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German Magazine for Z Gauge



Splashes of Colour from Azar Models

First Tracks in the Snow
Places of Interest in Duisburg

Introduction

Dear readers,

The **Trainini Photo Calendar 2024** shows it in big letters, we are in December.

With this issue, you are holding the 12th issue of this year in your hands, or can see it on your screen. In terms of content, it is once again filled with a colourful mix of everything to do with model railroading and Z gauge.



Ralf Junius
Editor

I have the feeling that time is running particularly fast and inexorably towards the end of the year again this year. Over the past few weeks, model railroading has been a hot topic. Especially as 2 December is also Model Train Day.

There were several model railroad events at which we were represented by the editorial team or other volunteers. In this issue, you can read not only about the hobby show at the Inland Navigation Museum in Duisburg.

Have you been to a model train exhibition in the past few weeks? Have you stood in front of one or two layouts and wondered whether you would like to try your hand at building a layout?

I always asked myself the same questions: How should I get started? Or do I think I'll never be able to do something like this? But that's not the case. We all just have to take the plunge and get started! Take a look at the articles in our series "The path to the first layout". This month, part 5 continues with the construction of the layout based on a still-finished site.

As mentioned at the beginning of the foreword, our **Trainini Photo Calendar** is of course hanging on my door. The new version for 2025 is now available to download from our website. My printer is already looking forward to printing the new motifs...

The year 2024 had many highlights for us Zetties. But allow me to take a quick look ahead to 2025 now. As a regular reader, you probably already know that **Trainini®** will be celebrating its 20th anniversary next year. You can already look forward to an interesting anniversary year.

If everything goes as planned, you will be reading this issue before Christmas. On behalf of the entire **Trainini®** editorial team, I wish you a Merry Christmas. I hope that the new year 2025 brings you good health or a speedy recovery and, in any case, countless great "Z scale moments".

Sin-Z-erely,

Ralf Junius

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We thank Norbert Heinz (homofaciens.de) for the release of teaching material on electrics.

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Cover photo:

151 070-4 from DB Cargo is hard at work. The aged locomotive for heavy services is used for coal and steel transport and is hauling a block train with sheet metal rolls, well protected under canvas hood wagons from the lessor GATX.

New items from Azar Models

Modern Steel Transportation

At the end of 2023, Azar Models launched its new sliding tarpaulin wagon models on the market, which look very interesting. With new variants, they now provide striking and pleasant splashes of colour. We are taking this opportunity to present them in more detail, while also taking a look at the prototypes and their history.

Sliding tarpaulin wagons are not an invention of recent years, but are nevertheless one of the modern designs that significantly shape the freight train service of today. Azar Models launched its own models on the market before the end of 2023 and has now followed up with two further variants.

But why does the market need them at all? After all, Märklin has also had its own models in its program for many years. We are taking advantage of this today to take a brief look at the development of this type of wagon and to differentiate between the two manufacturers' implementations.



Pulled by the 181 217-1, the Logserv canvas hood wagons present themselves in Saarland coal and steel traffic. The new items from Azar Models are not only the right wagon material for this Rokuhan locomotive. This wagon variant is to be classified in Era V around the turn of the millennium.

Its history begins in 1976: With the prototype of the Shis 708 telescopic hood wagon, DB created a four-axle special wagon for transporting rolled sheet metal coils that had to be protected against the weather during transportation – a six-axle type followed in 1981, which is not discussed further here.

In 1978/79, 1,320 of the four-axle coaches initially went into series production and were later designated Shimm(n)s 708. The UIC standardized the short, four-axle bogie wagons with their three telescopic hoods, which could be moved one above the other and opened up two-thirds of the loading area.



The DB's Shimmns-u 708 (photo above) is the ancestor of all canvas hood wagons. The pushed-on Sahimms 900 at the "150 Years of German Railways" vehicle show in Bochum-Dahlhausen in 1985 allows a view of a trough with a fixing arm (photo below). Photos: Güterwagenausbesserung; public domain (top) / Manfred Kopka; CC-BY-SA-4.0 (bottom).

Inside, up to five metal coils of different diameters could be placed in loading troughs and transported. They became popular not only in Germany, but also on other state railroads. By 1993, a total of 2,980 series wagons had been procured, 290 of which went to the DR in 1992.

Due to the great demand for such wagons, it became necessary to rebuild them in 1996. This was a turning point for the construction of these special wagons, as the heavy hoods were no longer required. They were replaced by a tarpaulin roof supported by auxiliary bows, which considerably reduced the tare weight.

1,000 older Shimmns 708, which had to be prepared for further operation, received a comparable conversion between 2002 and 2004, in which the hoods were exchanged for tarpaulins. They were registered as Shimmns-ttu 722 at DB AG and provide the template for the models produced by Märklin.

They are easy to distinguish from new-build wagons: As their running gear is based on the Shimmns 708, they have its long beams on the outer frame. The fish belly in the middle of the wagon is shorter, but also noticeably wider. At the same time, the tarpaulins do not extend as far down as on the newbuilds.



The Shimmns-ttu 722 can be recognized as a conversion wagon by its almost completely visible solebar as well as the shape of the fish belly (see photo on page 5 above). Photo: Ketamin (CC-BY-SA-3.0)

This means that part of the longitudinal girder remains visible, whereas on the original wagons it is completely covered by the tarpaulins. For the type designation, it is and remains irrelevant whether hoods or tarpaulins are installed and which origin the wagons have.

All of today's models are classified as Shimmns according to UIC class codes. This does not make it easy to assign the various Azar Models conversions exactly to a prototype manufacturer and year of construction. They probably also differ slightly, but have the same basic dimensions due to the UIC standardization.

The reason for the diversity is quickly explained: with the opening of the rail networks within the European Union, these wagons also became increasingly interesting for private providers. As a result, the



The steel train 47209 hauled by ES64 U2 080 provides inspiration for model use. In sixth place in the train is a wagon designed in the version chosen by Azar Models (photo above). Four such examples of Shimmns from a block train also provide inspiration for model use (photo below). Photos: Martin Radner, Logistik Service GmbH (photo above) / Logistik Service GmbH (photo below)

established rental companies also procured such wagons and wanted to use them for their own account or rent them out on a longer-term basis.

This development continues to this day, leading to regular replicas. As recently as March 2023, the largest supplier GATX announced that it had handed over 30 such flat wagons of the current generation, known



First impressions count: Azar Models uses its own sliding boxes in the dimensions familiar from Märklin. The models also look attractive thanks to the transparent thermoformed inserts in which they are stored.

internally as type 9435, to its customer Logistik Service GmbH (Logserv) – they are very similar to the models now being delivered.

The sheet metal rolls are fixed in coil troughs, which can be adjusted quickly and variably using a spindle drive operated from the side. The sheet metal rollers are fixed inside with fixing arms, which can be adjusted steplessly. The tarpaulin cover has an anti-condensation coating for the best possible protection of the product.

Today, the troughs are lined with wood or rubber mats so that they can also be used to transport aluminium castors. Incidentally, the first telescopic hood wagons of the early 1980s did not yet have this feature, and in some cases only acquired it later, which the DB indicated with additional design abbreviations separated by a hyphen behind the UIC designation Shimmns.

The model implementation

After the premiere at the end of 2023, also shortly before Christmas, Azar Models has now added two new versions of its Shimmns canvas-covered wagons, which give us an opportunity to present them in detail.

Currently available in packs of three are versions for Logistik Service GmbH (item no. W03-LSP) and GATX Rail Europe (W03-GAP). They both represent special splashes of colour and provide visual variety on the system. But we also want to know how close they are to the prototype and whether they are suitable for model operation.

The first impression is certainly a good one, and it starts with the packaging: we hadn't previously emphasised the fact that the French supplier follows the box dimensions that Märklin once defined for its range. This makes it easier for retailers and customers alike to fill shelves and cupboards in a sensible and space-saving way.

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Three Shimmns sliding tarpaulin wagons from private stocks can be found in each of the two packs in today's test. GATX appears as the hirer and lessor (item no. W03-GAP; photo above), the colourful models are to be classified as Era VI. Logserv (W03-LSP; photo below) had once leased its four-coloured wagons from EVA Düsseldorf, which has long since merged with GATX. The models, which can be categorised as Era V, are used as private coaches by DB.

The principle of the sliding box with viewing window is also identical. The view through the window to the inside with the models is particularly attractive. Azar Models has opted for transparent thermoformed inserts, which gives the models a particularly attractive and sales-promoting appearance.

Even little things like this can help to quickly and sustainably gain a foothold in the manageable Z gauge market. After all, the aim here is also to establish and raise awareness of a standard that has hardly been used in France to date in order to play a noticeable role there in the long term.

Dimensions and data for the Shimmns canvas hood wagon:

	Prototype	1:220	Model	Difference
Length over buffers (LüP)	12.040 mm	54,7 mm	55,0 mm	+ 0,5 %
Height over rail head	4.275 mm	19,4 mm	20,0 mm	+ 3,1 %
Width*	3.140 mm	14,3 mm	13,3 mm	- 7,0 %
Loading length	10.794 mm	49,1 mm	49,2 mm	+ 0,2 %
Pivot pin distance	7.000 mm	31,8 mm	31,6 mm	- 0,6 %
Bogie axle stand	1.800 mm	8,2 mm	8,0 mm	- 2,4 %
Total centre distance	8.800 mm	40,0 mm	40,0 mm	0,0 %
Wheel diameter	920 mm	4,2 mm	4,4 mm	+ 4,8 %
Dead weight	21,7 t	---	11,9 g	
Bogie type	Y25			
Permitted maximum speed	120 km/h			

*In this case, the original dimensions could not be verified. The reference dimension of a similar design was used, which will explain the dimensional deviation.

However, we are naturally more interested in the contents of the two assemblies. After removing them, it quickly becomes clear that we are dealing with models of the same shape - we did not expect anything else and, in view of the additional costs, it would not have been justifiable to produce different substructures here.



The striking design of GATX is very attractive. However, this version has a small flaw: as the address plate on the left-hand side of the prototype is missing, the data required for operation is incomplete in this case.

In addition to the colours and adjusters, the most important difference between the two current editions is probably the era in which the models can be classified. We still assign Logserv to the end of Era V, because its cars are still labelled as private cars registered with the DB and have inspection dates that refer to the time after the turn of the millennium.

GATX, on the other hand, itself acts as an adjuster in Germany according to NVR (national vehicle register), which corresponds to Era VI in the model. They are therefore more likely to replicate the present on the railway. We do not find any revision data in this case, which we will come back to again. It seems relevant to note that all three wagons in both packs each have the identical road number.

In both cases, the clean photo of the paintwork in the correct colours is appealing. Logserv, a subsidiary of Voestalpine Stahl GmbH (Austria), stands out with the main colours blue (end walls) and light grey (tarpaulin), from which the black and red company logo stands out. The frame and bogie colour is black.

For some years now, GATX has defined lime green as its corporate colour and has placed its lettering in blue with an unchanged font. This therefore also determines the colour of the tarpaulins on the other models. The end walls and frames are light grey here, the bogies are also deep black on these wagons.



The structure of the tarpaulin resting on the bows is convincingly reproduced. The finely engraved hand wheel, emphasised by yellow printing, also catches the eye immediately. However, the brake system changeover levers were not colour-coded.

The pad printing on the wagons produced for Azar Models in China is also good and clear, but not as flawless as Märklin's for the smallest lettering. However, this can only be recognised when we take out a magnifying glass, so it is completely irrelevant when operating the layout.

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The lettering on both the Logserv (photo above) and GATX (photo below) versions is largely flawlessly printed; a difference in print sharpness and resolution compared to Märklin is only detectable when magnified several times. The colour contrast of the UIC rope hooks and handwheels on both versions is successful. It would have been desirable if the changeover levers had also been printed. We would also like to point out the very successful Y25 bogies.

For prototype fans, it is perhaps a little more painful that the GATX wagons are not fully labelled. They are missing the details for the loading space, loading area, length over buffers and revision markings.

We suspect that the reason for this is that Azar Models has orientated itself on the internally designated type 9435. Although the basic dimensions of this model are identical to the Logserv models, they have an additional address plate next to the fish belly. This information should actually be found there, but it is missing on the models.



Despite the use of a close coupling, the distance between the buffers of two neighbouring wagons is quite large. The reason for this is the product philosophy of Azar Models: Only with this manufacturer are the bogies positioned far to the outside in line with the prototype and therefore have a very positive influence on the harmonious overall appearance.

The engravings, which also include the (unprinted) brake changeover levers in the lower frame area just mentioned, are good, as are the fine handwheels for the spindle drive. Like the UIC cable hooks, they are highlighted in yellow.

A comparison with Märklin

What they completely lack, however, are the safety catches for the tarpaulins to be placed on the sides of the end walls, whose connecting rods should run horizontally over the end walls at both ends. The comparable Märklin models show very well how this should be done.

We suspect that the design was based on simplified drawings, such as those used by GATX and other landlords to visualise the main dimensions and interior layouts for their customers.

As we have just used the Märklin models for comparison, we will use this to explain the differences. In the prototype section, we have already explained the typical features of the conversions from telescopic hood cars. The models published by Märklin show precisely these features, which also include a small peak in the centre of the roof.

Azar Models has selected more modern models which, as new buildings, had tarpaulins from the outset and also have an evenly rounded roof. The side of the long girder can be guessed at best, the fish belly is slimmer and also shows deviating vertical struts.

New builds all run on bogies of the French Y25 design. For the Z gauge, it is rather unimportant which substructure type they belong to, as even easily recognisable differences such as an opposing winding direction of the coil springs are hardly noticeable any more.

What is more significant is that these bogies are welded versions, because there are also cast moulds - we cannot say for sure whether canvas hood cars also run with them. For the models, however, there is another possibility for comparison with Märklin. Here, too, the pendulum swings slightly in the direction of Göppingen, as their parts appear somewhat more vividly engraved.



The direct comparison between Märklin (front) and Azar Models (rear) shows the decisive differences between the prototypes: The roof on Märklin has a slight peak in keeping with the prototype, which is just as correctly missing on Azar Models. The front with the locking mechanism is more elaborately designed on the Märklin model. More vivid engravings were chosen for the Y25 bogies in Göppingen.

However, this is less noticeable in layout operation than the visible surfaces of the black nickel-plated wheels. And Azar Models has the edge here, because the fine wheel tyres are much closer to the large prototype.

In general, the good adherence to all important prototype dimensions speaks in favour of the design from France, with which many modern wagons of private railway companies can be reproduced. They are typical and perfect for the modern railway of today, in France as well as in Germany.

We rub our eyes as we weigh the new items on the precision scales. It shows a whole 11.9 grams, whereas Märklin only has 8.2 grams. This is quite a bit more, but we don't recognise a problem in the



It is difficult to say who has the edge in a comparison: Märklin (right) has the advantage of colour-contrasting brake adjusters and the highly visible levers for locking the tarpaulin, which are missing on Azar Models. In favour of the new products from France, on the other hand, are the wheels with their fine tyres and, above all, the correct position of the bogies, which make Märklin look outdated in this respect.

train set. Azar Models supplies very smooth-running models that do not demand too much power from the pulling locomotive.

The higher tare weight is more beneficial to operational safety, as short bogie wagons are always a problem child in poor track conditions. Model railway enthusiasts who practice exhibition operation with its climatic changes know about this phenomenon.

Customers can be divided on the distance between the couplers. The new product from France uses close couplers, but still has quite a large buffer distance. The reason for this is easy to find: Märklin moves its bogies slightly inwards to the detriment of the prototypical impression, whereas Azar Models consistently adheres to the prototypical dimensions here. It is therefore necessary to decide in favour of one of two features that do not appear to be compatible.

Summary

We will now summarise our impressions: The models from Märklin, which are primarily used as models by state railways, and from Azar Models, characterised by leasors as the main customers, complement each other perfectly. They are not in competition with each other.

The differences may remain manageable and seem small in the train formation, but they are there. That's why it makes sense to put them both in the same trains and deliberately mix them. This ensures diversity and even colour variety. After all, the new items presented are definitely suitable for the layout.

The contribution from France is to be highly valued, as it is from there that appealing implementations are coming, which can both build up a domestic market and are likely to enrich the German market considerably. After all, rail transport is no longer something that ends at the EU's internal borders.

We have also highlighted the different philosophies with which the two manufacturers compete. After all, Azar Models has evolved into a high-volume manufacturer with the use of injection moulding technology, which was also used here. This also applies to the moderate pricing policy.



Canvas-covered wagons have been a major feature of mining traffic for almost thirty years. Mixing red-brown or traffic red DB AG wagons with the colourful examples of private operators is prototypical and provides an appealing splash of colour on the model railway. We demonstrate this here using the example of the GATX models as a train formation suggestion for a heavy block train

Despite a compromise (missing address plate) and minor weaknesses in a few details (missing tarpaulin fasteners), we are very satisfied with both new items overall. The only reason we can't consider them for the best new releases of the year is that, as new moulds, they still belong to the year 2023 and appeared too soon for us at the time.

We are making up for this today with this detailed presentation and hope that the colourful tin roll transporters will find many more friends among the Zetties besides us. Then we will certainly see them again at exhibitions, which place very special demands on rolling stock.

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

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

The path to the first layout (Part 5)

Building Roads and positioning Structures

Part 5 of our series is also only the second for our Noch prefabricated system, with which we want to show beginners a shorter route to personal happiness. We have chosen the season to match winter. That's why we want to continue on it now. To this end, it now requires a railway crossing and paths for road traffic. We will also be thinking about the positioning of the buildings!

Our two-year focus (2024/25) is designed to pave the way for beginners and those returning to the sport to create their own layout. We are deliberately taking different paths with two authors, two fundamentally different themes and concepts, as well as seasons and materials.

We hope that in this way our readers will be able to orientate themselves in the best possible way according to their own skills and the time they can spare for model building. After all, everyone grows with their challenges, which also include an accumulating wealth of experience.



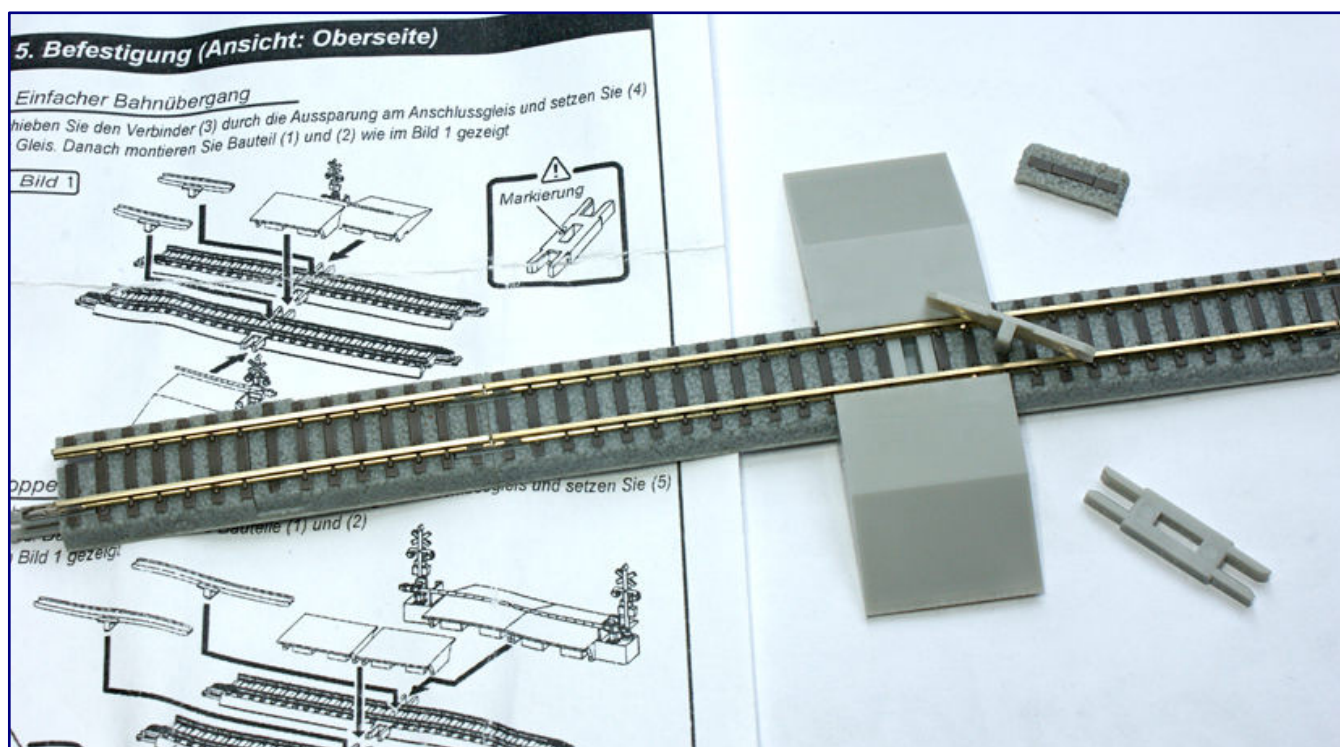
Pushed by a V 80, the Henschel steam snow blower clears snow on our winter layout. Is it snow that it is pushing aside, or is it just shavings from the material removed at the site of the level crossing?

In March, we set off with part 1 of this series. We covered the “St. Anton” winter layout (item no. 87015), which is intended for installation in a case, with Rokuhan track, completed and installed the enclosed bridge kit and also gave the rail flanks a rusty finish. The pond created in the shape of the terrain also received a few finishing touches.

Today we have to move on, because there are no houses or trees growing on our site. But before we get there, there are still more tasks to complete. They may seem superfluous to some, but we also want to give a finished layout a personal touch and get some nice photo motifs later on.

One point we don't like is the crossing of the railway line at ground level. The very narrow village road leads into the background at the rear end of the facility, partially concealed by the bridge. An embankment at railway level is not planned.

We would like to change that, and there are always two options: a purchased product or building your own. This time, we are refraining from building everything ourselves because we don't want to set the bar too high in the 'winter section' of our series.



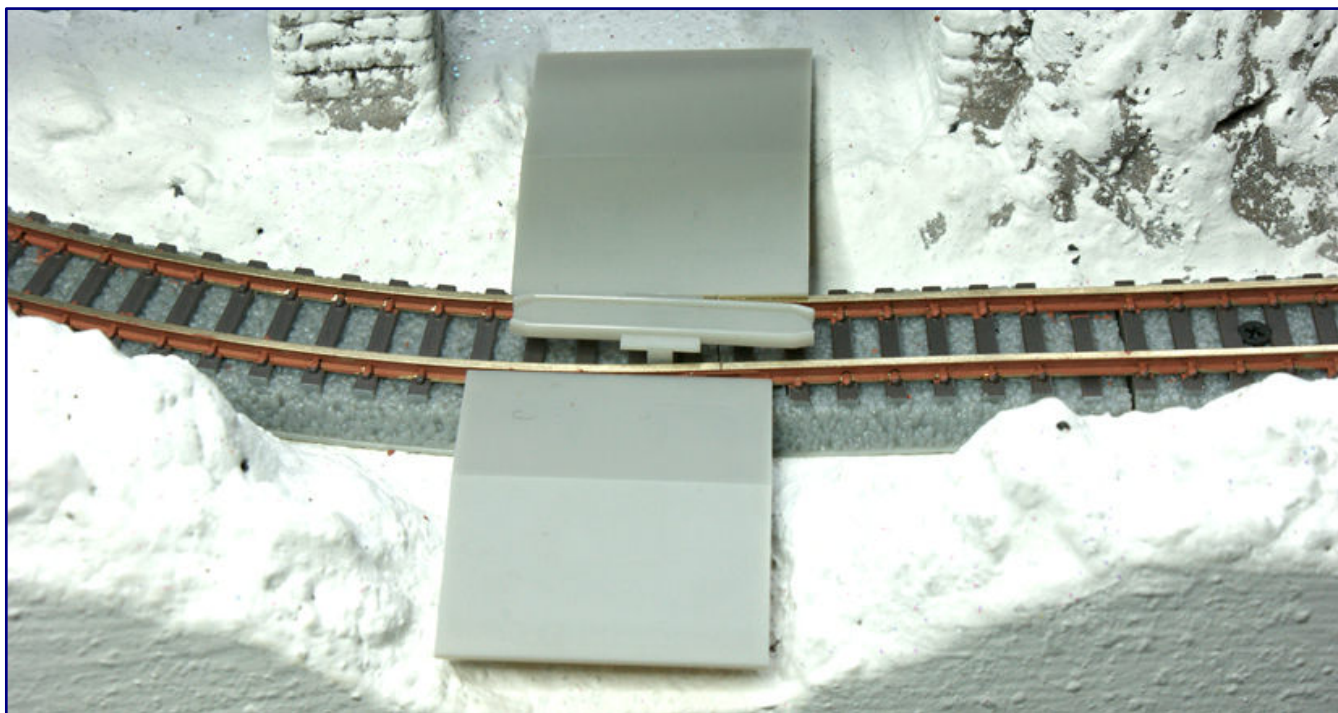
The "European level crossing" from Rokuhan seems almost ideal for the level crossing on our layout. The ingenious plug-in system, which utilises the push-out sleepers of its own track system, speaks in its favour.

And so we are left with products that can be purchased. Functional elements with barriers or even just flashing lights are out of the question because the area to be worked on is not easily accessible and only a very limited space is available.

That's why we decided against a full barrier from the Faller range and chose a very modern solution from Rokuhan: The European-style level crossing (S045-3 / Noch 7297788) has a very modular design and is therefore the easiest to integrate.

It is a kit and basically consists of two carriageway halves, which can also be built separately. The product comes with enough parts to build a two-lane road with two-colour traffic lights and half-barriers installed on both sides over a double track. We will only use individual parts for our village road and will also have to modify them.

The space is really very limited, which is why we have to realise that the typical concrete house with the switching electrics cannot be installed close to the site, even though we have a suitable 3D print from



Unfortunately, the first trial run already shows that the Rokuhan parts cannot be used according to the instructions, because the position of the level crossing is predetermined by the terrain: there is no push-out sleeper to be found anywhere. A tinkering solution is, therefore, required.

Ratimo-Z available. So, we imagine that a railway crossing at the other end of the tunnel is included in this control system and connected with electrical cables.

Unavoidable terrain cuts

Nevertheless, there is still some adjustment work to be done in the field, as even a single half of the track on both sides cannot be used without removing material. Even the central sleeper support cannot be used in accordance with the instructions.

Rokuhan has come up with a simple and clever plug-in system. Only one of the slide-out sleepers needs to be removed and replaced with an enclosed holder. The centre section would be plugged onto this, and the driveways on both sides would be held on the outside in a similar way.

Unfortunately, this is not practicable for us because the location of the crossing and the track plan are predetermined by the Hartschaum layout. So, it will have to be glued instead of pinned, but we are quite experienced in this and will show you an alternative that can also be used elsewhere.

Firstly, we lay out the required parts loosely to determine where and how the ramps are exactly opposite each other and, if possible, leave out the entrance to the curve on one side. Using a sharp 'Mozart S2' utility knife, we scribe the lines where material needs to be removed.

We use a mechanical pencil under the bridge because we cannot go behind the manually fixed ramp there with the blade shaft. Straight cuts from above now mark the dimensions of the required material removal.

Another Mozart knife with a longer blade helps us to make the horizontal cut as flat as possible at street level. Fitting tests and fine reworking soon lead to the first result. As we are not dealing with a classic

thermoforming system in this case, but with a part foamed from polyurethane, the work described here is easy for anyone to carry out.

Again and again, we vacuum off the loosened material and test fit the black areas until everything fits. As soon as the ramps are exactly opposite each other, it's time to fit the bases for the barrier arms and traffic lights. They require further markings and cuts, which can now be made quickly by hand.



A few precise cuts are required until the two ramps fit into the terrain and are exactly opposite each other. The tool of choice is a good tool, in our case the S2 utility knife from Mozart.

If the trial fitting of the ramps with bases is successful, we prepare all the necessary level crossing parts for their installation. First of all, it's the turn of the centre support: here we scrape off the retaining pin on the underside so that it can rest just as deeply on the sleepers as it would have done if it had been inserted. A needle file then takes care of the finishing touches.

The ramps from Rokuhan have a sharp bend in the transition from the driveway to the crossover at the factory. We also sand this down with the needle file to achieve a rounder curve. We also sand over the rest of the carriageway a little to roughen the material and create a better grip for the road colour that will follow later.

Then it's the turn of the barriers and traffic lights. The barrier beams and drives are plugged in and stay that way so that they remain movable during our work. However, the connection to the plinth is not strong enough for us, which could become a problem during exhibition operation.

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Photo above:

For permanent installation, it is actually advisable to glue the barrier drive and traffic light together using a polystyrene adhesive. However, to enable replacement in the event of breakage, we use wood glue applied from below to secure the parts against falling out.

Photo below:

The underside of the centre section must also be machined with a knife and file to lie flat on the track. This also requires a glued connection later

At the same time, we want to ensure that it is easy to replace if we ever have to repair breakage. The solution is Uhu wood glue from the tube, which we inject from below into the base openings for the barrier drive and traffic lights. As soon as all the parts are inserted, we let the glue dry.

Applying the glue from below prevents glue stains on the surface, and the bond can be loosened again later at any time with water, and the parts can then be pulled out to replace them. Nevertheless, white glue is a real 'miracle cure' in modelling with many application options, even beyond the intended materials. In this case, its hold is sufficient for the assigned task.



Once the plinths have also been fitted into the terrain, it is time to glue them firmly to the ramps. In addition to the hooks, we also use the connecting surface between the two parts. This time we chose Pattex Special Modellbau from Henkel as the adhesive, which, according to the manufacturer, can bond more than just polystyrene.

Once the glue has set and is in the drying phase, we connect the plinths to the ramps. We paid close attention and chose the two pieces from the Rokuhan kit that are to be glued to the right of the road. In this case, they are permanently fixed with Pattex Special Modellbau, which can be applied precisely to the connecting surfaces with its needle.

The construction crew arrives

Once our preparations are complete and all the glued joints have hardened, we can continue. We take our time, as this is also a recipe for success in good modelling. Now it's time to glue the two ramps into the finished terrain.

A final positioning test ensures that the two halves are positioned correctly opposite each other. And then it's the turn of the first of the two. The underside is coated with Uhu all-purpose adhesive at all points where it will touch the ground. The solvent is not a problem in this case because PU does not react to it.



There are clear traces of our cutting work in the terrain, but now we are putting in the ramps with their attached bases and filling in the empty spaces. To do this, we wetted the lower parts of the level crossing with Uhu Alleskleber (all-purpose glue).

First, however, the adhesive is allowed to flash off a little, as with contact bonding. Then we place the ramp in its installation position and press it down for about two minutes. The adhesive has then set and holds it securely in place without creating gaps. The second ramp follows immediately afterwards. Immediately afterwards, the centre section also moves into place.

Four sleepers, with which it will be in permanent contact, are each given a drop of Pattex Special Modellbau, as is the underside of the part to be glued in, to loosen the plastic on both sides, so that it bonds as firmly as possible.

Once again, we have to wait before we can cover the traces of our terrain cuts. All the gaps that are visible at the cut edges need to be covered. We need a suitable filling material for this. We've always had good experience with Molto products, and this time we're having a look around the range again.

The fine wood filler from their company is designed for indoor and outdoor use and should therefore also be able to cope with the intended display of the system in a shop window. Its white base colour is also helpful, as it not only covers the black areas that have come to light, but also provides the perfect basis for applying snow.

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Molto's fine wood filler, applied with a knife tip and medical toothpick (photo above), once again did a good job on this project. The challenge is to fill the gap accurately in a confined space (photo below). We work with a technique that is comparable to the construction of dental fillings.

We use fine tools to apply it accurately. The tip of a kitchen knife becomes a spatula, a toothpick made from standard dental instruments helps us to apply small amounts of filler deep into the joints. The procedure is similar to building up a dental filling, but can be done in a single layer.

Although we only have quite small areas to cover, this step takes a comparatively long time. It is important to work with time and sensitivity so as not to soil the bridge, the road, or the tracks.

If something does go wrong, traces can still be wiped off with a damp cloth or removed with the clean tip of a dental tool. However, we don't want to be too fussy at this point, as snow tracks may also be found later as a result of drifts and clearing operations. We also use our fingers to smooth out individual areas that can be reached in this way.

As the fine filler dries within an hour, we can also pre-model individual piles of snow in a second pass. These are mainly to be found at the edge of the carriageway, but the wind also pushes the white precipitation onto the edges of the ramp, causing clear shapes to disappear in the transition areas.

This was also to accompany us throughout the work in the following parts: A landscape dusted with icing sugar loses many hard contours and delights us with soft shapes and gentle transitions. The only exceptions are the areas where the snow is cleared.

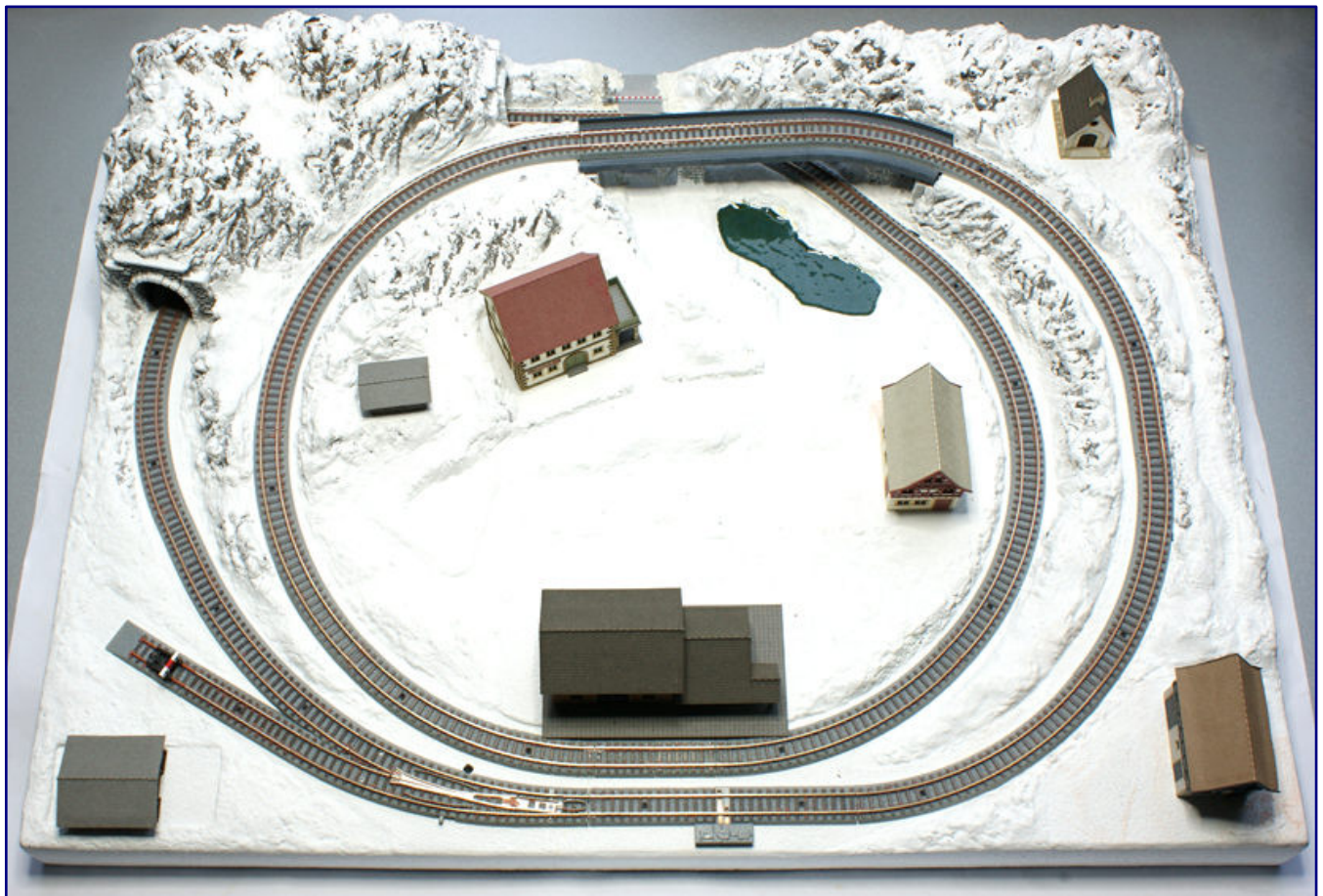


We are not changing the factory-installed locations for the buildings. The position and orientation of each building will be determined by a site test, as the harmonious effect on the viewer also depends on the matching colours and the visible motifs.

Preparatory work for the next part

However, this work is still pending and is not our focus today. However, we are already preparing this work. We want to colour the roads and paths, because no character wants to trudge through the deep snow there later on.

We use narrow bristle brushes and the road colours from Faller. Our base colour is 'concrete' (180507), into which we work a little of the darker product without a name (180506), which has a typical asphalt colour, wet on wet in places.



This is how the houses will stand in the future, determined as the best arrangement by several positioning tests. Only the Noch hard cardboard kits mentioned in the text are used, the assembly of which we presented in detail in **Trainini®** 6/2020.

In this way, we capture the impression of an asphalt surface covered in a wintery grey haze quite well. We also colourise footpaths and house entrances. The street colour also serves us well here. After that, we've completed all the work we had planned for this part and enjoy the Christmas holidays for now.

We would like to get you in the mood for what awaits you and us after that with the first installation samples for the required buildings. At this point, we remain true to the Noch brand, which is also the source of the layout we are designing.

continued on page 28



When highlighting the roads and paths on the winter landscape, both road colours from Faller are used, which are applied wet on wet. Several brushes of different sizes are required for precise lines. The colour mixing palette (300087125) from Tamiya is a valuable aid.

For four years now, we have been able to find light-cut hard cardboard kits there that can be used to build houses in the matching layouts of our own prefabricated layouts. We have already described in detail how this works, including the installation of house lighting, in **Trainini®** 6/6/2020 and we don't want to repeat it here.

If you require more detailed information, you can also refer to the licensed archives or the German National Library, which we are obliged to supply. All components of the following Noch kits will be included in our layout project: the Zeil railway station (44305), the three-part village (44310), and the three small buildings (44315).

It takes a while until we are satisfied with the result and it looks as harmonious as possible to us. At the same time, we recognise the need for further changes, as the entrance building of the station would otherwise be too far away from the track with the platform edge. To achieve this, however, we have to adapt the base plate at both ends to the curve entrance.



As soon as the houses are firmly set into the layout and the gravelled areas have been laid, winter should arrive visibly and strongly. We can already get the working materials shown in the photo and get them ready. We will soon need them to put the finishing touches to the layout to make it look realistic.

So, things will soon be moving along briskly, as we would like to make the most of the winter season for this seasonally appropriate project. Who knows, you might hear about new progress as early as January 2025?



There is still a lot to do before our layout enters the home straight in terms of its design. Until then, the construction team will remain in constant use – even if the railway crossing is now ready for operation.

Basic supplier of our project:

<https://www.noch.de>
<https://www.rokuhan.de>

Other providers mentioned:

<https://www.faller.de>
<https://www.molto.de>
<https://shop.mozart-blades.com>

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

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Viessmann lighting transformer 5200

A Plea in Favour of the Transformer

Plug-in power supplies are gaining ground in the model railway sector. They supply digital control centres, analogue operated tracks and increasingly also the other power supplies. Nevertheless, we do not consider the classic transformer to be superfluous, and present a powerful alternative in the form of a Viessmann product.

It is often claimed that the European Union has banned transformers in one of its regulations. What's more, such statements refer to the manufacture, marketing and use of such voltage transformers in a completely undifferentiated manner.

Such claims are repeatedly used to justify a shift by model railway manufacturers and digital suppliers from classic transformers to power supply units. This is not correct, as DIN EN 61558 is a valid standard that also regulates the requirements for classic transformers.



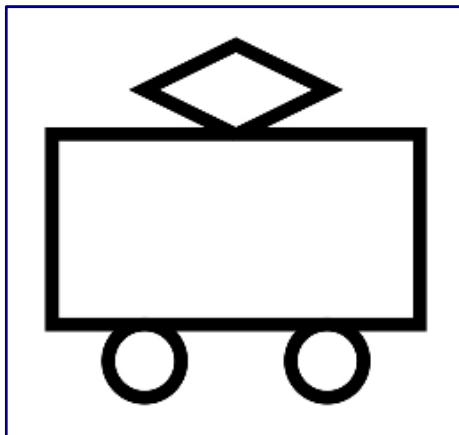
If many consumers want to be supplied on the system, then the question arises as to how this should be done. A separate lighting transformer may then be the right choice.

The focus is particularly on user safety, as the specifications relate to devices with primary voltages, i.e., on the input side, of up to 1,100 volts. Even if electricians refer to this as low voltage (to be distinguished from high voltage), they are by no means free from dangers that could jeopardise the health and life of the user.

It is therefore obvious that very strict requirements are necessary, particularly with regard to toy transformers (DIN EN 61558-2-7.), compliance with which is marked with a special symbol (stylised locomotive with an attached current collector).

English rResolution of the abbreviations used in the article:

- EN European standard
- DIN German industry standard
- VDE Association for Electrical, Electronic & Information Technologies



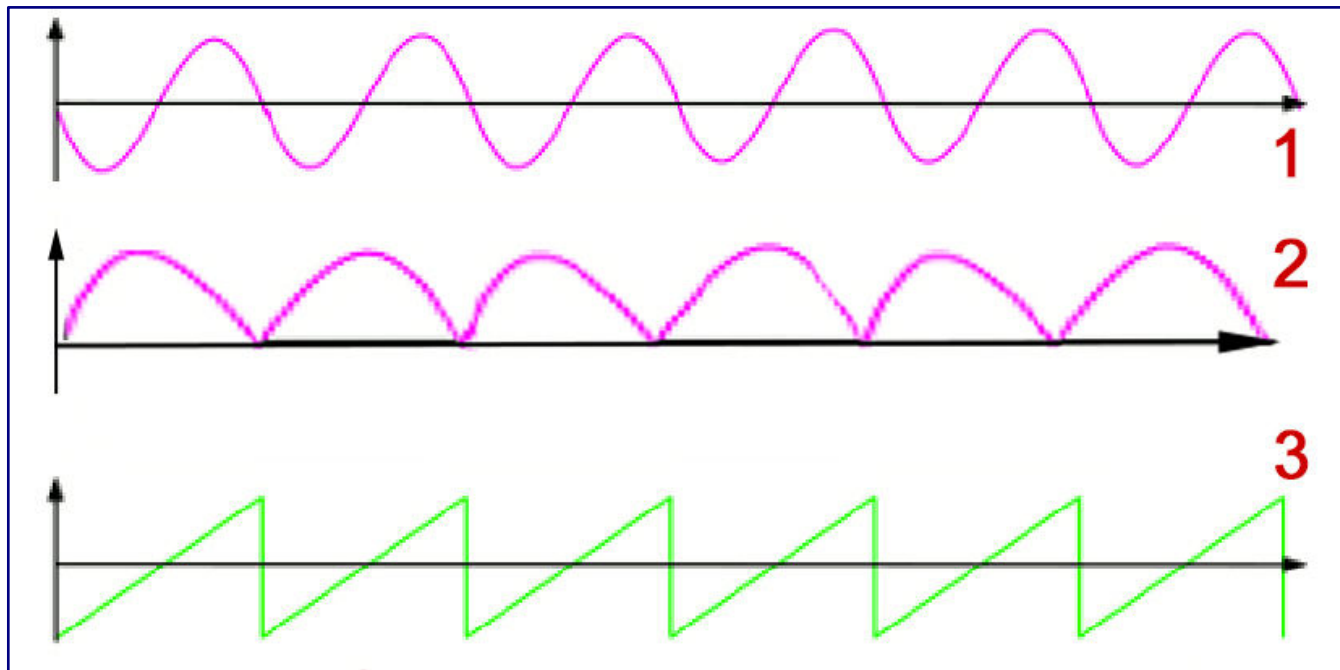
This EU standardised symbol identifies toy transformers and requires special safety features.

Some long-time model railway enthusiasts may still be familiar with the danger of a reverse transformation. This occurs when two model railway transformers are connected in parallel to form an electrical connection in the secondary circuit (i.e., on the model side) and one of the two mains plugs has no connection to the mains. In this case, full mains voltage is present, which can lead to an electric shock if touched carelessly and without protection.

The almost universal switch from coil transformers to plug-in power supplies in the model railway sector is therefore primarily due to safety requirements, but not without alternative. Similarly, a plug-in power supply is not safe per se, but only when used as intended and to a sufficient safety standard for the intended use.

Due to the many applications and high production figures, plug-in power supplies also offer significant cost benefits for suppliers today and are also considerably lighter, which can also have a positive impact on their transport costs

We should not forget that model railways are generally electrical toys and are therefore subject to very high requirements. Nevertheless, the completed change in the industry has also brought with it new problems, as a transformer uses induction, which requires alternating current, to circulate a current.



Different signal shapes: The sinusoidal curve (1) characterises the typical voltage curve of alternating current as emitted by a transformer. When a plug-in power supply reverses the negative amplitude, a pulsed current is generated (2). However, the current emitted by a plug-in power supply on the secondary side can also be jagged. We then speak of a sawtooth voltage (3). Graphic: created with the help of teaching material from Norbert Heinz (homofaciens.de)

Alternating current is also emitted on the secondary side, while plug-in power supplies electronically generate a direct voltage. However, there is not always a pure direct current on the output side; the oscilloscope may show spikes ('sawtooth voltage') or even reverse the negative amplitude. Printed symbols for the type of current can provide the customer with information.



Viessmann has had a 52 VA light transformer (item no. 5200), which is well suited for Z gauge, in its programme for many years. It can also supply many digital control centres, with the exception of most modern generation devices.

Now we might think that none of this matters for model railway operation, because the decisive factor is that all consumers are supplied with a suitable current: 0 to 10 volts direct current on the track for the locomotives and an equally suitable constant voltage for consumers such as points, functional tracks and signals or even house lights.

More than just an alternative

But this is exactly where a door opens that we would like to use to make a small plea in favour of the transformer. Märklin's programme now only includes a driving unit with a plug-in power supply that supplies a DC voltage of 12 volts and is declared as having an output power of 12 VA. According to Ohm's law, this means a current of 1 A strength.

The power requirements of all consumers on an average-sized layout quickly add up to a level that can exceed this value. Then a Märklin driving set is not sufficient to operate this layout. This is exactly where we come in, where additional power suppliers become necessary.

The older three- and five-pole motors on rolling stock are often decisive, as are the coils of the points and signals or even functional models with additional drives. Not to be forgotten are the 'lighting inserts' still in the range, which conceal hungry incandescent lamps compared to modern LEDs.

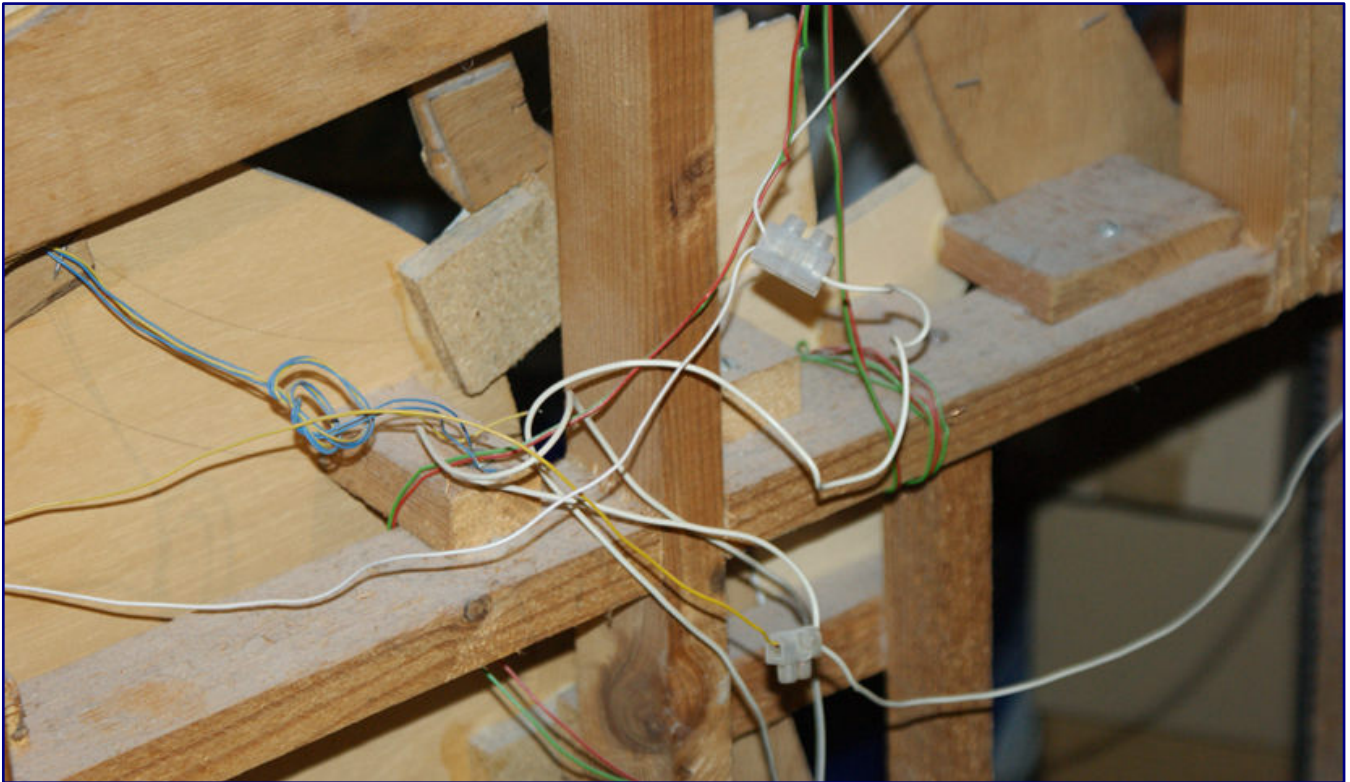
No transformer is worthwhile for the operation of just a few light-emitting diodes with a few milliamperes of current requirement that illuminate houses – on the contrary: its rated power can lead to a false conclusion.



Whereas the classic Z gauge transformer lighting output had a voltage of 10 volts, many consumers today require 16 volts. This means that one power source is usually not sufficient. Here we see some examples of such consumers, which also come from Viessmann.

If it is not loaded accordingly, it sometimes delivers a significantly higher output voltage than specified by the manufacturer. According to our measurements, the Märklin transformer of the latest generation (item no. 67011) delivers up to 14 V on the track instead of the specified 10 V!

This phenomenon can also lead to damage to the loads and confirms that Märklin and other manufacturers have turned their backs on this. Nevertheless, it still makes sense to supply traction and supply



Such 'wire clutter' causes electricians to worry and can still be found under many installations. In addition to organised (and traceable) cable routing, it is also important to select sufficiently large cross-sections to prevent fires in the event of a short circuit.

voltage via separate devices so that, for example, the traction voltage does not drop briefly when switching points.

As already mentioned, a plug-in power supply does not supply AC voltage. The connected loads always receive a direct current. What is good for modern LEDs can, however, lead to problems with the drives of points and signals, although the magnetic force required and built up for a short time is higher: after all, they should not be permanently magnetised.

This risk is significantly lower with alternating current because the field direction is constantly changing. This is characterised by the frequency and measured in Hertz (Hz). The value characterises the number of directional changes per second and is 50 Hz in the German power grid.

Put simply, in DC operation, where this pulse is missing, the electromagnetic field is present for longer and has more time to permanently magnetise the parts of the drive. There is also the risk that if the button is pressed for too long and the circuit is not opened in time, the coils can overheat and burn out more quickly.

We have not yet considered the no longer standardised 'light current' for Z gauge. Since Mini-Club saw the light of day in 1972, its voltage was fixed at 10 volts, but with the replacement of the first generation of signals by purchases from Viessmann, there was also a need for 16 volts on the Märklin side, as has always been the case in H0 gauge.

With the complete elimination of its own range of transformers, the full-range supplier from Göppingen unfortunately no longer has its own product in its range, as the H0 size is now fully digitalised and can do without analogue devices.

The Zetties therefore only have the choice of either operating the signalling drives with only 10 volts direct current or switching to other suppliers. The need for alternatives is also increased by the fact that many electronic components and also LED house lighting – Märklin does not even have a modern range for this – are designed for 16 volts AC.

Lighting transformers from Viessmann

Fortunately, there are still transformers available from some electronics and accessory suppliers that can help here, as long as they are sufficiently loaded. In addition to Tams Elektronik from Hannover, Viessmann, whose products are widely available thanks to its large distribution network, is particularly worthy of mention here.

This manufacturer from Hatzfeld offers two solutions under item numbers 5200 and 5201, which differ in terms of their electrical output. For the nominal scale Z, the smaller version (5200), which we will now present here, should regularly suffice.



We decided in favour of the smaller of the two transformers. Its performance should be completely sufficient for the requirements of Z gauge and should also be able to supply a large system.

With an output of 52 VA, this lighting transformer clearly surpasses all of the devices once offered by Märklin for the Mini-Club. An output current of 3.25 A also means more than three times the output of the current speed controller, whose power when used in parallel serves only the rolling stock. It is therefore an alternative for supplying the accessories in many, but by no means all cases.

For our international readers, it should be noted that Viessmann only offers a version with a Euro plug for a mains voltage of 230 V ~ with frequencies of 50 to 60 Hz. European conformity and compliance with DIN EN 61558 / VDE 0570 are confirmed by seal or imprint; we are not aware of any certifications for operation outside the European Union.

The device presented here is intended for supplying lighting, points and signals of all systems, i.e., it is designed for manufacturer-independent use and is not tied to Viessmann products. The device bears the symbol for use as a toy transformer, which is subject to further standards and safety requirements.



Various symbols and a reference to standards provide information on compliance with the safety-relevant specifications when used as intended.

Digital systems can also be supplied with this, as long as they still allow a transformer on the input side, which is no longer the case with the latest generations. Viessmann's own control centres as well as the Uhlenbrock Intellibox (before generation 2 Neo), Märklin Digital, Lenz, Arnold, or Fleischmann can be used here.

You should always carry out a check against the instructions supplied with these products before purchase or at the latest before commissioning the transformer. This serves to protect those devices from damage as a result of an unauthorised power supply.

A key phrase here is 'intended use' in accordance with the standard specifications, which also places the end customer under obligation. This also includes, for example, exclusive operation in dry rooms, for which the appliance is sufficiently insulated in the plastic housing.

However, this is only guaranteed as long as this protection is not mechanically destroyed. It is therefore not permitted to drill your own holes and only the four factory-fitted holes may be fitted with screws in order to mount the transformer on a control console or under the system. It goes without saying that all installation work should only be carried out with the operating voltage switched off!

In the documentation supplied with the product, Viessmann also warns of the risk of reverse transformation, as we explained at the beginning. The manufacturer also prohibits opening the housing or carrying out repairs to the transformer (including the mains cable) yourself.

Special attention should always be paid to the required cable cross-sections for electrically operated devices. We see a great danger here, especially for model railway enthusiasts who do not have the relevant professional training.



These strands with a cross-section of 0.25 mm² can withstand up to 5 A current. However, Viessmann requires a full 0.75 mm² in its instructions as a sufficient safety reserve. Only at Brawa have we found coils with such strands that can conduct up to 15 A current.

Let us imagine (water model in **Trainini**® 4/2018) the current, measured in amperes, as the amount of water used to drive a load, in this case a mill wheel, and the pipe leading to it as a water pipe: The diameter of the pipe (the pipe cross-section) largely determines the maximum flow rate.

Cable cross-sections and availability:

The Viessmann stranded wires with a wire cross-section of 0.75 mm² mentioned in the enclosed instructions are not currently included in the programme. An alternative is ribbon wire on the 15 metre spool (32380) from Brawa.

This can be loaded up to 15 A, which is significantly more than the transformer can handle. The strands from the same company with a 0.50 mm² or 0.25 mm² cross-section can withstand up to 12 and 5 A respectively. This illustrates the safety reserves required by the transformer manufacturer Viessmann.

If the amount of water exceeds the pipe capacity, the water will build up in front of it and we will see this. However, electric current is invisible, so the problem described above manifests itself differently. Heat is generated, which can even cause a fire. This is particularly true in the event of a short circuit.

The required cable cross-section must therefore not be too small and can be calculated. For the 5200 light transformer, the manufacturer itself requires a cable cross-section of at least 0.75 mm² in its instructions. This may not sound like much, but compared to a typical model railway stranded wire with a cross-section of 0.14 mm², it is somewhat different.

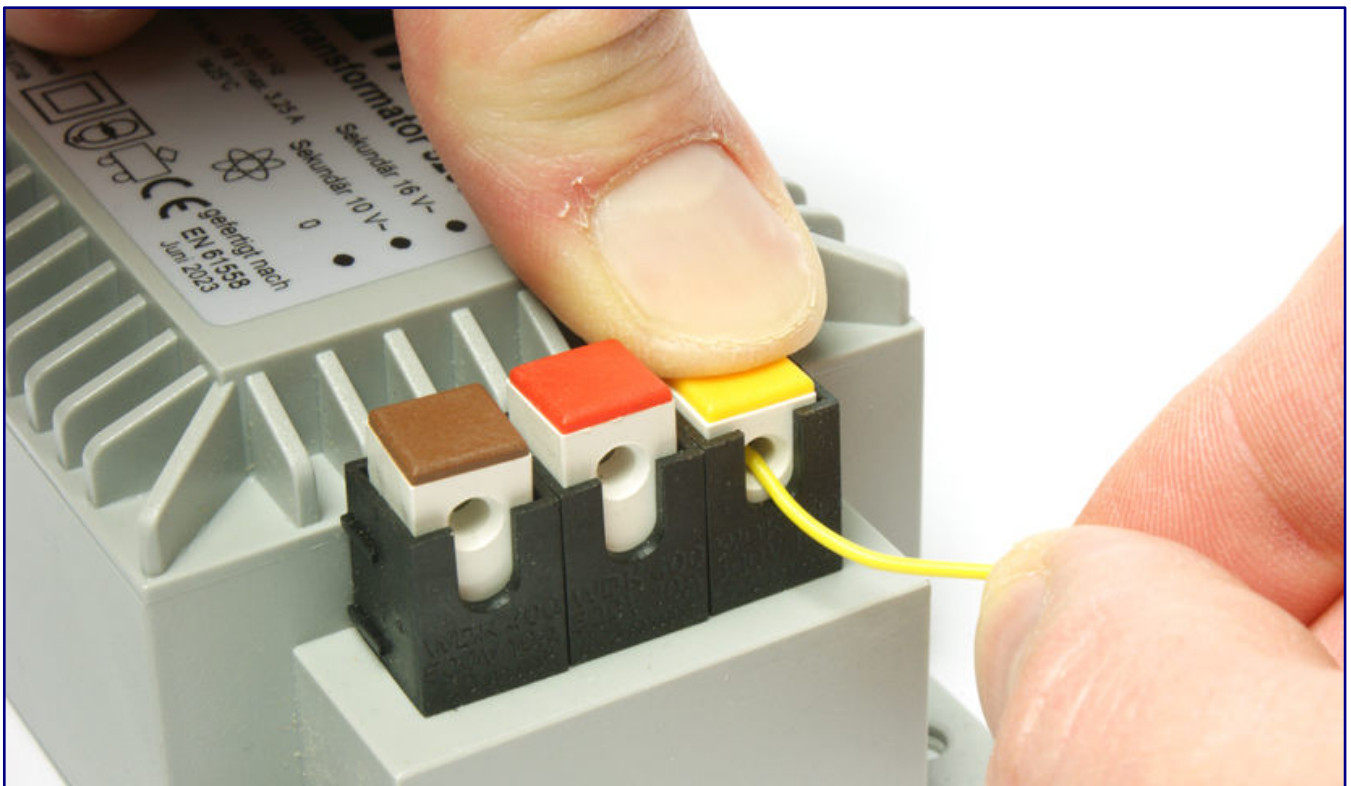
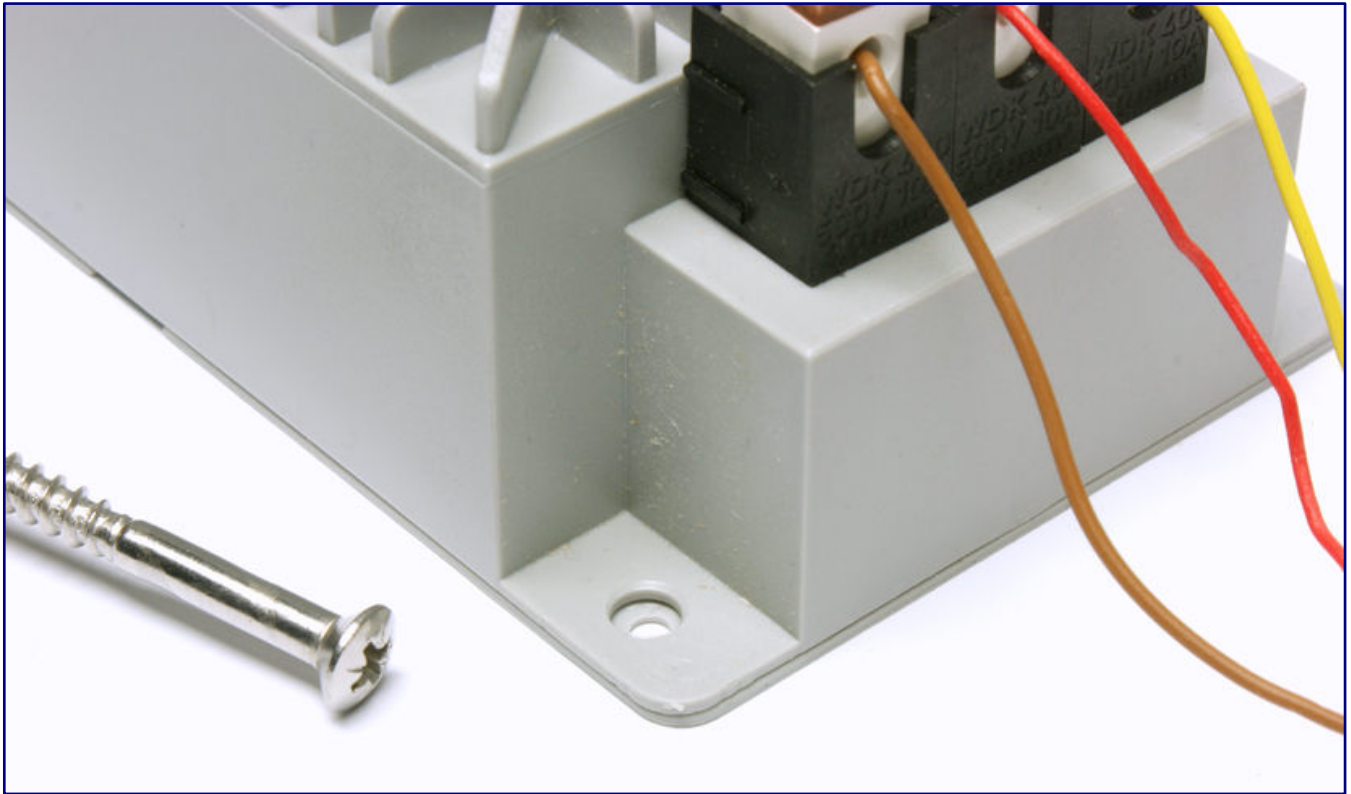


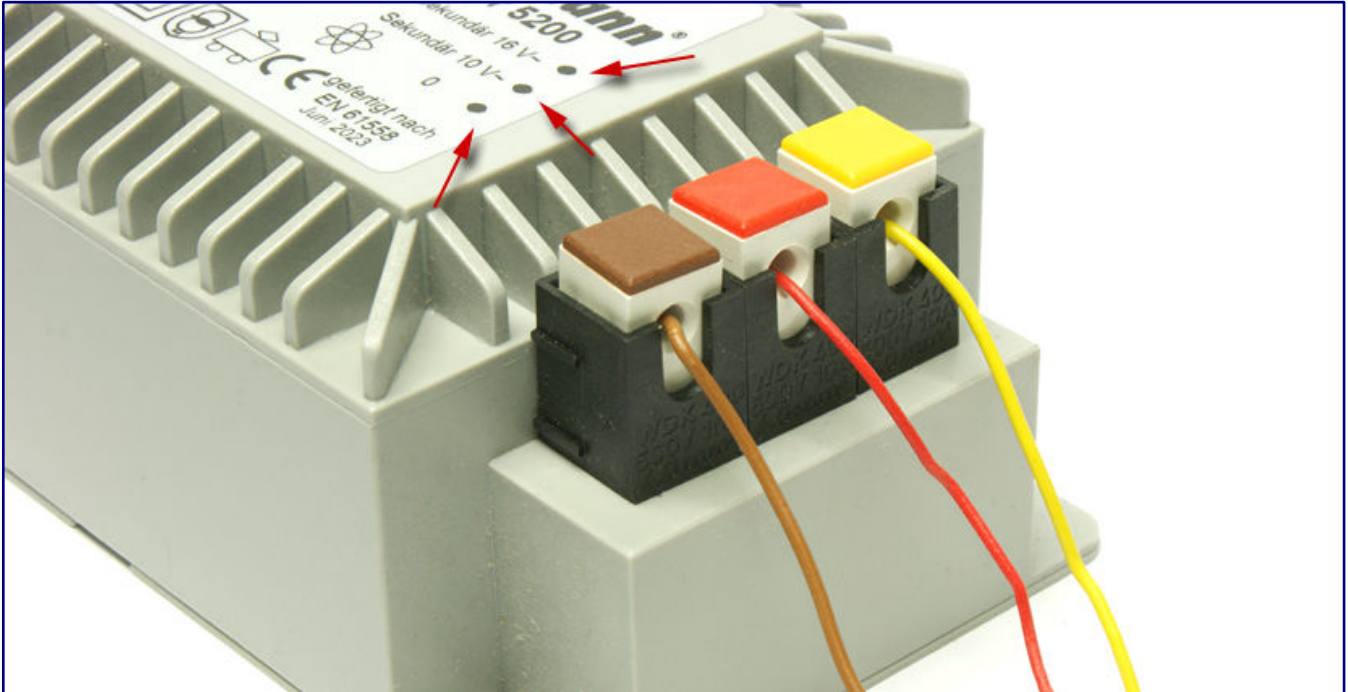
Photo above:

No further explanation should be needed as to why only the mounting holes on the edge of the housing may be used for mounting. Otherwise, the inner workings could be damaged or the screw could be at full mains voltage!

Photo below:

Connecting the wiring on the secondary side is very easy, thanks to the pressure terminals.

A safety mechanism inside the transformer is the overload protection required by the standard specifications. Thermal switches, which react to heat as a result of an overload or short circuit and temporarily interrupt the current flow, are commonly used.



The Viessmann transformer only has three terminals on the secondary side: The brown one is the common earth, which is used for both light voltages. The potential is on the red (10 V) and yellow terminal (16 V).

If the switch cools down again, it closes again. If the safety mechanism triggers, this is an indication to disconnect all transformers used from the mains power and to search for and remove the cause. The system can then be restarted after about one minute.

Important: The purpose of the built-in overload protection is to protect the transformer from damage and thus also its operator, but not the self-installed cables! Disconnecting not only the self-disconnected transformer serves to protect against reverse transformation and misjudgements.

Finally, let's explain the connections of the Viessmann product. As the instructions explain, the device supplies two AC voltages at the same time, namely 10 and 16 volts. As we have learnt that an electrical current flow always requires two poles, we could now expect four terminals, as we know from the earlier Märklin transformers and today's speed controllers.

However, there are actually only three terminals on the housing (yellow, red and brown), which are labelled '16 V' (yellow), '10 V' (red), and '0 V' (brown). An alternating current has no positive and negative poles, but instead phase and earth.

The earth is floating (0 volts) and is used here for both currents. The actual energy carrier is the respective phase (10 volts / 16 volts). It changes its value between positive and negative amplitude in time with the frequency – and thus physically also the direction of flow. However, the potential is always towards zero, so in this case it is used jointly due to a lack of collisions.

Supplier of the transformer:
<https://viessmann-modell.com>

Supplier of suitable stranded wire:
<https://www.brawa.de>

Overview of EN 61558:
https://de.wikipedia.org/wiki/EN_61558

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.

Jetzt helfe ich mir selbst Bauratgeber für die Modellbahn

Es gibt Gutes und Hilfreiches, das sich nicht auf den ersten Blick offenbart. Der vorliegende Titel, dessen Ursprung schon im Jahr 2013 liegt, dürfte dazu gehören. Beim schnellen Durchblättern offenbart er sich als unspektakulär und wenig aufregend, steckt aber dennoch voller guter Ideen und brauchbarer Vorschläge.

Karsten Naumann
Bauen, lackieren und aufstellen
Die wichtigsten Arbeiten
aus der Reihe „Jetzt helfe ich mir selbst – Details für die Modellbahn“

Transpress Verlag
Stuttgart 2013 (2. Auflage 2024)

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Karsten Naumann veröffentlicht seit vielen Jahren in Fachzeitschriften Beiträge zum Thema Modellbahn. Insofern ist er kein Unbekannter. Doch das vorliegende Buch ist nicht neu und ist vom Verlag völlig korrekt als zweite Auflage gekennzeichnet worden.



Der Titel erschien bereits 2013, war schon lange ausverkauft und so sollte bei allen Interessenten großer Bedarf bestanden haben, die nach einem Ratgeber wie diesem suchen. Deshalb stellen wir ihn heute auch vor, denn beim Ersterscheinen haben wir dies seinerzeit nicht getan.

Ein wichtiges Ziel des Werks ergibt sich bereits in seinem Vorwort: Dort verweist der Autor auf das Vorbild, das den Modellbahner stets leiten sollte, um ein gutes Gesamtbild zu erreichen. Auf einer definierten Fläche alles unterbringen zu wollen, was durch den Kopf geistern mag, führt nur selten zum Ziel.

Meistens passt dann gar nichts zusammen und auf jeden Fall wirkt die Anlage dann überladen. Bleibt das Vorbild der Maßstab, ist diese Gefahr schon vermieden und trotz aller erforderlichen Kompromisse ergibt sich ein harmonisches wie stimmiges Gesamtbild.

Als Vorlage für diesen Band, der eine sehr populäre Buch-Reihe weit abseits der Modellbahn aufgreift, diente dem Autor seine eigene DR-Anlage, die im Zeitfenster 1970 bis 1990 angesiedelt ist. Für Zetties bedeutet das, dass sich hier auf Modelle fokussiert wird, die es in unserem Maßstab eher nicht gibt.

Basis bilden aber in der Regel handelsübliche Produkte, die im stationären Handel zu finden sind und mit Kreativität und Ideenreichtum abgewandelt oder angepasst werden. Das schlägt genau in die Kerbe, die Zetties und ihr Wirken ausmachen, denn unser Angebot ist regelmäßig begrenzt und erfordert handwerkliches Geschick wie gute Ideen.

An dieser Stelle zeigt sich aber auch das Alter des Buches, denn einige der im Anhang aufgeführten Hersteller gibt es gar nicht mehr (Beispiele: Hugwa & Wiygn oder angekündigtes Ende bei Asoa) oder sie haben neue Besitzer und Adressen (Minitec oder Silhouette). An dieser Stelle wären Prüfen und Korrigieren vor dem Nachdruck sinnvoll gewesen.

Vermitteln möchte die Lektüre ein Ausstatten der eigenen Anlage mit liebevollen Details, um ein perfektes Nachbilden der Wirklichkeit zu erreichen. Heizdampf im Bahnhof, Prellböcke abseits des Modellbahnstandards oder auch brauchbare wie wirkungsvolle Nebengleise sind typische Themen, die allerdings bei der DR oft ein sehr abweichendes Bild gegenüber DB-Vorlagen bieten.

In getrennten Kapiteln arbeitet sich Karsten Naumann zunächst an Personenbahnhöfen (mit verschiedenen Empfangsgebäuden, Bahnsteigen und Nebengebäuden), Güterbahnhöfen mit ihren typischen Bestandteilen (abseits des üblichen Fokus der Mehrheit an Modellbahnern), den wichtigen Details neben den Gleisen (wie Stellwerke, Bahnübergänge oder auch Signalen) ab, bevor er sich den Anlagen im Betriebswerk widmet.

„All das und noch viel mehr“ verspricht auch der Verlag in seinen eigenen Darstellungen und lobt den zweiten Band der erwähnten Reihe in großen Tönen. Aufräumen möchten wir aber mit einem Hinweis auf leicht verständliche Bauanleitungen: Als solche sehen wir die Art der Inhaltspräsentation nicht.

Zu wenig wird schließlich auf die erforderlichen Bauschritte eingegangen und die begleitenden Fotos mögen zwar sachgerecht sein, aber sie dokumentieren keine Bauschritte und Arbeitstechniken. Das vorliegende Buch ist und bleibt ein Ratgeber für Modellbahner mit einem handwerklichen Erfahrungsschatz und einem Grundmaß an eigenen Fertigkeiten.

Mit den kompetenten Praxistipps, die seitens des Verlags herausgestellt werden, lenkt der Autor eher die Wahrnehmung der Leser auf wichtige Kleinigkeiten, die es lohnt wiederzugeben, weil sie die Umgebung des Vorbilds erst vollständig und funktionstüchtig machen.

Zugleich lenkt er die Phantasie auf Teile oder Bausatzkomponenten, die zweckentfremdet oder kreativ umgewandelt werden können. Es ist also keine Schritt-für-Schritt-Dokumentation, sondern eine Ideensammlung für alle diejenigen, die schon ihre ersten Gehversuche mit der Modellbahn unternommen haben – vielleicht auch nicht mit dem ersten Arbeitsergebnis zufrieden waren.

Leicht verständlich formuliert sind die Ausführungen aber durch die Reihe und das ist aus unserer Sicht ein ganz wichtiger Punkt, um erfolgreich zu sein. Beim Bildmaterial sind wir da etwas geteilter Meinung: Gute und motivlich ansprechende Aufnahmen wechseln sich mit solchen ab, die zwar hinreichend dokumentieren können, aber mit Farben und Kontrasten die Gefühlsebene nicht ansprechen.

Stellenweise ist das auch einer nicht optimalen Lichtführung oder einem nicht perfekt passenden Hintergrund zuzurechnen. Das setzt prinzipiell die Qualität des Gesamtwerks nicht herab, führt aber vielleicht dazu, dass hier nicht beim Stöbern in der Buchhandlung spontan gekauft wird.

Beim schnellen Durchblättern ist gerade die Bildsprache ein Faktor, der uns eben emotional entscheiden lässt. Und so soll diese Rezension auch dazu dienen, dass die vorliegende Lektüre nicht verkannt wird und mit Hilfe unserer Besprechung ihre Adressaten finden soll!

DB-Baureihe 23 im Filmportrait

Krönung des Dampflokbbaus?

1950 erblickte die Baureihe 23 als Neubaulok der DB das Licht der Welt. Sie war eine der ersten Neukonstruktionen der Bundesbahn und bildete auch den Abschluss des Dampflokbbaus. Sicher hat sie sich bewährt, wie viele erhaltene Maschinen bis heute belegen. Doch ihre Blütezeit war mit dem Strukturwandel schnell vorbei. Nun bekommt sie beim EK-Verlag ein filmisches Denkmal.



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Freiburg (Breisgau) 2024

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Die Baureihe 23 ist mit 105 Exemplaren die meistgebaute Neubaudampflokomotive der Deutschen Bundesbahn. Trotzdem erlebte sie keine allzu lange Betriebszeit, gerade die jüngsten Maschinen verschwanden als erste aus dem Betriebsdienst. 1975 war für diese Baureihe endgültig Schluss.

Die Ablieferung von 23 105 durch die Firma Jung markierte den Endpunkt der Entwicklung und Produktion von Dampflokomotiven in Westdeutschland. Neben den „neuen Baugrundsätzen“ von Friedrich Witte sind im Verlauf von rund neun Produktionsjahren viele Neuerungen in die Baureihe 23 eingeflossen.

So veränderte sie auch äußerlich über die verschiedenen Produktionslose immer wieder ihr Bild. Nicht alles, was neu entwickelt wurde, erwies sich als serienreif oder dem alltäglichen Dienst gewachsen: Ein großer Kritikpunkt war beispielsweise der Heißdampfregler, der sich in keiner Neubaulok bewähren wollte.

All das gibt schon viel Stoff für ein Buch oder auch einen Film, wie wir ihn hier vorstellen möchten. Ungewöhnlich viele Maschinen blieben in diesem Fall erhalten und eine große Zahl war oder ist sogar betriebsfähig.

Immerhin 74 Jahre sind seit der Produktionsaufnahme inzwischen vergangen. Die Produzenten dieses Films haben immerhin acht erhaltene Exemplare aufgesucht und gefilmt: 23 019, 023, 029, 042, 058, 071, 076 und 105. Sie repräsentieren gleich mehrere der so unterschiedlichen Maschinen, an denen vor allem die Führerhäuser, der Tendraufbau und die Vorwärmer variierten.

Das Urmuster der Dampflokomotive vertritt im DB-Museum Nürnberg ein Modell der 23 001 von Krupp, an der auch das ungewöhnliche Erscheinungsbild eines Ege-Keks an der Rauchkammertür nachzuvollziehen

ist. Der Bau von 23 072 in den Werkhallen von Jung wird in historischen Aufnahmen gezeigt. Hier haben die Produzenten gute Arbeit geleistet.

Wenn der Verlag neben diesen besonderen wie auch unwiederbringlichen Sequenzen betont, dass in alten Aufnahmen auch der Betrieb von damals gezeigt werde, dann möchten wir dies hier etwas einschränken.

Gewiss ist diese Aussage nicht falsch, doch ihr Anteil erscheint uns erheblich geringer als bei vergleichbaren Produktionen, die für den EK-Verlag schon getätigt wurden. Wir beziehen uns dabei gezielt auf den einstigen Betriebsdienst bei der Bundesbahn.

Ansonsten sind auch analoge und für diesen Film digitalisierte Aufnahmen vom Abschiedsfest in Reihe 1977, aus dem Jubiläumsjahr 1985 oder vom Nostalgiefahrtenprogramm der DB AG in den ausgehenden Neunzigern längst historisch – allerdings zeigen sie allesamt Museumslokomotiven und eben nicht den Betriebsdienst.

Trotz der guten Bildqualität und -auswahl ist das ein verbleibender Kritikpunkt. Die Baureihe 23 wird hier sehr bunt gezeigt, aber meistens sind es keine authentischen Zuggarnituren und -strecken, die für sie typisch waren. Der Anteil des Museumsdienstes ist einfach zu hoch, auch wenn Plandampf mit korrekt zusammengestellten Garnituren eingebunden worden ist.

Der vorgestellte Dampfloktyp, für den ein Portrait bislang in der Tat gefehlt hatte, war zwar als reine Personenzuglok konzipiert, musste aber besonders in den frühen Jahren auch als Schnellzuglok aushelfen und gelangte dann in Dienste, die eigentlich ins Betriebsprogramm der Baureihen 01 und 03 gehörten.

An die „Behelfs-Schnellzuglok“ erinnern Museumsfahrtenaufnahmen, in denen die 23 105 des DB-Museums einer 01 vorgespannt ist. Da sie auch schon seit 2001 nicht mehr betriebsfähig ist, zeigt sich übrigens auch daran, wie alt die meisten Museumsaufnahmen schon sind.

Lobenswert sind viele Führerstandsufnahmen verschiedener Exemplare. Wer genau hinschaut, wird auch dort Unterschiede der einzelnen Spielarten dieser Lok wiederfinden. Und so bietet sich dem Zuschauer die Option, ein eigenes Urteil zu fällen, denn an der Baureihe 23 scheiden sich die Geister.

Auch der Sprecher des Films verweist darauf, dass diese Lok für die einen Ausdruck von Schönheit ist und sie die neuen Baugrundsätze bestens verkörpert, während andere Eisenbahnfreunde sie einfach nur hässlich finden.

Das liegt sicher daran, dass sie auf eine Einheitslok zurückgeht, die in nur zwei Exemplaren gebaut wurde – was im Film übrigens keine Rolle spielt. Diese Konstruktion lieferte die Basis für die DB-Maschine wie auch die Baureihe 23.10 der Deutschen Reichsbahn in der DDR.

Auch sie war eine völlig neue Konstruktion, die sich deutlich von der konstruktiven Quelle unterschied, aber dennoch das Einheitslokgesicht beibehielt. Und so war es schon immer ein Streitpunkt, welche der beiden Konstruktionen schöner und auch besser ist.

Nutzen Sie die schmutzigen und kalten Tage der dunklen Jahreszeit, schauen Sie sich diesen Film an und bilden sich Ihr eigenes Urteil!

Publishing pages:

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

Christmas greetings



Dear readers,

Perhaps 2024 wasn't just a turbulent year for us. In addition to exciting model railway topics that gave us pleasure, we unfortunately also had to accept that some dear people from our midst have passed away.

Christmas is the festival of peace, and we therefore hope that they have found God's peace and that they may now be better off than they were on earth. Peace is also our fervent wish for all the people of this world who are still plagued by war and terror.

Our greatest asset is our health, something we have also become painfully aware of within the editorial team. May all those who miss it bitterly, regain it as quickly as we were granted it.

Together with our best wishes for a happy, lucky and successful 2025, we wish you a Merry Christmas

Your Editorial Board

Model Railroading Day 2024

Exhibition in Duisburg

Every year around 2 December, events are held throughout Germany to bring the model railway hobby back into the public eye and to attract new friends to creative activities. One of the most popular activities is the ever-growing "Hobby Show" in Duisburg-Ruhrort.

When the hobby show took place for the first time, the empty rooms of a restaurant were sufficient. It was cramped, but the number of visitors was still manageable. Nowadays, this space would not even be enough to accommodate all the exhibitors, let alone their exhibits.

The exhibition, which has long since moved to the rooms of the Museum Museum of German Inland Navigation in Duisburg-Ruhrort, to which the aforementioned restaurant, which is now open again, is attached, has grown, and grown steadily.



Today's Museum der deutschen Binnenschifffahrt (Museum of German Inland Navigation) in Duisburg once served as an imperial bathing establishment and has been a permanent meeting place for the annual Model Railway Day for several years now.

Regardless of the Model Railway Day, the museum offers a special atmosphere that is worth a visit in itself. The building dates back to the imperial era and was once an indoor swimming pool.



The view of the Herrenbad (men's swimming pool) illustrates the museum concept, to which the modelling fits so well. At the bottom right is Peter Sturm's presentation of suitcase systems.

One hundred and twenty years ago, it was still common for both natural sexes to swim separately.

This is why there are two individual parts of the building with separate pools: the ladies' and men's baths. The tiled pools have been preserved to this day, and, therefore, still convey an impression of the cultural life and moral concepts of times gone by.

They also provide the perfect backdrop for model exhibits in the museum: the 'water surface' is formed by retracted slats mounted with light diffusers, and the ships have been mounted in the waterline. The pool floor serves as additional exhibition space and provides a view of the underwater ship.

Another original exhibit can be found in the inner courtyard between the two former bathing establishments, otherwise important aspects and techniques of shipping are explained and demonstrated using models, for example locks or ship lifts.

Hopefully our readers will now also understand why this special museum and the Model Railway Day go so well together and at the same time open the door to other areas of model making. The 'Hobby Show' initiated and organised by Markus Schiavo is, therefore, deliberately not limited to model railways and allows interesting glimpses beyond the horizon.

At the same time, it also seems to bring the museum significantly more visitors, as it rarely gets as full as around 2 December. This year, when the exhibition took place on the first weekend of Advent (30 November / 1 December), a new visitor record was set again.



These two exhibits are representative of other areas of model making. They are part of a presentation set up jointly in one of the rooms by IG Modellbau Duisburg and the small series manufacturers Germania Figuren, MW-Bastelstube, and CMF Danmar.

1,091 people, split almost equally between Saturday and Sunday, found their way to Duisburg and were probably not disappointed. Only the exhibits that had been announced had to be found in some cases: Due to a few last-minute cancellations, mostly for health reasons, some of the exhibits had to be rearranged between the areas, thus creating a little space so that things didn't get too crowded in places.

Many areas of modelling

And there really was a lot to see, far beyond the model railway. RC models are also regularly on display and some of them can also be experienced in operation. This does not apply to model ships, as there are no water surfaces in the museum, but it does apply to the remote-controlled lorries that are steered through the aisles.

Figures, models and dioramas from IG Modellbau Duisburg and the small-series manufacturers Germania Figuren, MW-Bastelstube, and CMF Danmar are also always on display. A visit to their showroom was worthwhile again this year. Jochen Kreitz was there for the first time, expanding the show with his première on the subject of clamp building blocks.

Also, fascinating are the many steam engines (real steam models) from the Dampfstammtisch Essen, which demonstrate in miniature what such veterans once powered. The exhibition by the Duisburg fire brigade's modelling group is certainly just as informative.



Fire brigade modelling brings the tactical challenges of various operational situations closer, here, with a diorama from the Duisburg fire brigade's model construction group.

There you can not only experience the history of fire-fighting and special vehicles, but also the operational tactics of the units in dioramas.

Torsten Schubert (Z-Lights) also focusses on emergency vehicles in various scales. However, the focus there is usually more on their effective lighting, which he masterfully realises in the chosen scale. At the same time, he demonstrates to visitors how the many LEDs are previously fitted with stranded wire connections.

What is new this year, however, is something other than an emergency vehicle: he has pushed ahead with the expansion of his funfair. He has added duck fishing with hundreds of tiny rubber ducks, which you can see in our film clip on **Trainini TV** (episode 33), and the 'Samba' ride, which has been elaborately equipped with lighting effects.

Right opposite is "Peerless Grain", an N gauge layout with a USA theme, which can be seen here for the first time. Here, we see the themes of shipping routes, agriculture and industrial complex combined in a very small area, represented by a large grain store directly on the canal.

A stark contrast to this is the "Moon River Railroad", a US narrow-gauge railway with another premiere. It has been realised in On30 gauge, so that it runs on 16.5 mm track gauge – which would correspond to H0 size for standard gauge. It impressively demonstrates how interesting and varied themes can also be found off the standard gauge lines and certainly provides special incentives for us too.

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“Win, win, win!” and “Get in, join us!” can be heard from the loudspeakers of the rides at the Z-Lights funfair. Only the visitors seem to be missing from the new duck fishing (photo above) or the “Samba” carousel (photo below), also built by Torsten Schubert.

Photos on page 51:

These two exhibits of different scales take us to the United States of America. Water, agriculture and industry are combined in the 1:160 scale arrangement “Peerless Grain” (photo above) with the railway, while the “Moon River Railroad” (photo below) takes up a rather rare scale here with the 0n30 gauge and deals with the theme of forest and narrow-gauge railways.



Not far from this showpiece, we find a colliery layout of the Essen Model Railway Interest Group, built on a scale of 1:87. For residents of the Ruhr area, it offers familiar motifs from the past and the typical atmosphere that prevailed here for many years – today this really belongs in a museum.

The car system installation with mine railway by Thomas Hisgen (covered in the aforementioned film on **Trainini TV**) also looks familiar, which is mainly due to the architectural style of the industrial building. In the past, metalworking companies located near heavy industry also looked like this. It is fascinating to see how the many lorries drive their routes in traffic, stop at traffic lights or wait for another vehicle to turn in.



The coal mining layout of the Essen Model Railway Interest Group in the popular 1:87 scale takes us back to the Ruhr region of times long past.

The MEC Duisburg shunting layout in the Damenbad (ladies' swimming pool) invites you to join in. It is also built in H0 gauge and is operated digitally. As we can see for ourselves, children can also take the hand controller in their hands and operate shuttle trains here.

Markus Hawener will also be giving inexperienced and new visitors a glimpse of what the future of model making could look like. He also presents himself as a manufacturer and exhibits dioramas. They are not only about landscaping, but also about 3D printing. Using the example of a sea rescue cruiser, we can see the freshly printed blank in comparison to the ready-to-install model.

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A model railway under the Christmas tree! What used to be a common boy's dream now forms the backdrop for the MEC Duisburg on Model Railway Day in the Damenbad (ladies' swimming pool (photo above). Meanwhile, in the basement of the Herrenbad (men's swimming pool), three 1:32 scale model railway groups provide plenty of noisy action (photo below).

In the basement of the Herrenbad (men's swimming pool), various model railway presentations are attracting a lot of attention: Three 1 gauge layouts can be found here, which include extensions as well as participations from previous years.



Markus Hawener takes us into the world of 3D printing. In addition to his dioramas, we are particularly impressed by the ship models created with the help of this technology.

The large models with smoke or steam emissions and a powerful background noise undoubtedly reveal themselves to be digital vehicles and captivate not only the technology-loving adults but also the children among the visitors. The V 36, V 60, or V 100 and various steam veterans alternately roar here, interrupted by the typical sound of the battery-powered railcar of the series 515.

Plenty of Z gauge

On our winding paths through the rooms of the museum, we have now also arrived at the Z gauge, which was extremely well represented this time. It has always played an important role here, but this year its share of the exhibits has once again increased significantly.

Our route first takes us past the showpieces of our editor Ralf Junius, who exhibits for and with the Stammtisch Rhein-Wupper. This results in a new collection of Stammtisch boards that belong to him and Arnim von Herff and can be combined thanks to the identical standard.

There is also Ralf's children's system, which the youngest children make active use of to steer the rail bus through the figure of eight or trigger memorised sounds. It is clear to see here that the word 'grasping'



Arnim von Herff shows this regulars' table with commercial space for the Z-Stammtisch Rhein-Wupper. Rokuhan's Japanese multiple unit train makes us wonder whether this form of architecture can also be found in the land of the rising sun.



At the Trafofuchs stand, Markus Schiavo takes us back to the Wild West to meet the blood brothers Old Shatterhand and Winnetou.

has more to do with the children's hands than with their sense of sight. The parents are also thrilled that their offspring are not just condemned to look at them.

This is certainly different in the "Kistrath" peep box, but it is also more at eye level with the parents and demonstrates automated operation on the single-track main line with the works siding. After all, the road traffic in the form of a delivery vehicle only starts here at the push of a button by the observer.

The many figures and small dioramas from Trafofuchs are another feast for the eyes. Birgit Foken-Brock does not limit herself to Z scale, but also offers many fine treasures in N scale, including a cot. Many guests will also be attracted by an encounter between the Karl May film characters Old Shatterhand and Winnetou, modeled by Markus Schiavo.

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While Birgit Foken-Brock also criticises the hatred and agitation of political agitators in her US layout (photo above), André Kammels takes his inspiration from the landscape motifs of the Münsterland region bordering the Ruhr area (photo below).

In the layout, which Trafofuchs took over from Dieter Nolte a few years ago and Birgit painstakingly restored, the Texan oil field offers a sideways glance at current political events in the United States. In the border area with Mexico, we see a man lying on the ground, completely tied up, surrounded by two others who are probably US citizens.

This is another way of quietly criticising from afar where hatred and agitation lead when an obviously blind and unquestioningly devoted following faithfully follows a leader whose state of mind and convictions are repeatedly questioned.

André Kammels is already a traditional exhibitor in Duisburg, representing the ZSRR (Z-Stammtisch Rhein-Ruhr). According to their standard, he is showing two new modules with farm, settlement and wind turbines. There is no doubt that we have arrived here in the present day, in which renewable energies and sustainable agriculture are among the major challenges.

Volker Bastek's "Kleinleben" layout looks almost idyllic. We photographed it last year and showed it in the magazine. It is still used for analogue driving and digital control, but its appearance has changed considerably.



A run-out for Märklin's new battery-powered railcar: "Kleinleben" now also features town houses and the transition to the background scenery has also been cleverly realised by Volker Bastek for road traffic.

Volker has used the past year to develop the 'apparent' village station into a small town or suburban station. Behind him, the meadow has given way to a settlement of Faller small-town houses, giving a completely different appearance to what is shown here.

He has also skilfully managed to lead both the road (with the help of an illusion) and the railway line (through a tunnel portal) behind the sky backdrop on the right-hand side. Only at the left-hand end is there an open space waiting to be created.

With a wink, the proud owner remarks that the exhibition is taking place exactly one week too early. Well then, we see the good in this message, because we can expect new photo motifs for the 2025 edition as well.

On our way through the Z gauge, we must not miss an exhibitor who only joined us at short notice to make up for a cancellation: Peter Sturm, who, as a Duisburg resident, had a short journey and showed us two box layouts. He didn't bring his "Laacher See" layout, which is still under construction, but we can't get enough of it either!

On the one hand, there is the Ruhrpott suitcase, which aims to capture the typical suburban atmosphere of the industrial age and preserve it for the viewer. The background scenery reminds us of the coal and steel industry, which seemed to darken the sky for decades with its tall chimneys and smoke.

In front of it, however, you can also discover what once made the former "Ruhrpott" so liveable and lovable: workers' houses of manageable size, small craft businesses and corner shops in an immediate environment that was characterised by plenty of greenery.



In 'Alt-Walsum' we still find the tranquil atmosphere of a colliery settlement in front of the backdrop of heavy industry – just as many foreigners still imagine the Ruhr area today and are then surprised by the reality.

"Alt-Walsum" even has a railway connection, enabling the workers who live here to travel longer distances to their place of work. Commissioner Schimanski and his Citroën service vehicle from the Tatort (television) series, who enjoys a snack with his colleague, also once belonged to the Ruhr region.

Götz George once embodied this character with heart and distinctive character in such a way that it became almost immortalised and many people still remember the typical nature of the people in this region today.

In keeping with the season, however, the Winter Suitcase appears with the Elephant Meeting, a gathering of motorcyclists who brave the cold and snow to pitch their tents here.

The wintry atmosphere exactly fulfils our expectations of the dream of a white Christmas and so Peter doesn't miss the opportunity to let a Christmas train do its rounds here. Just how appealing this is is demonstrated by the many spectators who stop to watch.



Getting in the mood for Christmas: Peter Sturm creates the right atmosphere for the Advent weekend in his winter suitcase with a train of Märklin Christmas carriages from recent years.

This also leads to some technical discussions and questions from interested parties or newcomers find the answers they were hoping for. And so we conclude our tour of the time-honoured bathing establishment in the knowledge that we have introduced many people to an exciting hobby and taught them that model making is not only characterised by exhibits, but at least equally by the people who run it.

That's why we are certainly not the only ones looking forward to the Hobby Show 2025, which should certainly have what it takes to attract new and exciting showpieces from previously unknown exhibitors as well as set another visitor record.

Museum webpages:

<https://www.binnenschiffahrtsmuseum.de>

Your path to Trainini TV (Episode 33):

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

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.

Error notice for the October issue:

The October issue states on page 14 that Woodrow Wilson was elected on 26 December 1927, while he was no longer President of the USA... It should be 1917. (...)

Joachim Schultheiß, per E-Mail

Editor's reply: Many thanks for pointing this out! Unfortunately, the typing error also went through the proofreading department, which is why we could only hope that the correct year 1917 was clearly recognisable to all readers from the context of the described type history of the 0-6-0 shunting steam locomotive.

Märklin's 111 deserves a superlative:

The report on the BR 111 was great and I would like to share a few photos of my rebuilt BR 111 and the control car from the 8101 pack. When the light bulbs stopped working, I thought about how I could convert the locomotive and the driving trailer to LED lighting. The photos show a DC voltage of 5 V. You can clearly see that the red light only shines at the bottom, the white light also shines at the front signal.



Lichtwechsel weiß / rot per LED an der Baureihe 111 wie auch am Steuerwagen. Fotos: Alexander Hock

The conversion was many years ago and since then 8101 has been the train I run most often. I have converted other 111s to white/red light change (8155, 8143), but not yet another driving trailer.

Alexander Hock, Commerce (Michigan / USA)

Media partner of the Intermodellbau 2025:

For the first time, our magazine is a media partner for the Intermodellbau trade fair taking place in Dortmund. This makes us one of only three model railway magazines in Europe to support the trade fair organiser with a cooperation at this point.



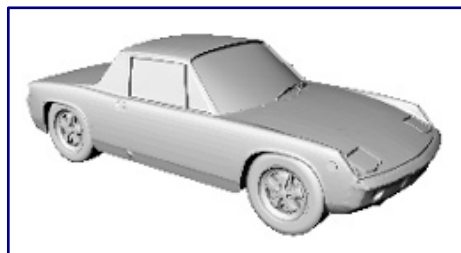
We are therefore very much hoping for a good turnout of Z scale models and one or two eye-catchers. We will be happy to inform you here at an early stage about everything you need to know for a visit to the world's largest exhibition for model making and model sport.

Announcement from Atlas Model Railroad:

The US supplier Atlas Model Railroad (<https://shop.atlasrr.com>) has announced six new variants of its covered 53' Evans wagon with double doors. Each of them will be delivered with two different road numbers.

The freight wagons put into service in the sixties and seventies were primarily intended for the transport of timber and paper goods, but also served as thermal insulation wagons for the transport of foodstuffs that did not require active cooling.

Atlas will soon be supplying Z gauge fans with models from Alaska (item no. 75000015 / -16), Boston & Maine (-17 / -18), Illinois Central (-19 / -20), Ralston Purina Company (-21 / -22), Bend Millwork Company (-23 / -24), and Georgia Pacific (-25 / -26).



Porsche 914. CAD-Darstellung: Mr ZtraX

Mr ZtraX is planning a new product:

Mr ZtraX (<https://www.mrztrax.com>) is also likely to be selling a new product soon. Raffaele Picollo is planning a special car for his programme with the Porsche 914, as it was built from 1969 to 1975.

The prototype was a joint development by Volkswagen and Porsche, whose body was manufactured by Karmann, and was intended to serve the entry-level sports car segment. The vehicle with a mid-engine from both manufacturers soon became known as the "VW-Porsche".

The last new products of 2024 at Klingenhöfer:

As the year draws to a close, Klingenhöfer Miniaturen (<https://www.klingenhoefer.com>) also has a new product to report. The new seagulls (item no. Z-TM01E) come with five birds for self-painting. They are delivered to the customer in a single white colour, which is why there is certainly only a little colour work to be done on the beak or wingtips, for example.



The five seagulls (item no. Z-TM01E) should be easy to paint yourself. Photo: Klingenhöfer Miniaturen

Stall variety at Yellow Dwarf:

The Czech 3D printing provider (<https://www.yellowdwarf.eu>) is once again expanding its range of stalls. A burger stand (item no. 60488) and a French fries stand (60490) were added to the Yellow Dwarf programme in December. These two stands are also based on the basic concept of a wooden hut, but their appearance has been individualised to such an extent that a monotonous appearance on the site is avoided.



A burger stand (item no. 60488; photo left) and a French fries stand (60490; photo right) complete the programme of very similar market stalls. Photos: Yellow Dwarf

Current Märklin deliveries:

Some new products have now made it into the Christmas season after all. With the class 515 battery-powered railcar and the class 815 driving trailer (item no. 88251), a model in ocean blue and ivory-coloured paintwork is now also on sale for all customers.

Technically, this train with DB lettering from Era IV is identical to the première model we tested for the Insider Club members and is also of the same high standard in terms of paintwork and printing. This is a one-off series for MHI.

The Henschel steam snow blower with coal tender (87360) for Era IV was also delivered. For the first time, it appears without an enclosed locomotive and bears DR (East) lettering. Customers can therefore choose for themselves which vehicle they want to push on the layout or park it in the depot area during the summer break.



The class 515 / 815 battery train is now available as a one-off series from MHI in the colour scheme ocean blue-ivory (item no. 88251) even without customer club membership.

An SBB set for Era VI (87663) has simply become a passenger coach set without any further information. The reference to EW IV type standard coaches has now been removed from the product designation.

The background to this was probably customer input, to which Märklin responded: The originally planned EW-IV cars did not fit as well with the SBB models offered as large-capacity cars of other types.

Two 2nd class cars and one 1st class car together with the panorama car, which is included unchanged, now recreate a Swiss Intercity in operating condition around 2019, for which Märklin already had a suitable locomotive in its programme with the 88594 model.

For the remaining friends of Era II, the freight car set Sekttransport (82553) went on sale. The two boxcars with brakeman's cabs of the GI Dresden design are used by the Deutsche Reichsbahn-Gesellschaft and bear advertising lettering for Kessler-Sekt-GmbH.

The class 186 (88487) electric locomotive from the TRAXX family belongs to Era VI. The model with four single-arm pantographs belongs to Railpool and is leased to Lineas. There are pictures of the prototype pulling the historic CIWL Orient Express – certainly an interesting alternative to the daily freight business on the layout, as well.

New models at Panzer-Shop NL:

The Panzer-Shop NL (<https://www.panzer-shop.nl>) has reported eight new vehicles for the nominal size Z, which we would now like to list briefly. All of them are military vehicles: Bergepanzer 2 ('Bergeleo'), Kanonenjagdpanzer, Sd.Kfz.9 FAMO, M109 A3GA1, Ford G398SAM with NATO case, the Magirus-Deutz Jupiter 3760 with tarpaulin, M115, and the Dodge M43.



The Ford G398SAM with NATO box (photo left) and the Magirus-Deutz Jupiter 3760 with tarpaulin (photo right) are two of the eight new vehicles for Z gauge. Photos: Panzer-Shop NL

The "Santa Claus Selling Christmas Trees" figure set, which was added as an extra when a minimum order value was reached, was also transferred to the 1:220 scale.

Form variant at FR for the 1zu220-Shop:

FR Montageservice Uwe Schuster has produced an exclusive moulded version of the DB's Omm 32, ex Linz, for the 1zu220 shop (<https://www.1zu220-shop.de>). For the first time, this wagon now appears with a brakeman's platform (Art.-Nr. 49.339.31).

The hand-braked version required changes to the (now longer) running gear and has a railing that could once be lowered for vehicles to drive over, on which a handbrake spindle was mounted. A different end wall at the end of the platform was also required for this.



The Omm 32 with brakeman's platform (item no. 49.339.31) is a moulded version from FR. To illustrate this, we show it from both ends to show the different box supports in addition to the lowerable platform railing (on the prototype).

It can be recognised by the different number of box supports and indicates a shape variant of the popular model. The model presented here is being produced in a one-off edition of just 44 units.

Modellbahn-Union is back:

The feedback from Modellbahn-Union (<https://www.modellbahnunion.com>) in Issum is still very recent. In the meantime, the still open and newly received orders are being processed there. At the start, this dealer emphasises that its customers can expect many new products from our own production, the new book by Stefan Carstens ("Güterwagen Band 10") and many special offers.

Deliveries and important information for AZL:

The first new delivery for December is the EMD ES44AC from BNSF with the so-called 'swoosh logo' (item no. 62402-6 to -9). It will be accompanied by the EMD SD50 for the Chessie system (65001-1 / -2). Other new products include the Southern EMD SD40-2 with high fans (64218-1 to -3) and the ALCO RS-3 for the Maine Central (63321-1 / -2).

Modernised 40' AAR freight cars appear individually (905407-1) and as a double pack (915407-1) for the New York Central, the Trinity 50' cars now run in the same combination (905602-1 / 915602-1) under the setting code BKTY at Union Pacific. This also applies to the modernised BRGX Trinity tank cars (905503-1 / 915503-1).



ALCO RS-3 for the Maine Central (63321-1; top left photo), Southern's EMD SD40-2 with high fans (64218-1; top right photo), EMD SD50 for the Chessie system (65001-1.; bottom left photo) and BNSF's 4180 compressed air unloading wagon (916052-1; bottom right photo). Photos: AZL / Ztrack

The Ortner bulk freight wagons from Vulcan (905360-1 / -2) and the 4180 compressed air unloading wagons from BNSF (916052-1), on the other hand, are only available as double packs. AZL currently offers 53' containers individually for HUB in red (95110), in a 40' version for Pasha Hawaii (95221).

The purchase of AZL models within the European Union will become much more difficult with immediate effect. In addition to the 1zu220 shop, other sales partners are also likely to drop out because the Norwegian-American manufacturer does not seem willing to support them with new legal obligations.

The Product Safety Regulation (GPSR) has been in force since 19 December 2024. In light of the digital transformation, it sets new requirements for product safety and is intended to prevent the import of goods with safety deficiencies and risks.

If a manufacturer outside the EU internal market does not fulfil these regulations itself, the obligations are incumbent on the importer, who is then also deemed to be the manufacturer within the EU and must assume all legal obligations.

What may make it easier for consumers to enforce their rights in the event of damage means a burden and cost burden for model railway dealers that can no longer be covered by the margins in this market.

Anyone importing into the EU on their own account should be aware that they will have to fulfil these requirements themselves in future and may be held liable for any damage caused to third parties.

Spur-Z-Ladegut Küpper ceases operations:

For 30 years, Josephine and Helmut Küpper played a decisive role in shaping the Z gauge. Handmade loads of various types and for many wagons in the Märklin range as well as individual models from FR Freudenreich Feinwerktechnik were their speciality, which also gave them their name.

They also sold used models, their own Märklin advertising cars and, above all, original spare parts. A few years ago, they retired from the trade fair and exhibition business due to their age, which prompted us to present them with the honorary award from our editorial team in 2019 to mark the company's 25th anniversary.



The wagon for this year's anniversary will probably remain a last memento of our former regular supplier of cargo loads.

Nevertheless, new products, reissues, and long-sought-after models continued to be produced by the Küpper Z-gauge freight depot over the years. On the third Advent, we received the last newsletter by e-mail, which certainly brought sadness.

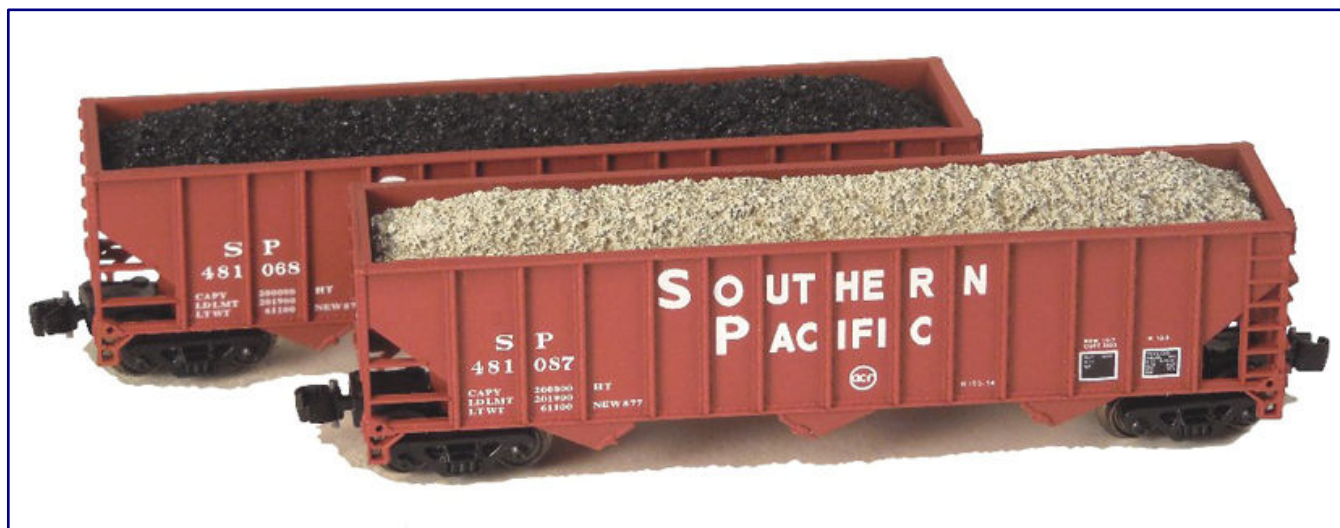
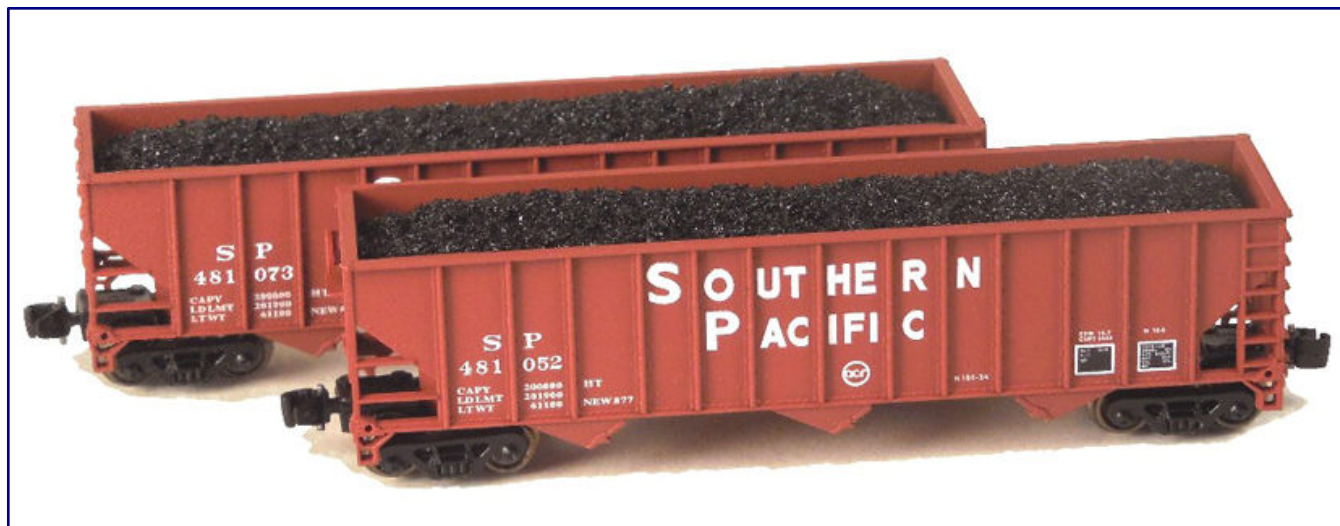
In the year of its 30th anniversary, of all years, business operations are set to end on 31 December 2024. In the meantime, the goods in stock are being sold off and new ones will no longer be available. At the time of going to press, we had no reliable information on the background to this sudden move.

New distributor for Madaboutcars:

The American manufacturer Madaboutcars is now selling its Z gauge car models via the provider Showcase Miniatures (<https://www.showcaseminatures.net>). The range includes various US car models that were originally sold via Shapeways itself.

Two new products at WDW Full Throttle:

Four open 100-tonne bulk freight wagons for the Z gauge are currently on display at WDW Full Throttle (<http://www.wdwfullthrottle.com>). The wagons, which were designed in the sixties and had a significantly increased load weight, are divided into two sets of two with different road numbers.



All four bulk goods wagons run for the SP, but they differ not only in their road numbers but also in their loads. Photos: WDW Full Throttle

The first package consists of two Southern Pacific cars with coal loading (item no. FT-PZ8027-1), the second contains one each with coal and ballast loading (FT-PZ8027-2).

Museum wagon 2025 presented:

On 12 December 2024, Märklin presented its 2025 museum wagons and their partners. For the Märklin brand, this is the Göppingen construction company Leonhard Weiss, which will be celebrating its 125th anniversary in 2025.

Due to short-term cancellations, Thomas Heß and Matthias Vogel stepped in as on-site correspondents for our editorial team. Matthias Vogel also works as an engineer for this construction company, which also specialises in railway construction and has been a partner for the Märklin Days for many years.

He was enthusiastic about the yellow Facs type side unloading wagon, which will be on sale at the Märklineum for the next twelve months as a souvenir of a visit. This model, which is available in a tin can without accessories such as a car, is from the current Era VI.

Let us now hear his personal impressions of the vernissage:

“At the entrance, the guests of the museum carriage opening were greeted personally and welcomed with a glass of sparkling wine or orange juice. A warm open fire crackles on the screen next to the still covered display case with the new museum carriages.

An estimated 150 visitors, including Göppingen's Lord Mayor and his predecessor, representatives of the companies behind the new and this year's museum wagons, representatives of the press, friends and employees of Märklin, found their way to the Märklineum. In one area of the sales area, the shelves were moved aside and tables and chairs were provided.



After the ceremonial speeches, the project partners proudly present the Museum Wagons 2025 to the photographers in attendance.
Photo: Thomas Heß

Märklin Managing Director Wolfram Bächle welcomes all the guests with a handshake before taking to the stage. It was time to present the new museum wagons, as the calendar showed 12 December 2024 – half-way to Christmas.



Partner für die Marken Märklin und Trix ist 2025 das Bauunternehmen Leonhard Weiss, das sein 125-jähriges Firmenjubiläum feiert. Foto: Matthias Vogel

In his speech, he recalled the surprise model of the crocodile that he presented last year. The sales figures were very good. That's why he has another surprise in store this year: the TWE600, one of the first H0 gauge models, will be reissued in the course of 2025.

Every year, a company with which Märklin has some kind of connection is chosen. For the Märklin Days, it has been the Leonhard Weiss company for many years, which has made part of its premises available as the venue for the event.

It is also a traditional Göppingen company that can look back on 125 years of company history in 2025. We remember: For the 100th anniversary (2000), a museum car was already issued according to Epoch I.

To match the LW-Vectron in H0 scale, which is currently undergoing final assembly and is due to be delivered before Christmas, this time there are modern wagons in Z, N, H0, and 1 gauges. 'This calls for a block train,' added Mr Bächle with a grin.

Alexander Weiß, Managing Director of Leonhard Weiss, now outlines the history of the construction company. The contract to build the Härtsfeld railway (Aalen - Neresheim) was the

beginning of the company. Later, road construction and civil engineering were added to track construction.

After the death of company founder Leonhard Weiß, his wife initially continued to run the company until his son and son-in-law became managing directors. Today, the great-grandsons of company founder Leonhard Weiß are active in the management of the 7,800 strong company. It operates throughout Germany and Europe with modern machines. Quality standards and precision are further links between Märklin and the museum car partner.

Mario Böhme from the board of the Preßnitz Valley Railway then outlines the railway company with its blue locomotives. They also travel throughout Germany, but the company is also active in narrow-gauge tourism.

After the line was shut down and dismantled shortly before reunification, a section was rebuilt piece by piece. Today it is once again used by narrow-gauge steam trains. A few weeks ago, a new bridge, painted blue of course, was put into operation.



Here you can see the 2025 museum wagons for the H0 (top) and Z (item no. 80036; bottom) gauges. Neither of them contains an accessory. Photo: Matthias Vogel

The course has been set for the future. The neighbouring communities of the sections of the line that have not yet been rebuilt have committed to keeping the former route free. This ensures their long-term preservation because, he explains, “who knows today what will happen in thirty, forty or fifty years’ time and what local transport will look like then?”.

Finally, the red velvet curtain falls from the display case, revealing the Museum Wagon 2025. The smart objects are taken out for presentation and then pose for portraits by the assembled photographers - including us.

Finally, the local TV station “Filstalwelle” will show a film portrait of Wolfrad Bächle. It shows his 44-year career at Märklin: from a boy with a passion for Märklin, to apprentice, department manager, plant manager, and managing director, everything is included.

The film may be watched at <https://www.youtube.com/watch?v=Gqwtma4uW8I>. Mr. Bächle is moved at the end of the film and is lost for words. So, we will remember the of this hobby year with a very personal touch.”

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