

International Edition

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

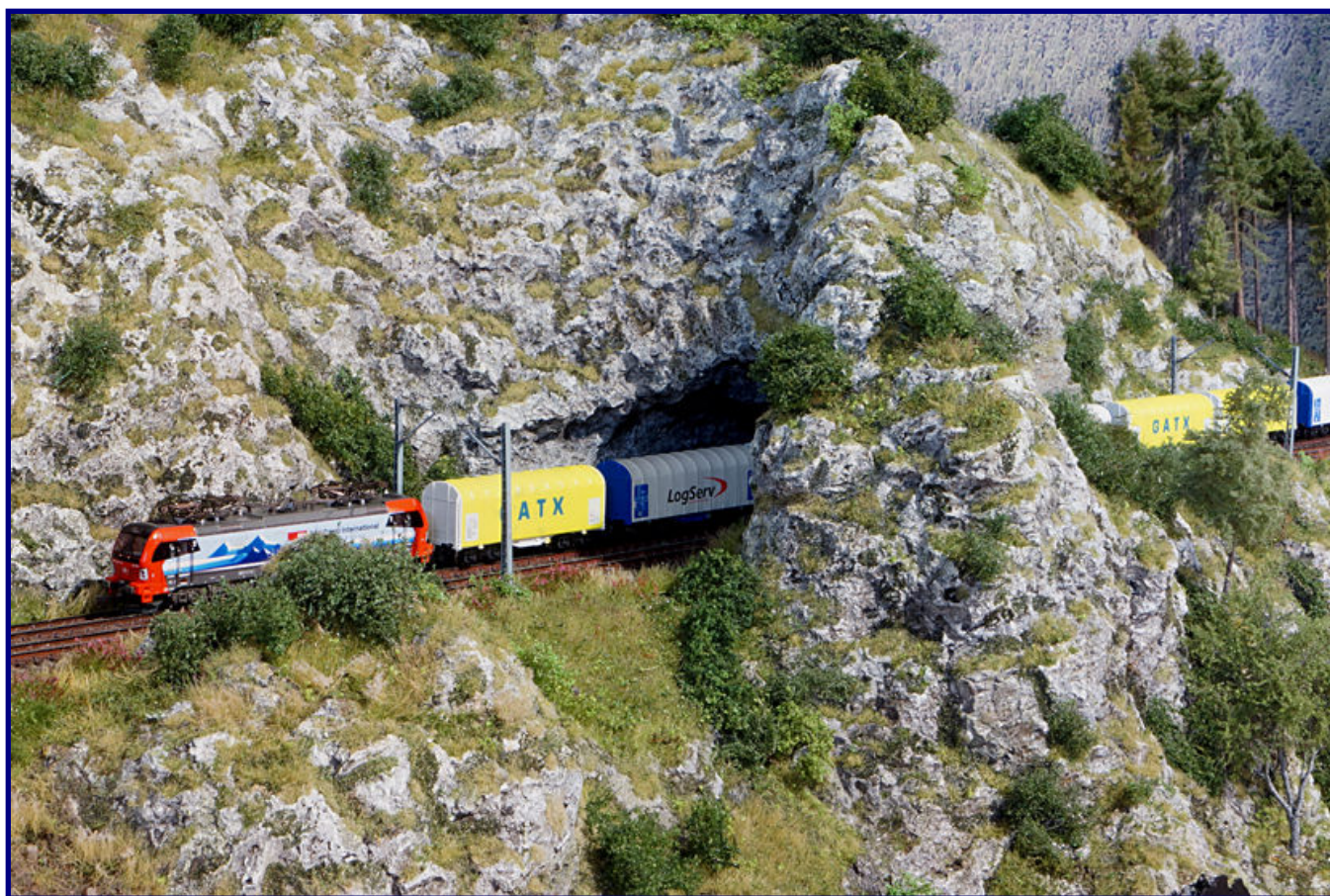
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Trainini

German Magazine for Z Gauge



Grand Celebration in Wasserkurl

Märklin Days 2025
Kick up a lot of Dust

Introduction

Dear Readers,

when we look outside, and even more so when we step outside, we realise that summer is over! With its departure, the tinkering season begins. It's finally time to bring your layout back to life.

Are you also faced with the problem that it has gathered dust over the summer? Then don't despair and tackle this urgent task with determination, but also with care.



Holger Späing
Editor-in-chief

We have compiled some ideas for you in an article, continuing a series of posts that has been running on **Trainini®** for almost 15 years and will certainly continue for several more years to come.

Raising some dust instead of breaking figures is the challenge we wanted to take on. Once again, we used the Staubfee 3.0, which we were delighted to test about a year ago. Now it had to prove itself on a larger scope and over the long term. I can assure you that it mastered this task as well, and thanks to ball bearings, we had no overheating issues to complain about.

It was interesting for us – and now for you too – to learn that the manufacturer has just revised it once again. However, we do not yet know whether it will continue to bear the version number 3.0 or be designated 3.1 or 4.0 in future.

What is more important is that the fan wheels will be printed from resin instead of filament in future. This will make the device quieter and increase its efficiency even further, as we have been told. Of course, we have not yet been able to verify this, but we were completely satisfied with the previous performance anyway.

With the start of the autumn season, trade fairs are also beginning again. That is why we are reporting today from Göppingen, which was not easy, as our editor Ralf Junius was also 'chained to his seat' as an exhibitor.

It was easier two weeks later, when we invited guests to our own **Trainini Anniversary Exhibition 2025** in a district of Kamen in Westphalia. Four of the five editors and three of our four translators were on site for discussions – even if some appeared incognito so that they could talk to you completely freely, unrecognised, and take away impressions that were as unadulterated as possible.

They simply mingled with the crowd so that they could follow and experience everything just as our visitors did. Part of the job of the press is sometimes to keep a close eye on third parties and criticise them, if necessary. The press does not always have to be comfortable, but it does have to be honest throughout.

That is why we also try to view our own work through the eyes of others and identify any errors so that we can correct them in a new edition. By asking specific questions, I have also received valuable suggestions, but together we want to be sure that we have not overlooked anything in the end. After all, **Trainini®** should remain your personal number one for the next 20 years!

Sin-Z-erely,

Holger Späing

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Model

Currently no items

Prototype

Currently no items

Design

Currently no items

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We thank Andreas Bickel for his photo support.

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Cover photo:

Thanks to its country approvals, the Siemens Vectron from the SBB Cargo fleet can be found almost everywhere in Europe. It is pulling a block train of sliding tarpaulin wagons from Azar Models as it travels through the rocky landscape from Avantgarde Modellbau on its way to Wasserkurl.

Maintenance & Care (Part 12)

Lush Green instead of faded Grey

Dust is the enemy of every layout, as nearly all model railway enthusiasts will testify. Controlling dust is a core task for every layout owner, but the number of ways to do this is as varied as the number of layouts themselves. We, too, were faced recently with cleaning a layout and doing so in a way that was as gentle as possible. We hope that our experience will serve as inspiration and guidance for our readers.

Over many years now, our magazine has run articles on the maintenance and care of our small models. However, it has been eleven years since rolling stock was not the focus of an article.



This image from 2006 shows the “Industrial Branch” module built by the late Gunnar Häberer and our plan is to make the layout shine again in this original state. Work on this great showpiece begins with a thorough cleaning, for which we would like to show you various methods.

It is high time, therefore, to turn our attention back to servicing layouts and landscapes. After all, everyone is familiar with the problem we are about to describe: It is not only the wheels of locomotives and wagons that cause dirt, but landscapes, too, which act like a magnet for suspended particles in the air.

Over time, the colours of grasses and foliage appear to fade, even without being bleached by exposure to the sun’s ultraviolet light. The roofs of buildings and, possibly, also dust webs or spider webs reveal what has happened in this case.

Hardly any layout is operated under laboratory conditions; dust surrounds us in the form of fine, invisible particles. Wherever the ambient air is not moving much, these particles sink and settle on the surface they encounter. On smooth surfaces, this dust, aptly called “polvere” (powder) in Italian, can be easily wiped or vacuumed away.

On the uneven and porous surfaces of a model railway layout, however, it finds many surfaces where it adheres well and sticks. In contrast to deliberately applied patina, however, it is undesirable there.

Dust causes colours to fade and, over the years, casts every landscape in a grey haze, producing effects like those experienced when looking through an eye affected by cataracts. Good advice is now hard to come by, if one wants to clean the precious creation without causing it any damage.



A small cordless handheld vacuum cleaner with a long, narrow nozzle and a transparent collection container can be extremely useful when cleaning a layout. The lack of a cable protects against accidental damage to the landscape.

Simply vacuuming them up is usually not possible, as the meadows are lined with trees that make access difficult, or figures that are at risk of disappearing into the bag never to be seen again. Only in a few places can a handheld vacuum cleaner with a fine nozzle provide a solution.

Such devices are available from well-known brands or as no-name products for little money almost everywhere. Long, pointed nozzles ensure easy access to difficult areas and help where a household vacuum cleaner would be inadequate.

A transparent collection container helps to identify in good time if any parts are being sucked up that absolutely must be removed before they can be reattached. After all, potential replacements can quickly add up to large sums of money or cause further frustration if they are unavailable.

Availability aspects are another consideration which brings us to another alternative: Years ago, Busch added a true miracle weapon against dirt to its product range under the name “Cyber Clean”. It has long since disappeared from the market, but perhaps not been forgotten by everyone.



Cyber Clean proved to be a real miracle weapon against dust and stubborn dirt. On the right is a fresh sample in bright yellow, and on the left is a used sample, whose darker green colour indicates that it is now saturated. When used carefully, it can even flow around figures, signals and more to clean them gently (photo below).

We tested it back then and were thrilled. The squishy modelling clay smelled fresh like lemon and delighted us with its bright yellow colour. It was easy to shape and could be moulded into almost any form, even surrounding objects and “flowing” around their surfaces without damaging them.



Dirt stuck to it well and was absorbed inside by its membrane system. During the process, this changed its colour, which ultimately indicated when it was saturated and needed to be disposed of. In many cases, it proved to be a major contribution to the fight for cleanliness and operational safety.

But what use is this memory if Busch no longer offers this product? The good news is that this invention still exists and can still be found on the internet under its original name at the original manufacturer's website. Only the packaging, size and distribution channels have changed. Various retailers stock the product, as does a large, exclusively online retailer.

A little TLC for the model

But our options don't end there: anyone who takes a lot of close-up photographs will be familiar with the phenomenon of individual dust particles being visible in the image, even though they cannot be seen with the naked eye.

What is needed is an extremely soft brush with long, soft bristles that can glide over the model surface without scratching it and brush off such particles. A cosmetic brush, such as those found in drugstores, or a higher-quality brush, such as those found at Zahn Pinsel, is suitable for this purpose.



Three types of brushes that can help with removing dust from layout: a bristle brush from Springer (left), an antistatic model cleaning brush from Tamiya (centre), and a standard cosmetic brush from a chemist's (right).

The value of such a tool is particularly evident in its stability. This means permanently removing fine dust without replacing it with loose hairs on the cleaned surface.

That is why we opted for a squirrel hair brush from Springer Pinsel years ago. The term “squirrel hair” refers to hair that comes from the fine winter belly fur of squirrels, although synthetic alternatives are also available on the market today. We have not regretted our decision, which was initially somewhat more expensive, and have acquired a good tool that has definitely proven its worth over the years.



The feather brush is very soft and therefore leaves even delicate parts intact. To remove stubborn dust, it may be necessary to change the direction of wiping or rotate the brush.

After retirement of its owner, the Springer range has since been transferred to Zahn Pinsel, which is why we have only listed this supplier, who also offers many other tools for model making. The results of our work regularly confirm the high quality of these brushes.

Cosmetic brushes of different shapes also help us in the landscape. If we touch a tree or a figure, they are not immediately damaged. However, they can be wiped several times and in different directions without any problems, allowing them to be used in a targeted manner.

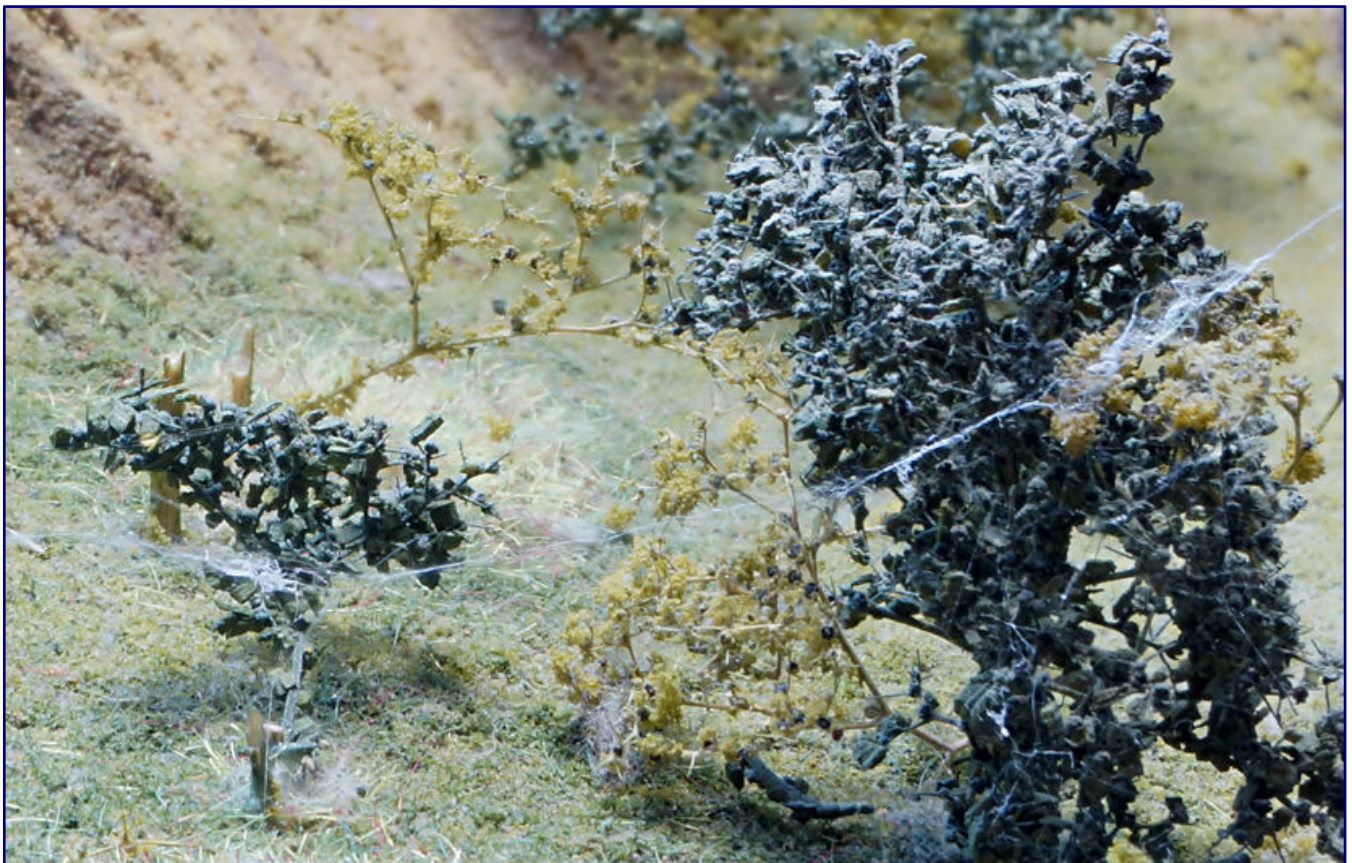
Threads simply get caught in the brush hair and are removed more effectively and precisely than with any other method. This makes them an indispensable part of cleaning landscapes.

However, the adhesive force of a hair brush is always limited. We must be aware that we are merely moving most of the dust to another location, usually to the floor of the facility, literally “one floor down.”

Blowing and aspiration

This is a step in the right direction, but it does not solve the problem completely. This is where another tool comes into play: In **Trainini®** 3/2024, we presented and explained the Staubfee 3.0 (dust fairy) from Franke WF. We also provided photographic evidence of the effectiveness of this tool from its first test run.

Since then, this tool has been a permanent fixture and highly valued item in our inventory. We also know of various fellow Z scale enthusiasts who use it and are satisfied with the purchase. Reason enough, we think, to mention it here again.



Spider webs covered in dust covering bushes and trees covered by dusty spider webs. A grey veil has settled over the green spaces. A challenging test awaits our dust fairy here!

After many everyday tasks, it now had to prove itself once again in a difficult situation: the “Industrial branch” module built by the late Gunnar Häberer’s estate had apparently been forgotten in a cellar for the last few years, but found its way into our hands.

Only when the typical cellar smell of an old building had dissipated did his great work appear ready for our recent anniversary exhibition. However, to make it operational again, a lot of renovation work remains to be done, which we plan to carry out as conservatively as possible.

In addition to the construction of a new detachable control panel, the cobblestone surface of the industrial site is causing great concern, as the rubber-like surface has become porous and extremely sensitive to touch. Many trees and bushes are also broken and need to be replaced to preserve the original character of the layout in the long term.

However, the scope and nature of the work required can only be determined with certainty once the layout has been thoroughly cleaned. This proved to be a major challenge, as the paved area in particular does not tolerate contact with a vacuum cleaner nozzle or anything less than a steady hand.



Here we see a detailed shot of the scene from page 8 again, before the cleaning process. Cleaning is made even more difficult by the porous material of the cobblestones, which cannot tolerate any contact.

Just being careful is not enough here, because the nozzle must be guided close to the surface in order to work effectively. The suction flow always works against the resistance of the hand muscles. One second of careless movement would be enough for the nozzle to stick to the floor, which would result in a visible hole in the paving pattern.

Manufacturer modifications and special features

If the nozzle extension for the inner blowing nozzle of the Staubfee is not attached, the air is expelled in pulses. The extension prevents this and creates a constant air flow. Which of the two is individually indicated and preferred is at the discretion of the user.

The rough wind turbines of our design are now a thing of the past. They now have thinner walls and are manufactured on a resin printer. According to the manufacturer, this should result in a higher subjective perception of blowing performance.

The Staubfee 3.0 played the role of a “miracle weapon” here. With the rotary valve on the back and a clip-on cap, it allows for seamless switching from pure suction to a combination of blowing and suction airflow. A clip-on extension on the inner blowing nozzle further increases the effectiveness of the blowing airflow.

And it is precisely this blowing air that makes the difference here. The dust is stirred up from the pavement surface without any risk of accidentally touching and damaging it. After all, the pressure of the blown air counteracts the suction force of the suction stream.

When guided close to the surface, the optimum amount of blowing air can be quickly determined and adjusted. This effectively cleans the surface without simply moving the particles to another location, as is the case with a leaf blower.

continued on page 12



When the slider on the rear is set to “Max” (photo above), the maximum possible amount of air is sucked in and expelled through the blowing nozzle. The Staubfee comes with an extension piece (photo below) for the blowing nozzle, which increases the blowing power and prevents the air flow from pulsating.

Most of the dust that is stirred up is immediately captured by the outer nozzle and transported inside, i.e., into the vacuum cleaner bag. Anything that slips through the nozzle due to incorrect positioning can be vacuumed up in a safe place.

To do this, we set the slider to minimum or also put the cap on. Now a powerful airflow takes effect, which picks up the scattered particles and also those distributed by the cosmetic brush and pulls them away from the surface of the layout. The handheld vacuum cleaner is no longer needed, as the dust fairy can take over its function.



The combination with the blowing stream proves helpful in many places: we can maintain a sufficient safety distance from bushes and trees, and even in the pit of the segment turntable, it ensures that the suction stream can reach all particles from a safe distance.

The result is clear and easy to describe: fresh green areas have appeared on the module that we had previously considered in need of renovation. There was no damage to bushes or trees, avoiding the need for further work on that. Even broken branches that had become entangled somewhere were left in place by the dust fairy.

The same applies to some figures that were glued to the porous courtyard surface and had long since pushed over sideways due to breakouts. We had expected to find them in the vacuum cleaner bag, but the dust fairy left them intact. If the renovation plan is successful, they will not need to be replaced and will find permanent support again, imperceptible to viewers.



After using the dust fairy, not only have the cobwebs disappeared, but the greenery also appears fresher in colour!

Removing the outer nozzle and cleaning the coarse filter confirms our visual impression of the module: a huge amount of house dust has been removed and transported to the vacuum cleaner bag. So let's note that working in a well-prepared manner with carefully selected tools not only leads to success, but also helps to save high follow-up costs and time.

Supplier contact:
[Franke.wf\(at\)web.de](mailto:Franke.wf(at)web.de)

Recommended brushes:
<https://www.tamiya.de>
<https://www.zahn-pinsel.com>



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.

Dienst in Krieg und Frieden

Unauffälliges Arbeitstier

Die Baureihe 86 war vieles, aber nicht spektakulär. Sie gehörte einfach dazu und wurde vielleicht deshalb früh und beständig als Modell in vielen Baugrößen angeboten. Und doch sind vielleicht genau diese Allgegenwärtigkeit ohne herausragende Bestleistungen das Zeug, das sie zum Klassiker gemacht hat. Ein EK-Baureihenband stellt sie nun wieder detailliert vor.



Andreas Knipping
Die Baureihe 86
Das Arbeitstier für Nebenbahnen

EK Meiden GmbH
Freiburg 2024

Gebundenes Buch
Format 21,0 x 29,7 cm
400 Seiten mit 573 teilweise farbigen Abbildungen

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oder im Fach- und Buchhandel

Das Vorwort des Buches beschreibt sehr treffend, was die Baureihe 86 bei der Eisenbahn war: unspektakulär. Sie glänzte nicht mit Rekordleistungen oder besonderer Ästhetik, war auch nicht die schlechteste Konstruktion, ausgesprochen hässlich oder unzuverlässig.

Sie war einfach ein allgegenwärtiges und dabei unauffälliges Arbeitstier, das nie einen Spitznamen erhielt, unter dem es den Eisenbahnfreunden fest in Erinnerung geblieben wäre. Und doch fand sie auch ihren festen Platz in den Sortimenten der Modellbahnhersteller aller Spurweiten. Ob das wesentlich zu ihrer Popularität beigetragen hat?

Wir möchten uns da nicht festlegen, zumal es für den Wert des vorliegenden Buches keine Rolle spielt. Die Baureihe 86 gehörte zu den drei Einheitslokomotivtypen, die für Nebenstrecken entwickelt worden waren.

Ihr Aufgabengebiet sollte der Dienst im Mittelgebirge und vor Güterzügen sein, den sie mit sage und schreibe 776 Exemplaren antrat und mit der sie sich nach Stückzahlen nur der Baureihe 50 geschlagen geben musste.

Ihr Lauf im Gleisbogen führte zeitlebens zu Problemen, ihre Vorräte waren knapp bemessen und doch leistete sie vier Jahrzehnte treue Dienste – bei der Bundesbahn bis 1973. 13 Exemplare blieben der Nachwelt erhalten, fast immer war mindestens eine Lok betriebsfähig.

Das klingt irgendwie doch rekordverdächtig und ist den Inhalten des Werkes zu entnehmen. Dies befasst sich mit Entwicklung, Technik und Betriebsgeschichte dieses Loktyps sowie der Zeit nach dem Dienstende, wie wir es von Baureihenbänden des Eisenbahnkuriers gewohnt sind.

Allerdings fällt der Technikteil zu Gunsten von Betriebs- und Beheimatungsgeschichte etwas kurz aus, schon nach rund hundert Seiten erfolgt dieses Mal der Schwenk. Das schränkt vielleicht auch die Zielgruppe im Vergleich zu anderen EK-Bänden etwas ein, zumal es im Bereich des Antiquariats zwei Alternativen in Form der Vorgängerauflagen gibt.

Dennoch sehen wir uns hier mit 400 Seiten Inhalt konfrontiert, die mit 570 gut reproduzierten Abbildungen hervorragend unterlegt und dokumentiert werden. Ein großer Teil des Bildbestands wurde laut Autor übrigens ausgetauscht.

Er sieht in der umfangreichen Überarbeitung ein starkes Argument, Vorgängerbände aufs Altenteil zu schieben und mit diesem Buch zu ersetzen. Tatsächlich sind in die ursprünglichen Auflagen von 1987 und 2008 viele neue Forschungsergebnisse eingeflossen.

Das hat nicht nur zu Fortschreiben bekannten Wissens und zusätzlichen Informationen geführt, sondern machte auch viele Korrekturen erforderlich. Folglich präsentiert sich dieses neue Buch nun vollständig überarbeitet.

Zurück zu den Inhalten: Nachgezeichnet wird die Betriebsgeschichte der Baureihe 86 im Sauerland, im Bergischen Land, in Schlesien, im Taunus, im Weserbergland und in der Eifel, im Nordschwarzwald und auf der Schwäbischen Alb, im Allgäu und im gebirgigen Nordostbayern, in der Steiermark und in Kärnten, im Thüringer Wald und - mit besonderer Verbreitung und Dauer - im Erzgebirge.

Fast überall in Deutschland war sie einmal anzutreffen, was durch ihre große Stückzahl begünstigt wurde. Dabei präsentierten sich die Maschinen nicht mal einheitlich, während ihrer Bauzeit flossen auch Änderungen und Verbesserungen ein, spätere Bauartänderungen noch ausgeklammert.

Das alles macht den einst täglichen Einsatz für den Eisenbahnfreund und vermutlich auch Heimatforscher zu einer lesenswerten Geschichte. Eine Besonderheit des Abschieds der Baureihe 86 ist die sich über eineinhalb Jahrzehnte erstreckende, einstige Abfolge in Sachsen mit planmäßiger Zugförderung, Heizlokdiensten, Nachnutzung auf einer Kohlenbahn und Sondereinsätzen für Eisenbahnfreunde. Die Nöte der früheren DR werden so nebenbei mit deutlich.

Sondereinsätze von erhaltenen und betriebsfähigen Maschinen gibt es noch heute – die einzige Konstante über 37 Jahre seit Erscheinen der Erstauflage. Vieles andere hat sich hingegen, wie schon ausgeführt, stark geändert.

So können wir auch diesen Titel einem breiten Kreis von Lesern mit Interesse an fundierten und tiefgreifenden Informationen zu Dampflokomotiven und ihrem Einsatz empfehlen. Die Mehrheit kann hoffentlich die inhaltliche Verschiebung verschmerzen, neue Leser werden dies vielleicht sogar begrüßen. Einen Versuch ist es allemal wert.

Publisher's webpages:

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

Reichlich Dampf im Dreiländereck Heimspiel für Ton Pruissen

Im Zeitalter von Filmen auf Abruf aus dem Internet wird auch die DVD längst zum Auslaufmodell. Trotzdem hält sich dieser Datenträger tapfer im Segment der Eisenbahnfilme. Und immer entdecken wir dort wahre Perlen der Eisenbahngeschichte. Ein weiteres Beispiel dafür stellen wir Ihnen heute vor.

Ton Pruissen
So war sie damals, die DB - Teil 9
Dampf in und um Aachen

Nord Süd Express GmbH
Hattenhofen 2025

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Als der Niederländer Ton Pruissen und seine Freunde das Aachener Kohlerevier besuchen, steht die deutsche Steinkohle im Zenit, der Trans-Europ-Express in seiner Blüte und die Elektrifizierung vor der Tür.



Diese Dreierkombination verspricht einen spannenden Rahmen für einen Dampflokmovie in der letzten Dekade der betagten Maschinen. Dass aller guten Dinge drei sind, gilt auch für die besuchte Region, nämlich das Dreiländereck von Deutschland, Belgien und den Niederlanden.

Für den Produzenten, zugleich einen der Kameramänner, bedeutet das beinahe ein Heimspiel, stammt er doch aus den nahen Niederlanden. Wir sehen ihn auch in Aufnahmen, die beim Besuch eines Bahnbetriebswerks gefertigt wurden.

Rund 50 Jahre später hat er sich nun an dieses unwiederbringliche Archivmaterial gemacht und aus den verschiedenen Perspektiven der abweichenden Aufnahmepositionen einen unterhaltenden Eisenbahnfilm geschnitten.

Und wie immer, hat er im Anschluss das Filmmaterial dann sorgfältig digitalisiert, gereinigt und retuschiert sowie mit einer authentischen Tonspur belegt. Das Alter ist natürlich vielen der verwendeten Streifen trotzdem anzusehen. Besonders die Schwarz-Weiß-Sequenzen aus den Sechzigern neigen im Hintergrund- und Landschaftsbereich zu Verpixelungen, die nicht einfach nur als Unschärfen auffallen.

Dennoch wollten wir auch diese Filmteile nicht missen, denn die ins Bild fahrenden Dampflokomotiven sind trotzdem gut und mehr als ausreichend scharf zu sehen. Wir gehen davon aus, dass wir es hier mit altersbedingten Mängeln des Filmmaterials zu tun haben, die sich nur beschränkt mit modernen Mitteln beheben ließen, weil die erforderlichen Bildinformationen nicht vollständig vorhanden sind.

Wir meinen zudem, dass es sich über solche Kleinigkeiten hinwegsehen lässt, weil sie eben auch zu einem authentischen Dampflokmovie gehören, der nun mal auch verrät, ob er wirklich historisch oder nachgedreht worden ist.

Aber auch bei den doch nicht in einem so geringen Maße vorliegenden Farbfilmmaterial bleibt das Alter und damit die Originalität zu erkennen. Immerhin haben solche Aufnahmen vergangener Zeiten auch ein gleich wiedererkennbares Farbspektrum und auch Schwächen in dunklen, von Schatten (und eben dem Schwarz der Dampflokmovie) geprägten Bildbereich.

Nichts wurde hier gestellt und mit heute breiter verfügbarer Studioausrüstung aufpoliert. Das würde zwar der technischen Qualität zu Gute kommen, das Gezeigte aber eben wie einen Spielfilm wirken lassen, in dem die Akteure eine Rolle spielen und nicht das echte Leben wiedergeben.

Insofern heben sich die Filme von Ton Pilsen, vom Verlag Nord Süd Express angeboten, wohltuend von anderen Produktionen und auch historischen Wiedergaben ab. Sie bewerkstelligen einfach den Spagat zwischen bestmöglicher Qualität und nicht gewolltem Verlust des authentischen Eindrucks. Deshalb nominieren wir diese DVD hiermit für die Neuerscheinungen des Jahres 2025 in der Kategorie Literatur.

Gehen wir noch auf die Inhalte genauer ein: Was gibt es in diesem Film zu sehen? Wo wurde gedreht? Neben den Bahnhöfen Aachens und dem Bw Aachen-West stehen auch das Kohlrevier und die Jülicher Kleinbahn im Fokus.

Ebenso war die Beaulieu-Filmkamera dabei, als sich die Herren in Stolberg, im Bahnhof Rheydt und im Bw Mönchengladbach, in Walheim und Hohenbudberg, an der Kohlscheider und an der Gemmenicher Rampe postierten. Die Vielfalt der Umgebungsmotive dürfte sich spätestens jetzt erahnen lassen.

Zu den bildlichen Raritäten gehören die ELNA-Dampflokmovie 152 der Jülicher Kleinbahn und die Werksdampflokomotiven der Grube Anna in Alsdorf, von denen, wie auch die ELNA-Lok, Maschinen erhalten blieben.

Den DB-Dampf vermittelt ein großes Spektrum aus den Baureihen 01, 03, 23, 41 (mit Altbaukessel), 50 (teilweise vierdomige Exemplare mit Wannentender), 93⁵⁻¹² (preußische T 14¹), 94⁵⁻¹⁷ (preußische T 16¹), 38¹⁰⁻⁴⁰ (ehemalige P 8).

Zu sehen sind aber auch der VT 11⁵ als TEE Saphir, eine belgische Diesellok, Dampflokomotiven der Reihe 29 ebenfalls von der SNCB und sogar noch niederländische Vertreterinnen der Dampftraktion in Form der Reihen 4700 und 6100.

Eine besondere Rarität sind die letzten Vertreterinnen der Baureihe 55²⁵⁻⁵⁶ und die allerletzte, daraus hervorgegangene G 8¹ mit Vorlaufachse. Diese Lok mit der Betriebsnummer 56 241 diente Harald Ruppelt als Vorlage für seinen Umbau, der auf unserer Jubiläumsausstellung gerade erst zu sehen war.

Publisher's webpages:
<https://www.nordsuedexpress.de>

The 14th Märklin Days 2025

An international Stage

The audience is truly international when Märklin invites friends of the company to Göppingen every two years. The regional distance of exhibits' origin was comparatively modest. But by no means small. Märklin Days are and remain a show of contrasts – and that is precisely what makes them so worth seeing.

If we describe the exhibitors' journeys as modest in comparison to those of the visitors, this will initially cause some irritation. After all, some exhibitors and exhibits have a journey of 500 kilometres or more. However, each time the Göppingen event takes place, it demonstrates, particularly on the visitor side, just how large the Göppingen manufacturer's circle of fans actually is.

Year after year, we were somehow bothered by the fact that Märklin Days were allowed to use the label 'International Model Railway Exhibition' (IMA). After all, this had a long tradition that was closely linked to the biennial trade fair in Cologne.



On 18 September 2025 at 7:22 p.m., the train led by 151 073-4 with the museum vehicles from Nördlingen approaches its destination station in Göppingen in the evening glow. The Märklin Days can begin (the next day)! Photo: Andreas Bickel

And to this day, it has not been able to shake off the stigma that a trade fair organiser presumably once took on the organisation of this event solely to quickly bury a traditional event and then acquire this label for its regular events.

Be that as it may, whereas the IMA used to take place annually in Cologne and southern Germany, it is now limited to the south. The appeal of this label has thus faded significantly for us with the regional limitation.

Nevertheless, we attach great importance to the term 'Märklintage' and are highlighting this even more clearly in our report. The Göppingen-based manufacturer is the world market leader and attracts customers from all over the world, who flock to Swabia in large numbers.

The latest exhibition, from 19 to 21 September 2025, is no exception. As usual, it will be combined with the 'Spur-Z-Convention Süd-Deutschland' (Southern Germany Z Gauge Convention), which is intended to create a focal point for exhibitions in the south, alternating with the years when the event is held in Altenbeken. And that is exactly what worked this year.



Faller carried their diorama featuring the Freilassing roundhouse to Göppingen, adding an attractive showpiece to the event. Photo: Faller

Our editor Ralf Junius was on site and, in his dual role as an exhibitor, was able to report solely from the Hohenstaufenhalle, now marketed as the 'EWS Arena'. We therefore must exclude the other venues or rely on reports from third parties.

Let's start at the shipyard, where until two years ago the Z gauge was also housed. The larger manufacturers in the industry, a few small-series suppliers and H0 gauge layouts are still present there.

Not all Zetties will have made it there, although Faller also presented an attractive showpiece in our scale with its diorama of the Freilassing roundhouse.

At Noch, the focus was on the Grasmaster 4.0, a new tool that customers can now familiarise themselves with. Noch has listened carefully to its customers and added several innovations to its original product, which we will also be discussing.

Roco / Fleischmann provided inspiration for landscaping challenges and how to implement them. Their 'Moseltal' display layout features the Pünderich viaduct, which was and remains very popular not only with railway friends, but also lies on a railway line that always attracted particular attention at Zetties.



Not only, but to a considerable extent, a visit to Märklin is worthwhile because of its display layout with day-night change and weather simulations (photo above). The rush on Märklin Days was again as high as usual (photo below). Photo (below): Andreas Bickel

It's not just worth visiting the Märklineum during Märklin Days. There was plenty to browse through and, for some, something to discover in the treasure trove. The courtyard also traditionally invites visitors to linger a while longer with its range of attractions. Visitors won't want to miss a tour of the museum, which also takes them through the large display area with its day-night and weather simulation.

Attraction station

The Göppingen railway station, which is not only used for arrivals and departures, is always free of charge. It is and remains a guarantee for around 60,000 exhibition visitors at each exhibition. This time, too, it has made a significant contribution.

Steam locomotives attract visitors from far and wide or draw attention to themselves nearby with their trails of steam and smoke. In addition to 52 8168-8, it was certainly the two 'zero-ones' that were the focus of attention this year. After all, they are among the first representatives of the standard steam locomotive and are looking back on 100 years in 2025.

Märklin had honoured this via MHI with the promotional locomotive 101 127-9, which was also present. It features the chassis of 01 066, which also enabled a direct comparison. 01 180 with a reconstruction boiler is rather one of the dream models that customers discover for themselves on site and which may appear in the future.



001 180-9 (together with its sister locomotive 01 066 rolling in from the right) commemorated the 100th anniversary of the standardised steam locomotives. However, with its reconstruction boiler, it does not represent the current Märklin range, but rather the area of dream models.

With its ocean blue and ivory paintwork, 151 073-4 was reminiscent of a colour era that took off 50 years ago after being introduced a year earlier. Meanwhile, E 03 002 exuded timeless elegance and was reminiscent of the classics in the earlier Märklin range. Zetties recognised the yellow Pschorr beer wagon from BEM Nördlingen as soon as they saw it: it also served as the model for the special-edition wagon (item no. 80194) for the '14th Model Railway Meeting in Göppingen.'

We cannot remember a locomotive naming ceremony taking place during the Märklin Days. 181 218-9 from SEL (Schlünß Eisenbahn-Logistik) has now been named 'Göppingen' after four DB engines and 181 215-5 'Holstein'. Märklin immediately announced a model of the oriental red locomotive with a large bib for the H0 gauge range.



The SEL's 181 218-9, painted in oriental red, has now joined the ranks of the named locomotives, as it was christened "Göppingen" at the Märklin Days 2025. Photo: Andreas Bickel

Less in the spotlight was 120 143-3, which also belongs to SEL and once again bears the livery with which it was delivered at the end of the 1980s. Little of the basic livery can be seen on 110 469-4 from TRI, as it is advertising the 50th anniversary of the elephant from WDR television this year. The Zetties are also awaiting realisation here soon.

Almost unspectacular was 295 087-1, whose series number reveals its current status as a radio-controlled diesel locomotive with a shunting coupler, but which has been restored to its original purple-red paintwork. This was particularly pleasing to fans of our scale, as its elegance raises the excitement for the delivery of the V 90.

We cannot and do not wish to go into detail here about the cab rides on offer or the shuttle service with a rail bus to the Leonhard Weiss site. Long-time visitors to Märklin Days should be familiar with the programme of prototypes and models on display there.

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120 143-3 from SEL reflects the original livery of the series locomotives with its oriental red colour and marks a classic in the Märklin range (picture above). The TRI-crease' 110 469-4 'Elefant-Express' opens a new chapter in its series and represents a current novelty (picture below). Photos: Andreas Bickel



295 087-1, which provided an object-lesson demonstration of the beautifully designed Z gauge model, leaves the Leonhard Weiss factory premises after refuelling and returns to the station. Photo: Andreas Bickel

Due to a lack of photographic material, we must also largely exclude the outdoor railway in nominal size 2m, especially since there are regularly no points of contact with the standard gauge of our scale. However, it attracted a lot of attention with the Saxon IVk, which was brought in on a low-loader and proudly displayed its number 99 1590-1 in the sun in front of the hall gates.

Our editor Ralf Junius was also impressed by the Märklin semi-trailer with its oversized model image of a Swiss Crocodile. He had built a replica of this at home and now proudly dared to compare it with the original. Then he went into the multifunctional hall, where the other Zetties were already waiting.



In addition to Z gauge, the Hohenstaufenhalle also housed 2m scale models, which is why 99 1590-1 (left image) attracted attention outside. Ralf Junius used the Märklin semi-trailer to compare it with his model (right image).

The familiar and the unexpected

Most visitors and exhibitors were of course very interested in the special wagons at the event. We have already mentioned the beer wagon, which was also on display as a model, but it was only one of three wagons on offer.

The '7th Spur-Z Convention South Germany', which is held in alternation with Altenbeken, received a commemorative heat protection carriage of the unified type with a brakeman's cab in orange (80521), which was printed with the logo of the meeting.



This covered wagon of the Dresden type from the Bavarian Railway Museum in Nördlingen served as a model for Märklin's special-edition wagon for the "14th Model Railway Meeting in Göppingen" (Art.-Nr. 80194).

In addition to collectors for modern era model railway fans, there was also a two-axle sliding wall wagon with the inscription 'Märklin – Experience Technology' (86118) on its long sides. The model, painted in black, was reminiscent of a four-axle prototype from a few years ago and belongs to the MHI collection on display at the event.



Another special-edition wagon (80521; photo left) was designed to commemorate the '7th Spur-Z Convention South Germany'. The third in the series was the wagon for the MHI meeting with the inscription 'Märklin – Experience Technology' (86118).

With the souvenirs in our luggage, you were able to take a tour of the Z gauge exhibits. There were beautiful layouts, modules and smaller exhibits to see, including something new. We would like to send out a call to the entire Z gauge community to be bold and proud to show off their own creations and to ensure that the exhibitions are varied and interesting

It should be well known by now that we are not big fans of the ever-expanding range of club layouts. The name itself describes what they were originally intended for – unfortunately, at exhibitions, they are not even close to being a substitute for small or large layouts with adequate depth and depth effect.

Only these allow a locomotive with two or three carriages to be displayed in a spacious landscape consisting of meadows, trees and buildings rather than predominantly printed background paper.



There were some lovingly constructed pieces, but due to a lack of sufficient width, we were only able to take photos with depth effect of the round table layouts with the tower (based on British motifs) against the backdrop.

Unfortunately, we can also see this in the trade fair reports in paper-based magazines, which no longer devote a single line to our scale. Does Z gauge deserve this? We certainly don't lack talent!

To avoid any misunderstandings: of course, the tiny boards have a right to exist and should be made accessible to people. We see these where interested parties are introduced to the simple modular system on the basis of a few selected pieces and the principle of 'start small' becomes tangible.

Märklin itself set an example by filling its display cases with many samples of current new products that are soon to take to the stage to make an impact and leave a lasting impression. Only a fraction of the train could be photographed coherently and dynamically on it.

The in-house exhibition layout was probably never intended for this purpose, but it quickly appears to be at the forefront of current Z gauge model making. However, its purpose is actually to provide a backdrop in which the company's moving products play the leading role.

In all the reports we have received so far, one curious detail has not been mentioned, which seems to have escaped attention: Märklin's presentations on working with lost moulds and the bronze investment casting process also included a wax model of the V-160 pre-production series 'Lollo'.



The Märklin presentation also included bronze investment casting using lost moulds. In addition to the Talbot ballast wagon from the current range, the wax casing of a 'Lollo' (right in the picture) was also on display: is this the next model in the pipeline?

For the time being, it remains unclear whether this was an internal factory experiment or whether it heralds a new product with increased traction. After all, the popular locomotive is a lightweight that could benefit from more traction. In any case, it will definitely not need the pantographs that Heckl sold as small series offer.



This layout was titled 'Allgäu', with an enormous rock massif and cable car forming its eye-catching centrepiece.

The 'Allgäu' layout offered an easy-to-build and easily recognisable circuit, the attention getter of which was a large rock massif accessed by a cable car from N gauge.

Various exhibits came from the workshops of Manfred Forst, Hermann Kammler and Günter Falkus, some of which were built into the peep box. Examples include the 'coal box' with Hunt's large coal loading system and the quarry, where standard gauge trains and light railways run alongside ships. Gerhard Maurer's 'dream loop' could not be built as a single unit due to an escape route.

Ralf Junius himself had packed his 'PeZuBox' and used it to recreate the shuttle service of an ETA 150 stopping at an amusement park. He always brings his children's layout with him, on which the youngest visitors can run a rail bus around in circles and trigger various sounds.

His table neighbour was Thomas Hess: on 'Klapplingen' he demonstrated digital operation on a scale of 1:220, while on 'Auf de schwäbsch Eisebahne' he also borrowed from other scales. The tiny Rokuhan-based layout 'Once Upon a Time in the West (C'era una volta il West)' borrows motifs from early Italian Western movies.



A slightly elevated view shows 'Klapplingen' with the scene divider in the middle, which allows for highly diverse design motifs on both halves

Z-Freunde International e.V. / Stammtisch Bayern presented their own special-edition railcars for sale in a display case, as well as the self-driving buses of the Z-Car system at their booth. Their designer Oliver Kessler was also there to give demonstrations and show off his own N-scale models.

Entitled '50 Years of Mini-Club,' there was a ready-made model layout manufactured using the thermoforming process, as previously offered by Kibri and Noch. The current rolling stock stood in contrast to the construction methods and buildings from the late 1970s and early 1980s. Two smaller layouts, including 'Dead End City' with a US theme, were created by Michael Bernhardt from Stammtisch Bayern.

A clever idea is to display small sections of landscape in picture frames. Ever since Raffaele Picollo presented a fabulous black-and-white motif resembling a historical postcard, this approach seems to have become presentable again.

The showpieces from Göppingen now have nothing in common with the designs of the 1990s. A little depth and even more depth effect, combined with a carefully chosen motif and a condensed theme,



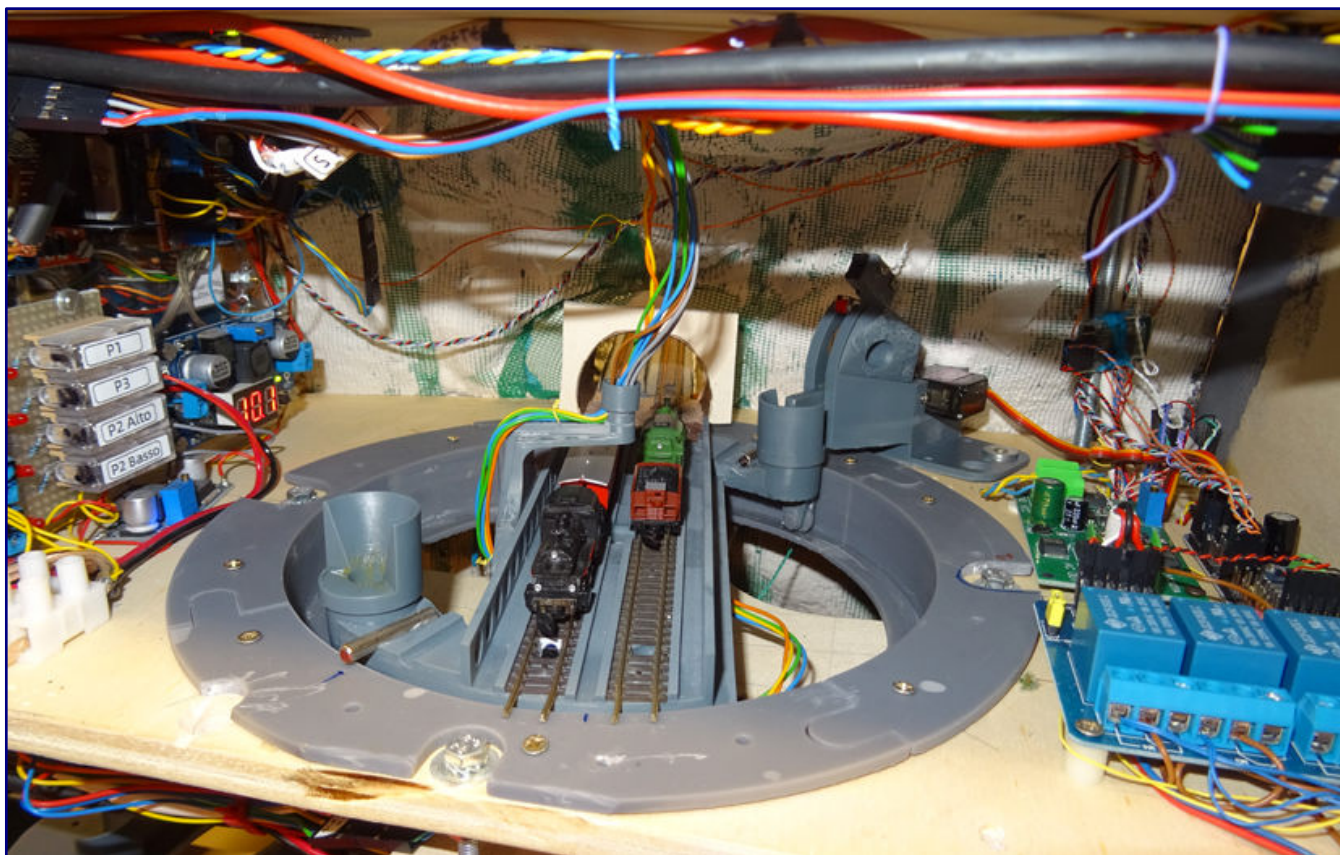
‘Dead End City’ (photo above) probably got its name because of the inward-branching rail head. The gilded picture frame (photo below) housed a landscape that was well balanced in terms of depth. In its dark underworld, a sea monster is active, which is not immediately apparent to every viewer (see photo detail with arrow).

create contrasts to the ornate gold frames of the 1970s. In this way, in accordance with the creator’s intention, the boundary between painting and sculpture is somewhat blurred when viewing the works.

But even larger or smaller suitcase-sized layouts, with designed or stylised landscapes, can create their own charm. Here, too, we believe it is important to consider the intended use and the contrast to the

classic presentation forms of a layout – this allows the diversity of our scale to unfold and be displayed effectively.

Raffaele Picollo was once again the centre of attention: he presented his towering ‘Eulenschlucht’ (Owl Gorge) installation in Göppingen, stunning unsuspecting guests.



Raffaele Picollo also allowed a glimpse behind the scenes of his ‘Owl Gorge’: here, visitors could see how the automatic turntable control system changes trains and directions of travel to create the illusion of a train climbing up over many kilometres of track and bridges.

Fortunately, he also allowed visitors to take a peek on the inside, enabling them to realise that they had previously been under an illusion. They had not even imagined the sophisticated and perfectly functioning technology.

He also put his small-series brand MrZtraX in the spotlight with some new products: on display were the VW Transporter T3 with ‘Dehler Profi’ camping conversion and, as a surprise, the Ford Transit MK1 in four versions of different emergency vehicles. They will be presented in more detail in the report on our own exhibition, as an editorial suggestion in the run-up to the event was the trigger for them.

Off to the final

The list of exhibits is far from exhausted at this point. In addition to well-known pieces, it also has several new exhibits to offer. These include new acrylic glass installations by Design-Modellbahn (Aurelius Maier).



The beautiful objects created by Aurelius Maier (design model railway) are more like works of art than model railway layouts.

Beyond traditional landscaping, his compositions are striking thanks to the interaction of colours and shapes of the main material, the often unusual track layout and the use of coloured lights. Some of the works have a calming effect, while others create tension and captivate the viewer's gaze.

What they all have in common, however, is that they are unusual furnishings for offices or homes, with modern, otherwise rather simple designs. They represent a special taste that is out of the ordinary. The latest works continue this approach seamlessly.

In contrast, Jürgen Walter's 'Almstedt-Segeste' layout, which focuses on museum railway operations, is designed as a landscape. Incidentally, a model based on the children's series 'Thomas and Friends' brought joy to the eyes of many children.

Artistic motifs are integrated into Trafofuchs' Four Seasons layout, including Caspar David Friedrich's Romantic painting 'Hiker Above the Sea of Fog' in the winter section.



Interesting vehicles ran on the Almstedt-Segeste Museum railway, including the tender steam locomotive "Thomas," which is popular with children.

With the 'Halloween' figure set (TR01), Birgit Foken-Brock also presented her first new product, which is perfectly suited to the season. Two more are set to celebrate their premiere at **Trainini Anniversary Exhibition 2025**.



With the "Halloween" figure set (TR01), Trafofuchs also had a seasonal novelty in store.

In a display case promoting his 'Z-Otti' presentation, Hans-Jörg Ottinger showed a selection of models he had designed himself and which were also available for purchase. One eye-catching item was a large farmhouse, which was on display as a 3D-printed blank model and in its finished form. Various modules from the Hamburg Z Gauge Model Railway Club provided the backdrop.

Rainer Tielke's Bullay double-decked bridge is well known but always a welcome attraction, as it is a truly unique model. Digitalised models from current product ranges run on the tracks on the upper deck, some of them pulling self-made railway models.

Ingo Sintermann's dwarf railway is designed for children. He is not concerned with scenic perfection, but rather with the imagination and spirit of discovery of young model railway fans, who can lose themselves in a fairy-tale world there.



Among other exhibits, Erwin Kohout also displayed replicas of the old Großhesselohe Bridge (above) and the Hacker Bridge in Munich (below) on a scale of 1:220.

While their children were captivated by the fairy-tale world, their parents had the opportunity to study various works by Erwin Kohout. Looking at the Salzach Bridge in Laufen, the Hacker Bridge in Munich and the former Großhesselohe Bridge, all built on a scale of 1:220, undoubtable he has a passion for linking structures.

However, it was a model of a model that brought him fame: Microland is the name he gives to his 1:87 scale replica of Hamburg's Miniature Wonderland, which provides model railways on scale 1:87 as his template. It is roughly equivalent to Z gauge, but certainly conveys a sense of the size of this record-breaking model railway layout.

Roland Kimmich and Christine Specht also had quite a bit of equipment for Railex. Winter was the theme of some of the exhibits, which also featured earlier Railex treasures. The station, where the 'Adler' is waiting to depart, takes us back to the beginnings of the German railway.



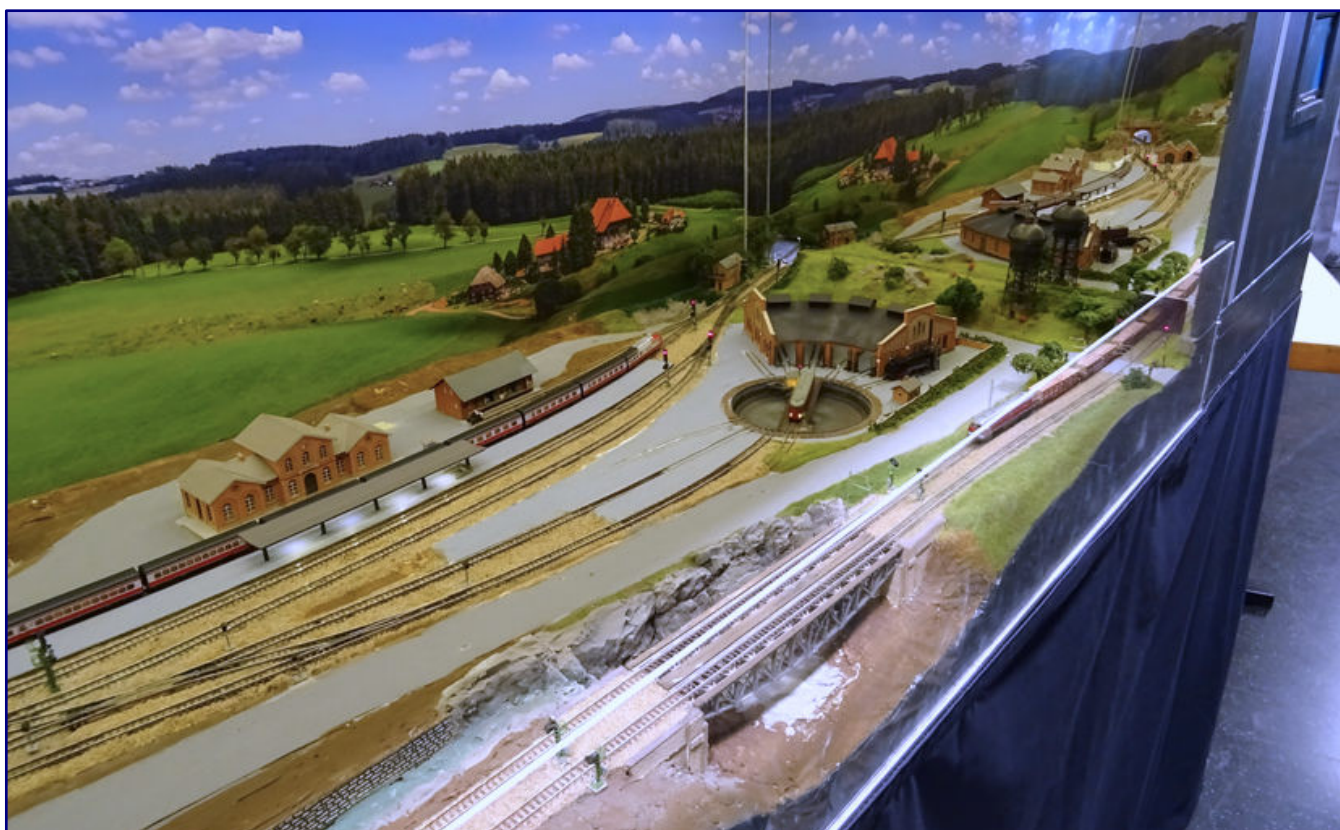
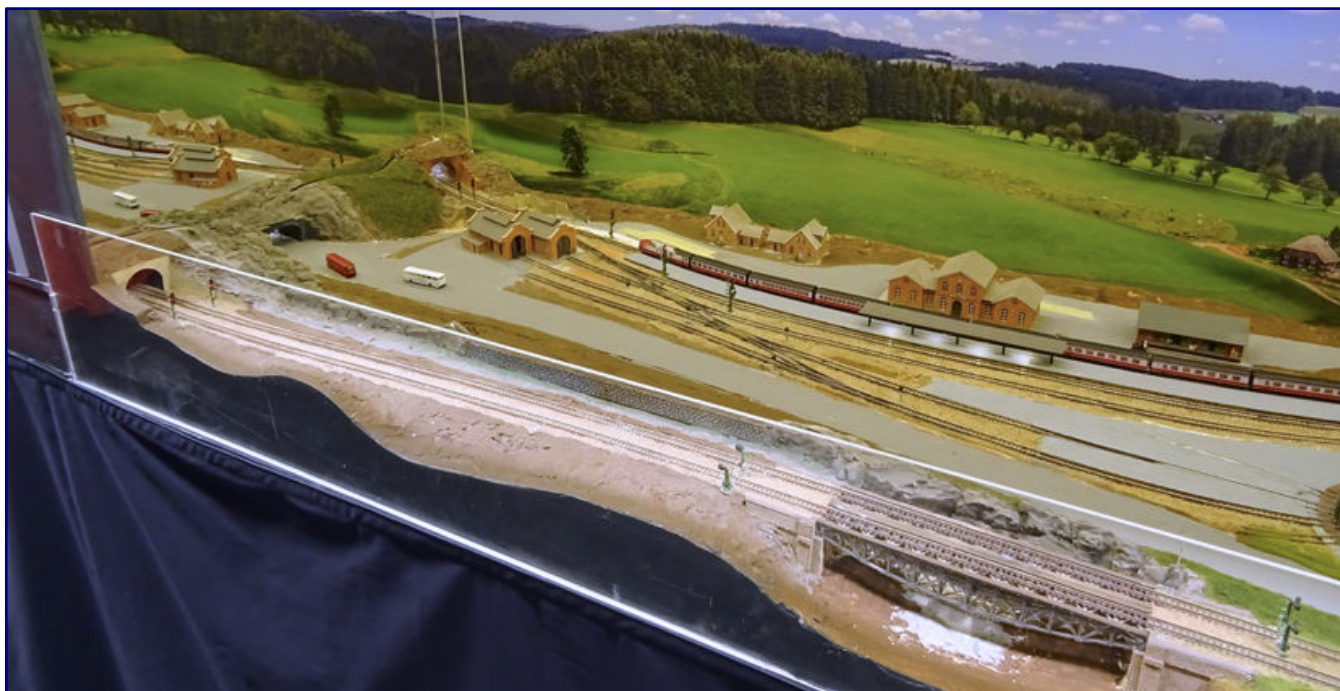
Among the Railex exhibits was a replica of a Transrapid train on the pedestal track (photo above). Just as fascinating as the reversing track star is the lever signal box (photo below) that Matthias Vogel uses to control this layout.

Many visitors may not have seen the models of the Transrapid and the historic Wuppertal overhead railway before.

Two years ago, in Zell (Mosel), Matthias Vogel's provisionally created reversing track star attracted a lot of attention. The first model has long since given way to the final solution, which has been made operational and equipped with a lever signal box.

Even without the scenery, the track layout, which is unfamiliar to many, is more than fascinating, and setting the points and signals from a miniaturised lever bank exceeds all expectations. We look forward to seeing you again at the 2025 Advent meeting.

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View of the left (top photo) and right (bottom photo) sections of the 'Bad Jürgensthal' layout: The layout, which is not yet complete but very beautiful, is reminiscent of Dirk Kuhlmann's 'Bad Rothenzell' layout, as a mirror image and Jürgen Walter's own interpretation

Finally, we would like to conclude this trade fair report with two last contrasts: one layout looked back on a history dating back to 1972 and was based on Märklin's former 'Toporama'. Over the years, it was available in various print and grass versions, but always with the same track layout, which followed the ideas of 50 years ago. Today, such an exhibit stands for nostalgia, comparable to the tin trains of the H0 gauge.

Today's design standards are contrasted by Jürgen Walter's 'Bad Jürgensthal' complex, which is still under construction. The structures, which are still in the early stages of construction, illustrate the materials and landscape cuts that are being used today.



Special and shuttle services also took place as part of the Märklin Days. Here, 001 180-9 can be seen on one such service on 20 September 2025 on its way to Geislingen. Photo: Andreas Bickel

Hardboard buildings highlight the advantages of this rediscovered material with its high stability and dull surfaces. The way in which a circular track is embedded in the landscape so that it is not immediately noticeable to the observer is also one of the achievements of our time.

We were delighted to discover that the track plan is apparently based on Dirk Kuhlmann's 'Bad Rothenzell' layout, which was once featured in Miba and **Trainini®** 8/2022. The name of the layout also suggests this.

We are therefore very excited to see how it will look in the interpretation of its architect and with the 'signature' of Jürgen Walter. His previous project, 'Hirschsprung', which reinterpreted Bernhard Stein's well-known motif in a contemporary way, raises our expectations. steigen!



In the early afternoon of 21 September 2025, 01 066 provides the front end for locomotive 001 180-9 on a special trip to and over the Geislinger Steige. The rain-filled sky forms an exciting contrast to the red chassis of the steam locomotives! Photo: Andreas Bickel.



Exhibitor selection with Z gauge relevance:

<https://www.design-modellbahn.de>

<https://www.faller.de>

<https://gerhardingen.de>

<https://www.maerklin.de>

<https://www.mikroland-muenchen.de>

<https://www.mrztrax.com>

<https://www.noch.de>

<https://www.traofuchs.de>

<https://z-car-system.de>

<https://www.z-freunde-international.de>

<https://z-stammtisch-bayern.de>

Trainini TV – Episode 4:

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

„Überholstelle Lamerden“

Teil 3

Planung und Umsetzung der Segments- Kästen & Holzbedarf

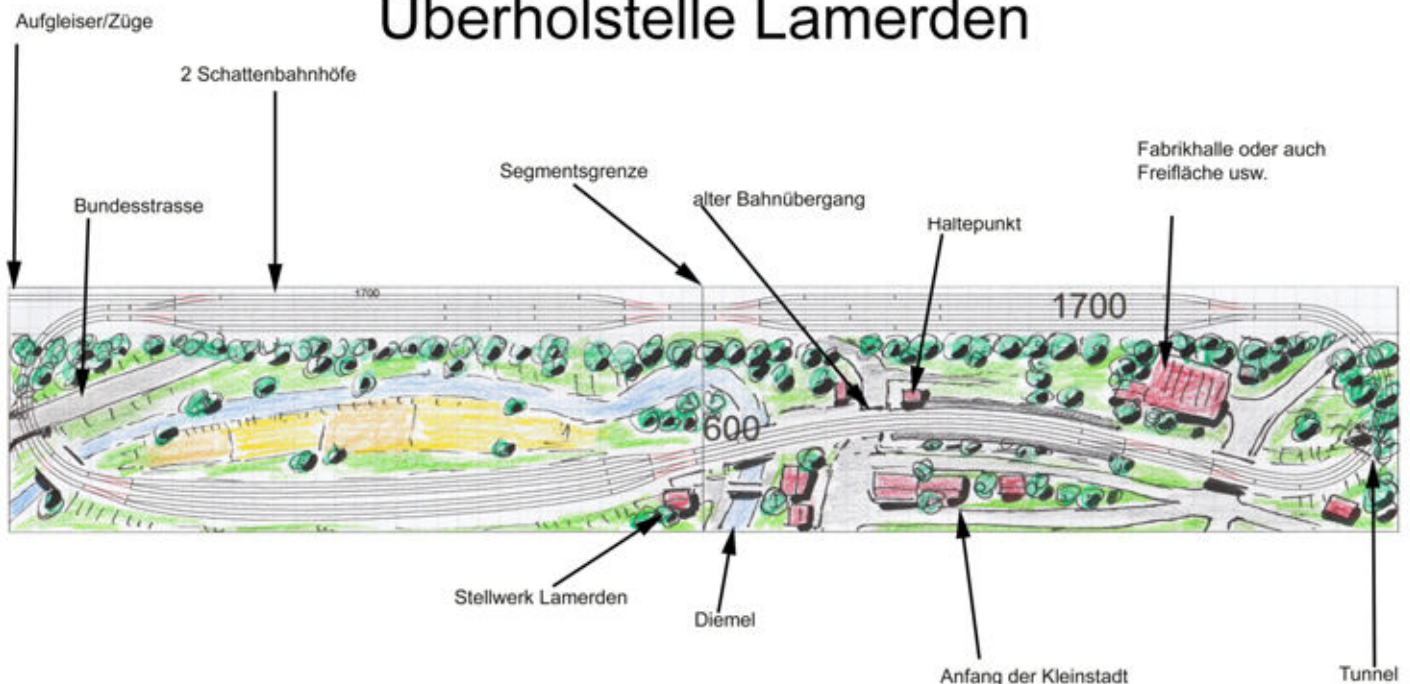
Die offene Rahmenbauweise ist bei modernen Anlagen die große Normalität geworden. Im späteren Hohlraum können die ganzen Techniken und die Kabelbäume untergebracht werden. Dabei ist jederzeit ein unkomplizierter Zugriff z.B. bei Reparaturarbeiten möglich. Hatten früher die Flügelsignale noch klobige und gut sichtbare Antrieb an der Oberfläche, so benötigen die heutigen Versionen mindestens 5 cm im Untergrund, hier ist nun der elektrische Antrieb, der so viel Platz benötigt. Dies sollte auch schon in der Phase der Planung berücksichtigt werden. Ein weiterer Vorteil der Rahmenbauweise ist die variable Möglichkeit im Landschaftsbau, es kann nach oben und nach unten gestaltet werden.

In der Regel ist unsere farbige Zeichnung des künftigen Exponats die Ausgangsstellung für den Holzbedarf. Bei einer Plattendicke von 10 mm müssten jedem die Konstruktionspläne eigentlich leichter von der Hand gehen.

Lesen sie weiter auf der Website zum Projekt unter:

https://www.1zu220-shop.de/Projekt2025:_:123.html

Überholstelle Lamerden



Beachten Sie auch unsere Angebote auf www.1zu220.de !

Trainini Anniversary Exhibition 2025

A Village takes Centre Stage

Who knows Wasserkurl? After 4 and 5 October, the number of people who associate something with this place name will definitely have increased. The daily press, radio and television also contributed significantly to this. Despite adverse weather conditions, the exhibition in an idyllic courtyard atmosphere was a complete success.

When exhibitors depart and say goodbye with the words, “We’ll definitely be back next year,” these words are music to the ears of the organiser. They convey appreciation and praise, as well as enthusiasm for the shared experience. This feedback was also particularly gratifying for us, as it made us forget the efforts of the preceding weeks and months.



With historic tractors serving as models for many of the exhibits, the historic farm setting was deliberately used to create appealing photo opportunities – and visitors loved it.

It was to be a big celebration, a thank you to our readers and the many, many people with whom we have had the privilege of working over the past twenty years. At the same time, we have set ourselves the task of inspiring young and old alike to take up model railways for the first time or rediscover their enthusiasm for them, and to welcome them into a thriving community.

To ensure that this could work at all – always based on the fundamental principle of voluntary work – we sought out many partners: we were able to get the German Language Association (VDS) and AWO Rhein-Lippe-Emscher on board as co-organisers.

Märklin, the industry's best-known driving force, the vintage car enthusiasts Kurl/Husen, Wolfgang Goßmann, the German Life Saving Association (DLRG) and the Johanniter via the Dortmund Fire Brigade's model building group as exhibitors in the prototype section, two publishers as sponsors, the Kürbischhof Ligges as a partner and the Streetkings in the cultural section also contributed significantly to the success of the event.



Product manager Luis Heinrich explains the features and special characteristics of a current new product to a visitor. Märklin brought many samples to Wasserkurl, including the latest autumn new products.

We received offers from the church community for tables and help in preparing the memorial service and prayer for peace. Below you will find a list of the many people, suppliers and associations who were jointly responsible for the main part of the model railway.

For the staff of our magazine, it was both an honour and a great gift that no one needed to be asked twice to join forces with the **Trainini Anniversary Exhibition 2025** to organise our biggest event to date. We would therefore like to start this report by expressing our heartfelt thanks to everyone involved.

It was certainly a start, but 5 October 2025 was not the end. We can all learn from the premiere, the new contacts made will bear fruit in future projects, and smaller events with different concepts are also welcome to follow. And at some point, it will be time for a new start.

Two weeks before the big day, the forecasts were still predicting sunshine and temperatures around 20°C: perfect October weather! A week later, that changed and rain, stormy gusts, and a drop in temperature were predicted instead. And unfortunately, that's exactly how it turned out.



When the Streetkings arrived at the event in their historic fire engine, the sun even came out for a while in an almost cloudless sky. The musicians congratulated the magazine in their own way and helped to announce two new Trafofuchs products in a fitting setting.

“All for nothing?” we asked ourselves, anxiously awaiting the weekend, distracted only by all the work involved in preparing and fixing the usual “minor disasters”. But that didn’t deter our readers and those interested in the event who had heard about it through media reports.

Despite the worst-case weather scenario, we counted 750 visitors – 50 % more than we had expected under these circumstances. We would like to take this opportunity to thank you for this and express our gratitude for your loyalty.

Without exception, everyone who had something to say to us had words of praise and was enthusiastic. We were able to elicit just one point of criticism from a visitor, which will be very helpful to us. With these introductory remarks, we would now like to guide you through what we have on display.

Special features in picturesque surroundings

Let's start with the setting, which has been described as perfect on several occasions and is hoped to be used again in the future: the host was the Sprachhof, a former farmhouse with half-timbered construction and furnished in a three-sided arrangement.

It was renovated by the VDS and moved into a few years ago as an office and event venue. Today, the building and its immediate surroundings convey the atmosphere of agriculture as it would have been found 100 years ago when it was new. It is certainly no exaggeration to refer to it as an open-air museum.



Editor Harald Fried had a very special birthday present in his luggage to congratulate magazine founder Holger Späing: 40 Prosecco cans designed with the anniversary logo, the first of which was lovingly and decoratively presented. Photo: Nicole Späing

There is also a striking similarity to the farm building kit from the Archistories range at the 1zu220 shop – an “invitation” that begs to be accepted. To complete this authentic picture, all that is needed are some suitable agricultural machines that will also allow for souvenir photos to be taken.

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The Scharnhorst e.V. local group exhibited modern DLRG vehicles that are used for disaster control in the Dortmund district as part of a water rescue unit: Nissan Patrol off-road vehicles with boat trailers and motor rescue boats (photo above) and VW Transporter-based command vehicles (photo below), which form the mobile command centre for the entire unit.

Here, too, with the help of the aforementioned volunteers, we were able to demonstrate the mechanisation of agriculture using historical tractors: from around 1950 (Hanomag, Lanz, and Schlüter), at the turn of the 1960s (Allgaier), through the 1970s (Deutz) to 1985 (Mercedes-Benz). All these vehicles were deliberately positioned in a line of sight from the gate with the main building or barn and the residential building as a suitable backdrop.

In addition, several modern emergency vehicles were planned, which were also to be visible at first glance without obstructing the view of the historic backdrop. They were therefore positioned on the courtyard sides (DLRG) and in front of the AWO building (Johanniter): The Johanniter's RTW 60 from the Dortmund rescue service also served as a signpost to the AWO building.



Hanomag (left) and Lanz (right) marked the rapid mechanisation of agriculture from around 1950 onwards. Tractor models based on these designs have always been among the most popular vehicle models in 1:220 scale.

The off-road vehicle (Nissan Patrol) with motor rescue boat on the trailer and the command vehicle (VW Transporter) belong to the DLRG Dortmund and are integrated into the disaster control system of the state of North Rhine-Westphalia as part of a water rescue unit.

All model exhibits were subject to one basic principle: they should be available to view or purchase as models in exactly the same or a similar form. The DLRG bus and dinghy have already been produced by Alvaro Cortez. The latest addition was the VW LT 28 from DLRG Dortmund by JMC Scale Models, a historic water rescue vehicle in 1:220 scale.

Michael Hering designed the MB-trac 1000 as a model several years ago, and we have integrated a damaged example into our "Langenthal" winter layout project, where the defective areas are to be concealed with a tarpaulin. The other tractors were also similar to the more recent offerings from the small series.

The Dortmund ambulance was also available as a 1:87 scale model. Torsten Schubert (Z-Lights) took on the challenge of recreating the unique special signalling system in a functional miniature version, in addition to his many effect models.



The Johanniter's "RTW 60" ambulance, used by the Dortmund emergency services, led the way across one of the car parks to the second event site at the AWO.

The necessary film footage was once provided by our editor-in-chief: off to the rescue station, drive the model out of the garage, switch on the blue lights and then film from all sides. Torsten's small-scale result impressed not only us, but also the rescue team and the fire brigade's model-building group.

What followed is a prime example of solidarity and community spirit. Through Johanniter, the Dortmund Fire Brigade, and the DLRG, a dynamic and active collaboration developed, enabling our magazine's editorial team to overcome the final hurdles on the road to success.

We emphasise this because passion, conviction and a willingness to volunteer are such important pillars of our society, providing us with security in our everyday lives, yet unfortunately something we rarely consciously appreciate. All these people and organisations deserve not only our thanks, but also our respect, help and support. It's good to know you're there!

The little ones are the greatest

And so, we seamlessly move on to the model-building section, which perfectly embodied this. The fire brigade model-building group not only repeatedly lent a helping hand, but also brought along many exhibits that were both entertaining and informative. Various emergency vehicles, represented as models, conveyed the extensive range of tasks performed by the fire brigade to protect lives and valuable property.



This RC model of a fireboat belonging to the Dortmund Fire Brigade was one of many exhibits of various scales that gave the public an insight into the work of the fire brigade.

This was particularly evident in the two largest exhibits, a fireboat that is not yet fully completed and the historic KW 16 crane truck on a scale of 1:16, which made its rounds remotely controlled.

The model railway was operated with dioramas and two Z -gauge layouts, one of which was in a case and the other “behind glass” in a large container. It should be clear that model building not only serves to capture history in a manageable space, but can also help to understand complex situations and then develop strategies for hazard control.

Even the youngest visitors were able to get an impression of what their dream job as a firefighter might entail. This section of the anniversary exhibition was therefore deliberately combined with the two central children’s activities.

Here, Nicole, Kristin, and Hendrik Späing, together with friends, ensured that the younger generation also got their money’s worth and could take something lasting away with them. It should be as editor-in-chief Holger Späing had said in a radio interview: “Understanding has nothing to do with the eyes, but with the hands.”

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The diversity of special vehicles used by the fire brigade was demonstrated by N gauge models, most of which were based on historical designs (photo above). The fire brigade model building group also had two Z gauge layouts, one of which was built in a suitcase (photo below).



Torsten Schubert also has a lot to contribute on the subject of emergency vehicles. With his effect models, he expanded the range of exhibits to include airfield fire engines.

His diorama depicting a burning house also provides some insight into the working methods of the authorities and organisations responsible for security (BOS). While the police cordon off the area, we can see the ambulance further to the left, which is there to secure the scene and, if necessary, provide medical assistance to the emergency services.

That's why the youngest children were allowed to create a small landscape on a beer mat at the craft table and then take it home with them.

They used their imagination and practised their skills. This was made possible by generous donations from Modellbahn Union, Noch, Uhu, and the 1zu220 shop. Märklin rewarded the craftwork with additional prizes in the form of gummy bears shaped like a steam locomotive and balloons.

The Grasmaster 4.0 in the professional set was also on display in close proximity, in a simultaneous premiere with the appearance of Noch in Leipzig. We will explain it in detail here, but information material was already available to take away.

We wanted to continue and will continue to pursue Jan Reijnders' idea of a "shunting diploma" (see **Trainini®** 4/2024): Kindergarten and primary school children could take on the task of shunting with Märklin models and assembling a freight train consisting of four carriages in their own chosen order on a track layout consisting of a storage area and a staging track.

All successful graduates received their diploma in the form of a signed certificate and a raffle ticket with which they could win one of three books daily, provided by EK Medien GmbH. The lucky winners are:

Maren Blumenau (Dortmund)
Niklas Kranefeld (Castrop-Rauxel)
Tobias Wilke (Bochum)

Jackson Kotterba (Dortmund)
Collin Dengenberg (Lünen)
Tim Rauschenberg (Kamen)

We would like to take this opportunity to congratulate all six children and hope that we have inspired them to take up a creative hobby. They have already received their prizes in person or by post. We particularly



At the craft table, the children designed a landscape of their own imagination on a beer mat (photo above), while the shunting diploma (photo below) involved solving tasks and putting together a freight train.

remember Jackson, who is now also part of **Trainini®**: he was there in the morning and was so enthusiastic that he came back for another visit in the afternoon.



This is what winners look like! Jackson Kotterba was one of the lucky ones to receive a book prize from editor-in-chief Holger Späing. As a particularly dedicated graduate of the shunting diploma course, he was also presented with a **Trainini®** polo shirt.

We honoured him with a genuine **Trainini®** polo shirt, making him an honorary member, which he proudly accepted. When his ticket was then drawn, the boy beamed with joy at the prize presentation – for editor-in-chief Holger Späing, this was the happiest moment of the exhibition.

Stories and history

Let us now return to the Sprachhof, where the two exhibition rooms on the subject of model railways were located. The larger of the two, with the promised variety, was the barn. Here, in the centre of the room, there was also space for chatting at two bar tables. Drinks and bratwurst were provided by the VDS and the DLRG.

Visitors were also able to take a look at the N-gauge diorama from Modellbahn Union. The model of the Henrichenburg ship lift focuses on an industrial monument and, due to the necessary compression, is not oversized even at a scale of 1:220 with a Rhine barge from Artitec.

On the left side of the display are buildings belonging to the Zollen II/IV colliery in Dortmund-Bövinghausen. It was built in Art Nouveau style as a model colliery and served at the time as a showcase for the ideal structure of a mine.



The Henrichenburg ship lift from DM-Toys / Modellbahn Union is a slightly smaller model of the original, with three floats instead of five. This means it should also be suitable for Z gauge.

Because so much importance was attached to its appearance in this context, it was eventually given the nickname “Schloss der Arbeit” (Castle of Work). It is only thanks to a stroke of luck that it was not demolished during the coal crisis and that its winding tower was even rebuilt later on. Today, it and the residential colony in front of it are an industrial museum.

As a kit, it can easily be used in Z gauge, as Märklin has demonstrated with its blast furnace, making it a particularly attractive attention getter. It thus forms a central point in the “Black Gold” novelty focus.

We also picked up on this at the exhibitors’ evening on Friday: dressed in historical clothing as “Atze Koslowski,” Holger Späing guided the participants through “his” city and explained the history of coal, steel and beer in Dortmund, with a special focus on the railway.

We learned that, before the railway, the Ruhr was temporarily the most important shipping route in Europe, that Dortmunder Kronen has been Dortmund’s oldest beer brand since it was granted brewing rights, and that it has been served at the Old Market since 1430.

It was also interesting to learn why Dortmund’s master brewers trained in Bavaria at the time and ultimately invented the “Dortmunder Helle” beer, which is protected by a designation of origin. Have you ever wondered what beer wagons could transport on their return journey to Dortmund? It was glacier ice

from the Alps, which helped to brew bottom-fermented beer at home before the invention of the refrigeration machine.

Participants were able to see the quality for themselves at the first stop, Kurl station, announced by Laffont Modellbau. This was accompanied by a traditional salt cake with minced pork, developed on behalf of the master brewers by the bakery "Fischer am Markt", which still exists today.



Holger Späing donned a miner's full uniform for two cultural contributions. He also became the model for the new Trafofuchs products presented in Wasserkurl. Photo on the right: Nicole Späing

right place and get things done. Energy, solidarity and honesty are fundamental virtues from days gone by.

The values of the Ruhr region were also evident on Saturday evening, when the exhibitors met for a meal and get-together in Dortmund-Lanstrop. Before the sun went down, participants were able to enjoy a view of the newly renovated "Lanstrop Egg" water tower from the "Schöne Aussicht" restaurant – another relic of the mining industry and, at the same time, a model for any model railway depot.

The restaurant itself was not only full, but above all cosy. Pleasant conversations accompanied an evening that provided opportunities for exchange and mutual acquaintance across the board.

One item on the programme aimed at the general public was the lecture "Do you understand railway station jargon?" given by Dipl.-Ing. Jörg Bönisch (VDS) on both days. With wit and humour, he not only clarified the question of where the eponymous idiom might have originated.

The "Stößchen", a small and "quick" beer, which today is calibrated to 0.15 litres in accordance with EU standards, also owes its history to a compulsory stop at the "Glück-auf-Bahnübergang" near today's main railway station.

The difference between a genuine winding tower and the commonly, but incorrectly, referred to winding frame was also explained at the former Gneisenau colliery.

Phoenix Lake in Hörde showed how industrial wastelands in the Ruhr region can be given a new lease of life, become sought-after residential areas and serve as local recreation areas.

The former Phoenix West steelworks now invites visitors to walk across the Skywalk, hosts cultural events and, with the Phoenix des Lumières, ranks alongside cities such as Paris.

The people in the former coal-mining region simply have their hearts in the

He also imparted knowledge about many technical terms used in railway jargon and their development. At the same time, he was able to impressively demonstrate how many areas of life the railway has influenced and changed since its invention. To this day, we can see this in our everyday language without even realising it – keywords, idioms and proverbs.

New products and premieres

Let's stay with the cultural aspect for now, which is far from exhausted. The model theme "Black Gold" was also enriched by the Streetkings, with whom we implemented an extraordinary project for Intermodellbau ten years ago.

They arrived in their historic Mercedes-Benz L 319 fire engine to offer their musical congratulations and commemorate the collaboration. Editor-in-chief Holger Späing once again donned a full miner's outfit and spoke with the four musicians in front of the audience about the connecting elements.

At the same time, the original clothing also served to enable visitors to compare it with the new products from Trafofuchs that were presented at the same time: throughout the exhibition day, Birgit Foken-Brock repeatedly explained and demonstrated how her figures are created and painted.



Dipl.-Ing. Jörg Bönisch also took advantage of the fitting surroundings to give his presentation in a historical railway uniform. Photo: private



Trafofuchs presented six miners entering (left) and six miners leaving (right) as its own novelty on the theme of "black gold". They differ in their clean or coal-stained clothing and their typical postures. One example is the miner with back pain (5th from the right).

Now it was time to unveil the miners arriving and departing. Those starting work appeared in clean white uniforms, looking smart and complete, striking typical poses, while the tired miners coming out of the pit were dirty and marked by physical labour.

During the development process, a former miner provided advice and reviewed the figure designs, which resulted in important suggestions and corrections. We think the result on the Saturday of the exhibition

was impressive. The figures were on display at the **Trainini®** stand in the hallway, right next to the diorama “200 Years of the Prussian Province of Westphalia”, where the Streetkings can be admired as models.

This was followed by the exhibition section, which was dedicated to remembering deceased Zetties under the heading “in memoriam”; they were all honoured by name at the beginning of the event in a memorial service. The largest object was the Jörger module “Abzweig Industrie” (Industrial Junction) based on the EFW 400 standard by Gunnar Häberer. We had been expressing our desire to see it again for several years – even during Gunnar’s lifetime.



In memoriam: Steam locomotive 56 241 with a straw-laden stake car in the train, both models built by Harald, poses for the photographer on Gunnar Häberer’s “Industrial Junction” module.

Other items were on display in showcases: Refrigerated trucks with individual lettering commemorated Günther Kulzer, small series models of the V 320 and E 10 “Bügelfalte” commemorated the business activities of Wilfried Schmidt, and the ELNA 2 and 56 241 “151 MB” steam locomotives, together with a stake car loaded with straw, commemorated the activities of Harald Ruppelt.

The editorial team also wanted to pay special tribute to our colleague and friend Bernd Knauf, who passed away at the end of 2015. In 2016, we posthumously dedicated a Rokuhan locomotive as 181 1959-4 and christened it in his name. Two painted housings (mounted on suitable chassis) of the Henschel DHG 500 diesel locomotive were also on display as part of an ongoing project by Achim Kahn, which we have also taken up in our own implementation.

The three display cases were also filled with models from the current AZL and Rokuhan ranges, as well as the latest new products. Azar Models presented all six variants of the four-axle covered freight wagons, as well as the approval samples of the two TGV-PSE trains. Visitors were delighted to see the prototypical differences in shape.

However, the manufacturer also informed us about the changes that are still to be incorporated into the series. Some plastic parts in the final version are darker and, above all, they will have uniform grey tones. The bogies in particular stood out as being slightly lighter in the samples.



The Bernd Knauf locomotive also found its place in the display case as a souvenir alongside three Shinkansen power cars from Tomix N (picture above). The (historic) VW LT 28 bus from DLRG Dortmund, which JMC Scale Models had launched as a new product without any lettering, looked ahead.

Alongside the model vehicles on display, we were also able to show other miniature cars on a scale of 1:220. The Case Puma 210 was designed by Álvaro Cortes and is now also available with rotating wheels.

For Artitec, the showpiece was the Atlas 1302 DKZW two-way excavator, currently the highlight among the new deliveries, which also attracted a lot of attention in the run-up to the event. Some of the new products from Panzer-Shop.nl were deliberately presented unpainted: the IFA W50, Magirus-Deutz Jupiter 4160, and Ford V3000 trucks, all three with tarpaulins, as well as the Mercedes-Benz DLK 23-12 turntable ladder, showed off their details thanks to black resin and demonstrated the quality with which they arrive at the customer.



The Henschel HS 34 TAK with tiltable loading area and the H261 in factory paintwork (picture above) were also among the latest innovations from JMC Scale Models. Z-Doktor-Modellbau also contributed a very topical new design with its dilapidated locomotive shed for its in-house Kö 1.

In addition to the premiere of the VW LT as a bus, JMC Scale Models also sent the high-roof panel vans, one of which was painted and lettered for the German Federal Post Office. This presentation was rounded



A view of the hallway, which was completely occupied by Trainini® on the left-hand side and half occupied on the right-hand side. The exhibition was well attended for most of the time, which continued until late afternoon.

off by two popular construction vehicles. The very angular Henschel H261 in factory paintwork is particularly striking, while the older Henschel HS 34 TAK with its tipping loading area also caught the eye.

The Köf locomotive shed from Z-Doktor Modellbau, which we only presented in the last issue, also attracted enthusiastic attention. Its lovingly crafted signs of ageing are not only an expression of the manufacturer's skill, but also details that many people want for an authentic-looking layout.

The T-Trak-Z modules are about to be launched in Germany. They are designed to offer an easy-to-use modular system that allows users to create varied and appealing landscape cross-sections on a table without any additional tools.

New approaches

As we have a good relationship with the manufacturer Trainsetter, they also used the exhibition to gather their own impressions and hold further discussions. Our common goal is to implement a well-thought-out concept that is particularly tailored to the needs of beginners and makes it easy for them to quickly and successfully build their own circular track. There will be more to read about this soon.



Behind glass, Theo Bornhöft presented his fine conversions and custom builds, having stepped in at short notice for Dirk Rohwerder, who had been involved in an accident.

To compensate for Dirk Rohwerder's short-term absence, Theo Bornhöft stepped in with his own homemade carriages and converted Märklin models. However, we don't want him to be seen as a stopgap, because we were able to find an equivalent replacement here.

His creations are well known to many, especially since he first presented his gas boiler cars in detail in our magazine. Entire articles could be filled with his ideas and implementations, which we are happy to share with him from time to time.



Here we see the eponymous west gate of the Rheintrup depot on Theo Bornhöft's diorama, which celebrated its exhibition premiere in Wasserkurl. Incidentally, a Köf 2 can be seen in the hall behind the shed windows on the far right.

Theo had already confirmed his participation, as our readers had only seen photos of his uniquely designed driving diorama "Bw Rheintrup – Werkstor West" (Rheintrup Depot – West Gate) before. The motif of the 03¹⁰ series express steam locomotive in front of the locomotive shed is likely to be familiar, as it is reminiscent of historical photographs of the Hagen-Eckesey depot from the final phase of its operation. The extraordinary exhibit finally celebrated its exhibition premiere in Wasserkurl.

In a sense, Dietmar Allekotte's participation was also a first: although his "Waterkant" layout had already been exhibited several times, what made this occasion special was the collaboration involved. For the first time, all three previous Z scale participants in On-traXS exhibited at the same time and in the same place – and this layout was one of them. That is why it was one of the media highlights of the event.

Michael Boost also joined Dietmar, demonstrating with two suitcase layouts and the snowy landscape of an Advent wreath how model railways can be created even in the smallest of spaces without appearing kitschy.



The On-traXS Z gauge model railway layout "Waterkant" also participated. It was demonstrated in digital operation by Dietmar Allekotte.

He also used his presentation to showcase digital operations and display a selection of his electronic solutions in a showcase. For example, we recall the interior lighting in the train carriages, which we presented in detail in our previous presentation of its installation in a "Silberling".

Editor Harald Fried used his modular layout (built according to his own standard definition) for a scavenger hunt. Curious visitors searched for motifs on the landscape sections to answer the questions posed. A small surprise awaited them as a reward.

This ensured that his railway museum festival, the campsite, a riding tournament, and the "Highland Games" set around a castle were all meticulously analysed and every detail discovered. The length of time visitors spent at his layout was impressively long.

Our colleague Ralf Junius also had a similar focus for visitors. His display case depicted a train stop for arrivals at an amusement park. This made it possible not only to showcase a very current Märklin model, the ETA 150, but also to integrate figures from film and television who acted as performers in the scenes and were to be discovered by the visitors.

But because that's not nearly enough for the youngest visitors, he always brings his small children's layout with him. This also features well-known characters, in this case all from children's programmes and stories, which are surrounded by the rail bus that they are allowed to drive themselves. In addition, they can also trigger sounds that bring the layout to life even more.

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Photo above:
The dominant motif of Harald Fried's right-hand turning module is the Highland Games in various disciplines.

Photo below:
A horse show is taking place on the left-hand turning module, which has also been lovingly designed with many authentic details.



The diorama in its entirety (top image) and with some details from the farmyard sale (middle image), designed with a Trafofuchs figure, and the encounter between donkeys and the postman (bottom left image). The animal figures in this case are from Klingenhöfer Miniaturen, while the postman on the bicycle is from Trafofuchs.

The most recent work from the editorial team, which was also a three-dimensional advertising object, was the pumpkin farm diorama. With the help of pumpkins from the Busch programme and figures from Trafofuchs, this not only directly reflected the current season, but also referred to the immediate surroundings.

The Kallentaler Hof, which was used for the event, bears a strong architectural resemblance to the Sprachhof and combined this with the characteristics of the nearby Ligges farm, which also hosted the pumpkin festival at the beginning of October and opened its pumpkin café every day.



MrZtraX presented the Auto Union 1000 Universal (top left), VW Bus T3 "Dehler Profi" (top right) and four different emergency vehicles based on the Ford Transit MK1 (middle and bottom) at our exhibition.

He provided the motifs that were used in the new diorama. These included the field (with scarecrow) where more crops are waiting to be harvested. Two donkeys, contributed by Klingenhöfer Miniaturen, stand in the paddock on the street corner, depicting another local scene at the nearby Sprave farm (Dortmund-Husen).

At the same time, the diorama provided the perfect backdrop for the brand-new models that MrZtraX had sent to our exhibition: a VW Bus T3 "Dehler Profi", an Auto Union 1000 Universal and the Ford Transit MK1 as an emergency vehicle for the police (two versions), fire brigade and technical relief service.

From our guests' perspective

We specifically wanted to know how our guests viewed the event. After all, their photos reveal what they perceived. The most subjectively beautiful photos would provide the most insight into which impressions had the most lasting effect. That is why we also launched the **Trainini Photo Competition 2025**, which participants could enter by scanning a QR code.

We would like to show the winning entries, as selected by the jury, in the form of a collage of readers' impressions. The following participants have each won a copy of the book "Legendäre Eisenbahnen" (Legendary Railways) published by Heel-Verlag:

Pieter Willems, Overmere (Belgien)	52 points
Joke van Moere, Overmere (Belgien)	51 points
Martin Gruebele, Champaign (Illinois; USA)	40 points
Klaus Lehmich, Vreden	39 points
Mona Weder, Dortmund	38 points

We would like to thank all participants for their contributions, which have provided us with valuable insights into learning, and congratulate all winners on their prizes. The books will be sent to their new owners in the next few days.

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The Shinkansen N700 from Tomix moved through Cinema City, one of the crowd pullers at our exhibition in nominal size N.

Winners' photo collage



Pieter Willems



Joke van Moere



Martin Gruebele



Klaus Lehmich



Mona Weder

We can clearly see a strong focus on the showpieces that were on display in the barn. Therefore, after taking a first look there at the beginning of the report, our tour now continues there.

Märklin also had its own stand where it welcomed visitors and answered their questions. Product manager Luis Heinrich took plenty of time to listen and hopefully was able to help everyone. Instead of the exhibition layout, all available samples of the latest new products were on display here.

The two latest additions to the V-60 family in ocean blue and ivory and traffic red are likely to have been particularly popular. However, the sugar beet campaign and the contemporary reissue of the ICE-V also continued to prove popular.



MES 03 e.V. had two TT gauge layouts with them, one of which we show here (photo above). There was also a Z gauge layout and Anhalter Bahnhof station (photo below) on display.

The neighbouring stand was occupied by the GermanTRAK club, represented by Markus Schiavo. The name of this club already indicates a nine-millimetre gauge with a scale of 1:160. The view beyond the horizon to the “Cinema City” layout with its US motifs also seemed to appeal to seasoned Zetties.

It was definitely a crowd puller for everyone else, who spent hours searching for scenes from films, music videos and television series. The term “suitable for the masses” can confidently be used here, because the chosen combination also appeals to people who have no existing interest in model railways.

The trio from MES 03 e.V. contributed another standard to the exhibition with the TT gauge. Two layouts, also through deliberately created contrasts, reflected the emergence of this gauge in the 1960s as well as its current appearance. The exhibits also bridged the gap between the once separate developments in East and West.



The view across the Laacher See car park shows the historic locomotive at the station in the foreground, the access road to the campsite and the hustle and bustle on the waterfront.

As this association also manages the Z gauge, the building of the former Anhalter Bahnhof railway station in Berlin was also on display, which had been equipped with trains appropriate to the era. It probably gave newcomers an impression of the larger projects that can only, or at least best, be implemented on a scale of 1:220.

Peter Sturm, master of suitcase installations of all sizes, was also specifically courted. The reason for this was his active approach to visitors: he places a bench in front of his works and sits on the “visitor side” himself. There he invites them to take a seat, look and marvel, which leads to conversation with them.

With sensitivity and care, he introduces them to his landscapes and scenes, arousing the viewers' interest and eliciting questions that then lead to "catching fire". He brought with him his winter installation featuring an "elephant gathering" in the Eifel region, his Ruhrpott suitcase with a scene from the Schimanski film, and, as an exhibition premiere, his latest work, "Laacher See".

The Vulkaneifel region served as inspiration here, albeit during the warm summer months. Visually on the periphery, but thematically at the centre, is the hustle and bustle on and around a campsite by a body of water created by volcanic activity, which also forms the backdrop for the photo.

The landscape is based on a hard foam prefabricated terrain from Noch, which has been significantly modified and adapted. The central eye-catcher of the village is a monument steam locomotive set up at the small railway station, which is also attracting a lot of interest due to ongoing filming for Eisenbahn-Romantik.

Full of highlights

Avantgarde Modellbau used two large dioramas to showcase its range of sophisticated vegetation products. The rock tunnel and "Mitten in Schweden" (In the middle of Sweden) could not have been more different in their motifs and offered a variety of photo opportunities with rolling stock from Märklin and Azar Models.

While the light green of the GATX tarpaulin-covered wagons stood out against the rock formations (see cover photo), the Scandinavian showpiece with its typical landscape featured a lake in which the passing train was reflected.

Kai Wüstermann whisked visitors away behind the dykes of the North Sea coast in his premiere. He made the endless expanse of the marsh landscape the theme of his small, digitally operated peep box display.



Kai Wüstermann transported visitors to the vastness of the marshlands. He had placed captivating details in several places in his work. These include the flock of barnacle geese peeking out above the boiler and driver's cab of the 01 series.

Where at first glance there appears to be nothing but green wasteland, the observer soon notices carefully placed motifs that break up the landscape and each characterise a piece of life in Schleswig-Holstein. Be it the railway photographer or the ornithologists observing the flock of barnacle geese.

Drainage ditches keep the marsh dry. Reeds have settled on one of the larger drainage areas, which are cut in winter with a reed harvester. But until then, fishing rods reign supreme at this spot. Accompanied by appropriate sounds, the houses standing on mounds and the lighthouse in the background clearly show where we are. Meanwhile, the badly neglected class 01 express steam locomotive passes us by.

We have now reached the remaining On-traXS participants. Pieter Willems had thoroughly revised his layout, which had already been successfully entered into a model building competition in 2008 under the name "Kapel in den Bos 2.0", and was able to raise it to the level required there.

The only thing that remained unchanged was the basic motif of a typical Flemish chapel in the Ardennes landscape, creating a link between the north and south of Belgium. The railway line, which crosses two bridges and passes a homemade signal, is dominated by SNCB vehicles, some of which are from small series production.



Not only was the Kapel in den Bos 2.0 layout special, but so was its presentation as a Z theatre. A freight train passes by the homemade Belgian signal, led by the Class 201, a special small-series model.

With a touch of humour, Pieter had labelled the peep box around his beautiful piece as "Z-Theatre" and, thanks to curtains, had actually given it the appearance of a theatre stage. This unique idea added a special charm without descending into kitsch.

The mother of all On-traXS Z gauge layouts is "Helenensiel" by Dirk Kuhlmann. It celebrated its exhibition premiere in Göppingen and was subsequently also on display in Utrecht, albeit at Eurospoor.

There, she had sparked interest in the On-traXS, but was no longer allowed to participate in it in the same city. At least, however, it served as a door opener for her successor system, which was then seen much more frequently.

However, Helenensiel was never forgotten, and its owners repeatedly received requests for further exhibitions. Ten years after the last presentation, Dirk, as a member of the editorial team, agreed to fulfil these wishes for our magazine's anniversary.



The latest Märklin rolling stock was in use on the “mother of all On-traXS layouts” in Z gauge, called “Helenensiel”, and cut a very fine figure there.

With its striking lighthouse, it proudly became our main motif on the event poster. And with Jörg Erkel from the 1zu220-Shop, we quickly found the right exhibitor for this object, which was perfect for showcasing the Märklin models from the 2025 delivery year and, with the purple red V 60, also offered a glimpse into the near future.

What remains? For us, two exhausting days were far from over at 5 p.m. on Sunday. Dismantling everything on the same day and returning decorations, display cases, tables and exhibits by post or in person took several more days.

The positive feedback and praise from guests and exhibitors were encouraging and inspired our ideas for the future. We have made a conscious decision not to compete with the Spur-Z weekend in Altenbeken or the Spur-Z Convention in southern Germany, and we will definitely not be repeating anything similar on an annual basis.

However, on a smaller scale with a different concept, we can certainly imagine organising local events on the subject of model railways. And it is only five years until the next big anniversary, which, as experience shows, will pass quickly. We will most likely use this as an opportunity for an appropriate celebration.



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Readers' letters and messages

Zetties and Trainini in Dialogue

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

Opening remarks for our exhibition:

I have been a member of Spur-Z-Club International since last year, as I have been interested in Spur Z for several decades and built a model in a suitcase back in 1985.



I was very pleased with your speech on the anniversary, in which you emphasised the importance of our faith and appealed for peaceful coexistence.

I had never seen a "Lord's Prayer" in a model railway YouTube video before. Thank you very much for that. My wife and I have been attending monthly peace prayers at the Protestant church for

decades, but unfortunately politics is on a war footing, instead of diplomacy. Thank you again for your Christian statement.

Jürgen Lassauer, Ottensoos

Opening remarks for our exhibition:

On 24 May 2025, I had the opportunity to visit "DIRK" at the DB Systemtechnik factory premises. "DIRK" is a test vehicle that will be used to develop and test findings for the next generation of ICE trains from 2030 onwards.

(...) Unfortunately, on the open day, I could only view "DIRK" from the outside and from a distance. (...) I hope you will publish this information? This discovery is sure to be of great interest to many readers.

Friedrich Walther, Bad Oeynhausen

Advent is just around the corner:

Advent is fast approaching. It begins as a week of activities with the weekend before



Photo: Friedrich Walther

Model Railway Day (2 December) and experiences another highlight after St. Nicholas Day with the model railway exhibition in Zell (Mosel).

The 8th Hobby Show on 29 and 30 November 2025 at the Museum of German Inland Navigation (Apostelstraße 84 in 47119 Duisburg; <https://www.binnenschiffahrtsmuseum.de/tag-der-modelleisenbahn/>) will once again welcome Peter Sturm and Ralf Junius as representatives of Z gauge among its exhibitors. Premieres in other sizes have been announced.

The first Spur-Z enthusiasts will arrive in the small town on the Moselle on Friday for the Advent meeting, where they will enjoy a pleasant get-together in the historic station building. On Saturday (St. Nicholas Day), the exhibition will be set up and, in the evening, the official regulars' table will be held with a large group of participants.

The exhibition will be open to the public on 7 December 2025 from 11:00 a.m. to 5:00 p.m. The 16th model railway exhibition can be seen in the Schwarze-Katz-Halle in Zell. **Trainini®** will be participating by exhibiting Gunnar Häberer's "Abzweig Industrie" module and offering children the chance to take part in "Das Rangierdiplom" ("the shunting diploma").



Exciting things at Panzer-Shop.nl:

At the end of September, after the editorial deadline for the last issue, Panzer-Shop.nl (<https://www.panzer-shop.nl>) informed us about the latest Spur Z new products. New additions to the range include several military vehicles as well as some special civilian vehicles.

The Faun L912/45 flatbed heavy-duty vehicle, which can also be purchased with a low loader trailer, was once part of the German Armed Forces' fleet. Similar, but not identical, is the Kässbohrer low loader trailer 25 t.



Faun L912/45 flatbed truck (left image), Magirus-Deutz Jupiter crane truck (centre image) and open Trabant P50 estate car (right image). Photos: Panzer-Shop.nl

The Magirus-Deutz Jupiter crane truck is also classified as a military vehicle by the supplier, but is likely to have been used by fire brigades as well. We see the Unimog 404 ambulance vehicle as similarly versatile, which may also have been used for civilian purposes. We are thinking of disaster relief vehicles used by the Johanniter or the DLRG.

Some special additions for scenes that are a bit out of the ordinary are the Trabant P50 estate car with an open side door, the newer Trabant 601 saloon as a breakdown vehicle, and the West German



The Trabant 601 saloon (left) and the Volkswagen Beetle (right) have been converted into breakdown vehicles. Photos: Panzer-Shop.nl

Volkswagen Beetle, which is shown jacked up with the front wheel removed. The working personnel are also included in the delivery.

Anyone who places an order by 2 November 2025 (Sunday) inclusive will receive double Panzerpoints in the customer loyalty programme, which can be collected and then exchanged for rewards.

Yellow Dwarf:

Fountains are the theme of the month at Yellow Dwarf (<https://www.yellowdwarf.eu>) as autumn begins. When the water features outside soon go into hibernation due to the risk of frost, they will continue to splash away on a scale of 1:220 instead. The models available are "Orchestra" (item no. 60021) and "Venus". (60024).



The two fountains, "Orchestra" (item no. 60021; photo left) and "Venus" (60024; photo right), now enrich the range of accessories. Photos: Yellow Dwarf

Azar Models unveils a new project:

With the TGV nearing completion, Azar Models is inviting its customers to participate in a project that is now underway. Behind the W01 product series are modern grain silo wagons currently in development.

The up-and-coming French manufacturer is not taking a break and is now following up its earlier 3D-printed designs with curved side walls with series models produced using plastic injection moulding.



The first prototype of the grain silo wagon is presented with all the details, but without paintwork. Photo: Azar Models

The first prototype has just come out of the moulds and shows off its fine details. The manufacturer is not alone in seeing the potential for creating beautiful trainsets: this model also allows for variants of German carriages, appealing not only to those who want to transport freight across borders.

German trade fair participation in Genk:

On 29 and 30 November 2025, the first weekend of Advent, the Euromodelbouw trade fair will take place in the Limburghal (Limburg Hall) in Genk, Belgium. It will be open on both days from 10:00 to 18:00.

In Hall A, Volker Bastek's ZSRR will be exhibiting its modular system on an 11 x 3 m stand, and he will be looking forward to welcoming interested visitors. Visitor information can be found at <https://www.euromodelbouw.be>.

New on the market from AZL:

AZL has released a whole host of new locomotives and several freight cars this month. The diesel traction models cover all three major manufacturers that existed or still exist in North America.



The GE C44-9W of the C&NW (item no. 65107-1; photo above) and the EMD FP7 of the Southern (65312-1; photo on the right) are among the current deliveries. Photos: AZL | Ztrack

ALCO, whose factories produced the RSD5 for Southern Pacific with “tiger stripes” (item no. 63327-1), is now long gone. Today, GE plays an important role with the C44-9W, in this case for the C&NW (65107-1 / -2). EMD remains the top dog, represented this month by the SP&S F7A (63013-1 / -2), Southern FP7 (65312-1 / -2) and SD60 for NS (65026-1 / -2).

The freight train escort car with side lookout also appears in the colours of the C&NW (92010-3 / -4). Modernised 40-foot covered AAR type 1937 wagons bear the colours of Union Pacific, either individually (905412-1) or in a pack of two (915412-1). The Trinity 31K gallon tank wagons of CBTX are configured in the same way (905511-1 / 915511-1).



The freight train escort car from the C&NW inventory (92010-3; photo left) and the compressed air unloading cars from the C&O's Chessie system (916041-1; photo right) are current new car models. Photos: AZL | Ztrack

The 4180 pneumatic unloading wagons from the Chessie System (C&O) are available in packs of four (906011-1) and two (916041-1). A 40' "Textainer" container is also available individually this month. (95226).

Märklin also kicks off its Christmas business:

Märklin has announced three new releases based on familiar designs. The DR 01 2118-6 express steam locomotive (item no. 88013) commemorates the 100th anniversary of this series in the museum locomotive range. However, due to a lack of mould adjustments, customers can expect a few compromises here, which Bahls Modelleisenbahnen (<http://www.bahls-modelleisenbahnen.de>) aims to counter with an offer.

The class 193 "Snälltåget" electric locomotive (88238) from the autumn new releases has now also become available, surprisingly quickly. This electric locomotive from the Vectron family, which is no longer multi-system capable, required adjustments to the roof wiring, which Märklin has correctly implemented. This also raises expectations for the pending Flixtrain variant.



From now on, the new DB V90 029 (item no. 88510) will play a key role in heavy shunting operations on the Z gauge layout.

Customers who purchase the "ÖBB apron carriage" passenger car set with three models (87107) will need to be patient, because due to design flaws, these models, like all previous editions, are not perfectly straight, but have a slight bend in the longitudinal direction.

The new DB V 90 diesel-hydraulic multi-purpose locomotive (88510) will bring even more joy. With its beautiful and elegant purple paintwork, this machine clearly pushes the boundaries of what is possible today on a small scale. This includes, above all, the illuminated lanterns on the railings of the shunting platform.

Thanks to the bell-type armature motor, the driving characteristics are also impeccable, as our visitors were able to see for themselves from a production model at the **Trainini Anniversary Exhibition 2025**. A detailed report on this new product will follow.

Current information on JMC Scale Models:

An unusual Faun road sweeper proved very popular. Designed out of personal interest, it quickly became in high demand, which is why we want to mention and show it here.



Among the unusual vehicles are the Faun road sweeper (top photo) and the Henschel articulated lorry with a piggyback trailer (bottom photo). Photos: JMC Scale Models

Another lorry that attracted attention due to its unusual appearance and has now been relocated is the Henschel articulated lorry. It tows a rare, specially designed DB piggyback trailer from the 1950s. The tractor unit is based on the cab of the Henschel tipper lorry HS34.

The box trailer became a challenge due to the lack of access to dimensioned drawings. The rear wheel carriage is rotatable and removable, just like a bogie, exactly as was the case with the original for loading onto a stake wagon.



Once a common sight on the roads were MAN's "Pausbacke" with semi-trailers (top image) and the VW LT 28 (bottom image) in bus configuration. Photos: JMC Scale Models

Other new projects include the MAN "Pausbacke" with a front engine and an open platform trailer loaded with oil barrels, as well as the VW LT 28 in the bus version. All information about JMC Scale Models finden Sie unter <https://jmc-scalemodels.blogspot.com>.

News from NoBa Models:

NoBa-Modelle (<https://www.noba-modelle.de>) has announced that, for health reasons, orders can currently (and probably until December) only be accepted by email. This applies not only to the following new products: MB Actros 4 x 2 without driver, curtain-sided trailer, and portable forklift (item no. 6402R) and MB Actros 4 x 2 with driver, curtain-sided trailer, and portable forklift (6401R).

Club wagon Rhein-Neckar 2025:

The Z-Stammtisch Rhein-Neckar continues its series of club carriages and has once again chosen FR as its partner this year. A small series of 40 covered carriages for industrial railway enthusiasts has been created.

In this case, two German Oppeln-type carriages run for the SNCF (item no. 33.334.02) and are labelled to match Era III. They are painted dark brown, reflecting the condition in the 1950s and 1960s, before the railway company changed from grey to reddish brown.



An SNCF carriage set (item no. 33.334.02) was still available from Stammtisch Rhein-Neckar at the time of going to press. Photo: Volker Töpfer

Special features of this small series include the brakeman's cab on one of the two carriages, printed and supplied by Rainer Tielke. French shipping instructions have been applied to the sliding doors. All carriages have been numbered in the packaging.

At the time of going to press, one remaining model was still available. Interested parties are kindly requested to contact [info\[at\]kurpfalz220.de](mailto:info[at]kurpfalz220.de).

Final word on Seuthe?

The company Seuthe (<https://seuthe-dampf.de>) has announced on its website that it will cease operations at the end of 2025. Orders can still be placed until then. Although this step had been anticipated for years due to age reasons, it still comes as something of a surprise. The question remains as to whether there will still be a future for the products or even the entire company under new ownership.

Beer wagon with a history commissioned:

Initiator Ronald "Larry" Schulz wrote to us about a special project: "As a native of Mecklenburg, one enjoys drinking beer, but it should be regional. I was very pleased at the time that the Rostock brewery wanted to revive the Mahn & Ohlerich brand.

As a teenager, I often drove past the beautiful brewery building. The first taste test was promising, as the beer was rather sweet compared to the bitter Rostock Pils. So, it was my favourite beer for a long time.

In Lothar Spielhoff's book 'Geschichte der Eisenbahn-Bierwagen' (History of Railway Beer Wagons), I found a beautiful illustration of an M&O beer car. After some research, I discovered that it came from a collection of factory photos belonging to Wagenbau AG Wismar.



This is what the Mahn & Ohlerich beer wagon will look like. Design: Schulz | Märklin

The original is kept by the Eisenbahnfreunde Wismar e.V. (Wismar Railway Enthusiasts Association). The Wismar City Archives provided me with a high-resolution photograph of the page from the book. As a graphic designer, my son had no trouble creating the layout for the print template."

The historic carriage for the late Era I was commissioned as an advertising carriage based on Märklin model 8661 and will be available from the 1zu220 shop (<https://www.1zu220-shop.de>). Information about the historic beer brand can be found at <https://www.mahn-ohlerich.de>.

Rostock has a long tradition of beer production for export, dating back to the Middle Ages. The Mahn & Ohlerich brewery was founded in March 1878 after a business was purchased at auction. It was later converted into a public limited company, then expropriated in 1947 and converted into a state-owned enterprise (VEB) and renamed.

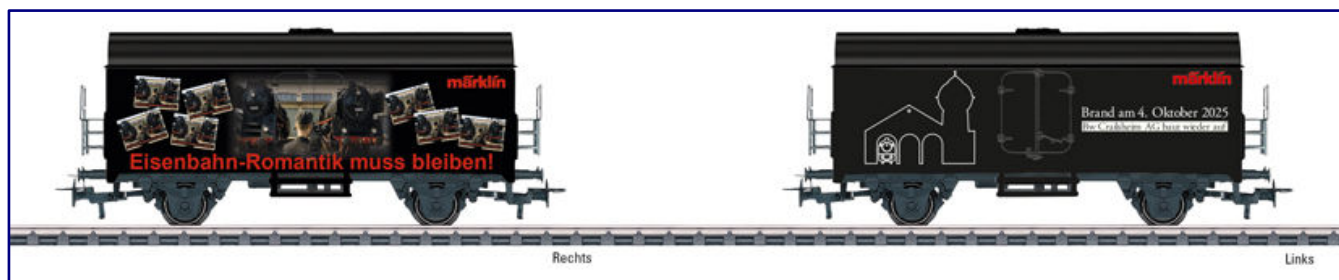
Faszination Modellbau is due:

From 31 October to 2 November 2025, Faszination Modellbau will once again open its doors in Friedrichshafen with a real steam indoor meeting. At the Lake Constance border triangle, Z gauge is also represented by Z-Freund International e.V.

A petition for Eisenbahn-Romantik:

A petition by Uli Klumpp against the planned discontinuation of new episodes and the dissolution of the editorial team of Eisenbahn-Romantik is gaining widespread support. Its creator and former presenter Hagen von Ortloff is also appealing daily to the public and SWR to reverse this decision.

Eisenbahn-Romantik is currently the only regular railway programme on German television, and therefore deserves to be modernised and adapted to contemporary tastes, rather than being discontinued altogether. In an age overloaded with entertainment and discussion programmes, it is a quality factor with a unique selling point for public service television, which is accountable to its licence fee payers because of its fees.



This is what the new Märklin wagon (item no. 44294) will look like, which is also intended to raise awareness of the petition. Photo: Märklin.

We therefore consider SWR's behaviour, which has so far shown no willingness to reconsider and reverse this decision, to be outrageous and inappropriate. We therefore call on our readers to sign the petition 'Dear SWR: "Eisenbahn-Romantik" should continue' before 2 December 2025: <https://www.openpetition.de/%21eisenbahnromantik>.

Incidentally, Miniatur Wunderland Hamburg is also one of the prominent supporters of this petition. Märklin has now also thrown its weight behind the initiative and announced a H0 gauge refrigerated wagon (item no. 44294) with the clear message "Railway romance must remain!"

It is also linked to a fundraising campaign for Bw Crailsheim AG, whose locomotive shed was severely damaged by fire on 4 October: EUR 5.00 per wagon will go towards the reconstruction. A model can be seen at the Faszination Modellbau exhibition in Friedrichshafen.

WDW Full Throttle:

New to WDW Full Throttle (<http://www.wdwfullthrottle.com>) are the 70-tonne bulk freight wagons "Hallett" (item no. FT-4601). The prototypes were operated by Hallett Materials (HCTX). This company has been supplying sand, gravel and similar materials to the construction industry since 1918.

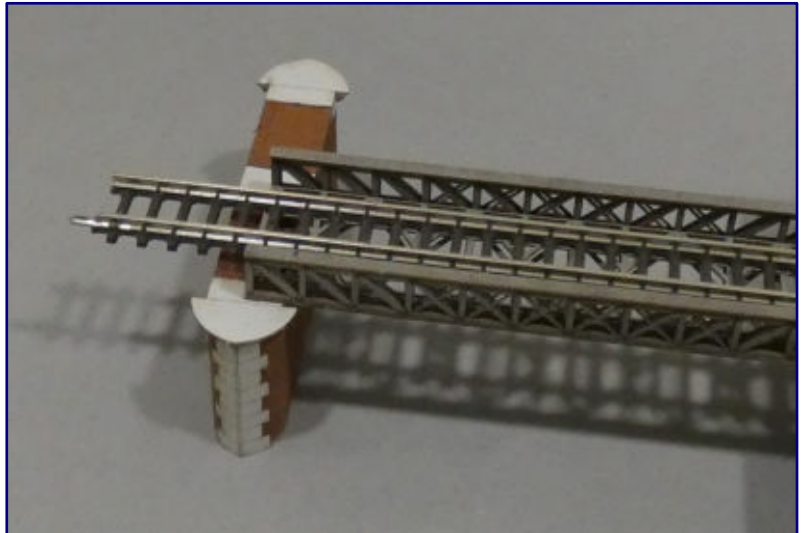
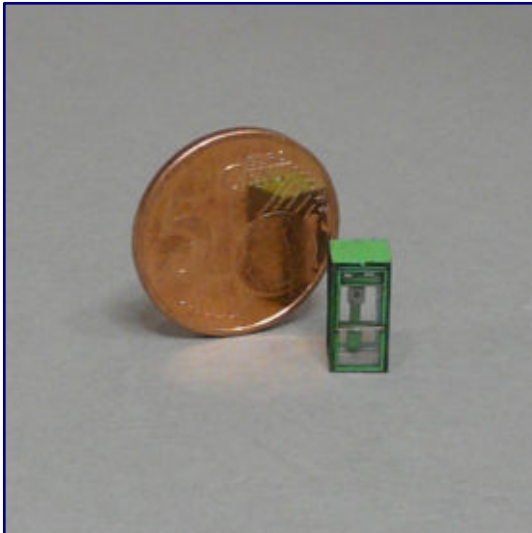


The 70-tonne bulk freight wagons "Hallett" (item no. FT-4601) are supplied in a set of two with different operating numbers. Photo: WDW Full Throttle

The models for these wagons were developed in response to increasing transport loads and the need for larger wagons that arose after the First World War. They were the successors to the 50-tonne wagons that had been standard until then and were in service in the 1930s with both ribbed and offset side walls. Their cargo space was divided into three sections.

Markenburg from the Netherlands:

They regularly had a permanent place in our magazine when we found or were told about new products. That is now the case again, as Markenburg (<https://www.markenburg.nl>) is back. Many platform segments and the Overlaatbrug (Overlaat Bridge) are new in 1:220 scale, bringing the range to over 100 items.



Dutch telephone booth (left image) and Overlat bridge components (right image) are examples of our extensive product range. Photos: Markenburg

On the page <https://www.markenburg.nl/de/webshop>, you can set the desired filters at the bottom. Here, select: “220 (Z)” and then click on “Apply filter”. In addition to railway infrastructure components (including modern transfer tables) and buildings, you will also find equipment such as telephone boxes, stationary air conditioning systems and vehicle pits.



Unfortunately, already sold out:

Just hours after their release, the DB AG Sggrss 733 double container wagons in traffic red (item nos. 49.347.11 & 49.347.21) produced by FR Montageservice Uwe Schuster were sold out.

The models made of nickel silver and stainless steel, incorrectly labelled as Sggrss 88 on the packaging, are loaded with various injection-moulded plastic containers and have been in service since 2007 for the freight division of Deutsche Bahn.



The six-axle container wagon Sggrss 733 was produced by FR in Deutsche Bahn design for the 1:220 shop. The first wagon set (item no. 49.347.11; photo on the previous page) received containers from Hapag-Lloyd and Maersk, the second (49.347.21; photo above) from DB Schenker and Maersk.

Exclusively manufactured in this version, 25 carriages each for the 1zu220 shop (<https://www.1zu220-shop.de>). As this is a new design for 2025, we will be presenting these models, in detail, at a later date.

Latest news:

As we went to press, we received news that Uhlenbrock has now begun shipping its new Intellibox 3 digital control unit. We will report on this new product as soon as we have had a chance to test a unit ourselves.

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