash barriers (ZM-MS-031) and curve (bend) direction arrows (ZM-MS-033).

Zmodell has presented three versions of its construction site barriers (ZM-MS-029A, -B and -C). They are also complemented by two different versions of beacons (ZM-MS-030A / -B), and models with built-in lighting are already in development.

The construction site safety products are complemented by temporary traffic signs (ZM-MS-028) and separately available base plates in single and double versions (ZM-FP-001 / -002).



A model version of the roadworks barriers and parts of the temporary traffic signs have been erected here. Photo: Zmodell

Stick-on LED warm light filter foils (ZM-PL-001) and adhesive foils for blinding train windows on toilets, service compartments or in dining car kitchens (ZM-PL-002) are intended for optimising the rolling stock. The driver's cab equipment for the 111 (ZM-PL-111), 120 (-120), and 143 series, which can also be glued in place, has also been revised and reissued (-143).

Fascination Modelling in Friedrichshafen:

From 31 October to 2 November 2025, Faszination Modellbau will once again open its doors at Messe Friedrichshafen. 28 model railway layouts of all common gauges are expected there. The nominal size Z will be represented by Z-Freunde International e.V. on an area of 14 x 7 metres. A list of their exhibits was not yet available at the time of going to press.

Christmas car from Micro-Trains:

Based on a covered 50' freight car, Micro-Trains (<https://micro-trains.com>) is currently announcing a 2025 Christmas car (item no. 505 00 490). It is printed differently on both sides, with a Micro Mouse motif again forming the centrepiece. The model is currently in the pre-order phase. After a long break, this is the first new product from Oregon to emphasise the statement made recently.



MTL presented a Christmas trolley 2025 (item no. 505 00 490) with different prints on both sides, which is now entering the pre-order phase. Illustrations: Micro-Trains

First review of the Märklintage:

According to the impression of many of our editorial team members, this year's Märklintage in Göppingen, which was once again carried the title "IMA", was well attended. In fact, the manufacturer once again succeeded in attracting other companies from the industry to its headquarters and thus bringing the breadth of our hobby to life.

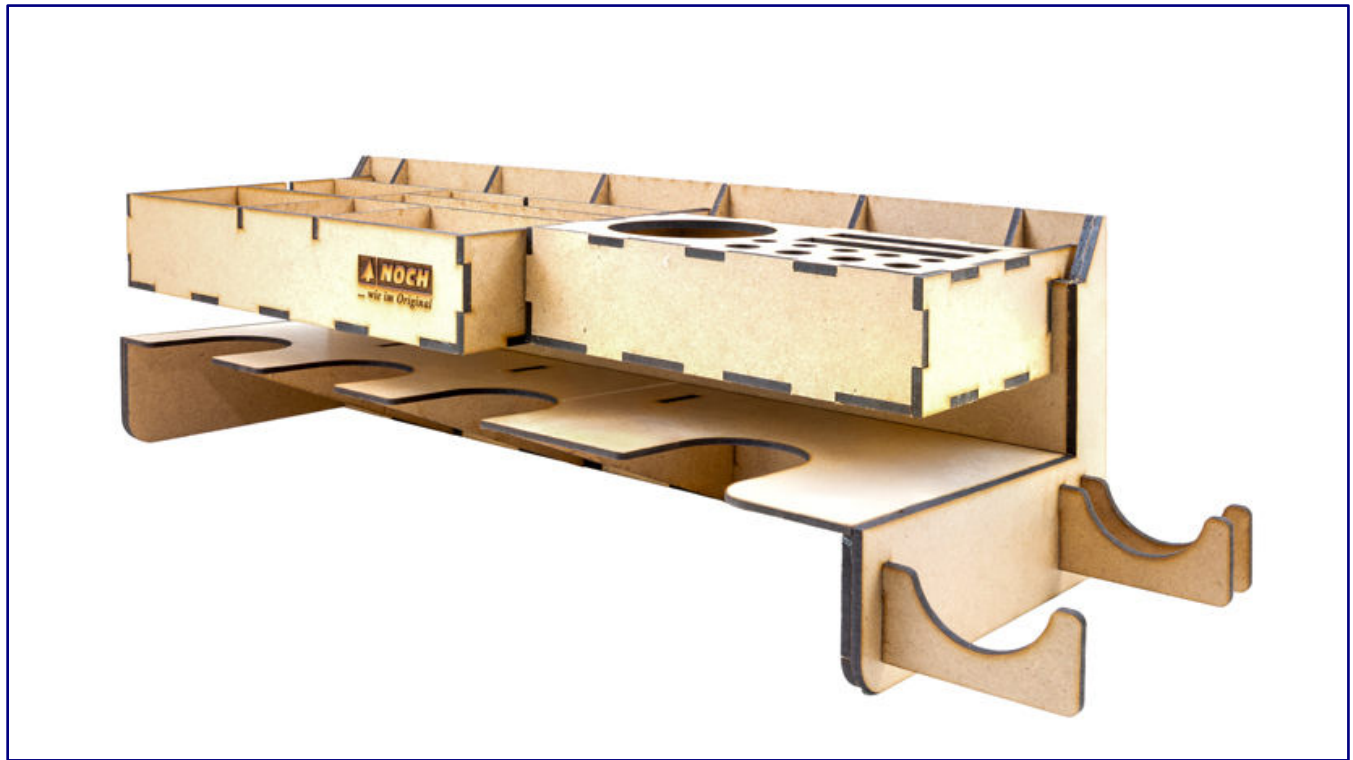
What was new was that the Z gauge moved from the shipyard hall to the Hohenstaufenhalle, marketed as the EWS Arena. There was also a lot going on again at the railway station, where the originals of many Märklin models were on display. A summarised report will follow next month.

We have already published our episode 44 on **Trainini TV** (<https://www.youtube.com/TraininiTV>), which summarises the 1:220 scale in moving pictures.

New autumn products at Noch and a delivery:

Noch (<https://www.noch.de>) has started shipping its Grasmaster 4.0 in the so-called professional set (item no. 60125). In addition to the most powerful and latest generation of the grassing device, it also includes a wide range of accessories packed in a large bag.

It includes various sieves and containers as well as a flexible hose that allows access to confined grass areas. This new tool, which marks the top end of the Noch range, will be presented by the manufacturer



The shelf called "Workstation" (item no. 60131) for the new Grasmaster 4.0 and other tools is the central autumn innovation from Wangen. Photo: Noch

at the trade fair in Leipzig and at the same time by us at the **Trainini Anniversary Exhibition 2025** shown and also demonstrated. We also provide interested parties with information material.

With the autumn innovations now presented, the manufacturer is expanding its range to include a wall bracket system called Work-Station (60131), which is supplied complete with mounting material. It enables easily accessible storage of components and a number of other tools for quick access in the tinkering room.



Noch says of his own superglue (61106) that it does not evaporate and leave white deposits on the glued areas. Photo: Noch

It can therefore also be used for the 36 components of the special tool sets (60050), whose consumables are also available separately. Supplementary tools such as fine saws, scissors, pliers, files, tweezers and clamps (various article numbers, see new products brochure on the Noch pages) are also part of the extended range.

We are now also offering our own 20 g superglue (61106), intended for gluing figures, among other things. According to the manufacturer, it is designed so that it does not evaporate and leave white spots on the glued areas and is therefore also suitable for fixing window films to laser-cut kits.

We hope that the Advent calendar (44998), which is also being offered for Z gauge for the first time, will be successful. It contains 3D Master figures printed in colour on a small scale from the current product range and this year's new items. We won't reveal any more at this point, except for the fact that the calendar will contain scenes of figures that belong together, i.e., they have not been "blindly thrown together".

Brushes and ten new colours for perfect shading ("shaders") from the Ammo Rail Centre range are also being added to the Noch range. A "Realistic Landscaping" solution box (4601203 / AMMO.R-1203) is offered as a complete package with instruction book, colours, effects, paste, cork gravel, grit grass, hard foam and cork panels.

The instruction book of the same title (4601303 / AMMO.R-1303) is also available separately in German, English, Spanish and French.

GDR lorry at EtchIT-Modellbau:

EtchIT-Modellbau (<https://etchit.bplaced.net>) has added the IFA W50/L/Sp Speditionsspritsche lorry to its range. The V2 kit consists of the vehicle with flatbed and tarpaulin open at the rear as well as personnel, load lifter ("Ameise") and transport box.



The scope of the new kit is shown here on the N-gauge counterpart. Photo: EtchIT-Modellbau

Two packs new at WDW Full Throttle:

Shortly after the last editorial deadline, WDW Full Throttle (<http://www.wdwfullthrottle.com>) informed us of another new product. A unit consisting of two bulk goods wagons with a cylindrical container, painted blue and with contrasting yellow parts, has been released there. The wagons are for Morton Salt (item no. FT-1069) on the road.

Morton Salt was founded in 1848 in Chicago, Illinois, and produces salt for food, water treatment, industry, agriculture, and road/highway construction. The company, which has been a public limited company since 1910, is now North America's leading manufacturer and marketer of salts.



Bulk goods wagon for Morton Salt (item no. FT-1069). Photo: WDW Full Throttle

The same type of wagon also serves as the basis for two examples travelling for Jack Frost (FT-1070) in a white basic livery with blue stripes. The contrast to the previous month is thematised here, as the prototypes were used to transport sugar in this case.

Herpa aircraft new products VI/2025:

From the sixth Herpa announcements of this year, we have again selected the 1:200 scale aircraft models that are suitable for use on European layouts and do not exceed a total length of 30 cm. The following models from the Wings series are to be announced:

Lufthansa Boeing 707-400 (573702),
Luftwaffe Airbus A400M Atlas – LTG 62 “10 Jahre A400M” (573788),
KLM Airbus A321neo (573801), and
LOT Polish Airlines Embraer E190 (573818).

The four-engine Douglas DC-7 (573528) from the Douglas Aircraft Company, which was announced last year, appears as a new model in factory demonstration livery. This model, which also competed against the “Super Connie” from Lockheed, marked the end of the era of piston engine aeroplanes at Douglas.

The list of Snapfit innovations with retracted chassis and somewhat simplified presentation is also comparatively extensive:

Bulgaria Air Airbus A220-300 (613811-001),
Edelweiss Air Airbus A320 (614597),
KLM Airbus A321neo (614665), and
CSA Czech Airlines Airbus A220-300 (614733).

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