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German Magazine for Z Gauge



50 Years of Class 111

Track Work on the Layout
Bahls Glass Train

Introduction

Dear Readers,

At the moment, things are not going as smoothly as we all would like and are used to. We are in the midst of the Christmas business and are, unfortunately, looking at Märklin's very short delivery list.

There are probably many reasons for this: A reluctance to buy resulting of the economic downturn and the many political squabbles, the high energy costs from which companies like Märklin are also suffering greatly, and certainly also an economic focus on the greater volume H0 gauge.

It's not all doom and gloom, but I am a little worried about the dealers. Märklin's turnover is realised when it delivers to the dealers. However, the specialist retailers finally must sell the goods, and November and December are traditionally the best months for this.

If Märklin doesn't deliver until after the Christmas holidays, the money is often already spent elsewhere, especially as the focus is already on the new spring products that will soon be announced. There is some indication that the Göppingen-based company could once again put such a burden on its specialist retailers this year. Let's hope for the best, because, after all, the time for wishes is coming.

This is also reflected in the many events that are taking place again in autumn. Today we are also reporting on the model railway days in Erkrath-Hochdahl, where our delegation took an active part.

Meanwhile, Harald Fried and Dirk Kuhlmann will, likewise, be taking you on their travels. The first of these takes place on the Glass Train, which Michael Bahls has almost completely redesigned and further improved. Harald presents it and has also met with its inventor to let him have his say.

Dirk, on the other hand, is devoting himself to be on his hobbyhorse of layout construction. He is passionately working on a new beginner's layout to provide all new or returning Z gauge friends with the help they need to make their first project a sure success. Today, track construction work is on the agenda.

And at the end of the year, we decided to give enough space to two golden jubilees, as what we are celebrating today took place at the end of 1974: The class 111 rolled out of the factory sheds. With the last DB locomotive with a conventional electrical equipment, the transition to the new livery concept officially took place. The Hundred-Eleven was the first Bundesbahn class to wear the new ocean blue / ivory coloured livery right from the start.

It was disliked at the time and failed to win over railway fans and, to a large extent, customers. Today, there is something nostalgic about it, that should find its place in this magazine! All members of the **Trainini®** editorial team hope you enjoy reading this edition!

Sin-Z-erely,

Holger Späing



Holger Späing
Editor-in-chief

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Cover photo:

111 105-3 was already equipped with single-arm pantographs when it was accepted on 13 April 1978. The still new locomotive presents itself in front of an express train in its still fresh paint and with a clean roof area.

The Glass Train from Bahls Modelleisenbahnen

The Return of the 491 Series

In the year 2000, Schmidt, a central supplier of small series at the time, delighted Zetties with a model of the Glass Train. To this day, the “Retiree’s Terrarium” seems to have lost none of its fascination, as demonstrated by self-built models, 3D printed constructions, and even a metal kit of the 491 series. Bahls Modelleisenbahnen recently presented a revised version of the earlier Schmidt model.

By Harald Fried. The “Glass Train” is a model railway dream of many Z gauge friends. This model was made a reality for us by the retailer and small series manufacturer Schmidt from Hamelin in the year 2000. Already, at that time, it was a model that was in great demand, but for which a high price was charged. After all, more than 20 years ago, it cost DM 975 (EUR 499).

But the model was apparently worth its price and found its buyers. So it is not surprising that in recent years Bahls Modelleisenbahnen has often been asked whether the “Glass Train” could be reissued.



There is a festive mood in the foreground. It will probably be no different inside the “Glass Train.” 491 001-4 had many nicknames. Some were rather disrespectful, others extremely affectionate. In any case, it was very popular, and the same applies to the model.

In fact, Michael Bahls once designed and built the model for his former employer. As the number of enquiries grew, he finally agreed to rework the “Glass Train” in a contemporary way and offer it again. But first, let’s take a look at the history of the original.

At the beginning of the 1930s, Deutsche Reichsbahn was increasingly struggling with the growing competition from buses. In order to make travelling by train more attractive again, the idea of an observation railcar was born.

The Deutsche Reichsbahn commissioned five very special observation railcars that were not dependent on weather conditions or on being tied to normal trains. The design of the railcars allowed good visibility from all seats. Two railcars were equipped for electric operation; the other three for diesel-hydraulic traction.



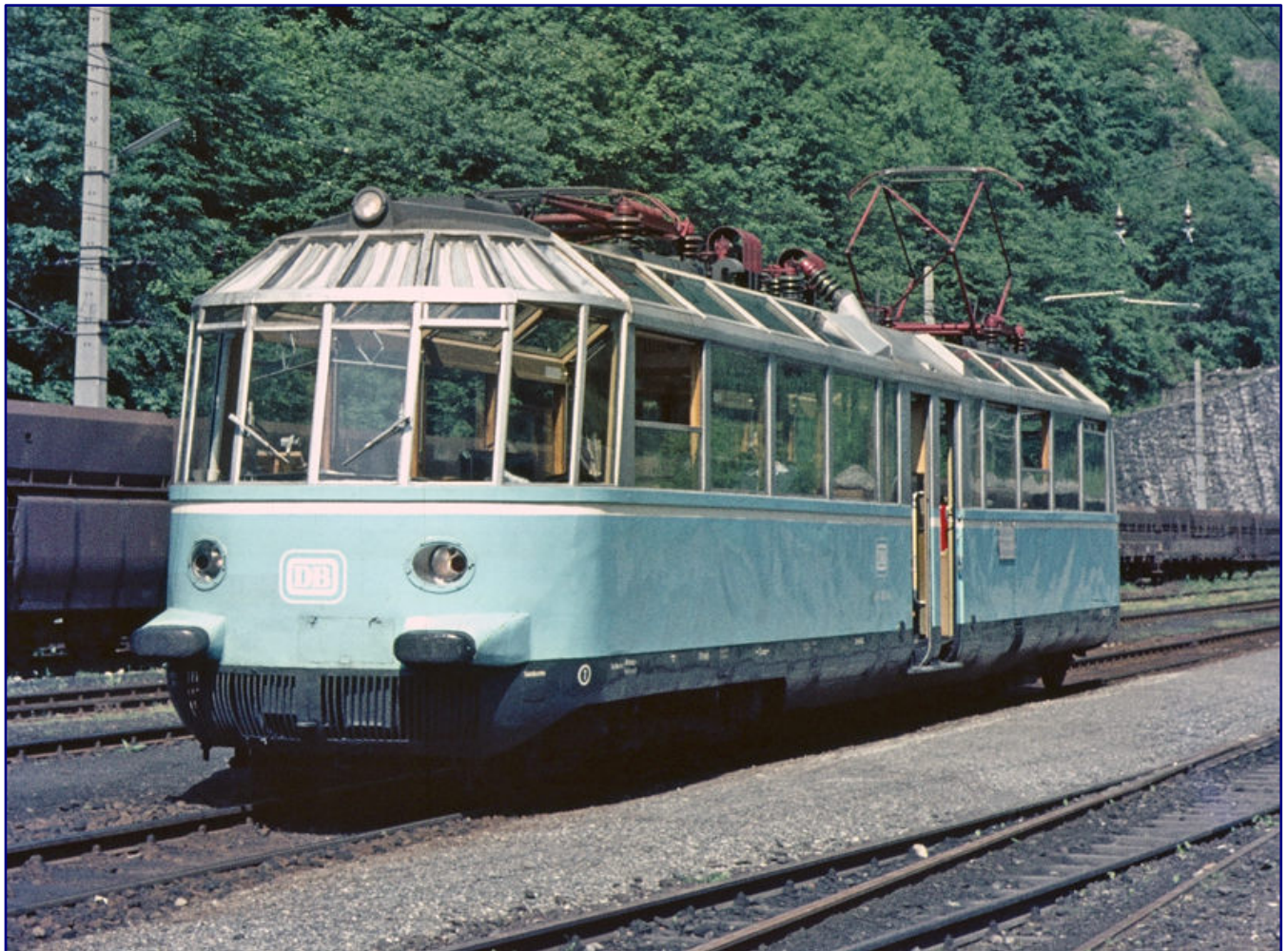
The "Glass Train" 491 001-4 had various colour schemes during its service life. In January 1969, it appeared in Garmisch-Partenkirchen in the red/beige livery in which it travelled from 1953 to 1971. Photo: Peter Wagner, Eisenbahnstiftung

The two electric observation railcars for single-phase alternating current of 15 kV at 16 2/3 Hz were commissioned in 1933 for the Reichsbahndirektion München (Munich) and delivered in 1935 with the operating numbers eIT 1998 and 1999. Each of the two railcars cost around 212,500 Reichsmarks at the time.

After extensive test runs, both observation railcars were in regular use at Munich Central Station in the spring; the journeys were partly publicised and partly ordered by private groups such as clubs.

As early as the winter of 1936/37, special trips were also organised on certain days on routes operated by the Austrian Federal Railways: München (Munich) - Mittenwald - Innsbruck - München (Munich) and München (Munich) - Salzburg - Bischofshofen - Wörgl - Kufstein - München (Munich). The name "Glass Train" was already used at that time. However, the area of use of the two railcars remained limited, as an electric rail power grid of limited size only existed in southern Germany and neighbouring Austria.

In 1940, the Deutsche Reichsbahn reclassified its railcars, and the eIT 1998 and 1999 observation railcars were now given the operation numbers ET 91 01 and ET 91 02. This did not last long for ET 91 02,



On 16 June 1973, a special trip takes the 491 001-4 to Hieflau in Styria. It makes a photo stop at the Erzberg railway in Hieflau shunting station and, apart from the missing operation number on the front, is exactly in the same operating condition as the new Bahls model, with the old lanterns and two scissor pantographs. Photo: Wolfgang Bügel, Eisenbahnstiftung

because after a bombing raid on 9 March 1943, ET 91 02 burned out in the Munich main station depot. It was taken out of service exactly three months later.

ET 91 01 was stored under cover in the small engine shed at Bichl station from late summer 1943 until 1946, after which it was taken to Wolfratshausen. In the summer of 1949, the Munich-Pasing railway depot restored it to working condition. From 1 January 1968, it was given its third and final operating number 491 001-4.

Its post-war use was initially limited to the relatively small electrically operated rail power grid in southern Germany and Austria. In the following decades, as the electrification of lines on the German Federal Railways and the Austrian Federal Railways progressed, its possible uses increased.

In addition to more and more destinations for day trips, tourist trips lasting several days were also added. The "Glass Train" could also be used without great difficulty on the electrified railway lines of the Swiss Federal Railways and many Swiss private railways. However, one of the two pantographs had to be fitted with a narrower pantograph slider for trips to Switzerland due to the smaller deflection of the contact wire from the centre of the track.

In some cases, the operating changeover stations could also be located outside of Austria or Switzerland: the “Glass Train” also travelled under its own power to Italy (Brenner, Domodossola or Luino), France (Pontarlier and Delle) and Yugoslavia (Jesenice; now Slovenia).

The “Glass Train” has also reached a number of interesting destinations while being towed by steam, diesel or electric locomotives. From 1995, the “Glass Train” was also used in the new federal states. Despite the increasing maintenance costs for the veteran, it was not sidelined then, as its popularity provided for sufficiently high capacity utilisation.

But, finally the “Glass Train” had an accident that forced it to retire from active service: On 12 December 1995, the “Snow White’s Coffin” collided with the engine of an outbound train as it entered Garmisch-Partenkirchen station on a journey from München (Munich) via the Karwendelbahn to Innsbruck.



This accident at Garmisch-Partenkirchen station on 12 December 1995 marked the end of the excursion trips: on entering the station, the “Glass Train” collided head-on with 1044 235-8 of the ÖBB, which had passed the stop signal with RE 3612. One passenger lost his life, 46 other people from both trains were injured, some of them seriously. Photo: Erich Preuß Collection, Railway Foundation

The “Glass Train” was so badly damaged that it did not seem economically feasible to restore it to working order. Ten years later, a flatbed lorry brought it to its current location in the roundhouse of Augsburg Railway Park. There it has been made accessible to visitors.

A look at the new model

This brings us back to the model. Michael Bahls kindly explained to us how the first model and finally the new 2022 edition came about:

<<One summer day in 1999, my boss came into the workshop in a remarkably good mood with a small railcar in his hand. "This will be our new model!" he said enthusiastically. Wilfried Schmidt, at that time the largest Z gauge dealer in the pre-Internet era, was normally rather conservative, but sometimes he made quick decisions. This was one such moment. I liked the idea immediately.

The model was a pretty good piece of work by a Z gauge friend who had even gone to the trouble of creating an etching board for the body. However, at second glance I realised that we had to make some changes for a small series model. The body only had one door instead of two, the roof structure was somewhat sparse and the cut-outs for the bogies were pretty large.



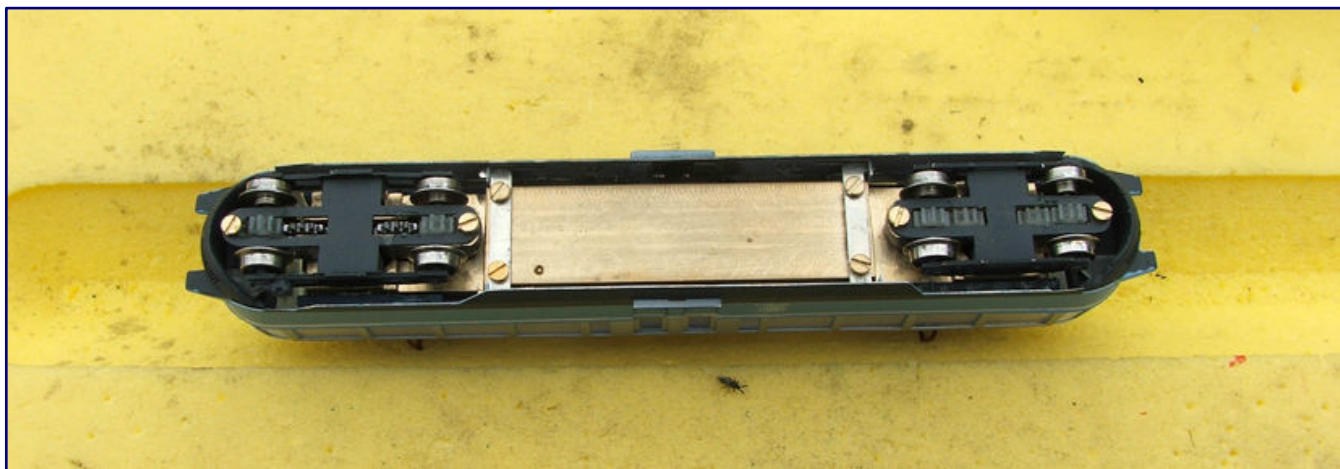
A look at the front shows some striking details of 491 001-4: Bahls Modelleisenbahnen has correctly implemented important prototypical features with the ventilator grilles below the buffers and the laterally offset maintenance access hatch between them.

"But we'd have to make some changes", I said. "Oh, Mr. Bahls, you just want to draw again", he replied. "Do you have the repros for the etched parts?" He looked puzzled and showed me two boards for the housing: "I have!" "How many railcars can we build with these?" I asked cautiously. "Well, um, two." "So I'll have to make a new drawing after all!"

In order to bring things to a good resolution, I diplomatically suggested that I would make the drawings at home, as well as the etched parts for the body and the resin parts for the front and roof, sell him the parts, and then assemble everything in the workshop at Schmidt in Todenmann. This is how the Glass Train was created, using the chassis parts and bogies from Märklin.

Despite the high price at the time, the "Glass Train" sold very well at Schmidt, and my boss awarded me a certificate for it because the railcar had been named "Z-Model of the Year 2000" by Z-Club 92.

Many years later, when the Schmidt company had no longer existed for over a decade, my Z gauge friend Rita from Westheim asked if I could build her another "Glass Train", which I did. Then the piece made its rounds on Facebook and I suddenly received an unexpected number of enquiries.



The running gear of the "Glass Train" is a completely new design: as can be seen here, it is made of brass. The painted bogie covers are made of nickel silver. The drivetrain works unaltered on all four axles.

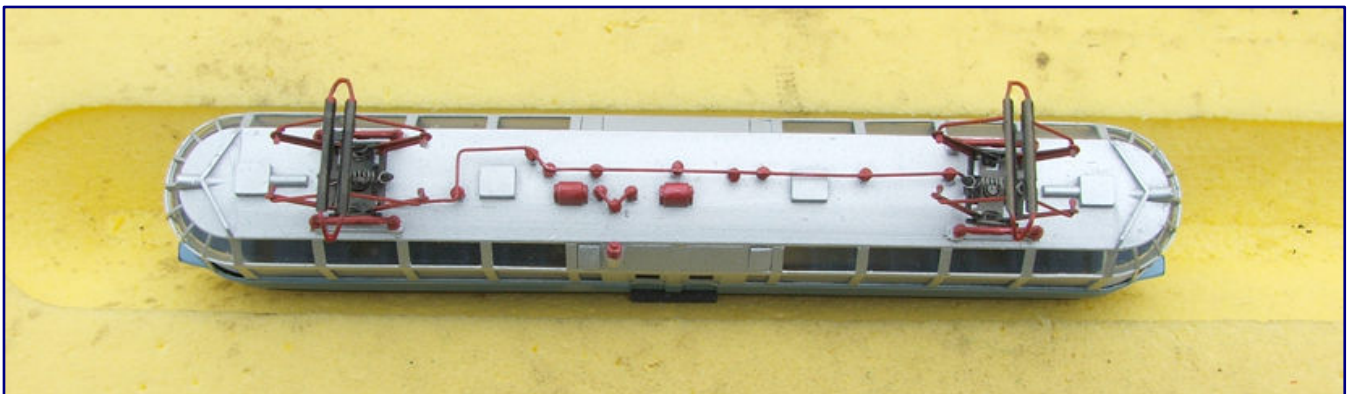
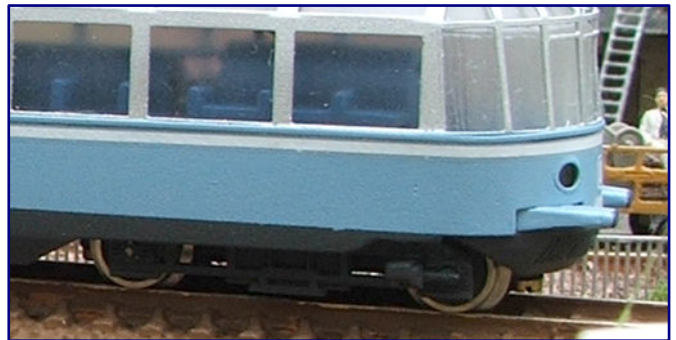
Some details of the model have been revised, and the chassis is now a new design made of brass with nickel silver bogie covers. To date, I have already built plenty of "Glass Train" models and produces several small series every year, but I still haven't completed all the orders, for which I apologise.>>

So much for the designer's own descriptions; of course, we have now also taken a closer look at the updated new edition from Bahls Modelleisenbahnen. I was naturally delighted when I received the "Glass Train" which I had ordered in Olympic blue / silver in the DB version as 491 001-4, packed in an exclusive wooden box.

This model had always been at the top of my wish list! This new edition is, in fact, a completely new design. Planned and designed according to the latest state of the art, it should also fulfil the individual requirements of its designer Michael Bahls. My expectations were correspondingly high.

The first impression is immediately convincing. It has been realised down to the smallest detail. The printing and the lettering are very well done. Only the electrically non-functional pantographs, unfortunately, come from Märklin and appear distinctly oversized.

continued on page 11



All details on the model are consistent (photo above), even giving the impression of an interior that could not be accommodated. The two different bogies were also correctly incorporated (centre photos), which only becomes visible in this enlarged section.

The roof equipment has also been lovingly designed and is just as prototypical (photo below). In particular, we can recognise the roof wiring reaching up to both pantographs. The only pity is that there are no scaled scissor pantographs of a suitable design, and Märklin parts had to be used.

The two bogies have also been realised differently, as in the original, which contributes significantly to the good overall appearance of the "Glass Train". All windows are glazed with plastic, and allow a view into and through the 491 001-4.

Unfortunately, it was not possible to create an interior, as the railcar is powered by a Swiss bell-type armature motor which could not be concealed. However, this does not harm the model.

If we look at the roof superstructures, we quickly realise how important it was to the builder to make them as detailed as possible. In my opinion, he has succeeded superbly. The front sections are also perfectly convincing; no comparison with the 2000 model. If you would like to have white/red LED lighting depending on the direction of travel, you can order this at the same time. I did without it on my model.



Thanks to the high-quality bell-shaped armature motor, "Snow White's Coffin" runs as soft as silk, and it is a pleasure to watch it travelling on the layout.

The model runs as soft as silk thanks to the bell-shaped armature motor. I can't get enough of watching it travel very slowly over the tracks. This is a dream, especially in an attractive model railway landscape.

As expected, the power consumption is optimal due to the large centre distance of the two bogies. No matter which points I cross on my layout with the "Retiree's Terrarium," it glides slowly over them without a jerk.

My conclusion is correspondingly good. A very successful small series model is in front of me, which will certainly find many more buyers. To be honest, however, it should also be added that delivery times at Michael Bahls can sometimes take several years.



It was mainly groups of senior citizens who once travelled with 491 001-4, which earned it the nickname "Retiree's Terrarium." On the layout, however, there is no doubt that it delights young and old alike, as it is a special railway vehicle that certainly catches the eye.

This railcar shows once again what can be realised even better in a model today than was the case 20 years ago. With its marvellous new drivetrain technology, this model is a lot of fun. It is a pleasure for its owner to run it 'round and 'round on the layout instead of just looking at it in the display case.

Manufacturer of the small series model:
<http://www.bahls-modelleisenbahnen.de>

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Two 50-year DB anniversaries

Something new among the old

Two round anniversaries characterise the railway year 2024, one of which was unfortunately completely forgotten in the model: Both the class 111 and the DB's ocean blue and ivory colour scheme will be fifty years old. This offers us the opportunity to take a look at both and also to remember a Märklin model steeped in tradition.

This year sees two anniversaries that seem to attract exceptionally little attention: Deutsche Bundesbahn's class 111 dates back to 1974 and is therefore now fifty years old. At the same time, it was given a new colour scheme right from the start: Ocean blue-ivory.



When the still brand-new 111 001-4 was photographed in 1975 during a load test run in Frankfurt (Main) Hbf, it showed another special feature: its locomotive numbers on the sides are not to be found in the blue belly band like its sisters, but in the ivory-coloured area directly under the Ege biscuit. Photo: Reinhold Palm, Eisenbahnstiftung

Once the decision for new colours had been made, the class 111 was to be the first of the Bundesbahn to be painted according to this colour concept from the outset. It therefore had a special significance in public relations work.

DB had hesitated for a long time and had not given the necessary instructions to the industry as to which colours the new locomotive should wear. As a second-generation standardised locomotive, of which the Bundesbahn wanted to procure large numbers, it would play a central role in DB's passenger services and was, therefore, also an ambassador for the new era.

Looking at the time that passed before the final decisions were made, a few peculiarities concerning the new colour concept also become clear. After all, 111 001-4 was not the first locomotive to show the new concept in public.

218 218-6 had already been accepted on 31 January 1974 and was presented in new colour combinations together with 218 217-8 (accepted on 3 February 1974). Both machines were, so to speak, test vehicles for the Bundesbahn after the decision to end the pop colour concept, but their design still deviated from the final concept.



218 218-6 became the ancestor of all locomotives that were to be painted in the new ocean blue/ivory colour scheme. As it leaves Neuenmarkt-Wirsberg station on 20 September 1985 with E 3767 to Görlitz, it clearly shows us how susceptible to dirt these colours were. Photo: Joachim Bügel, Eisenbahnstiftung

218 218-6 was painted in the colours RAL 5020 ocean blue, which was also used for the roof, and RAL 1014 ivory, while 218 217-8 was painted in RAL 3004 purple red, instead of blue, in an identical colour scheme. Both locomotives looked harmonious and successful with their narrow, all-round stripes, supplemented by a second decorative line on the ends.

The appearance of 218 217-8 is often described as 'TEE colours', which is not correct: This locomotive was not used in front of TEE trains and was not intended for this purpose. Even the Intercity in the same colour combination was not part of its operating programme. The only known exceptions are special train-journeys as a special IC on the 'inclined plane'.

The aim of the Bundesbahn was simply to find an appealing, modern, and durable concept with which it could present itself in a contemporary way. The choice of colours and the lines were based solely on the highest train category because it was perceived as particularly elegant.



For direct comparison with 218 218-6, the Regensburg 218 217-8 was painted wine red/ivory and remained a loner. On 21 July 1985, it is waiting for its next assignment in the Nuremberg-Gostenhof depot. Photo: Wolfgang Bügel, Eisenbahnstiftung

The approach was either to standardise the appearance or, as 218 218-6 did in contrast, to retain an identical division of the surfaces and use different colours, so that several Bundesbahn vehicles did not look like foreign bodies to each other in the field of vision.

Even in the case of the pop-colour concept, which had received praise from many quarters, a surface division could be observed that did not fundamentally differ from that of the TEE, but did swap the lighter and darker colours, thus also aiming for an overall picture that remained harmonious across all the carriages.

It will be implemented

In the end, the Bundesbahn decided that Intercity and Trans-Europe-Express would remain basically unchanged, but swapped the RAL 1001 Beige colour for the lighter RAL 1014 Ivory. The rest of the fleet followed the scheme, but used the new colour RAL 5020 Ocean Blue instead of red. Incidentally, the colour names commonly used today did not yet exist at that time, which is why turquoise was often used in the early years.

However, not all vehicles were included in the twelve years that this colour concept lasted. The changeover took a long time and only progressed gradually. This was due to the fact that the Bundesbahn



This illustration shows what passenger coaches had to look like according to the new colour concept, including decorative lines. Zeichnung: Peter Erdmann

did not specifically bring locomotives and carriages to the maintenance shop to be repainted. They only changed colour when they were repaired and repainted.

Some classes and types were omitted completely: The 236 and 270, which were already being withdrawn from service, retained their black and red steam locomotive colours, while the 160, 163, and 169 series and 798 / 998 rail buses were also omitted altogether. It was also decreed that the 103 and 112 series should retain their previous colours.

Identical basic decisions were made for most of the old coaches and even the more recent rebuilt coaches. In 1979, the five prototypes of the class 120 were even put into service in a new purple/ivory livery.

The then ultra-modern Silberlinge also remained a special case. They were still allowed to show off their polished stainless steel surfaces, but were now painted ocean blue instead of black. Ocean blue ivory could only be seen on the driving trailers with Karlsruhe heads. All in all, it resulted in an enormously colourful image that the DB was to present for many years to come.



The livery specifications for the 181² series were changed during construction. After ten blue locomotives, the named locomotive 181 211-4 "Lorraine" was the first according to the new concept, here, as a Rokuhan model. These dual-system locomotives still had the stripe running around the front.

After deciding on the ocean blue-ivory colour scheme, the 218 218-6 was initially to be followed by the class 181². Procurement of the 25 units was in progress when the Bundesbahn made its decision. The first ten locomotives had been ordered in the old blue colour scheme, but the Bundesbahn changed this for the 15 successors.

If we look at the later named locomotive 181 211-4, which was accepted on 20 November 1974, we notice a special feature. It (and its other colour siblings) also had a narrower decorative strip above the belly band, which extended into the area of the driver's cabs.

This design element had obviously been adopted from the experimental locomotive and once again created an appealing image, even though the belly band on the locomotive was wider. The 111 001-4 presented shortly afterwards, which as DB's latest design was also intended to finally embody the new colours, lacked this.



The new concept was applied regardless of the locomotive shapes. 220 012-9, waiting to depart from Lübeck Hbf in front of D 491 "Hansa-City" (København (Copenhagen) - Puttgarden - Hamburg-Altona) in 1975, was one of the first to receive the new colours in March of the same year. Photo: Jochen Lawrenz, Eisenbahnstiftung

In fact, this defined the standard that would also be used for other electric locomotives and 'decorate' the 220 and 221 series. Only the 184 and 151 series, which had been under construction since 1973, were able to secure the 181² ornamental stripe.

Nevertheless, there were to be deviating colour distributions: DB did not allow all diesel locomotives with a central driver's cab and the Köf types to fall so consistently into the colour pot. Here, it specified ocean blue as the basic colour for the locomotive body. Only the decorative stripes and the edges of the ends (on one side of the locomotive in the shape of the radiator) were given the colour ivory. That looked very appealing.

Exceptions and rejection

Other exceptions are less comprehensible: The 220 and 221 series appeared clumsy and ponderous, because the paintwork on their round fronts no longer took the design language into account. If the blue colour had been drawn downwards from the roof area across the front and curved into a downward-pointing tip, the former harmony would have been preserved.

But the new colours did not look good on the class 118 either. However, the Bundesbahn took the cake with the class 144 and 194: like the centre-cab locomotives, they were given an all-over blue colour scheme. Instead of decorative and frame lines, however, they were given large contrasting areas in ivory at the ends of the bonnets.



The new colour scheme didn't look good on the class 118 either: 118 049-6 was one of three locomotives that were repainted in ocean blue and ivory and here has the E 2451 near Rottendorf on the hook on 24 May 1980. Photo: Joachim Bügel, Eisenbahnstiftung

It looked terrible and many series were disfigured by the new concept. This quickly led to widespread disapproval among railway enthusiasts, who had a strong focus on vehicles ready for retirement, anyway, and wanted to capture them on celluloid.

In addition, the ivory in particular proved to be extremely susceptible to dirt. The newly painted vehicles usually appeared very dirty and not very effective in terms of advertising. As the Bundesbahn also lacked the consistency to quickly adapt all vehicles to the new concept, everyone could constantly compare old with new or new with pop colours.

In fact, the concept now celebrating its anniversary was still far from being fully established when DB presented its successor product colours. However, large sections of the customer base did not have good words for the new colours from another perspective either: whereas it used to be possible to tell the function and carriage class from the colour, this was now no longer possible.

continued on page 21



Photo above:

The Bundesbahn had not found an appealing solution for the angular old electric locomotives with their front ends. At least all but three of the two affected classes (2 x 144 / 1 x 194) were spared this colour derailment. 144 021-3 was the only class 144 locomotive painted ocean blue/ivory alongside 144 071-8 and is getting ready to take over the 69703 transfer train at Rödental station on 23 September 1983. Photo: Wolfgang Bügel, Eisenbahnstiftung

Photo below:

Shortly before the end of service of the class 194 in push-pull service on the Geislinger Steige, 194 178-0, the only machine in its series painted ocean blue/ivory, was also in service there on 8 August 1987. Photo: Wolfgang Bügel, Eisenbahnstiftung

Multiple units, dining cars, and sleeping cars were red, seating cars were green, and DB had established blue as a synonym for 1st class via the F trains. The much older yellow stripe shone far more clearly on green or blue carriages than on a barely contrasting ivory colour.

A historical digression is worthwhile at this point. The K.Bay.Sts.B. was looking for uniform colours for its fleet early on, which also led to changes (example: covered carriages in brown instead of green in future). The determining factor was an attractive appearance, but the economic idea was much more important. New colours had to be as cheap to procure, as possible, and prove to be very durable over time.



515 114-7 of the Hameln depot was one of the first of its class to be thrown into the colour pot. DB soon changed the front design of these railcars for the better. When the battery-operated railcar arrived in Kreiensen on 1 March 1975, it clearly reflects one of the passengers' criticisms: The 1st class stripe shows hardly any contrast to the window stripe, especially in foggy weather. Photo: Prof. Dr. Willi Hager, Eisenbahnstiftung

However, it was not only in Germany that there were other approaches that were intended to meet the needs of the estate-based society. Increasingly, the railway also developed as a means of mass transport that had long known four classes of carriage. Travelling in peace and separate 'from the rabble' was an aspiration of first- and second-class travellers.

However, many ordinary people at that time could not read at all, and so, the numbers were not the only means of identification. Colours were supposed to make it immediately clear where travellers had to go.

Prussia thus defined four class colours, which also determined the cardboard colour chosen for the Edmonson ticket: yellow for 1st class (in the form of an identification stripe), green for 2nd class, brown for 3rd class, and grey for 4th class.

The grey soon disappeared along with the associated carriage class, and the brown was eventually dispensed with, too. After all, thanks to compulsory schooling, the educational level of the population continued to rise. However, green was to establish itself permanently as the basic colour, and not only in Germany. The yellow stripe also became a recognisable feature across borders.

This internationality of the traditional class identification colours is also recognisable in the original colour concept of the Corail carriages: the SNCF specified a uniform design, but had green and yellow roof edge stripes applied to make the assignment to classes recognisable.



The Silberlinge did not lose their typical appearance with the new colour concept. Only the frame was now painted ocean blue instead of jet black. The livery scheme of the locomotives and other passenger coaches was only used on the Karlsruhe heads of the driving trailers.

Everything will be new?

The first locomotive to be painted in the new colour scheme straight from the factory was the class 111, but delivery of the first locomotive was delayed somewhat, because DB had left it open in its order as to what it should look like.

And so, 111 001-4 only found its way to the Bundesbahn in December 1974 and was accepted on 17 May 1975. As already explained, the colour scheme had changed somewhat, the 111 had to make do without the decorative line above the belly band and thus became the template for other model series that were to follow.

There was another special feature on the first locomotive: 111 001-4 was given the road number on the side walls directly below the Ege biscuit, i.e., also in blue digits on an ivory-coloured background. On the subsequent units, it also slipped down into the belly band and was now labelled ivory.

Building lots of series 111

Building lot	Company numbers	Years built	Special features
1. Serie	111 001 – 070	1974 - 1976	
2. Serie	111 071 – 110	1977 - 1978	
3. Serie	111 111 – 146	1978 - 1980	S-Bahn colours
4. Serie	111 147 – 178	1980 - 1982	S-Bahn colours
5. Serie	111 179 – 210	1983	
6. Serie	111 211 – 227	1984	

The four-axle locomotives were built between 1974 and 1984 in a total of 227 units, spread over six series.

The last one was no longer required for operational purposes, and only served to secure jobs in the locomotive industry until series production of three-phase locomotives (class 120) could begin.

As the last planned locomotive with conventional AC technology, it was the successor to the class 110, whose further development it represented. After the end of production, there was still a need for express locomotives in the same performance range. In principle, DB wanted to use tried and tested components from its predecessor, but wanted to eliminate its weak points once and for all.



As an operational museum locomotive, 111 001-4 was given back its original paint scheme, although not the special feature of how the locomotive numbers on the sides were attached (see photo on page 14).

These mainly affected the bogies, which ran unevenly at high speeds. For this reason, lemniscate control arms were used on the 111 and Flexicoil springs were used to support the locomotive body. The rubber ring spring drive of the 110 series was retained for transmitting the drive forces, and the WB 372 traction motors and the transformer also came from the 110 and 140 series.

The new single-arm pantograph type SBS 65 was planned for the entire series, but problems with the class 103 put a spanner in the works for the time being. Its DBS 54 with Wanisch rocker had caused some contact wire breaks at high speeds.

continued on page 25



Stromsystem	1 ~ 16 ⅔ Hz, 15 kV	Elektrische Bremse	
Achsanordnung	Bo' Bo'	Bremsleistung (dauernd)	2 000 kW
Höchstgeschwindigkeit	160 km/h	Bremsleistung (kurzzeitig)	4 000 kW
Nennleistung (Dauerleistung)		max. Bremskraft	90 kN
nach UIC 614/610	3620 kW	Spurweite	1 435 mm
bei einer Geschwindigkeit von	123 km/h	Getriebe-Übersetzung	2,11 : 1
Zulässige Anfahrzugkraft ($\mu = 0,33$)	275 kN	Treibrad-Durchmesser (neu)	1 250 mm
Haupttransformator Typ	EFPT 6842.111	Länge über Puffer	16 750 mm
Nennleistung	4040 kVA	Drehzapfenabstand	7 900 mm
Fahrmotor Typ	WBc 372-22 f	Radstand der Drehgestelle	3 400 mm
Anzahl	4	Gesamtradstand	11 300 mm
Polzahl	14	Dienstgewicht (= Reibungsgewicht)	83 t

28stufiges Hochspannungsschaltwerk mit Thyristorlastschalter

Netzspannungsabhängige, über Stromrichter geregelte fremderregte Gleichstrom-Widerstandsbremse

Zweiseitiger Gummiringfederantrieb

Integrierter Führertisch

Hersteller der elektrischen Ausrüstung: AEG-TELEFUNKEN, BBC und Siemens AG

Hersteller des mechanischen Teils: Fried. Krupp GmbH, Thyssen Henschel und Krauss-Maffei AG

Because replacement pantographs could not be procured quickly enough, the SBS 65 was used in exchange on the 103 and many locomotives of the first three construction series (111 001-4 to 111 146-7) ran with the DBS 54 scissor pantograph. The successor SBS 81 was used with the fifth construction lot (from 111 179-8). The new WBL 79 pantograph was tested on four locomotives (111 103-8 to 105-3 and 109-5), which was recognisable because its joint pointed towards the centre of the locomotive for the first time.

The new DB unit driver's cab, which was also to be used for future locomotives and driving trailers, also represented an important development step. It was developed jointly by the Bundesbahn-Zentralamt in Munich and Krauss-Maffei according to the ergonomic findings of the time.

The use of the series 111

The procurement of the class 111 was intended to close any remaining gaps in the demand for further express locomotives, but, above all, to finally release old express locomotives such as the 117 and 118 that were ready for retirement.

It conquered another area of operation with the Rhine-Ruhr S-Bahn service. Due to the long distances, the class 420 / 421 multiple units were not popular with passengers. They missed toilets and the lack of gangways between the carriages was also an obstacle.

Instead of adapting the railcars to this requirement, the Bundesbahn decided to develop the x-cars and selected the new 111 for the planned push-pull service. As an express locomotive with a long gear ratio, it was an endurance runner, but not designed for frequent starting and braking. This clearly shows how much political influence was behind this decision. This was also about securing jobs in the German rail vehicle industry.



On 19 May 1978, the Munich 111 105-3, one of Märklin's prototype locomotives, is travelling south of Göttingen with TEE 75 "Roland" (Bremen - Stuttgart) near Rosdorf. Photo: Prof. Dr. Willi Hager, Eisenbahnstiftung

From 1979, the class 111 entered service with the S-Bahn Rhein-Ruhr. In addition to Munich, Düsseldorf was now also added as a home base. The Düsseldorf locomotives were equipped with a roller conveyor display (for line and destination), and, for the first time, time-division multiplexed push-pull control via the train's IS line. Microphones for train announcements as well as operating and monitoring equipment for door control (self-handling by the train driver) were also added.

The new IC concept "Every hour - every class" also came into effect in the same year that the locomotives were first deployed on S-Bahn services. This created a need for additional locomotives that could be used in front of the Intercity.

Now it paid off that the bogies of the class 111 had consistently been the focus of improvements. There were still reserves above their maximum speed of 150 km/h and so this class was approved for 160 km/h from May 1980.

This paved the way for use in front of the IC, where the trains could not be hauled at 200 km/h. South of Munich, it was used on the holiday trains that travelled beyond the main IC network to holiday areas in Upper Bavaria or Austria.



On 28 November 2014, 111 190-5 pushes the SE 60 to Heidelberg Hbf from Frankfurt (Main) Hbf. Local and express train services were almost always part of this express locomotive's programme.

The consequences of German reunification brought about changes in their range of use. With the class 143, the former DR had a machine in its fleet that was recommended for replacement in S-Bahn service from 1993, but it was not until 1997 that the 111 was completely released here, and that was not even the last word spoken.

Their use in service in front of Interregio trains seemed to be sealed when the series was assigned to DB Regio in the third stage of the railway reform. In 1998, this area of operation declined rapidly. But a replacement was far from being in sight.

Even the new Bombardier class 146 locomotives only resulted in shifts in performance in local transport, from which the 111 benefited for the time being. For many years from the early nineties onwards, the hundred and fifteen characterised the photo of regional transport nationwide in front of new double-decker push-pull trains.

However, in 2012, the retirement of 111 034-5 marked the beginning of their farewell. In 2013, a large number of locomotives were taken out of service, after previously only individual locomotives had been retired following serious accidents with major damage.

The first to be hit was 111 109-5 back in 1981. 111 001-4 was taken out of service in spring 2012 and transferred to the DB Museum in Koblenz-Lützel as a museum piece. However, operation of the remaining locomotives appears to be secured until 2026.



DB Gebrauchtzug returned the old colours to some of the hundreds of locomotives, including the very first 111 111-1 for the S-Bahn Rhein-Ruhr, which was presented in pebble grey/pure orange on 7 August 2023. Photo: Alexander Hock

Colourful story

The class 111 had many faces in the course of its life. It entered service in 1975 in ocean blue / ivory, after the machine delivered at the end of 1974 had received its licence.

In 1978, the S-Bahn colours pure orange / pebble grey were added, which followed the pop colour concept unchanged. In the mid-1980s, two locomotives, the Munich 111 068-3 and 111 069-1, were used for colour trials of different design concepts and were painted differently.



111 068-3 was used for colour tests for a successor concept to the ocean blue/ivory, shown here with a Märklin model (Art.-Nr. 88422).

Eventually, they were also painted in the rather unimaginative oriental red colour with the bib on the forehead, finally replaced by traffic red from 1996. A special role was played by 111 049-3, which was painted in the Lufthansa colours for the Lufthansa Airport Express between Frankfurt (Main) and Stuttgart airports.

This still leaves effective decals for advertising purposes, which brought a colourful photo for many years, especially in Bavaria. Private railways have also shown great imagination in recent years when it comes to new liveries for the machines they have acquired. DB-Gebrauchzug is trying its best with nostalgic designs and its own advertising message.

But this most recent part will not be examined in detail here, because we would like to take a final, brief look at the model realisations. The class 111 was also honoured early on in the Märklin programme.

All the colour concepts of the Bundesbahn and Deutsche Bahn were honoured, as well as the S-Bahn representatives, the Lufthansa locomotive and experimental designs from the 1980s. Apart from that, there were still many possible designs for the future. But, these are not the focus here.

We are also bringing together the two anniversaries that were the subject of this article on the model page. This means that we are only focusing on the model conversions that match the anniversary of the model series and colour.

It all started in 1977 with the 111 043-6, which entered the programme under item number 8842 with scissor pantographs. It remained in the programme until 1991, so it can look back on quite a long history.

In 1983, the airport train set 8105 was followed by the 111 105-3 painted in the same colours (see cover photo), which was given prototypical retractable pantographs that represented the planned standard appearance of this class. This set was available for three years and contained the only model of a 111 with a single tail light to date.



The 111 017-0 Bavarian locomotive is an example of several special and advertising designs that have been applied to locomotives of this class. It was shown to the photographer on 24 April 2014 at Munich main station.

Three-pole motors were characteristic of both previous ranges. Only the most recent edition 88421, which was in the range from 2014 to 2016, was motorised with five poles. Following its prototype, it now had square buffers and also had better front lighting thanks to the LED insert. As 111 197-0, this model also had retractable pantographs.

The time would certainly have been ripe to honour the two anniversaries appropriately with another 111 in the original livery. First of all, Märklin recalled the colour concept that had been underestimated for so long, in addition to its dealer gift wagon for the 2024 toy fair and the special model for the MHI members' meeting.

In the catalogue programme, only one of the two round anniversaries was also honoured with a current Deutsche Bahn class 218⁴ diesel locomotive in this nostalgic colour. So, shortly before its final farewell, the "new among the old" (last standard diesel locomotive of the Bundesbahn) would certainly have been worthy of a memorial.

Manufacturer of the Z gauge models:
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The path to the first layout (Part 4) Getting on the right Track

We are making progress in building two beginner layouts as part of our 2024/25 annual focus theme. They differ fundamentally in terms of track material, construction method, landscape design, and season. Today, we tackle the track work for our completely self-build project. Dirk Kuhlmann explains how to lay track correctly and achieve an elegant looking route design.

By Dirk Kuhlmann. In the third part of our report on this self-built layout (part 4 of the overall series), we turn our attention to the track. First of all, it is worth noting that the geometry of the Märklin and Rokuhan tracks is the same.

For a detailed explanation, I recommend the Märklin track plan booklet (link in the info box at the end of this article). This will allow you to go straight to the preliminary planning stage and learn the basics of the relevant electrical connections and geometry.



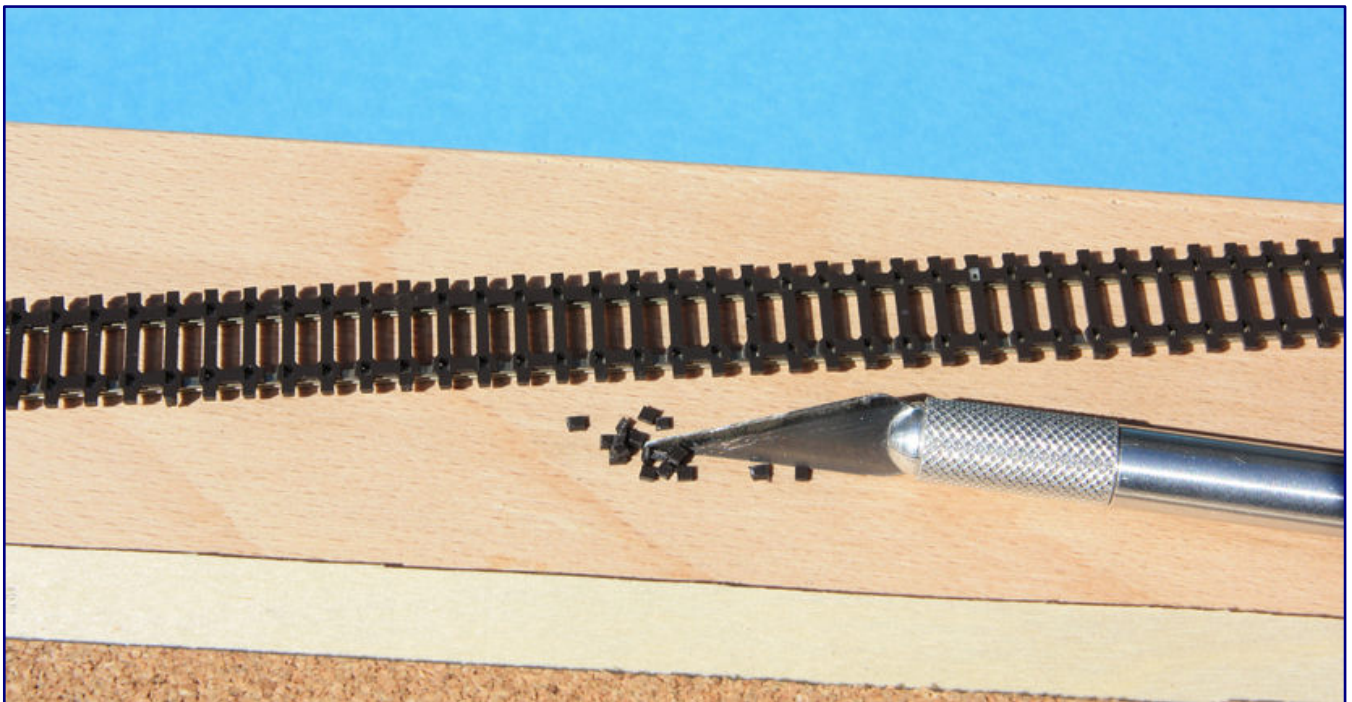
A parade route on a scale of 1:220: This is what our tracks on the beginners' layout, which we are building from scratch in this series, will look like later on.

Now let's move on to building our layout. According to my plan, we need the following pieces of track and corresponding accessories:

- 2 x Märklin 8563 (electromagnetic point right),
- 6 x Märklin 8594 (flexible track 660 mm),

- 4 x Märklin 8505 (straight track 220 mm),
- 3 x Märklin 8500 (straight track 110 mm),
- 3 x Märklin 8592 (straight adjustable track, length 100 - 120 mm),
- 2 x Märklin 8503 (straight track 55 mm),
- 1 x Märklin 8954 (insulating and conductive rail joiners), and
- 1 x Märklin 8999 (track nails)

I always order an extra piece of the flexible track in order to have a little more planning and realisation options. The first step is to make cuts to the 660 mm long plastic sleeper strip; for our project, one cut every 10 mm is sufficient. The tighter the radius/curve, the more cuts that are required.



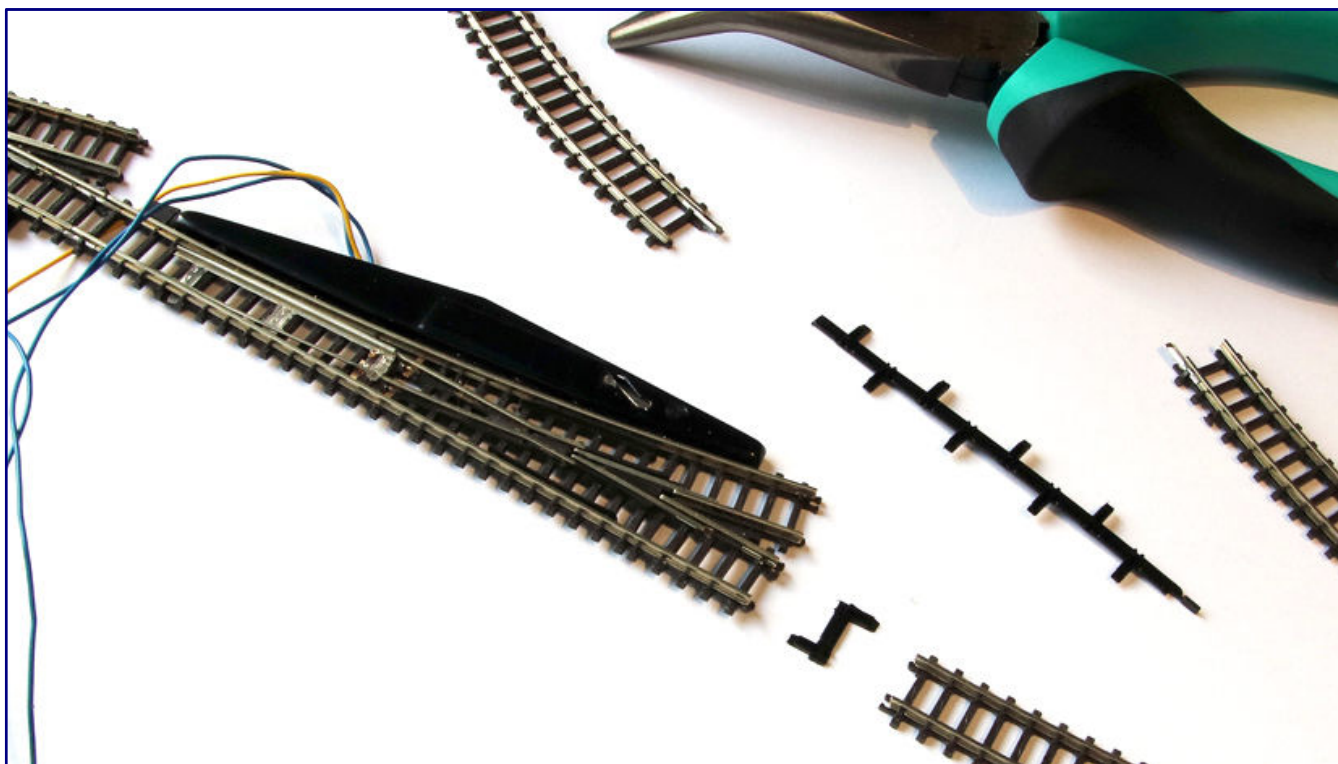
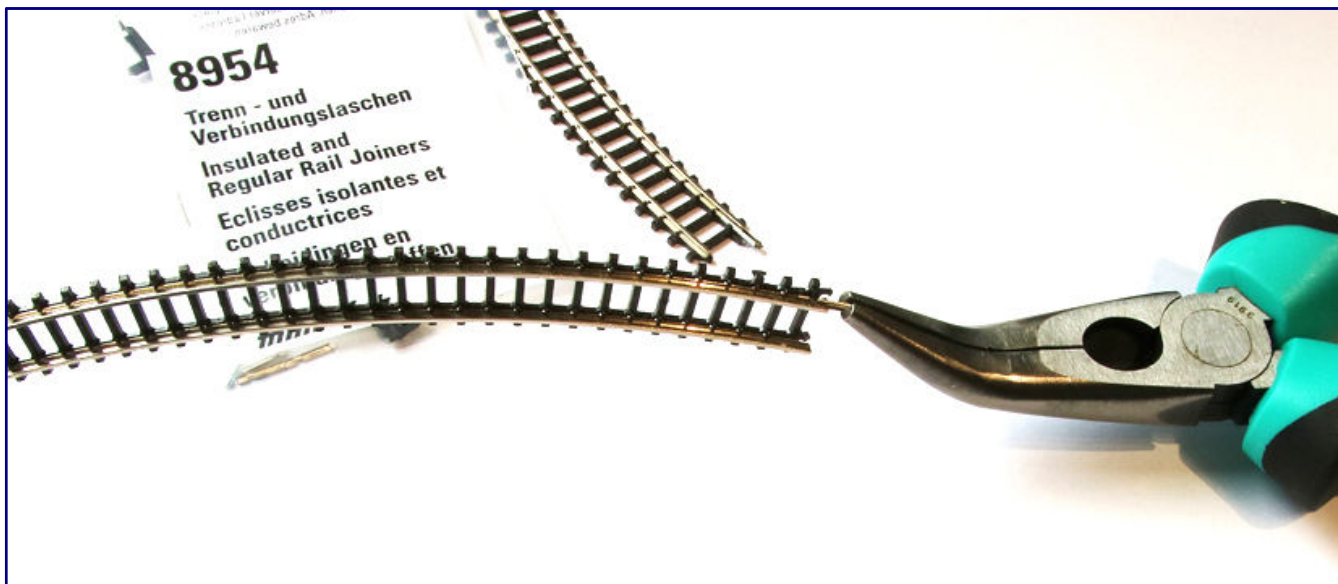
The plastic sleeper strip requires cuts at regular intervals to bend the 660 mm long Märklin rails to the desired radius – typical for flexible track.

According to the track plan, “stop sections” are to be installed in some places. For better visual effect we are dispensing, however, with the in-house insulating track (Märklin 8588), and work instead with insulating rail joiners (Märklin 8954).

To do this, the normal rail joiner is removed from the previously determined track sections using needle-nose pliers. A slightly raised sleeper strip makes the operation much easier. Of course, we add an electrical circuit for switching the track section on and off. The small toggle switches are available for little money from many electronics suppliers or model railway dealers.

Soldering and aligning

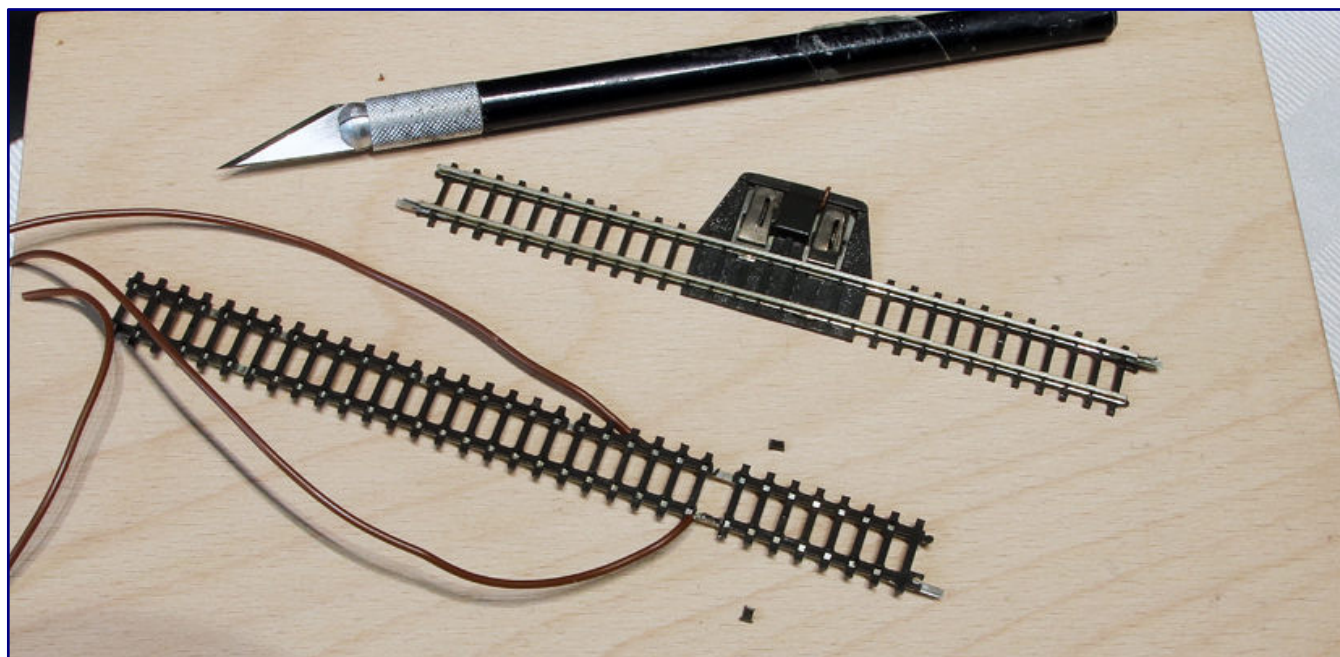
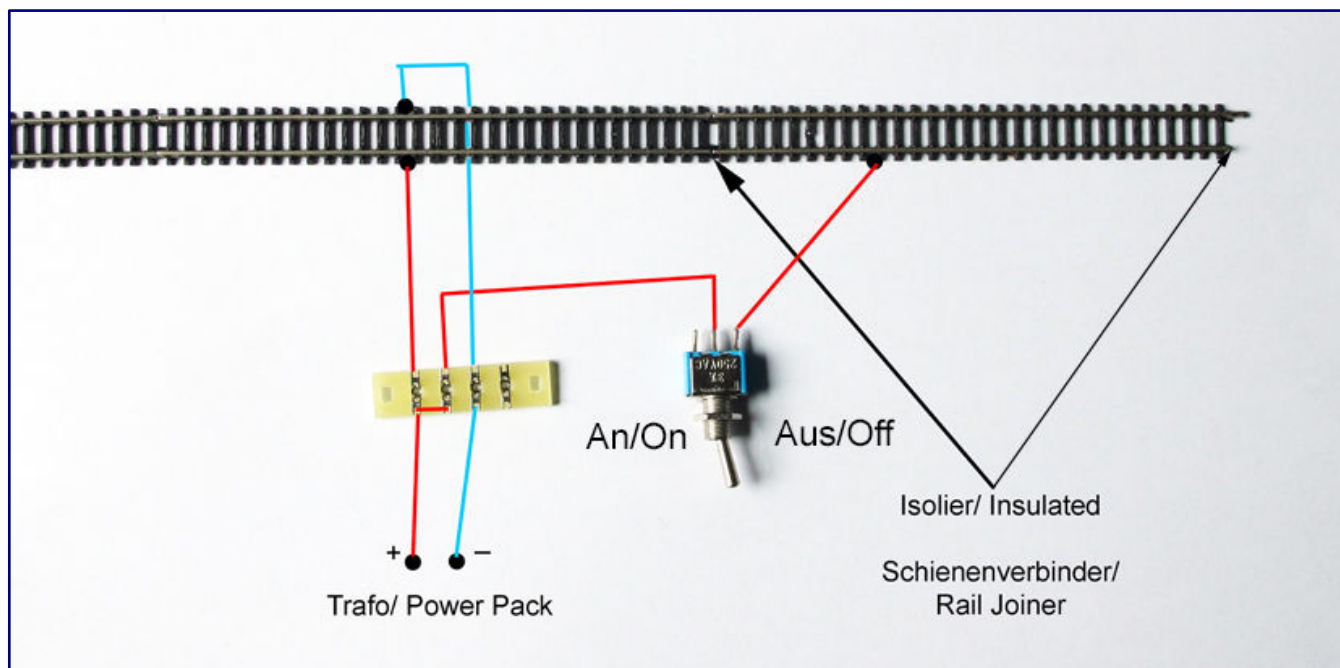
Further preparation is required for connecting the feeder wire to the rails. A standard 20 watt soldering iron with as fine a tip as possible is sufficient for this. For aesthetic reasons, many model railway enthusiasts solder their connections to the underside of the track profiles.



The conductive rail joiners are removed with the help of pointed pliers (photo above). Below one can see the application of the insulating rail joiners (photo below). Here, both rails of the track are insulated.

To do this, a little piece of the sleeper strip must be removed. Another option is to attach the cable to the outer edge of the track, which is ideal for the travelling model railroader who wants to have quick access in case of defects at exhibitions.

If you are still a little insecure with the soldering iron, I can only recommend going to a nearby model railway club or finding a handyman among your friends. Incidentally, I prefer to install feeders at intervals of 60 cm to ensure a sufficient supply to the locomotives.

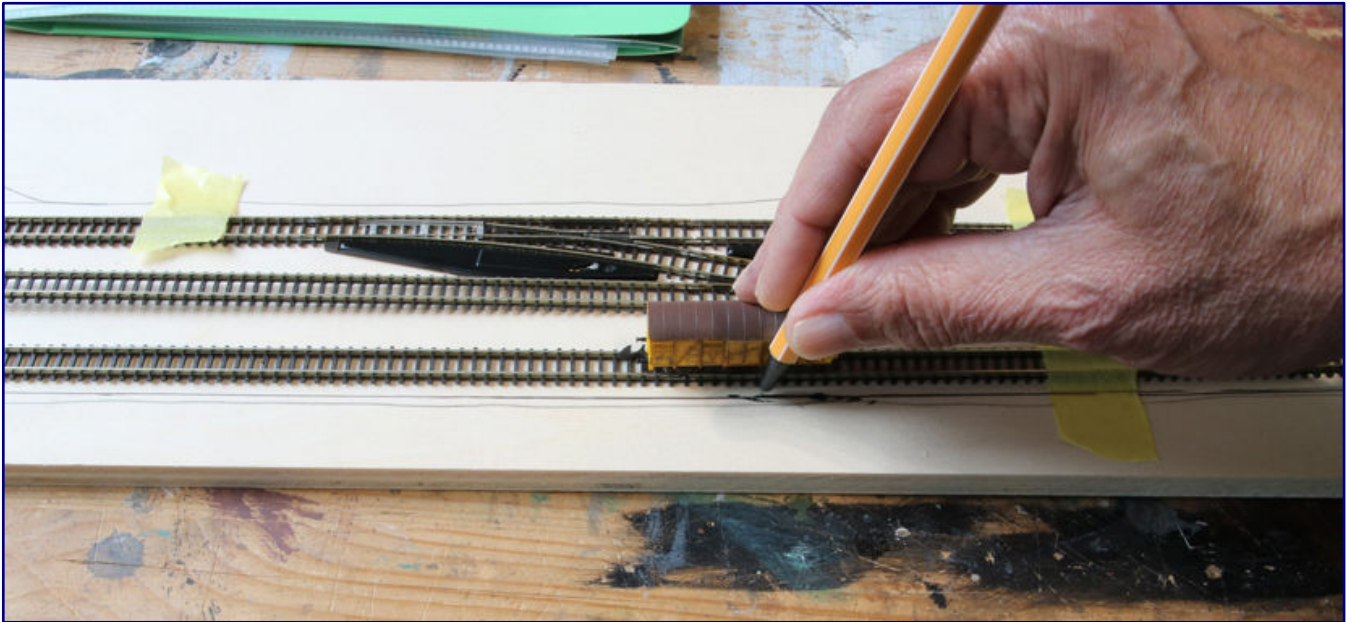


A small circuit for beginners, easy to build and try out (photo above). It really isn't rocket science. The second photo (bottom) shows Märklin's 8590 feeder track, which is, unfortunately, too unsightly for our purposes. Below you can see our own version, in which the wires are soldered to the bottom of the rail.

Now we place our prepared pieces of track for the first time on the layout and on top of 3 mm thick cork strips. The cork serves as a sound absorber and as a basis for the later ballast bed.

Once all the rails and points are in the right place, all the parts are joined together piece by piece and temporarily fixed in place with masking tape. These measures are necessary for getting the subsequent track trajectory right and determining where to drill holes for the feeder wires. A wood drill with a diameter of 4 to 5 mm is the best choice. Although the wires are much thinner, this allows for some tolerance when attaching the track permanently.

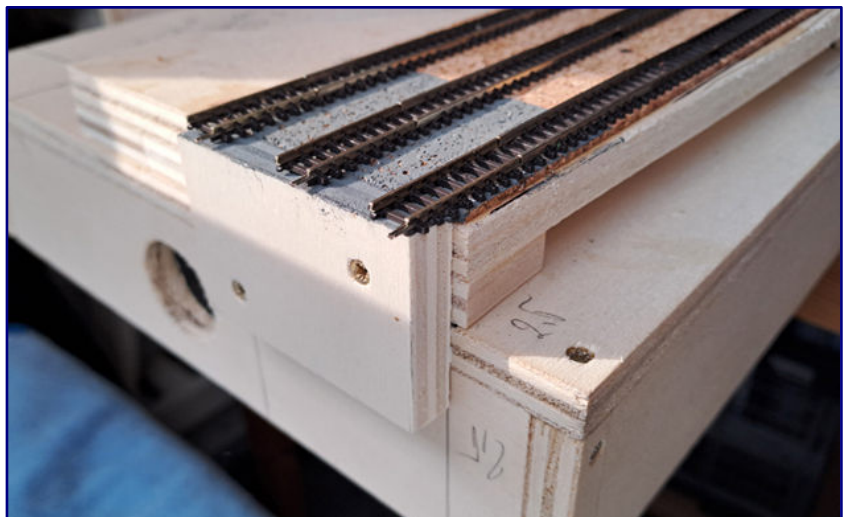
Now, it's time to mark the course of the tracks on the outside of the rails with a marker pen. This serves as an auxiliary line for the final fixing of the rails later on.



The width of a track is determined through simple means: An old railway car and a marker pen are all you need. Fixed with masking tape, the correct position of all the rails is then checked in advance and all the drill holes for cables can be determined.

Now, remove the rails from the track for the last time and attach a 10 mm block to the left and right of the segment at each end of the track. The piece of wood should be flush with the cork surface. This measure is necessary, because this is exactly where our light cover will be placed later, and the end of the track is right here.

Now, it's time for the final laying of the track. The geometry of the Märklin tracks requires a standard track centre distance of 25 mm between neighbouring tracks. A measurement of the distance between the outer edge of the rail / sleeper and the next outer edge of the rail / sleeper would therefore be 13 mm. That's why I've had some home-made wooden blocks and smaller rulers with this measurement as makeshift jigs in my track case for many years.

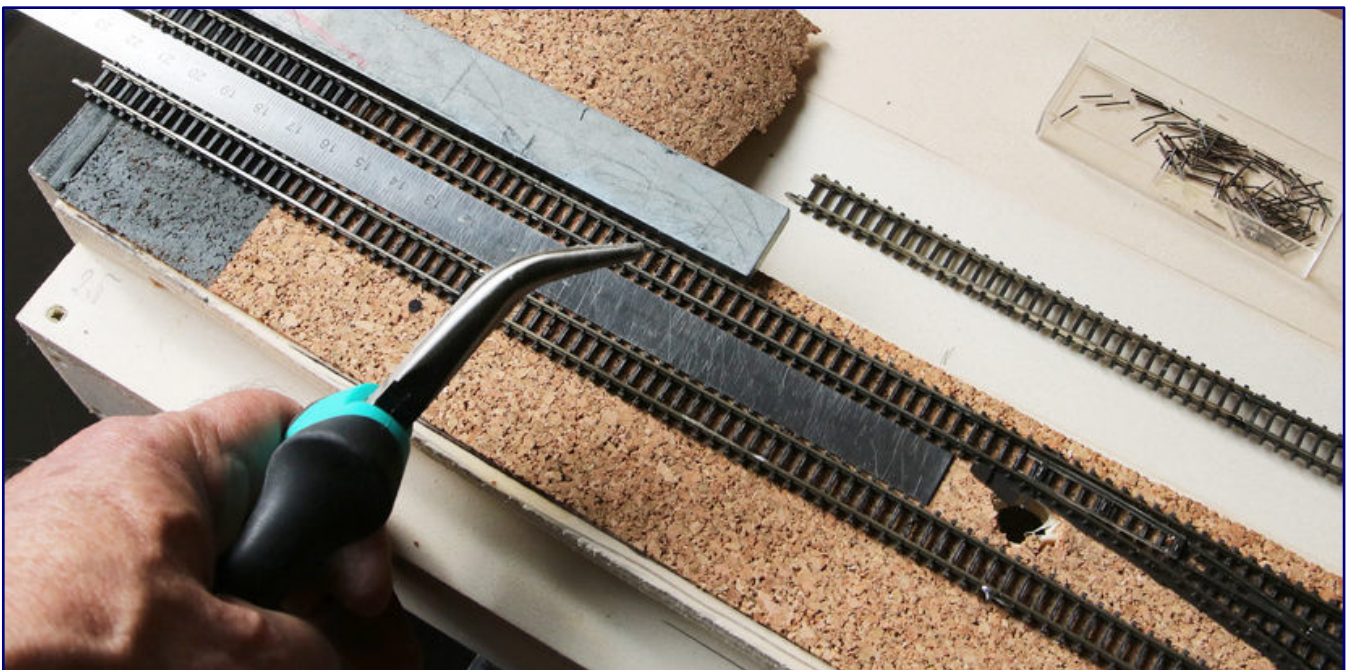
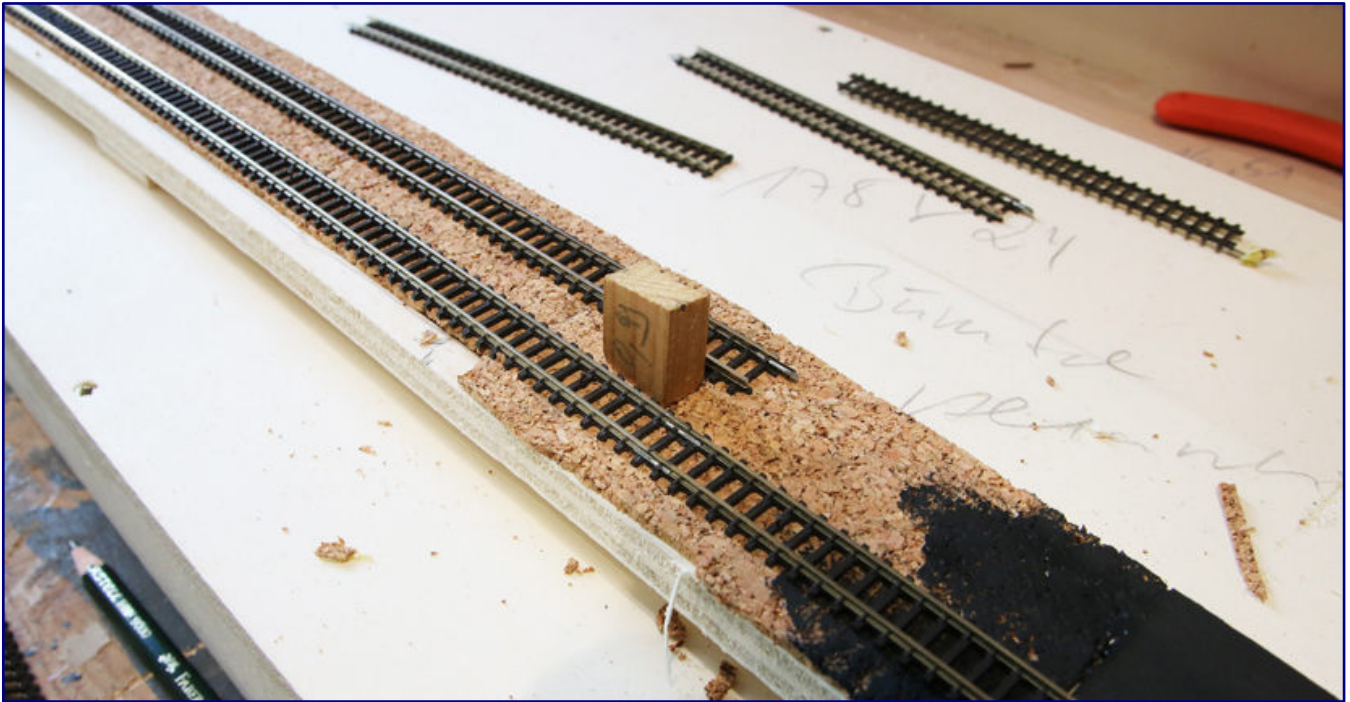


Small wooden blocks still need to be attached to the end of the box. In the future, this will be an overlaid side wall of the light cover.

For an even more realistic appearance, there are also specimens with approx. 9 mm, here I could make the track centre distance almost prototypical, if no points are installed. We start on the right-hand side with the front track, whereby the first rail is a standard 8500 track with 110 mm.

The 8592 adjustable track is attached at the left end. This allows an immediate closure at the segment boundary and later a quick closing of the rail circle, but we will not delve, for the time being, into the high art of module transitions.

The first fixing is done with the track nails, which should not be pressed in completely, if possible. This means that corrections can still be made, immediately. Due to the symmetrical laying of the flex tracks, our beginners and those returning to the hobby are spared the complication of any track cuts.



Spacers and rulers must be used to lay the track correctly (photo above). Here, the first rails are fixed in place with nails (photo below). Angles and rulers are again used as a jig to lay the track cleanly and straight.

The parallel track and points are now laid and secured using the wooden blocks already mentioned. A quicker method of fixing the track would of course be to glue it in place, but we will leave this to the experienced track builder.

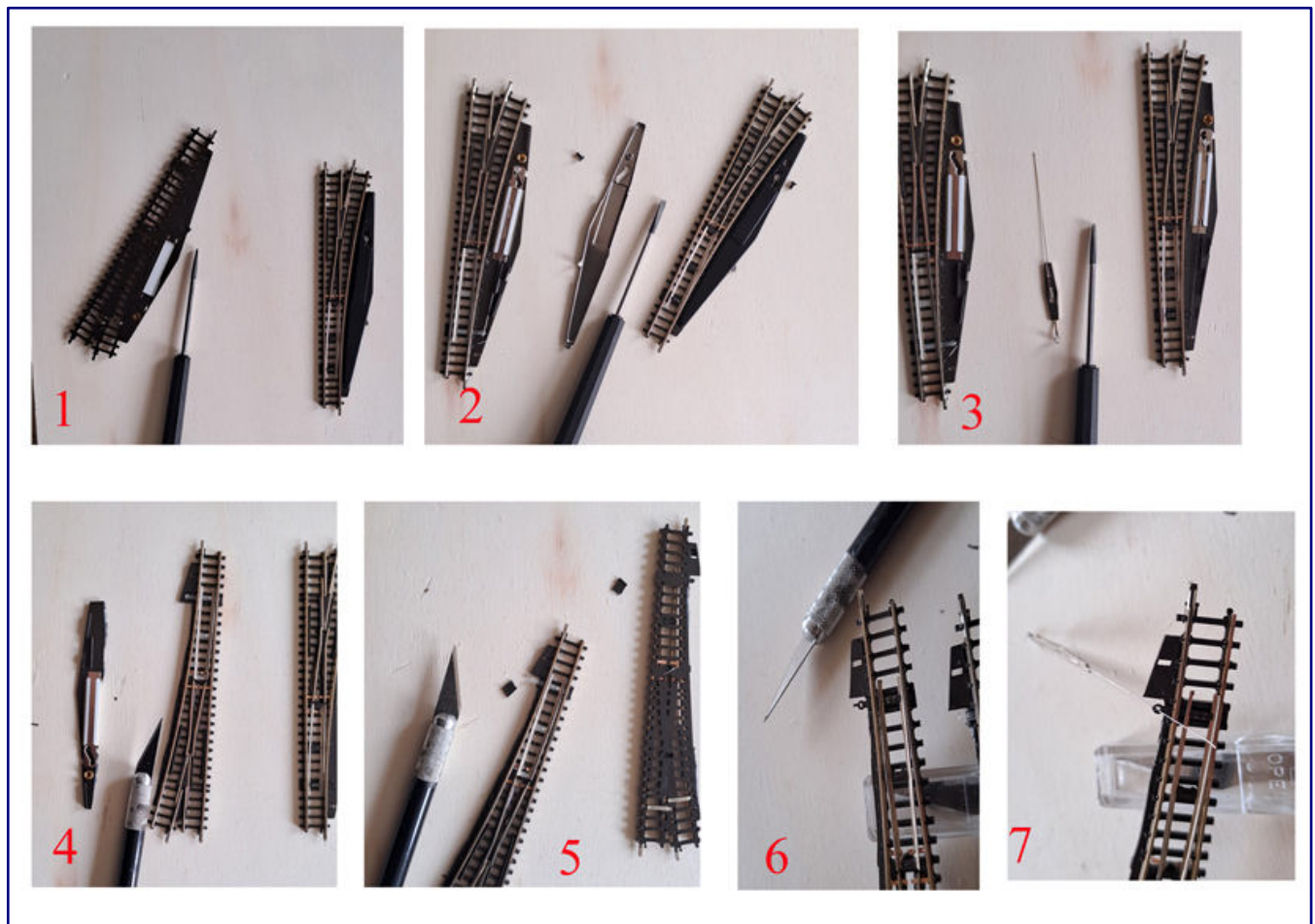
This is followed by an important visual inspection. Are the rails straight and parallel? Are the insulating rail joiners in the right places? Are the rail joiners firmly attached to the track ends?

If it's yes to all of this, a first rolling test with a wagon should be carried out from this point onwards. Feel free to let a four-axle passenger wagon whizz over the tracks yourself; it is still possible to make corrections now.

Underground engineering

Now we move on to the underside of our system. The feeder cables pulled through from the top of the baseboard are now stripped generously at the end and connected together according to colour. This is usually the red cable (+) for the right rail profile (or outer rail) and the brown (-) for the left rail profile.

With all wires connected to a lustre terminal and a connection to the transformer in place, we now start with the first driving test. If everything has been done correctly, the locomotive even starts to move and the inspection starts. Are the rails laid properly and is a continuous power supply guaranteed?



In seven small photos we give a preliminary documentation of the removal of the black switch boxes on the Märklin points with the subsequent installation of point motors beneath the layout.

The technically experienced model railway enthusiast would now create a neat and tidy underground wiring solution. However, we will leave things in their provisional state. My experience has taught me that in the course of the further build, some already finalised wiring schemes tend to be reconsidered, improved, and / or extended.

This can go as far as a spontaneous conversion to digital operations. This way, we simply keep all options open and can realise the best personal option in a further report.



This is what a completed large layout with neatly laid track looks like. This type of elegant, curved design can be achieved only by installing flex tracks.

Now comes the final step of laying the track. I fix the outer edges of the sleepers to the cork bed at intervals of 3 cm using a little thinned, waterproof wood glue. A fine brush or toothpick is an effective tool for this.

Once dry, you can carefully pull out the track nails. Now use a very sharp knife to cut off the cork at the side ends of the track. This will still create the typical track bed when the ballast is laid later. Despite frequent advice in forums and magazines, I do not believe that an angle cut is necessary.

Do the black boxes on the side of the Märklin points catch your eye and look like a foreign body? I'll give you two tips along the way. For beginners and those returning to the hobby, I recommend colouring the boxes during the landscaping phase.

The experienced model railway enthusiast buys hand operated points and converts them with an underfloor drive, with the point motor placed underneath the layout. A small sequence of photos shows the conversion quite clearly. If there is a need for further explanation, please let the editorial team know. We are happy to take up individual topics.

This brings us to the end of this report. In the next instalment we will deal with modelling the rough terrain structure.

.....
Märklin track layout book (PDF file):

.....
https://www.maerklin.de/fileadmin/media/produkte/SpurZ/0296_Gleisanlagen-Buch_Spur_Z_komplett.pdf
.....

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.

Bundesbahn im Aufschwung

Reise in die Vergangenheit

Eine Zeitreise aus der Nierentischepoche, doch wohin? Das wussten die Verantwortlichen der Bundesbahn in ihren frühen Jahren sicher auch nicht immer. Es war eine bewegte Zeit, die Aufschwung und viele Veränderungen brachte. Im Rückblick wirkt sie spannend und so bunt wie die Fotos in diesem Bildband, den wir unseren Leserinnen und Lesern vorstellen möchten.

Heinrich Petersen
Deutsche Bundesbahn in Farbe
Eine Zeitreise aus der Nierentischepoche

Transpress Verlag
Stuttgart 2024

Gebundenes Buch
Format 23,0 x 26,5 cm
160 Seiten mit 220 farbigen Abbildungen

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Das Steckpferd von Autor Heinrich Petersen sind Eisen- und Straßenbahnen, der Verlag bezeichnet ihn als ausgewiesenen Fachmann. Mit dem vorliegenden Buch können auch wir ihm ein glückliches Händchen bescheinigen.



Zum gewählten Thema gibt es viele Bücher und nicht wenige davon sind erst in den letzten Jahren erschienen. Transpress hält den Markt offenbar für längst noch nicht gesättigt, hatte hier bislang eine Lücke im Programm und verlegt vielleicht deshalb diesen Titel, der uns tatsächlich angenehm überrascht hat.

Der Grund dafür sei kurz erklärt: Dieser Band ist anders als die vergleichbaren Bücher, die wir zuletzt besprochen haben. Das müssen und wollen wir eingehender erläutern, was wir mit den folgenden Zeilen auch tun werden.

Zuvor sei ein kurzer Abriss des Inhalts gestattet: 1949 wurde die Deutsche Bundesbahn gegründet, schlicht und einfach mit einem Fernschreiben. Das ist nun 75 Jahre her und diese Lektüre damit zugleich eine Art Jubiläumsband, der den Blick zurückwirft – allerdings nicht chronologisch auf die gesamte, vergangene Zeit.

Den Anfang der DB markierten verbliebene Kriegsschäden, das aufkommende Wirtschaftswunder, eine große Vielfalt teilweise überalterter Maschinen und ein Neubauprogramm, nicht zu vergessen die Verkehrsleistungen für die Besatzer. Auch ihr Elektrifizierungsprogramm hatte die Bundesbahn aufgenommen und trieb es energisch voran, soweit ihr das finanziell möglich war.

Trotzdem blieb „König Dampf“ noch für viele Jahre und auch auf den meisten Hauptstrecken vorherrschend. Die Fülle der eingesetzten Maschinen reichte zurück bis in die Kaiserzeit, repräsentierte die DRG-Einheitsdampflokomotiven und die zahlenmäßig deutlich geringer vertretenen Neubaulokomotiven der Bundesbahn.

Dazwischen fanden sich moderne Maschinen der Dieseltraktion, die später zu Stilikonen werden sollten und die damalige Nierentischepoche verkörperten. Gemeint sind die runden Formen der „Eierköpfe“ und der legendären V 200.

„Eine Zeitreise aus der Nierentischepoche“ als Untertitel trifft all das perfekt: Genau in dieser Zeit, als mit den kantigen Formen gebrochen wurde, ist Ausgangspunkt einer Reise in Bildern mit Richtung Zukunft. Sie führt in verschiedenen Kapiteln mit unterschiedlichem Fokus durch die sechziger Jahre bis ins Jahr 1970, das mit einem einzelnen Foto den Schlusspunkt markiert.

Kurze Einleitungen und ausführliche Bildunterschriften führen durch die Kapitel, in denen der Beginn der Bundesbahn, ihr Verständnis von Zukunft und die Dampftraktion kontrastreich gegenübergestellt werden. Dies gelingt auch, indem F-Züge und TEE durchs Wirtschaftswunderland fahren, die E 03 als Aufbruch in ein völlig neues Bahnzeitalter präsentiert wird und schließlich die Baureihe 18⁶ als letzter Glanz einer bayerischen Schnellzuglok ins Licht gerückt wird.

Drei weitere Kapitel richten den Blick auf die Nebenbahnretter, Vorkriegs-Steuerwagen hinter modernen Diesellokomotiven und in das Betriebswerk als Sehnsuchtsort zeitgenössischer Eisenbahnfotografen. Was das Buch von anderen abhebt, sind die fast durchweg nicht allseits bekannten Motive, bisweilen auch Perspektiven.

Der Autor bedient sich reichlich aus dem Fundus der Eisenbahnstiftung und hat dafür – bis auf ein einziges Foto am Anfang – ausschließlich Farbaufnahmen ausgewählt. Der Zahn der Zeit hat manchmal erkennbar an ihnen genagt und die damals so revolutionäre Technik war auch nicht frei von Schwächen, aber allesamt sind sie heute unwiederbringliche Zeitdokumente.

Mit Ausnahme relativ weniger Motive handelt es sich hier aber nicht um die Farbaufnahmen eines Reinhold Palm, die von einem anderen Verlag schon ausgiebig genutzt wurden. Der Schwerpunkt liegt auf britischen und amerikanischen Fotografen, die auf Seiten der Besitzer eine eigene Perspektive einnahmen. Sie zeigen Facetten, die für das einstige Deutschland ebenso typisch waren, aber in Büchern kaum zu sehen sind, geschweige denn einen Mittelpunkt bilden.

Gemeinsam mit den ausgewählten Motiven bekannter, deutscher Fotografen wie Manfred van Kampen oder Walter Hollnagel spiegelt sich die große Faszination, die die junge DB ausstrahlte. Und alle zusammen ergeben sie mit ihren Blickwinkeln eine Mischung, die vielleicht als repräsentativ für die behandelten Zeitabschnitte gelten darf.

Eisenbahnfreunde erfreuen sich an der motivlichen Vielfalt und den ungewohnten Blickwinkeln, während Modellbahner dankbar für die Anregungen sind, die sie für ihre Anlagen und Zugzusammenstellungen erhalten. Auch neue Wunschmodelle vermag der Titel gewiss zu hinterlassen.

Ein Geheimtipp wird dieses Buch nach unserer Rezension gewiss nicht mehr sein, ganz bestimmt aber eine gute Idee für Weihnachten, denn als Gabe unter dem Weihnachtsbaum wird es beim Beschenkten für anhaltende Freude sorgen. Für den Schenkenden zahlt sich zugleich auch der unserer Ansicht nach günstige Preis für ein Werk dieser Qualität aus.

Publishing pages:
<https://motorbuch-versand.de>

Deutsche Autogeschichte **Oben-ohne-Mobile**

Das Cabriolet markiert den Beginn der automobilen Geschichte und einen regelrechten Kultstatus ab der Nachkriegszeit. Derzeit scheint der Stern des oben offenen Wagens wieder zu sinken, denn Autofahren wird mehr und mehr zu einer Vernunftfrage – eine temporäre Erscheinung oder endgültiger Wendepunkt? Ein neu erschienenes Buch schickt sich an, die Geschichte deutscher Modelle ab 1945 vollständig zusammenzufassen.

Eberhard Kittler / Joachim Kuch
Deutsche Cabriolets 1945 - 2022

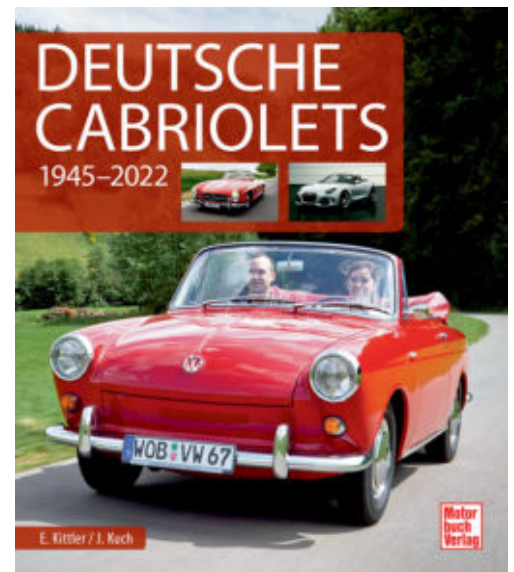
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Als das Auto seinen Siegeszug antrat, war es oben offen, die Insassen waren im besten Fall durch ein Verdeck geschützt. Die geschlossene Limousine wurde zu einem Statussymbol unter denjenigen, die sich überhaupt ein derart modernes Gefährt leisten konnten.



Rund fünfzig Jahre später hatte sich das Bild des Cabriolets kräftig gewandelt: Die Massenmotorisierung nahm an Fahrt auf, Autos hatten fast durchweg geschlossene Karosserien und das Cabriolet hatte sich zu einem Gefühl gewandelt, für das mehr Geld auf den Tisch gelegt werden musste und ein besonderes Luxusgut war.

Diese Geschichte ab 1945 fasst das vorliegende Werk zusammen und spannt den Bogen bis in das Jahr 2022. Damit ist klar, dass mit Blick auf das Erscheinen rund zwei Jahre Geschichte fehlen. Doch fehlt da wirklich was? Wir meinen Nein und werden das in dieser Rezension herausarbeiten.

Zunächst richten wir unseren Blick auf die Autoren: Auf dem Buchdeckel werden sie teilweise abweichend zu den Verlagsangaben festgehalten. Naheliegend ist also, dass hier ein Wechsel im Autorenkreis erforderlich war, der vermutlich ein Grund für das um einige Jahre verzögerte Erscheinen ist.

So lohnt sich der Hinweis auf Werner Oswald († 1997), Urheber der Buchreihe dieses Titels, auf den wir schon bei den Vorgängerbänden eingegangen sind. Auf seine jahrzehntelange Arbeit gehen auch wesentliche Teile dieses Buches zurück: „Deutsche Autos“ wurde zu seinem bekanntesten Werk, nach 1965 erschien aber noch eine ganze Reihe von akribisch recherchierten Büchern, die durchweg zu Verkaufsschlagern wurden.

Auch Eberhard Kittler, der als einer von zwei Autoren auf dem Buchdeckel angegeben ist, hat einschlägige Erfahrungen im Bereich von Zeitschriften und Büchern zum Thema Auto. Bis Ende 2017

war er Konzernbeauftragter Volkswagen Classic. Danach leitete er bis 2020 das Automuseum Volkswagen.

Der vorliegende Titel ist, das mag schon zwischen den Zeilen herauszulesen sein, nicht völlig neu. Erstmals erschien er mit dem Zusatz „seit 1945“ schon 1992. Bis zum Redaktionsschluss für diese Auflage sind also dreißig Jahre durchs Land gegangen, die inhaltlich für ein fast vollkommen neues Buch sorgen.

Unverändert beschäftigt sich die vorliegende Lektüre mit der wohl ursprünglichsten Form des Automobils. Mit Blick auf die behandelten Zeiträume stehen aber vor allem Fahrzeuge im Mittelpunkt, die teure Luxusobjekte darstellten und darstellen.

Dazu gehören legendäre Cabriolets wie der Mercedes Benz 300 SL oder der BMW 507 aus den fünfziger Jahren, die längst nicht nur Auto-Freunden auf Anhieb in den Sinn kommen. Sich darauf zu beschränken, wäre aber zu kurz gegriffen, denn wir schreiben hier über eine Epoche, in der auch Anbieter für die Mittelklasse wie Ford, Opel und VW das Cabrio entdeckten und breiteren Schichten zugänglich machten.

Auch sie finden hier ihren Platz, sonst bliebe dieser Band unvollständig. Von Alpina bis Zender, hier scheint eben keine Marke zu fehlen. Ganz sicher sind sich die Autoren da trotz aller Mühen laut Vorwort auch nicht. Lücken haben wir keine entdeckt, aber alles andere wäre mit Verweis auf deren Kompetenz auch überraschend.

Jedenfalls hatten sie eine Herkulesaufgabe zu bewerkstelligen. Neben den bekannten (und unbekannten) Serienherstellern galt es, auch Karosseriebauer wie Kleinserien zu recherchieren. Das umfasst auch Einzelstücke wie einen Porsche 959 Cabrio von Auto Becker Düsseldorf, Replikat historischer Fahrzeuge oder Umbauten aus der früheren DDR.

Diese reich und gut mit Werksaufnahmen bebilderte Chronik liefert also wohl tatsächlich einen vollständigen Überblick über alle in Deutschland gebauten Cabriolets. Vom VW Käfer über den Audi R8 bis zur aktuellen SL-Klasse von Mercedes-Benz bietet sich dabei ein auch in der Formensprache sehr vielfältiges Bild.

Bewusst betonen möchten wir dies, weil wir ja auch den Nutzen für den Modellbahner herausarbeiten möchten. Viele Autos bleiben für die meisten Menschen ein Traum, den sie sich allenfalls als Modell erfüllen können. Und Automodelle gehören immer auch zur Modellbahn.

Das vorliegende Werk hilft jedem, Modelle zeitlich richtig einzuordnen und auch abzuschätzen, wie weit sie zum Alltagsbild gehört haben. Vieles, was in diesem Buch nachgeschlagen wird, dürfte den Lesern bekannt vorkommen. Gleichmaßen ist das Buch ein Katalog voller Anregungen für noch mögliche Modelle in der Zukunft.

Die hier fehlenden Jahre von 2022 bis 2024 dürften zu verschmerzen sein, denn aktuell ziehen sich viele Massenhersteller vom Cabrio zurück – bestes Beispiel ist Volkswagen, wo mit dem Golf Cabrio das bekannteste und beliebteste Oben-ohne-Mobil seinen Ursprung hatte. Verblieben ist eine Nische für Luxushersteller, die entsprechend überschaubar bedient wird.

Im abschließenden Fazit sehen wir hier eine reich bebilderte Chronik mit umfassenden Datentabellen zu jedem offenen Wagen vor uns. Angesichts der Seitenstärke handelt es sich dabei zugleich um eine einmalige Zusammenstellung aller Marken und Modelle und damit das Standardwerk nicht nur für Autofreunde.

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Model railway days Hochdahl 2024

A Festival (not just) for Children

For the second time, a delegation from our magazine took part in the model railway days in the Hochdahl engine shed. As in the previous year, our presentation was not only aimed at young model railway enthusiasts. There was also plenty for experienced model railway enthusiasts to see, to experience, and to exchange ideas. We take a tour of the event.

The annual model railway days in the Hochdahl engine shed, right at the end of the famous steep ramp on which DB 85 007 once spent its last days of operation, have a very special charm. We were able to see this for ourselves last year and have now returned enthusiastically in 2024.



The historic Hochdahl engine shed, which used to house the push-pull locomotives of the steep line, was the venue for the 2025 Model Railway Days.

Year after year, this exhibition has a completely different focus than any other model railway show. And that is precisely what makes it so appealing. This is where people meet to exchange ideas, share their skills and knowledge or simply to browse through the museum's own bookshop.

We were also happy to take advantage of this option and once again came into contact with book author Armin Gärtner. He is currently working on volume 2 of his series on the history of DSG – we have already reviewed the first one – and is almost at the end. In our conversation, he was already looking ahead to new insights and the third part, which will have long since begun by the time part 2 is printed.

On the way to the bookshop, we saw some visitors sitting in the carriage of the historic Mitropa train café or outside due to the mild weather. Over potato salad with sausages or meatballs, or alternatively coffee and home-baked cake, it was even easier to chat and occasionally relax. Cosiness was the trump card this weekend.

This time, three days in a row (1 to 3 November 2024) could be used, as the regional public holiday All Saints' Day was held on Saturday and Sunday this time. 668 visitors over the age of 18 came to Erkrath-Hochdahl. This almost equalled last year's record number – a success that we were also able to share in.



The former 700 587 Berlin measuring wagon for vibration tests at the Grunewald Research Centre was restored by the EHEH to its original appearance at the Deutsche Reichsbahn-Gesellschaft. Wolfgang Diener duplicated the historical vehicle lettering.

The additional 280 or so children in attendance who had free admission are not recorded exactly. Estimates have to be made at the cash desk and compared with the materials spent on the arts and crafts activities in order to arrive at an acceptable result.

Unfortunately, the 14 to 18-year-olds were hardly represented, if we disregard our own club members and those of our friends. Perhaps we can all think of something together to make the Model Railway Days more appealing to them as well.

On the way back across the open-air site to the engine shed, the chairman of the association, Dr. Ralf Fellenberg, intercepted us. He proudly told us that a key project of his association had now been completed. This was the museum refurbishment of the former 700 587 Bln vibration measuring carriage from the Grunewald Research Centre of the Deutsche Reichsbahn-Gesellschaft.

The former designations and data of this vehicle were researched by labelling expert Wolfgang Diener (†) had already researched it in September 2007. This is now honoured on the front of the wagon with an honoured and reminded with an "inscription key".



Inside, there is a 1:300 scale model from the imperial era showing the Milrath - Hochdahl steep ramp. On the walls, photos and measurement logs give an impression of how the interior was once equipped.

The heating system could not be rebuilt and put into operation in a historically correct manner due to the conflict between monument protection and today's emission requirements. This has resulted in minor deviations in the chimney, which hardly anyone will notice. Otherwise, the four-axle carriage, which was still in service after the war, has been correctly restored and is a reminder of a special category of vehicle that is rarely preserved.

The historical measuring equipment for the vibration analyses has not been preserved. The interior is therefore characterised by a large area, which is largely taken up by a model of the Milrath - Hochdahl steep ramp. This 1:300 scale model is also historical and dates back to the imperial era, which also makes it very interesting in terms of craftsmanship.

There are photos on the long walls showing the interior (and in some cases also the exterior) of the measuring van during its time in service and illustrating this. There are also individual records of the measuring instruments on paper. They come from the surviving logs of the vehicle and bring what is shown to life in a comprehensible way.

The range of model railways

In the locomotive shed, on the other hand, (almost) everything revolved around model railways. These were presented in the form of 1 and 0 (historical), H0, N, and Z gauges. We take a walk through the hall to see the layouts on display.

And this is where we first come across the modular layout of Modellbahnfreunde Mettmann (MBF), which, in addition to bridges, tunnels and a level crossing, is particularly striking with its large television tower.



The large television tower on the corner module was a striking feature of the Modellbahnfreunde Mettmann modular layout, visible from afar, and is being circumnavigated by a Lufthansa Airport Express powered by an 111 049-3.

The trains here run digitally on a scale of 1:87, which allows for interesting and varied train operations if sufficient staff are on duty.

The MEC Wuppertal was again represented opposite, showing visitors a modular system and box layouts. Among the latter was another exhibit for the 1:220 scale. A small Z gauge layout, set up at the end of a layout tongue of the H0-gauge exhibit, was also shown by the aforementioned MBF.

The Erkrath model railway enthusiasts would actually have a home game in the locomotive shed if their club rooms had not disappeared years ago. This group managed largely without tracks on site: They presented a large funfair on a scale of 1:87 and thus provided many moving scenes, but also plenty of lighting effects that attracted visitors.

The Rheinisch-Bergische Modulisten are an association of model railway enthusiasts from Neuss, Düsseldorf, Wuppertal, Solingen, Leichlingen, and Haan. They have been taking part in the Model Railway Days for many years and were also present in 2024.

They once again put together an impressively large layout from their modules, which was well received by all visitors. While the adults enjoyed the well-designed landscape, the motifs and the trains used, the younger ones felt invited to operate the trains or the level crossings themselves, again.

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Here we see the corner module of the MBF (photo above) from a different perspective and with a steam-powered passenger train. MEC Wuppertal also exhibited this wintry Z gauge layout (photo below).

After a brief introduction, many a young model railway enthusiast has been able to gain their first operating experience here. We like this approach, because children don't want to watch, they want to participate! There were also other exhibits in the shed: a train could be set in motion by the electricity generated by a bicycle dynamo on one of them.

Elsewhere, there was a prefabricated layout with two track layouts and Märklin Delta locomotives. This also gave me the opportunity to familiarise myself with the digital possibilities in more detail, as the tracks could cross, but the two trains could be controlled separately.



The Rheinisch-Bergische Modulisten layout was home to the 935-12 class, among others (photo above). The historic 0 and 1 gauge tinplate railway (photo below) always exudes nostalgia. Here, too, children were allowed to reach for the controls.

A large tinplate railway layout was also on display again, offering historical model railways in 0 and 1 gauges from before the Second World War. Here, too, we were delighted that the children were allowed to take control of the antique treasures from Märklin and other manufacturers themselves.

The model railway days are always characterised by the fact that a lot of “neighbourhood help” is provided, here. Most of the exhibitors have been attending for years and come from neighbouring towns and communities. It is therefore worth pointing out a premiere that played a major role in the success of the event.



The Brunau railway by Bruno Eicher offered appealing DR motifs of a railway line running parallel to the road directly past houses (photo above). Another segment was exhibited individually, i.e., not ready to run (photo below), showing a rural railway station of the Deutsche Reichsbahn in Era IV.

This refers to the Brunau railway by Bruno Eicher from Cologne. He had started with the N nominal size and presented some of his Crottendorf modules, which show the former Walthersdorf - Crottendorf line in the Ore Mountains. The model for the replica was provided by motifs from the Deutsche Reichsbahn, which were set in Era IV.

Paper modelling and craft table

One of the regular exhibitors is Hans-Werner Kimpel, who represents paper modelling. He exhibited many models from different publishers, but also worked on his latest works in front of the visitors.



The church of St. Bavo Haarlem from the publisher Leon Schuijt (scale 1:300) was one of the contributions of paper modelling from Hans-Werner Kimpel.

They saw how he reinforces almost every part and later coats it with UV varnish to make his buildings stable and durable. 200 to 300 hours of work often go into a single model, he told us. From October 2025, there will be another six-month exhibition at the Greifrath Open-Air Museum. After that, he plans to call it a day for good, as this will be his 30th exhibition!

He also had a loan for us. He placed a boat on our riverbank diorama under construction, which we also continued to work on in front of the visitors and passed on a few tricks for landscaping, giving life to the watercourse.

Three miniature dioramas from Noch illustrated how the changing seasons should look in the model. The same basic model was shown side by side in spring, summer, and winter.

Editor Ralf Junius had his "Kistrath" peep box with him and demonstrated digital operation to the visitors. A passing train and a shunting unit travelling on the siding to the industrial plant alternated on it. The junction was presented with exemplary signalling protection.

And while the older visitors were amazed or engaged in conversation with our editorial team, our popular hands-on activity, which the organising association explicitly describes as a visitor magnet, was once again waiting for the younger visitors.



The riverside diorama is made for shots like these with boats and ships (photo above): the small river tugboat is also a work by Hans-Werner Kimpel. Three still small dioramas, here in summer design, demonstrated the changing of the seasons using a similar showpiece (photo below).

With the help and guidance of the **Trainini®** delegation, some of the youngest visitors took their first steps in modelling. A beer mat was grassed over, with a section of road or path added, if desired. After drying, a tree was planted, and either a figure or a clump of flowers was added.



Ralf Junius had entered with his “Kistrath” peepshow, on which the connecting traffic for the commercial operation and the regular line operation, represented here by the class 143 with double-decker carriages, alternate automatically.

Almost all of the 280 or so children took up this offer, and some adults also showed their curiosity and willingness to learn basic landscaping skills, or to sharpen their eye for nature with the help of the “professional” exhibits in order to make a leap in the appearance of their own work.

However, the new children's layout, which Ralf had also brought along, was reserved for the children alone. Here they alone steered a rail bus, designed with motifs of the mouse, through the winding figure eight and past various characters that they recognise from the world of comics or children's television.

Club layouts were built around this layout, on which a train always travelled in circles. These pieces were used to advertise the idea of having railway traffic on the table at meetings in pubs and restaurants.

The “Hp Grund 2.0” diorama, which we covered in an article in the last issue, also found a place in the large oval. It now celebrated its exhibition première in Hochdahl, which some Zetties took advantage of and wanted to take a closer look at it.

In keeping with the chosen prototype line, we placed a Märklin Era III rail bus on it, which, like the ETA 150, also had a long history of use there. As a model, it also fitted perfectly into the scenery and lent a touch of branch line romance to what was shown.

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Thanks to the support of our sponsors Noch, Uhu, Modellbahn-Union, and 1zu220-Shop, we were able to set up four crafting areas for children (photo above). Almost 300 children dropped by over the three days and gained their first modelling experience. On Ralf Junius' children's layout (photo below), they were able to operate a rail bus past familiar TV characters.



The rail bus was also at home on the "Balkan Railway." This is why the VT 989 series with the VS 989 driving trailer stopped at the Grund stop during the model railway days.

We would like to conclude this report with an appeal for Model Railway Day: as this issue goes to press, there is already a chance for a no less exciting visit to Duisburg. On 30 November and 1 December 2024, Z gauge will be particularly well represented at the hobby show organised by Markus Schiavo at the Museum der Deutschen Binnenschifffahrt (Apostelstraße 84)!

The organiser's website:

<https://www.lokschuppen-hochdahl.de>

Film on Trainini TV (Episode 32):

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

Faszination Modellbahn 2024

Market Position consolidated

Compared to the first post-corona edition, the organiser was able to slightly increase the number of visitors to Faszination Modellbau. This should consolidate the position of the southernmost model making fair in the border triangle of Germany, Austria, and Switzerland. Here is a brief summary of the highlights of what was on show.

The organiser reports over 46,000 visitors attended Faszination Modellbau, corresponding almost exactly to the official figures for the previous year and representing a slight increase. The trade fair covering all areas of model making took place in Friedrichshafen from 1 to 3 November 2024.

The exhibition area is reported to be over 70,000 square metres, although we cannot put an exact figure on the proportion of model railways. Around 1,500 idealistic participants took part across all sectors. There were also play areas for children organised by the manufacturers and the real steam meeting taking place at the same time.



From our point of view, the highlight of the ZFI stand was Jürgen Tuschick's "Bad Hamburg" layout, not least because of the giant Ferris wheel, which probably remains a one-off and creates a very special atmosphere here.

At the Z-Freunde International e.V. stand, we saw a lot of familiar things, but also a few new ones. Jürgen Tuschick's digitally operated "Bad Hamburg" layout with its depicted funfair was probably the highlight of the 14 x 7 metre area. It is also around twenty years old, but has not been on public display for almost as long, which is perhaps why it attracted so many visitors.

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The Stammtisch Radolfzell had brought along some new exhibits (photo above) and was able to fill its table well with them. Conrad's hotel railway (photo below) did without a landscape but still looked appealing.

The presentation of the fledgling Radolfzell club layout had also grown considerably, with many more club layouts designed and the inside of its oval filled. As a result, this presentation has blossomed into an overall installation worth seeing, which can be used to promote the idea of a 'mobile installation.'

Conrad's hotel railway, on the other hand, did without scenery: Elegant track layouts on a black background, garnished with a few buildings, were probably intended to whet the appetite for not having to do without the model railway when travelling and, with a little ingenuity, to be able to indulge in the hobby on the road as well.



Märklin has already shown a first 3D printed sample of its Club Model 2025 (see also our news in this issue).

Only on Saturday was the Japanese Z Club Baden-Tani 9 from Osaka a guest at the ZFI stand. A display case space had been reserved for them, which was not yet full on the day of our visit and was labelled accordingly.

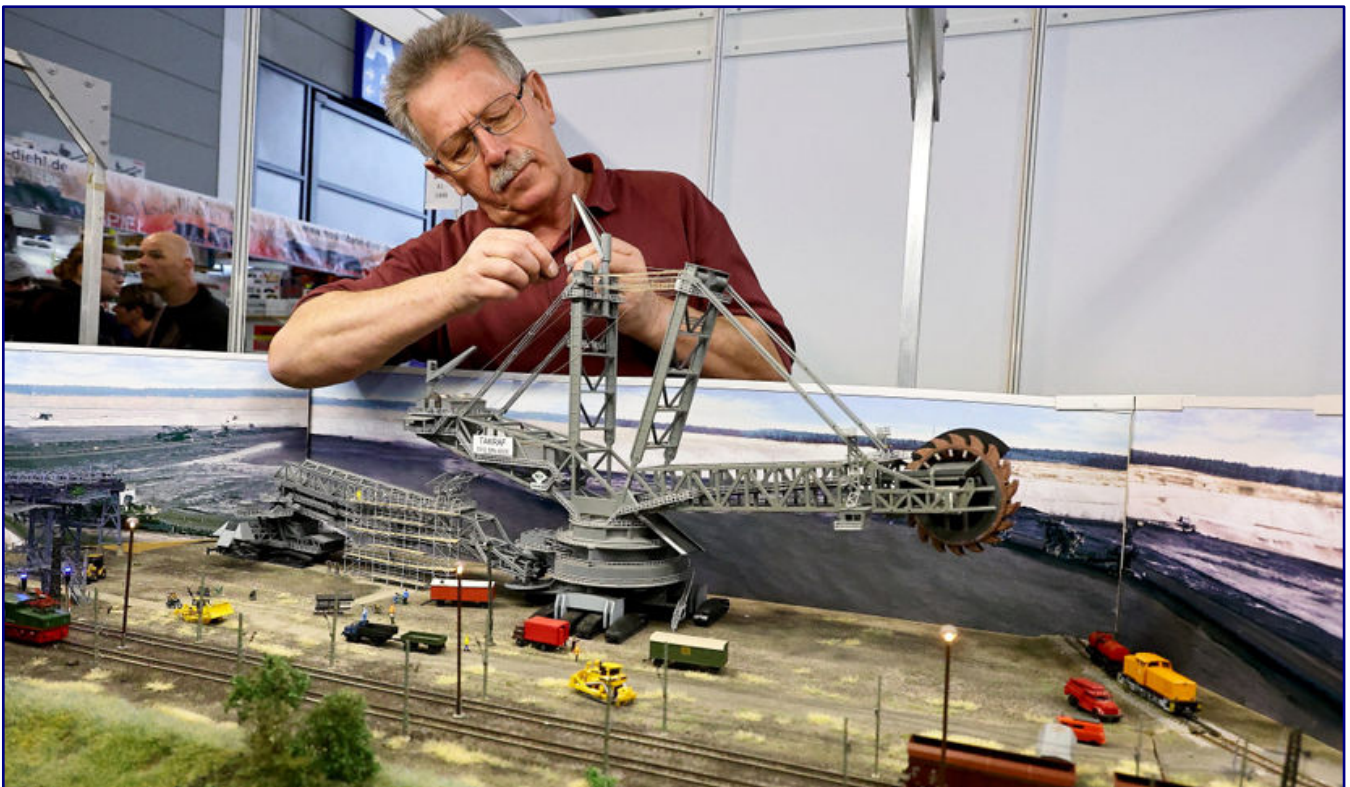
But the other gauges also had some particularly interesting showpieces, some of which we would like to mention as examples:

The "Vogelsberger Westbahn" was Miba's 50th anniversary layout in 1998, built by Michael Meinhold and seven other people. Sebastian Koch and Heiko Herholz have taken over the layout and renovated it over the past few months to be able to show it again for the first time with the Prioter Modulgesellschaft e.V. Wustermark.

For TT gauge, the model railway club Hoyerswerda e.V. presented the "Raw Coal Loading Scheibe Openpit Mine". Here you can see a large bucket wheel excavator, loading onto the railway and parts of the former KBS 134 Hoyerswerda - Cottbus in the Weißkollm - Spreewitz-Süd section

We also liked a layout in H0 size, which was described without much ado as a "large modular layout with a double-track main line". The focus is on the "Polchingen" railway station with its station hall and adjoining depot for steam and diesel vehicles. From the Maifeld model railway enthusiasts from Ochtendung depict the time of the computer number changeover at of the DB.

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The “Vogelsberger Westbahn” (photo above) has a special history and hardly anyone would have expected to see it again at a trade fair. The “Rohkohleverladung Tagebau Scheibe” (photo below) not only impressed with its works railway locomotives (on the left in the photo), but above all with the large bucket wheel excavator.



Polchingen station was built without a specific model, with its striking station concourse in the immediate vicinity of a depot for steam and diesel vehicles.

The next Faszination Modellbau with a real steam hall meeting and a Lego exhibition will take place at the same location from 31 October to 2 November 2025. Prior thereto, Messe Sinsheim will be hosting Faszination Modellbahn in Mannheim from 7 to 9 March 2025.

Webpages of the organiser:
<https://www.faszination-modellbau.de>

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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.

We received the following letter about the ETA 150:

The more I read Trainini, the nicer it gets. But please don't stop Märklin from continuing to add accessories like the ETA 150 in the future! You can always put the parts to one side. Your analysis is spot on, but with fine tweezers, a scalpel, cyanoacrylate glue, purple acrylic paint and a bit of courage, it can be done! I only rebuilt the front, because sometimes something was still hanging on the back.

Martin Gruebele, Champaign (USA)



There are various views on the accessories for the ETA 150 (Märklin 88250): Here, a reader has managed to fit them in such a way that the front actually looks closed. Photo: Martin Gruebele

This reader comments on various topics:

Off 52 DB: What a brilliant report! Just the right journalistic dose! Not too long, not too short – just the right depth of information. And I'm always amused by the economic commitment of the Bundesbahn at the time: with every third car loaded, the Bundesbahn loses a passenger (m-f-d).

Scale models: For my part, I am flexible, especially, in 1:220 scale. There is currently a container train in the storage group: 81431 Lgjs 598 (2x 20ft Cont) + 8615 (30ft Cont IBM) + 81431 Sgs 693 (2x 20ft Cont TFG DHL) + 98602 Lgjs 598 (1x 20ft Cont) + 8616 (30ft Cont Sealand) + 82660 Sgs 693 (1x 40ft Cont TFG) + 82503 Lgjs 598 (1x 20ft Cont/air conditioning unit) + 8615 (30ft Cont DB) + 82661 Sgs 693 (1x 20ft Cont Evergreen 1x 20ft Cont).

It's quite a mix, but credible, not least because of the "gaps" in the train. If I can now "find" an operationally safe 88240 Re 6/6 SBB, I can then harness a nice Re 10/10 combination. (...) Otherwise, the two 88236s can go in front of the container train.



Paper modelling is popular with many readers and also leads to them showing their own work, such as this row of buildings on a slope. Photo: Uwe Pfannenschmidt

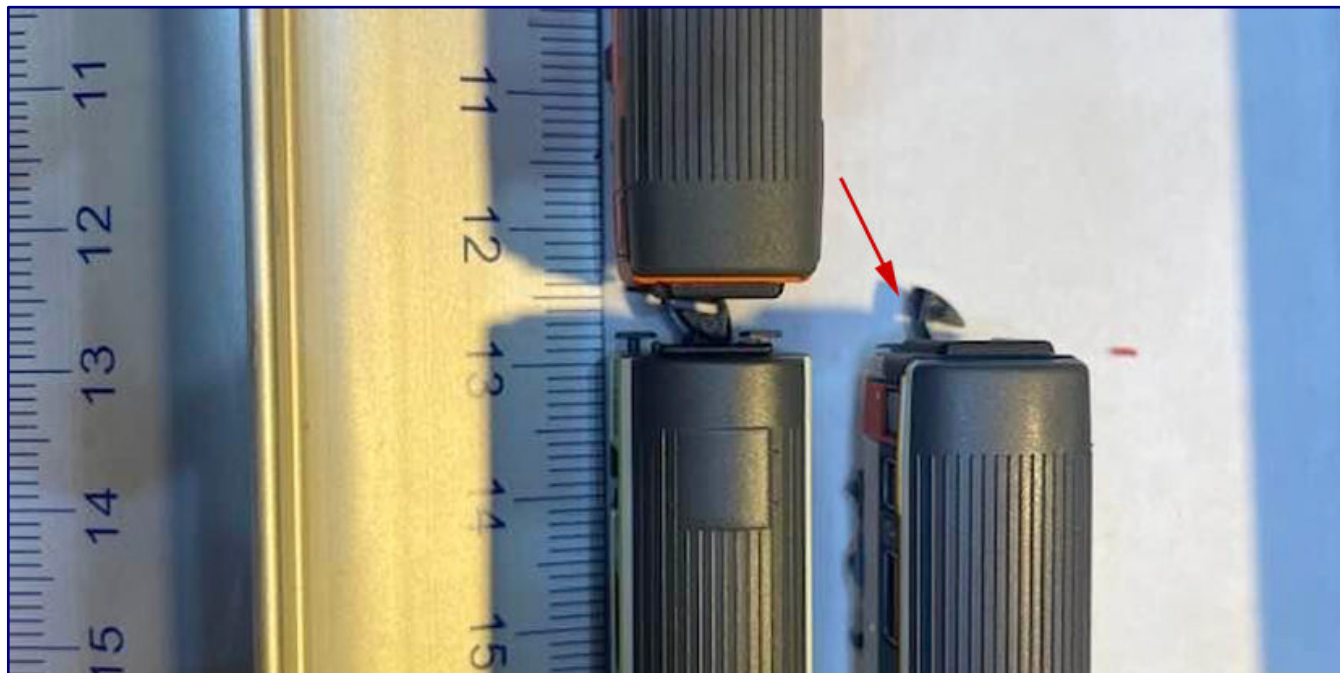
Cardboard models: correctly created data (vectors, not pixels!!) can be used to create very individual models. Many years ago, I had a permanent exhibition in Burkheim Castle, where I made a reconstruction study, "coincidentally" on a scale of 1:220...

Uwe Pfannenschmidt, Schluchsee

Shortening the dome spacing on Azar Corail carriages:

Here is a copy of my post in the Trainini Facebook group on the subject of "Azar Corail": My new Azar "Corail" wagons now have short coupler heads. The cars couple much closer, as expected.

But, the coupler pressed together in the curves, as it pressed against the frame. Solution: Shorten a piece on the side with the lifting pin for the coupler release. Now, it also works when cornering.



This photo hopefully illustrates how the Corail wagons with close couplers could be upgraded for improved cornering. The arrow marks the modified section. Photo: Harald Uenzelmann

The wagons are still further apart than the Märklin Eurofima. Nevertheless, it looks much better than with the long heads...

Harald Uenzelmann, by E-Mail

One question and a clear position on Altenbeken:

First of all, thank you for your great magazine! I look forward to receiving the new issue every month. I have two requests:

1. The Z scale weekend in Altenbeken 2026

2024 was really disappointing with a date in May. Younger Z gauge fans, in particular, also have to take the needs of their families into consideration. Around 1 May, the family would prefer to take a trip into the countryside in the first rays of sunshine. If you manage to persuade the organisers to move the meeting back to the middle/end of April, many Z gauge fans would certainly be delighted!

2. Märklin-Modell of 044 389-5

I recently looked at the Märklin 88976 Z gauge locomotive. I noticed that the locomotive linkage is shiny. If you look at the photo in the Märklin catalogue, it is dark nickel-plated (as on all Märklin steam locomotives). Is it supposed to be that shiny?

Ulhas Mandon, per E-Mail

Editor's reply: The 2026 Z gauge weekend in Altenbeken has been firmly scheduled and, as far as we know, can no longer be rescheduled. This also poses major problems for us, as we have clearly communicated. Unfortunately, we do not know whether future events will be moved back to the end of March / mid-April.

However, we can answer your question about the Märklin model 88976 clearly. The model appeared in the series of museum locomotives and is based on the 044 389-5, which is located in Altenbeken only a few metres from the Eggelandhalle. At the time of acceptance for the model, the linkage on this locomotive was painted in a light metal colour and the crosshead was also painted red (see **Trainini®** 6/2024 on page 45). Both deviations from operating locomotives as usually modelled by Märklin were deliberately and correctly taken up.



The light-coloured linkage in combination with a black nickel-plated running gear caused confusion among our readers, but is, among other differences in other models, prototypical.

Work show of FdE Burscheid:

A great opportunity to look over the shoulders of experienced model railway enthusiasts, exchange ideas, learn and get to know modern club life will be offered in Leverkusen in mid-December. On Saturday, 14 December 2024 from 12:00 to 18:00, the FdE Burscheid will be holding a work show in the club rooms.

You can then see a normal day at the club with the ready-to-run large layouts “Durlesbach” and “Hafen – Stehle” (both H0 gauge), as well as the smallest layout “Tillmanns Loch” (H0f gauge). The Alweg railway will also be largely completed in the technical area and ready to run. This monorail is a novelty in the model railway sector.

The presentation is rounded off by the two large Z gauge layouts “Kniephaven” and “Old Port Shop”. The brand new, 180 cm long showpiece “Brightside Yard” will also be on display after the final grassing and reforestation. This is the former staging yard of Old Port Shop.

The timber shell of a new facility based on the “Wakenfeld principle” can also be seen. All current new constructions and plans are openly visible to visitors, according to the association. The exhibition is deliberately kept simple and focuses solely on the common hobby of model railways.

The address for those interested is Städtische Realschule, Am Stadtpark 27 in 51373 Leverkusen. Visitors should walk across the teachers’ car park towards the building. The club rooms are located in the basement of the main building. There is a ramp next to the (left-hand) staircase, which is unfortunately only partially suitable for wheelchairs and walking aids. However, the club members are happy to help.

Supplements and news from AZL:

Shortly after the last issue went to press, American Z Line announced two new wagon models and delivered them at the same time. The first of these are covered 50-foot FBOX wagons, which will initially be delivered with the old TTX logo.



Four models were launched in November as new models or variants (from top left to bottom right): covered 50-foot FBOX wagons (item no. 905605-1), modernised Trinity 31K gallon tank wagons (905500-1), EMD SD70ACE as a demonstration locomotive (63111-2) and EMD SD60M (65042-1). Photos: AZL / Ztrack

They are offered individually (item no. 905600-1), in packs of two (915600-1) and four (915625-1). A version for the Montana Rail Link will be added in November as a single wagon (905605-1) and double pack (915605-1).

The second wagon type is a modernised Trinity 31K gallon tank wagon, which is available in the same combination (905500-1 / 915500-1 / 915525-1). They also received siblings with the Sioux, which are offered individually or in pairs (905501-1 / 915501-1).

The November deliveries include the SD70ACE as an EMD demonstration locomotive (63111-1 / -2) and the EMD SD60M as a form variant for the Burlington Northern (65042-1 to -3). The EMD SD40-2W is another form variant with Canadian National addresses (64225-1 to -3). The last locomotive of the current deliveries is the ALCO RS-3 for Gulf Mobile & Ohio (63330-1).

The modernised, covered 1937-40-foot AAR wagons arrived as a further design variant. The first railway administration for them will be the ATSF as single wagons (905400-1) and double packs (915400-1). We are already familiar with the 4180 pressurised air unloading wagons, which are now followed by the Southern Pacific version – four-packs (906003-1 / -2) and two-packs (916033-1) are available to choose from here.



The covered 1937 AAR wagons with a length of 40 feet now appear in a modernised version, initially for the Santa Fe. Photo: AZL / Ztrack

The Ortner bulk freight wagons are now available as double (905358-1) and four-packs (905308-1) in grey livery with Norfolk Southern markings. An individually available 53-foot container (95119) is on the way for Swift Intermodal and a 40-foot version for K-Line (95212).

These containers are also loaded on a current reissue: Returning to the programme with them are the Gunderson-MAXI-I carrying cars (906506-1C to -4C) in limited numbers.

Anniversary celebration of the Untereschbach Club:

On 17 and 18 May 2025, the Stammtisch Untereschbach e.V. (<https://stammtisch-untereschbach.de>) is celebrating its 33rd anniversary with a large exhibition at the "Historische Straßenbahn Köln e.V." museum. Thanks to its many and well-maintained contacts, the active members are currently putting together a colourful participation with great exhibits.

Even without being able to announce any details today, Zetties should keep this weekend free. Anyone who visited the exhibition at the "Alte Dombach" paper museum a few years ago will know what to expect there.

The original plan was to celebrate the 30th anniversary at the same location, but the coronavirus pandemic thwarted this. Now it is to be duly celebrated for the booze number anniversary!

Märklin has announced the 2025 club models:

Märklin announced the 2025 club models on 30 October 2024, shortly before the start of the trade fair in Friedrichshafen. The class 6282 / 9282 diesel railcar (item no. 88700) will be released in Z gauge.

This Deutsche Bahn AG vehicle is painted traffic red in Era V and is a completely new design. The bogies are made of metal-filled plastic, the superstructures of plastic. Together, this should ensure a high weight and good tractive power.



The class 628² / 928² diesel multiple unit (item no. 88700) is intended to be a technically sound model. It is equipped with familiar features, comparable to the ETA 150 from 2023. Photo: Märklin

The locomotive is driven by a bell-type armature motor and the head and tail lighting is generated by LEDs depending on the direction of travel. The driver's cabs are also reproduced, and the interior is indicated and illuminated accordingly. Märklin emphasises for the first time that the model is equipped with a buffer capacitor.

A very high level of detail and a fine and elaborate colour scheme and lettering are also promised. Together, this speaks in favour of a solid product that adds an attractive model to the previously rather weak portfolio of railcars.

The prototypes were once planned, developed and tested as successors to the rail bus. It took well over ten years before they went into series production with many modifications. However, their success was assured, which is why they were in use until a few years ago. It was only the requirements for barrier-free access that caused them to be side-lined.

New booths at Yellow Dwarf:

The Czech 3D printing specialist Yellow Dwarf (<https://www.yellowdwarf.eu>) is also expanding its range of stands in November. New additions are a pizza stand (item no. 60486) and a hot dog stand (60487), which follow the basic style and appearance of the previous month's range and together therefore look "as if they were made from a single mould".



New stalls for pizza (item no. 60486; photo left) and hot dogs (60487; photo right) enrich the programme. Photos: Yellow Dwarf



Schrax Advent calendar available:

At very short notice, we learnt that Schrax (<https://www.schrax.com>) is also offering an Advent calendar for model railway enthusiasts. So, if you're looking for something similar at short notice, you've come to the right place.

The calendar in 31 x 21 x 2 cm format is also available for Z gauge and has a new motif to create some variety compared to previous years. However, this applies above all to the content, which is constantly changing in order to offer regular customers something new as well.

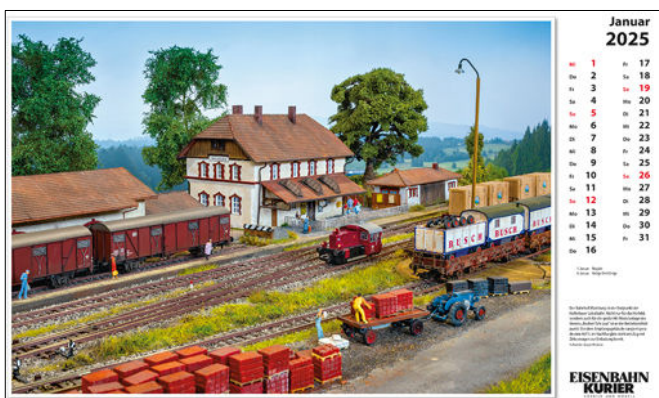
24 different accessories, loading goods, accessories or small houses for the design and detailing of model railways and dioramas can be found behind the flaps. These include new models and prototypes that were only developed last year and have not yet been offered.

Photo: Schrax

An EK calendar 2025 as a tip:

Including the cover page, the "Modellbahnen 2025" calendar from EK-Verlag has thirteen appealing motifs for the coming year in store for its buyers. As far as we know, it is the only photo calendar from the major publishers on this topic that is not customised for a single layout designer.

We think the selection of motifs and gauges is well chosen, although there is not a single Z gauge calendar sheet to be found. Nevertheless, it also provides Zetties with appealing photos and valuable suggestions. Finally, successful works with creatively built landscapes were selected through the series. Anyone looking for a Christmas present for a model railway enthusiast will also find it here.



Two selected motifs should emphasise our good impression of the "Modellbahnen 2025" photo calendar. All illustrations: EK-Verlag



Instead of a reindeer sleigh, Santa Claus now arrives on a trike.
Photo: Trafofuchs

Christmas new products at Trafofuchs:

What do you mean, Trafofuchs (<http://www.trafofuchs.de>) lets Santa ride a tricycle? Certainly, a good and funny idea that would be an eye-catcher on the layout. However, this is not a children's vehicle, but a larger and motorised version, which we colloquially refer to as a trike (item no. WN13).

And there is also room for a large number of presents in the back. It remains to be seen whether this is the real saint or just a free rider, as he is wearing a cap instead of a helmet, in contravention of the regulations. Of course, this may also interest the law enforcement officers, who are also part of this figure specialist's programme. We have probably given you an idea for the design right away.

Expansion of the Nordmodell programme:

Eberhard Herbst's entry into Z gauge was apparently successful, as he has informed us that he is expanding his Nordmodell programme (<https://www.modellbausatz-nord.de>). The latest addition is a

small commercial enterprise (item no. LC-220-238), which has grown over time through several extensions, which can be seen very clearly in the building structure.



This depicts a stonemason's business, but other types of trade are also conceivable, as the customer is ultimately free to choose the further equipment.

The materials used for the laser-cut kits at Nordmodell are grey card-board, solid-coloured photo card-board, and wood; colour reworking is possible, but not necessary.

The small commercial enterprise (item no. LC-220-238) could, for example, house a stonemason's workshop. Photo: Nordmodell

Märklin deliveries:

Although the Christmas business is starting, Märklin has, unfortunately, postponed many expected deliveries – some of them until next year. The highlight of the new arrivals in November is the class 055 steam locomotive (item no. 88986).



The old Prussian marks her last years of DB service as class 055 (item no. 88986) with a computer number. The model is presented with fine printing and colour-contrasting details under the driver's cab.

The old Prussian is now travelling with a computer number for the first time, marking her very last years of service, during which she was rarely on the track. The model with Gockenanker motor has LED front lighting on the smokebox side depending on the direction of travel and is fully controlled. The counterweight on the driving axle is also prototypically enlarged.

The

“PANTONE Colour of the Year 2024” wagon (82164), which is intended more for collectors, has also arrived, picking up on the “peach fluff” colour with various contrasts on the side walls. Finally, the NSB Di3 628 railway service locomotive (88362), which also attracts attention with its snow ploughs on both ends and alternately flashing warning lights on the roof, was delivered shortly before the editorial deadline.

Mobile crane from JMC Scale Models:

Dirk Rohwerder had the idea for the vehicle, which JMC Scale Models (<http://jmc-scalemodels.blogspot.com/>) has now realised and is offering as a new item. It is the quaint-looking Demag V70 mobile crane from the late fifties and sixties.



The Demag V70 mobile crane can be used on site from the end of the fifties and still belongs in the sixties. Photo: JMC Scale Models

The vehicle was drawn on the screen, built using 3D printing and is made of resin. Unpainted blanks or ready-painted vehicles are always available from the manufacturer, which are remarkably precise and finely coloured!

Photos of the new product are currently only visible under the following link (without logging in): <https://www.facebook.com/p/JMC-Scale-Models-100041926945160/>

News from the Modellbahn-Union:

“Due to serious damage caused by fire-fighting work on the roof truss of our building, we would not be able to operate the site for months.” This is how a press release from the Modellbahn-Union from 19 November 2024 begins.

For this reason, the fire-damaged building in Kamen is being given up and with it the entire site. The retailer is to move to new business premises in Issum, and, thus, to the headquarters of DM-Toys, its parent company. The decision was made because the shop and warehouse could not be used without the administration and social rooms.

It was, therefore, decided with a heavy heart to close the Kamen site permanently. However, the relocation is already in full swing and operations at the new Issum site are due to start in a few weeks' time.

Obituary of a passionate model railway enthusiast:

Our Z gauge friend Gunnar Häberer, who lived in Potsdam until a few years ago, passed away on 26 November 2024 at the age of just 68. He lost the battle against his serious illness after all, after we had recently heard hopeful signs.

Gunnar once worked in telecommunications during the DDR era, but finally retired early after reunification. Together with his wife, he took part in many meetings and events, through which he became known to a large circle of Zetties with his warm manner.

The author of this obituary also got to know him early on in connection with an Internet auction, when the Internet was still learning to work. Helpful as he was, he made and arranged contacts that ultimately led to the original problem being solved.

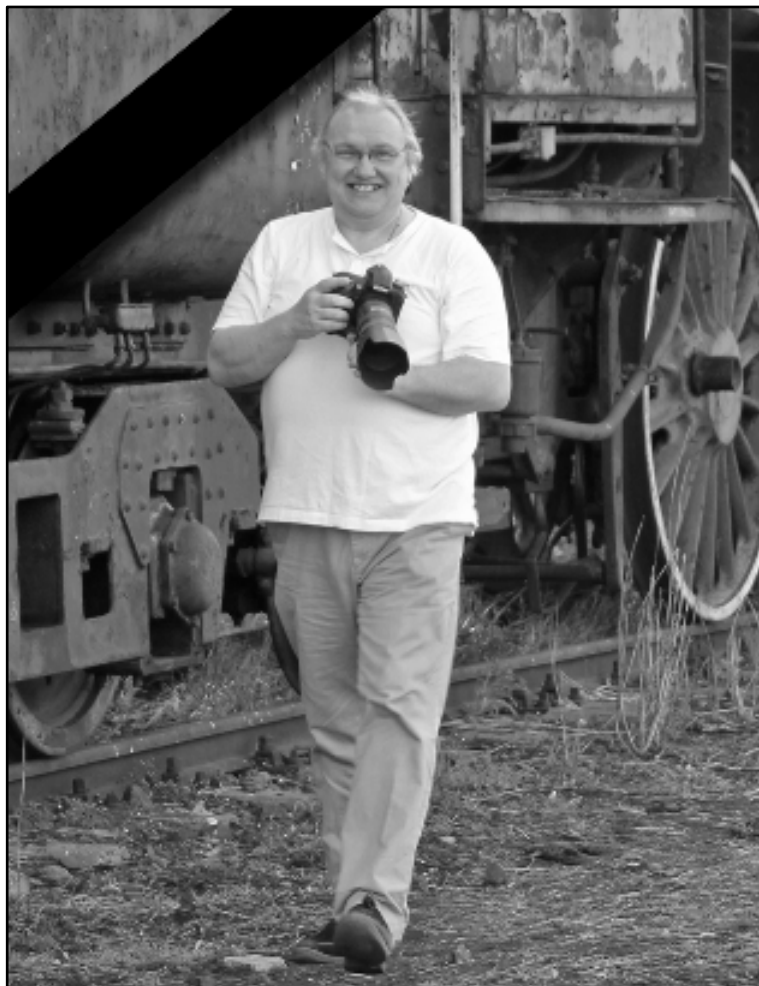
As one of the initiators and founders of Z-Friends Europe, he also involved me in this community and thus played a major role in the later emergence of a working group, the core of which also included a model railway enthusiast and friend he knew very well.

Gunnar wore his heart on his sleeve, was honest and persistent in his concerns, but always friendly and kind-hearted. He was able to network, inspire and win people over. His characteristic manner did not allow him to give up even in difficult times – he kept his eyes on his goal.

This applies not only to the period of his life that has now come to an end. More than ten years earlier, with the same ambition, he had also played a major role in the founding of Z-Freunde International e.V., for which he was awarded honorary membership for life. In all the years of his work, he repeatedly and emphatically expressed his desire for DR models for the Z gauge, especially since the V 100 was always among them.

In recent years, things have been quiet around him, as he cared for his seriously ill wife Gabi in an impressive and devoted manner for as long as he was able to do so at home. He may have lost sight of himself and his health as a result, but he never doubted his actions and his decision.

I remember our last phone call, which was unfortunately a few months ago. It hurt to feel his pain, but we were able to look towards the shore together in the face of small successes. It wasn't enough after all, as



This is how we want to remember him: Gunnar Häberer in 2012 in Wolzstyn (Poland). Photo: Michael Bahls

it is painful to realise. Even his wish to take part in the meeting in Altenbeken one more time could no longer be fulfilled.

It's good to feel in the first reactions how many Zetties will miss him. Together we want to honour his memory, he should keep his place in our midst. We all sympathise with his son and all his family. Take care, dear Gunnar!

Update on the **Trainini Photo Calendar 2025**:

We had to postpone the publication of the **Trainini Photo Calendar 2025** until the beginning of December, i.e., after this issue. The selection of images has not yet been finalised and, accordingly, the translations of the captions are still missing.

But it will be worth the wait. Please visit our website again at the beginning of the month and download the PDF document free of charge from our website in German or English for self-printing up to A3 landscape format.



It can be found on the following subpage: <https://www.trainini.de/magazin/fotokalender>

News from the Panzer-Shop NL:

Anyone interested in 3D printed models should hurry, as we received the following information too quickly to be able to pass it on in advance. The Panzer-Shop NL (<https://www.panzer-shopnl.de>) has a loyalty programme in which one "Panzer point" is credited for every EUR 5.00 spent. This can be used to save for rewards and free products.

This provider is only granting double points on every order until 30 November 2024. To participate, the customer must always be logged into their account when they place an order.

Until 25 December 2024, there will be a free Christmas tree set (H0 gauge) for every order over EUR 75.00, irrespective of this.

Herpa new items for the beginning of 2025:

Herpa has announced its new products for the first two months of 2025. We have once again extracted the 1:220 scale aircraft models suitable for layouts, which we think can be used in connection with motifs from Europe.

The following models should therefore be mentioned:

Sky Alps Bombardier Q400 (Art.-Nr. 573115),
LOT Polish Airlines Yakovlev Yak-40 (573139)

Pan American World Airways Douglas DC-3 (573382) and
Luftwaffe Flugbereitschaft Ilyushin IL-62M (573412).



The EFM Goldhofer AST-2 aircraft pusher vehicle now appears in this yellow Phoenix variant (item no. 573498). Photo: Herpa

Also announced is a yellow version of the EFM Goldhofer AST-2 Phoenix aircraft pusher vehicle (573498). The Airbus A321neo of the Dutch Transavia (614344) should be mentioned among the simplified Snapfit models shown in flight position.

The smallest Christmas tree in the world:

The smallest Christmas tree in the world can currently be seen again in Dortmund in a snowy diorama with a railway track, Christmas express and lots of animals as well as Santa's sleigh. It has been on public display at the edge of the Christmas market since 25 November 2024 and will remain there until 28 December 2024.

Its location is still the shop window of Galerie Lamers at Kleppingstraße 8 in the pedestrian zone. Also in the shop window is a copy of the official certificate of recognition as a valid world record. The record for the smallest artificial tree has been held by the tiny 14 mm high tree since April 2007.



14 mm high is the smallest Christmas tree in the world and has been a valid world record since 2007.

Detailed information about him can be found on our website at <https://www.trainini.eu/records/christmas-tree>.

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