

International Edition

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

www.trainini.eu

Published monthly
no guarantee

ISSN 2512-8035

Trainini

German Magazine for Z Gauge



A Frenchman in Germany

Large Wooden Trestle Bridge
Trade Fair kicks off in Mannheim

Introduction

Dear Readers,

Do you find wooden trestle bridges as fascinating as I do? Whereas in Europe stones were stacked to form viaduct arches, people in North America often turned to wood as a building material.

They knew how to assemble numerous beams into large trusses and trestles capable of safely carrying even heavy trains across valleys. Just as in Europe, attractive structures were built there that blended seamlessly into the landscape.

Yet, they could not be more different – just as the landscapes on both continents often are. Many model railway fans, not just me, are captivated by the impressive sight of such bridges, some of which have survived to the present day.

Heribert Tönnies, too, fell for their charms on a trip to Canada. He brought back the idea for his latest creation from his vacation, which will only really come into its own when incorporated into a diorama with a high degree of topical compression. Today, he describes to our readers how individual requirements gave rise to a complete homemade model.

Harmut Schnittjer also returned home inspired by an idea: a toilet door that opens at the push of a button, revealing an embarrassing view of the occupant, is a popular attraction at trade fairs on the larger scales.

But that should be possible to achieve on a 1:220 scale with the help of a servo motor. Obsessed with this idea, he set to work and succeeded. His concept has simply been transposed to a modern-day construction site, and the man in the cab seems to have other things on his mind than easing himself.

Meanwhile, my colleague Ralf Junius was in Mannheim on your behalf to gather impressions at the Faszination Modellbahn exhibition. He returned thoroughly impressed, as you will read. It is not immediately clear why this exhibition has lost around a fifth of its visitors in just two years. He, like the other members of the editorial team, has given this some thought.

The final major topic in this edition is a freight wagon of French origin, both in reality and as a model. Azar Models has designed new grain silo wagons and initially released them in a version for the 'Herforder Pils' brand. Although the French wagons are also regularly seen in Germany, there were only three examples in German fleets.

As they are also introducing the new 'Magnetiz' magnetic coupling, we have given this innovation the space it deserves to present it alongside the models. This edition is rounded off with book reviews, letters to the editor, and the latest news.

Enjoy the wide range of topics! On behalf of the entire editorial team, I hope you enjoy reading this edition.

Sin-Z-erely,

Holger Späing



Holger Späing
Editor-in-chief

Editorial

Introduction	2
--------------------	---

Model

Brewing Malt on a Train Journey.....	4
--------------------------------------	---

Prototype

Currently no items

Design

A (Re)Production Guide	13
------------------------------	----

Technology

Nature Calls or Shirker?.....	33
-------------------------------	----

Literature (not translated - only in German)

Just a fair-weather friend?	37
Evergreens with a burst of energy	39

News

New Things, Novelties and the familiar.....	41
Zetties and Trainini in Dialogue.....	51

Imprint	61
---------------	----

We thank Heribert Tönnies and Hartmut Schnittjer for their contributions such as Stefan Carsten and Eisenbahnstiftung for a prototype photo.

Date of publication of the German language version of this issue: 25 March 2026

Cover photo:

The three company-owned grain silo wagons belonging to the Felsenkeller Brewery in Herford could be seen far beyond their local region. They were often loaded at malt houses in the Kulmbach area. On the way there, 212 372-7 from the Giessen depot had one of the three on its hook.

New model from Azar Models

Brewing Malt on a Train Journey

Despite their smooth exterior walls, modern grain silo wagons are striking. Azar Models has taken this into account and produced one of the early models for eras IV to VI. Built in France, this wagon now takes to Z gauge track as the German representative for the “Herforder Pils” beer brand.

In days gone by, beer and its ingredients were transported by rail. Consequently, many breweries had their own fleet of wagons, which by no means consisted solely of covered types. Yet a glance at the model railway suggests there were far more private wagons in circulation than ever actually existed in real life.

In reality, however, this privilege of displaying one's logo on the sides of a railway wagon was likely reserved for the larger producers. After all, if production exceeded the amount of beer consumed locally, they had to reach their customers somehow.



The first of just three wagons belonging to the Felsenkeller Brewery, with UIC number 33 80 084 3 000-5, was photographed here at Fürth (Bavaria) Central Station. It is coupled as a single wagon in a long freight train. Photo: Joachim Claus | Eisenbahnstiftung

Among these companies was the Felsenkeller Brewery, which in 1895, at its own expense, secured a private railway siding on the Cologne–Minden Railway, which had reached Herford as early as 1847. It operated the siding until 2002 – that is, for over a hundred years!

It was founded in 1878 by the brothers Georg and Gustav Uekermann in Schweicheln near Herford, a mere 1.3 km from the state railway line. Its name derived from the storage cellars built into the hillside.

With new markets opening up in northern Germany and production volumes on the rise, the company also needed its own wagons. Records show that by 1909 the company had a fleet of 20 insulated wagons, which at its peak rose to 35 units.



Based loosely on a historical photograph, we have recreated a handover from the days of the German Federal Railways. Two Herford wagons have been collected from the brewery's sidings and shunted together with telescopic-hood wagons. However, instead of a Class 365 light locomotive from Brackwede, we are using a Class 290 locomotive as a stand-in, as the Class 365 has not yet been delivered.

However, by the 1930s, their numbers had already begun to decline sharply; by 1949, only three remained on the DB's books, two of which were eventually replaced by new meat-refrigerated wagons. Lorries had long since been gaining ground.

Rail transport received a further boost in 1975, when the brewery purchased two bulk freight wagons for transporting brewing malt from Etablissement Fauvet-Girel in Lille (France). A third wagon followed in 1980. They featured a blue band along the long sides bearing the yellow lettering "Herforder Pils".

At the works siding, they were moved using a two-way Unimog; in the 1990s, this was handled by a DB locomotive based in Herford, and more recently by a Class 365 locomotive from Brackwede, which could be operated by radio remote control. After Deutsche Bahn AG terminated the track connection, the delivery of malt by rail came to an end on 9 December 2002.

Azar Models has chosen the brewery's own grain silo wagons as the basis for a new model release. These specialised bulk freight wagons, designed for transporting oilseeds, grain, and grain products (such as malt), are particularly well-suited to the manufacturer.

Given that Märklin already had similar wagons in its range, this up-and-coming manufacturer was unlikely to leave them out either. However, the choice fell on a visually distinct design from a French manufacturer, which therefore stands out from the rest, and can add variety to train formations.

Freight wagons are also an international phenomenon, which is why we can certainly expect to see further variants. Wagons from France also regularly travel to Belgium, Germany, or Italy and consequently feature in many railway photographs. Today, they are also frequently seen on long block trains.

Of course, this did not apply to the wagons with the distinctive beer advertising, as only three of them had been imported from France. Whether on their own or in a small group, they add a splash of colour to a freight train.

A curious aside

Grain silo wagons are bulk goods wagons with gravity unloading. It is therefore interesting to note that these three wagons were not classified as T or U type wagons, but were (originally) designated as refrigerated wagons according to their UIC numbers. They were therefore regarded as classic beer wagons (covered design with thermal insulation).

The defining features are the large silo container running lengthways, with ends that appear largely open, and the discharge chutes at the bottom of the wagon. Some wagon types have four of these; in this case, there are three.

The silo tank is slightly cylindrical on the outside, which in this case is somewhat reminiscent of a tank wagon – in stark contrast to similar designs in North America. Inside the tank, sloping metal sheets guide the cargo towards the discharge hoppers, which it reaches by gravity alone.

To this day, such wagons remain a familiar sight in freight transport; several generations have already seen them in action. They first appeared in the 1960s, and their numbers then increased significantly in the 1970s.

Innovation in the new model

The new release from Azar Models is not just a bulk goods wagon (item no. W01-HP) for the Herforder Brewery's brewing malt; it is also a pioneering innovation. This is the first time the new coupling, known as Magnetiz, has been used.



The brand-new carriage (item no. W01-HP) is being launched alongside an innovative magnetic coupling called Magnetiz. This is a response to criticism of the large coupling distances on previous bogie carriages, which had resulted from the precisely scale-accurate pivot distances.

With this, the manufacturer is responding to criticism regarding excessive coupler spacing on bogie wagons, a point we had also raised. Azar Models has always placed great emphasis on precisely scaled pivot spacing, whereas Märklin had to make compromises due to the necessary coupler shafts, thereby distorting the overall appearance of many wagons.

That is precisely what did not happen with the French editions, and it should not be considered in future either. However, this required a way of significantly reducing the spacing between the domes through other measures.

Such a solution was only possible in the form of a completely newly developed coupler. So, we now see the familiar Y25 bogies, which at first glance appear no different from those of earlier versions. However, if we look at them from below, we can see that the coupler shaft is smaller and no longer has room for a compression spring.

The couplers are now fitted in a similar way to the Rokuhan system, meaning they are now also plug-in types. Two system couplers, compatible with Märklin and previous Azar Models wagons, are included with the models.



Thanks to Magnetiz, the coupling clearance between the carriages has been significantly reduced! What's more, these couplings are also much less conspicuous than the Märklin-standard replacement couplings that are also included.

However, the standard option is the Magnetiz coupling, which is easy to replace by simply pulling it out and inserting it, and is pre-assembled at the factory. These consist of small ring-shaped holders containing a magnet.

Their significantly smaller size not only allows the buffers to be positioned closer together, but also improves their appearance. Finally, their smaller overall dimensions reduce the visible profile to roughly that of an American claw coupling.

The few drawbacks are quickly listed: where the track meets wagons fitted with Märklin couplings, the replacement part must be fitted (and the coupling spacing increased), and standard uncoupling tracks from Märklin or Rokuhan do not work any better than the Jörger system.

This will be put into perspective somewhat by the fact that Azar Models has announced complete interchangeable bogies for its freight and Corail wagons, which will allow the benefits to be realised across the entire train set.

Because Magnetiz has only one magnetic pole at each end, a north-pole and a south-pole section are always included. However, this also means that a wagon in the train cannot simply be rotated by 180°; instead, the two couplings must be swapped over – though this can be done in a matter of seconds: the advantages outweigh the disadvantages.

The new wagon makes a very good impression right from the start. When we take it out of the box, it strikes us as well-designed and distinctive. Grain silo wagons may look very similar due to their design, but on closer inspection they do show noticeable differences.



Despite its largely smooth appearance, the grain wagon is not without details that have been accurately reproduced. These include the loading hatches on the roof, along with the corrugated side panels flanking them, which can be seen on the left-hand side of the photo.

The three models from the Felsenkeller brewery are not of the rather boxy type, but rather have a cylindrical design that, even in model form, is reminiscent of a tank wagon. We can see that it is not one, however, particularly from the ends, where protruding metal sheets and slanted struts are visible.

A smooth appearance

This shows that three hopper-shaped hatches are fitted inside, encased by the distinctive outer panels. On the roof, we can see the openings in the form of hinged hatches for loading. These are the few, but well-defined, details of this model.

At the bottom, we can see the three discharge chutes that allow the bulk material to slide down onto the track, where it is intended to trickle into the bottom hoppers, from which it is then transported onwards. They are reproduced across the entire width of the wagon, although details of the braking system are missing, with the exception of the control levers.

continued on page 10



Unlike the prototype, the end face with the ladder is unprinted (photo above). The fine, dark wheel sets and the black-contrasted buffers are particularly pleasing. The lettering is largely legible under a magnifying glass (photo below), but contains two errors compared to the prototype: the cargo is not specified beneath the indicative lettering, and instead of 'Herford,' 'Heimat' is written as the station in the white box beneath the carriage number.

Dimensions and specifications of the Felsenkeller Brewery's wagons:

	<u>Prototype</u>	<u>1:220</u>	<u>Model</u>
Length over buffers (LüP)	15.390 mm	70,0 mm	70,0 mm
Silo length	13.400 mm	60,9 mm	61,1 mm
Height above rail head	4.270 mm	19,4 mm	20,0 mm
Width (silo structure)	3.098 mm	14,1 mm	14,1 mm
Pivot distance	10.350 mm	47,0 mm	47,2 mm
Overall wheelbase	12.150 mm	55,2 mm	55,3 mm
Bogie axle	1.800 mm	8,2 mm	8,2 mm
Wheel diameter	920 mm	4,2 mm	4,4 mm
Dead weight	20,6 t	---	11,7 g
Load capacity	94 m³		
Bogie type	Y25 CS2		
Manufacturer	Etablissement Fauvet-Girel		
Years of manufacture	1975 (2), 1980 (1)		
Stückzahl	3 Exemplare		

Other fine details include the attached shunting platform and a single-sided access ladder leading to the loading hatches. These features look convincing and really help to define the character of this wagon, even in the model. The overall impression is convincing in every respect; the prototype appears to have been faithfully reproduced.

This is also supported by all the measurements taken from the model: a typical feature of Azar Models is that almost all of them are accurate to within a tenth of a millimetre. With the overall height being around half a millimetre too high and a 0.2 mm deviation in wheel diameter, we could hardly describe this as a serious outlier, especially as we usually have to allow for measurement tolerances.

Once again, this manufacturer is a prime example of consistent attention to detail – fully aware that this can, in some cases, be a source of frustration. Certain features are sometimes deliberately emphasised, or occasionally deviated from, precisely because the model would otherwise fail to capture the essence of the original. But that is simply not the case here.

As usual, the model's paintwork is immaculate, featuring accurate colour tones that match those seen in photographs of the real-life locomotive. The UIC rope hooks have been painted yellow, making them clearly visible in keeping with the prototype, whereas the control levers have not been highlighted as standard.



According to the printed registration number 33 80 084 3 002-1, this model is the third and therefore the latest addition to the Herford trio.

The print quality is also largely impressive. The blue belly band and the yellow lettering are applied with good coverage and sharp definition; the company addresses also look well done and are almost entirely legible under a magnifying glass. However, it does not quite match Märklin's printing standards.

Nor can we be certain what is printed under the heading 'Ladegut' (cargo): a '60' can be made out, followed by what appears to be a comma, a decimal place and a unit of measurement. According to the reference photographs available, the correct inscription here would be 'MALZ' ('MALT' in capital letters).



Similar to the example photo on page 4, we have placed a Herford wagon in a longer freight train, where it stands out as a splash of colour.

The entry 'Bf Heimat' is also incorrect. This is a so-called 'home wagon', which must be returned to its home station immediately upon reaching its destination; otherwise, there would be no entry in this section of the address field. The correct entry here would be 'Bf Herford'; otherwise, it would be impossible to determine where it is to be returned.

The front panel with the ladder was omitted during printing. The prospect of additional costs makes this acceptable, but the lettering and, above all, the warning pictogram were rarely to be missed on the real thing. Furthermore, the ladder in the area above the railing should actually be painted in the body colour – for the model, we'll just have to make do with this.

The wagon's running characteristics are good and give no cause for concern, particularly as it has a sufficiently high tare weight, which contributes to good running performance and stability on the track. We have already touched upon its use in representative models: the three prototype wagons appear individually or as a group in mixed trains, or form a transfer train on their own.

The situation is different for the variants that have already been announced, of which there were a larger number and which may also form part of block trains. Incidentally, the 'Herforder Pils' version is available in Germany exclusively via the 1zu220 shop, which is why its address is also listed in the information box.

To conclude, let's sum things up on a positive note, as this new release leaves little to be desired and demonstrates that Azar Models knows how to handle and respond to criticism. We're recognising this with two nominations for the New Releases of 2026: the wagon has been nominated in the Wagon category, and the innovative coupling in the Technology category.

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

Exclusive distributor for Germany:
<https://www.1zu220-shop.de>



**Get your
ticket
now!**



Where small things are king.



www.intermodellbau.com

The world's largest exhibition for
model building and model sports

16–19 April 2026

Messe Dortmund, Germany

American wooden trestle bridge **A (Re)Production Guide**

Wherever they appear on a model railway layout, they catch the eye of observers: the wooden trestle bridges that were once so typical of North America. This is what makes them so interesting as models, yet many will be put off by the perceived effort involved. Our reader Heribert Tönnies took the plunge and created his miniature based on a real-life model.

By Heribert Tönnies. For my new Western Canada diorama, 'Highlight Road WE', I need a railway bridge typical of the region, where the track crosses a valley and the 'Highway' at a great height amidst rocky terrain.

The bridge is intended to be an eye-catcher. A so-called wooden truss bridge or wooden trestle bridge is ideally suited to this purpose, but, in my case, at a scale of 1:220, it can only be achieved by building it myself.



Although, at first glance, these truss or framework bridge structures appear to the observer as nothing more than a tangle of piles, longitudinal girders, cross-bracing, and stiffeners, on closer inspection the design of the trusses and bracing is relatively simple and should, in theory, be easy to replicate – but within these delicate structures, even on our scale?

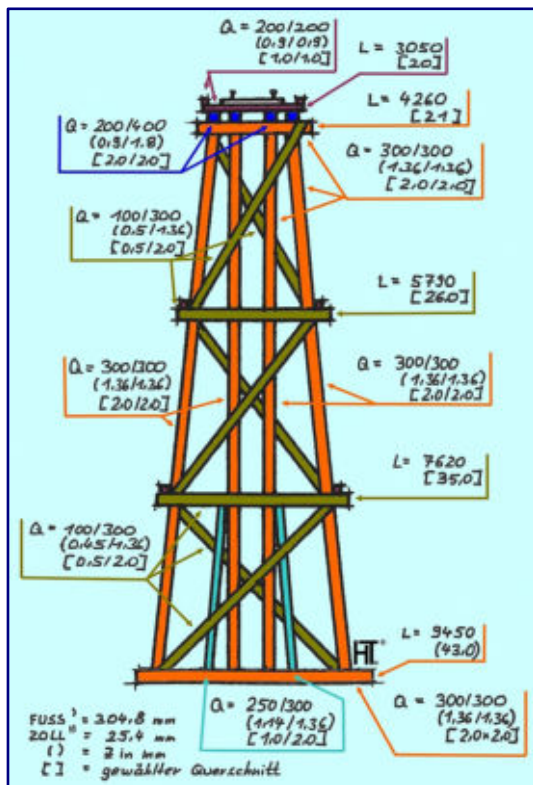
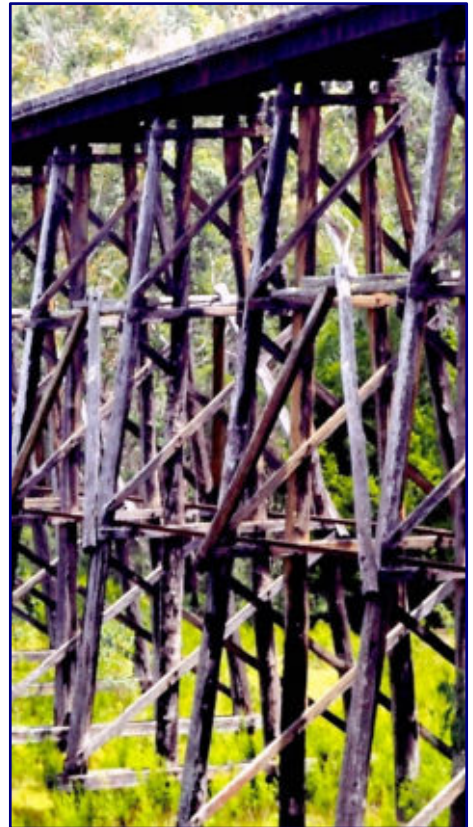
And what about the stability of the finished model? After all, the trains run high up on a narrow strip of sleepers without any safety barriers to prevent them from falling. But yes, it is perfectly feasible even in Z gauge, and I will now describe step by step how this seemingly complicated structure can be built 'relatively easily.'

A note in advance: the structural design manual contains well over 50 technical terms for individual beams, bracing elements, and so on, and using them all would be confusing. For the sake of clarity, I will therefore limit myself to commonly used terms.

Preparation and planning

After extensive research, I came across the engineering book "A Treatise on Wooden Trestle Bridges" by Wolcott Cronk Foster, published in 1897 – quite an old book. This is exactly the source that is ideally suited for a realistic replica.

Over 200 pages describe the various types of construction of these old wooden bridges and illustrate them in detail with drawings. I also found the structural cross-sections, details and junctions, distances and angles, as well as the various track substructures, which were important to me. It even includes variations on the design of superelevation in the track curve on the deck.



gewählter Querschnitt = selected cross-section

As the new project is set in the landscape of Western Canada, I have taken the 'newer' wooden bridge at White Pass in the Yukon Territory, which is still in use, as my model. The design bears a strong resemblance to some of the bridges described in the book.

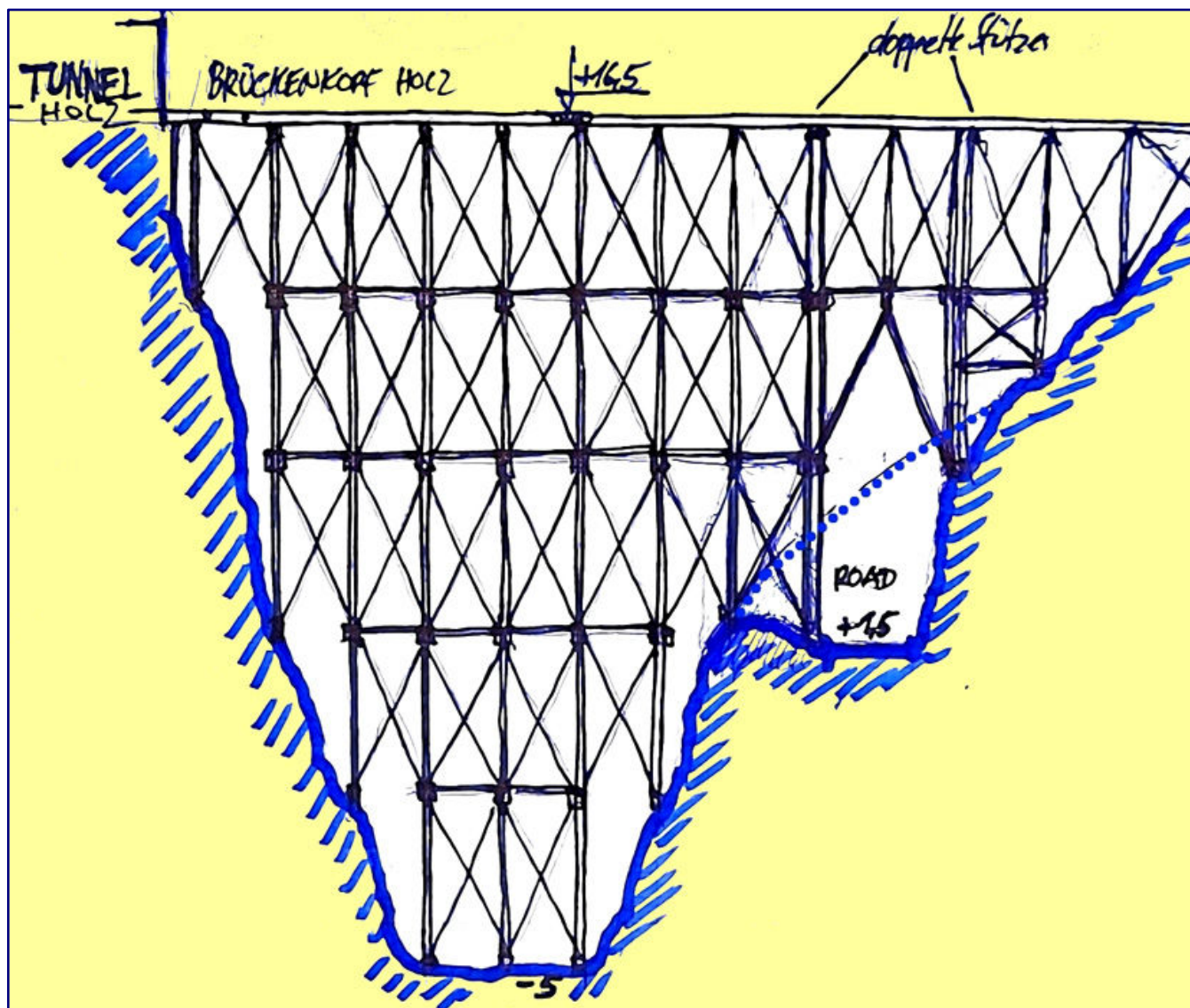
Initially, I was concerned that the cross-sections of the individual wooden components in the standard size Z would no longer be practical because they might be too thin and unstable. To clarify this, I sketched one of the wooden trestles and converted the dimensions given in feet (' = 30.48 cm) and inches (' = 2.54 cm) to metric measurements.

Scaling to a 1:220 scale and adjusting the dimensions, so that a clear distinction between the main load-bearing timbers and the secondary/bracing timbers remains clearly visible in the model confirmed my plan.

In the early years of construction, the main supports of the wooden bridges, the so-called trestles, were built from debarked and roughly planed tree trunks. However, this replica is too time-consuming for me. This is because I would then have to 'carve' the tree trunks individually by hand and sand them unevenly.

Furthermore, due to the round cross-section, the joints could not be connected securely without special effort (drilling/notching). However, as these timber trestle bridges were constructed using square-edged timber in later years, this construction method suits me very well. But which building material is suitable for the project?

I'm a fan of balsa wood: it's very lightweight, making it ideal for portable layouts; it's extremely easy to work with; and it has a good texture with an authentic surface finish. When treated, it's even suitable for rocks and scenery, but for a sturdy, delicate bridge that will be traversed by relatively heavy US locomotives and carriages, this material is unfortunately not an option.



Tunnel Holz = Tunnel wood

Brückenkopf Holz = Bridgehead Wood

Doppelte Stützen = Double supports

I found what I was looking for in a shop specialising in architectural supplies, which stocks, amongst other things, an extensive range of accessories and building materials for professional architectural model-making, and therefore also for Z gauge. However, similar items can also be found in model ship and model railway shops.

I eventually opted for walnut strips. This wood is, on the one hand, very hard and sturdy, and, on the other, it already has a suitable, dark base colour. Furthermore, the dimensions of these wooden strips available in the range are perfect for the bridge model without the need for any further work. This meant that the conditions for the planned replica had been met.

For the functional diorama that I have planned, I am taking an approach that differs from standard layout construction due to the unique nature of my layout theme. According to my preliminary design, I am building the special features of the building and landscape models in advance, such as a sawmill museum, the side backdrop facades, 'hoodoos' (tower-like formations made of sedimentary rock), waterfalls, valley cuts, special rock formations, etc.

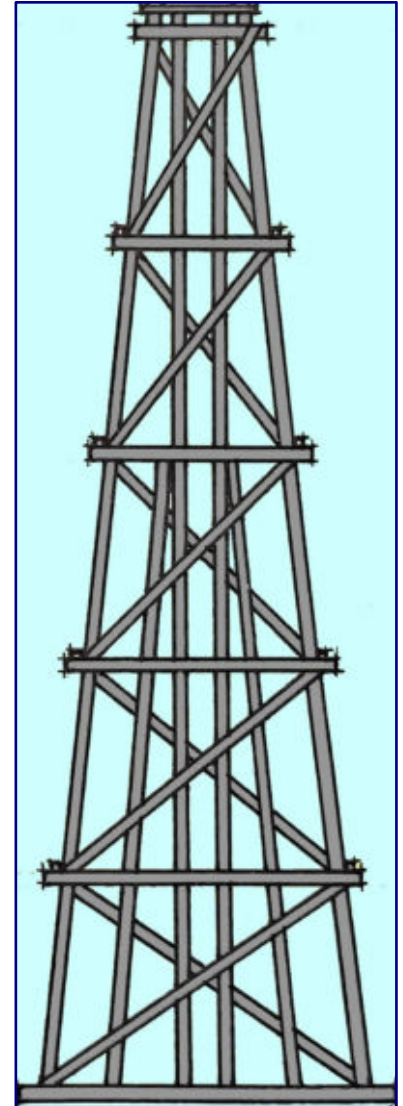
These models are then positioned on the structural framework and arranged in relation to one another during trial fittings. This includes the wooden bridge connected to an adjoining steel truss bridge. The advantage of this approach is that I can prefabricate the bridge structure completely separately from the landscape construction.

This means I do not have to laboriously recreate the exact lengths of the piers (wooden trestles) later, based on a finished landscape, and adjust them piece by piece. This makes it considerably easier to permanently install the bridge later and to shape the landscape with valley cuts to fit perfectly. The landscape was there first and then coming the railway: skilful design will nevertheless convey this impression later.

Nevertheless, the bridge to be prefabricated must already consider the future landscaping in terms of height, position and contour and be planned precisely. Roads, valleys, rivers and railway lines must also be considered. After all, they largely determine the height and spacing of the wooden trestles.

Furthermore, to create a better visual effect for the viewer, I will not build a straight bridge, but one that curves like the White Pass. Later, the trains emerging from the wooden tunnel portal in the background scenery will roll towards the observer in a gentle curve, before leaving the observer's view again via an imposing wooden-beam tunnel portal in the side scenery. On the pan to the left, they will first have to cross a steel bridge.

To work out the details, I first sketched a sectional model. To ensure that the 'tangle of wood' from the prototype is also effectively conveyed to anyone looking at the model, I've positioned the wooden trestles slightly closer together. This gives me most of the key details for the wooden trestles (number, height, arrangement) (see image on page 15).



But how much material do I need, and in what cross-sections? My initial, overly optimistic estimate of 'just a few metres' turned out to be completely off the mark.

In the next step, I produced a scale drawing of a supporting column (wooden trestle) both to determine the required walnut rods and as a basis for construction. Although different heights of the columns are required due to the terrain, this single drawing of the longest column is sufficient for the construction phase of my model with five spaces between the 6 columns.

Because I have very little space due to the specific layout theme, the spread angles of the wooden trestles were made slightly steeper and the deck kept slightly narrower, though this does not compromise either the realism or the stability.

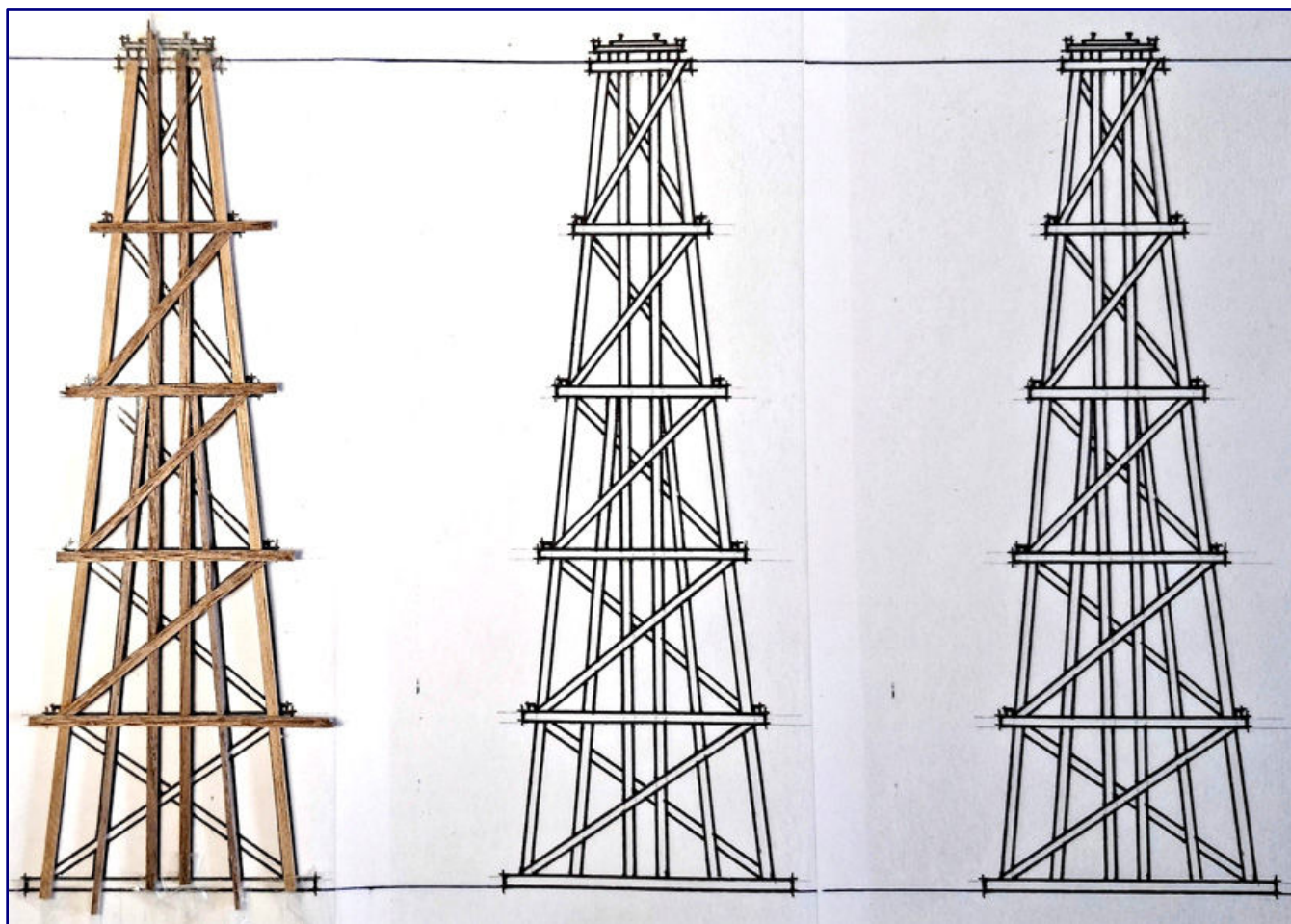
Now construction can begin, which, contrary to my fears, and not just to my surprise, went quite quickly and easily.

Construction of the wooden trestles

To put this into practice, I make several copies of the 1:1 drawing showing the longest wooden trestle. As this allows me to work on several trestles at the same time, I save a lot of time during the construction phase, because, for example, the setting time for the fast-drying wood glue takes place on three trestles simultaneously (see image on page 16).

For anyone interested in building their own, I provide this construction template free of charge on my website as a true-to-scale PDF document on a single A4 page. To ensure the template sheet can be used multiple times for the many wooden trestles and to make it resistant to adhesive film and wood glue, I have laminated it (below).

Hint: You don't need a laminator; an iron is all you need to use laminating sheets. You can find instructions online.



The numbers in brackets in the text below correspond to those in the following illustrations (starting on page 18): First, I place the four main beams (2.0 x 2.0 mm posts), cut slightly longer than required, and the two shorter, diagonally positioned lower beams (1.0 x 2.0 mm posts) onto the sheet of foil and secure them at the top and bottom (the shorter beams only at the bottom) to the protruding ends using adhesive tape (1).

Next, the horizontal 'clamps' (0.5 x 2.0 mm) on the top are glued in place using a dab of express wood glue (toothpick) (2). These pieces of wood should also be left slightly longer than necessary for the time being.

I first cut the diagonal braces (cross braces) on the top of the central compartments (3) to the correct angle using a sharp craft knife, ensuring they fit perfectly on the template, and then stick them on.

The wood glue should now be left to set for at least 10–15 minutes. Then, using a sharp craft knife, cut the vertical columns cleanly along the lower edge (4) of the designated top crossbar (5) and along the upper edge (4) of the designated bottom crossbar (5) (do not remove the adhesive film yet, as this would exert excessive tensile forces on the structure).

I have been using the Martor Trimmex Simplasto deburring knife with replaceable blades (100 per pack) for this and a wide range of other model-making tasks for many years now.

Once the adhesive film has been removed, the upper (cap) and lower crossbars (2.0 x 2.0 mm) are glued to the tops of the vertical bars (5).

Finally, attach the diagonal braces located at the top of the upper and lower compartments (3a). This now secures the long beams at the top and bottom.

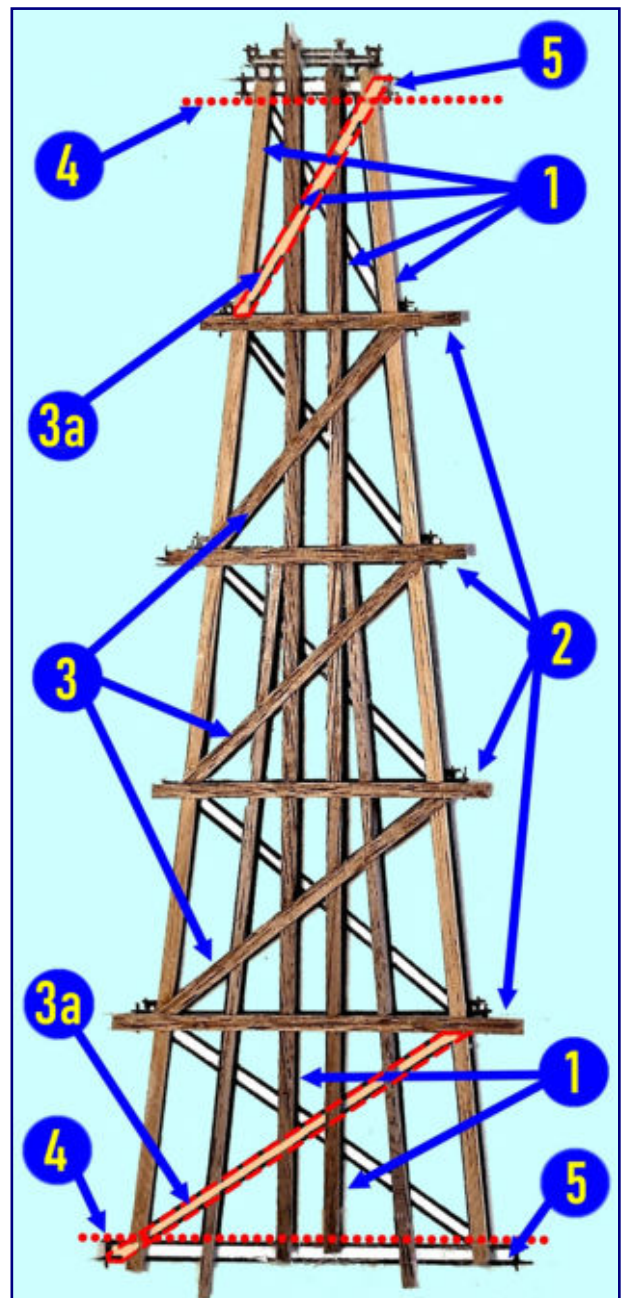
The structure must now be left to dry for at least 15–20 minutes (if using quick-drying wood glue, otherwise longer), and the adhesive film can only be carefully removed once it has dried.

Some wood glue may have seeped underneath, causing the structure to stick slightly to the laminate film. To remove it, simply slide a sharp, thin blade carefully between the wooden strip and the film and peel the wood away.

I will now turn the structure over and place it on its other side, aligning it precisely with the template so that I can secure it again with strips of adhesive tape. The struts and clamps that are protruding and now lying directly on the film (smooth surface) must now be cut off, leaving a small margin beyond the main beams.

Finally, I simply glue the remaining cross-braces onto the top surface, crossing over the bracing already glued to the underside.

Once the wood glue has started to set, the wooden blocks are set aside to dry thoroughly. Work on the next set of wooden blocks can begin immediately afterwards. This streamlining saves a great deal of time, and the 'production' of the wooden blocks, which initially seem complicated, proceeds quite quickly.

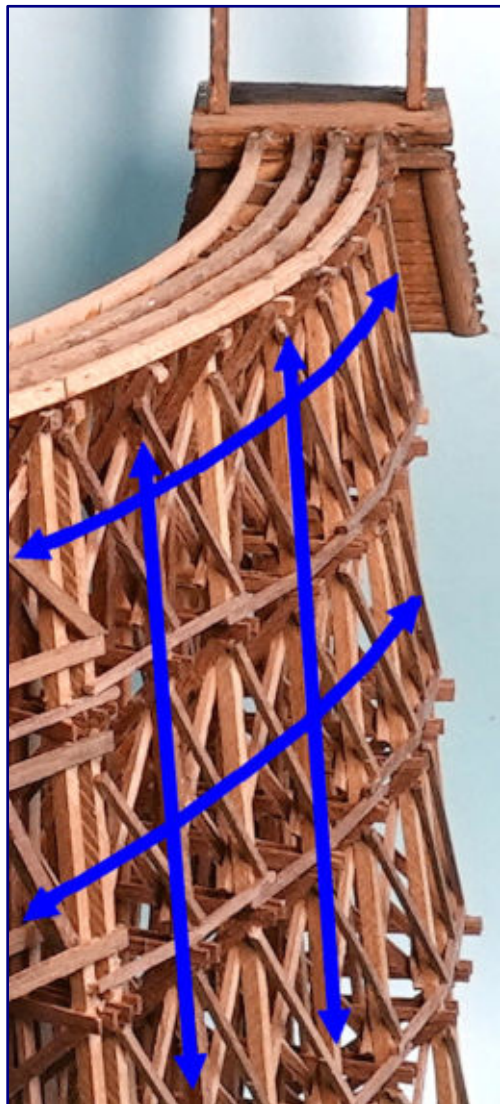


Once the wood glue on the finished trestles has set completely, I cut off the remaining struts and braces, laying them flat on a fairly sturdy cutting board, leaving a short overhang. The top and bottom crossbeams are also cut off, leaving a slightly longer overhang. The wooden trestles are now finished (photo on the right).

Note: When constructing the columns of varying heights, the wooden blocks must always be adjusted or shortened at the bottom. This ensures that the 'deck' and the upper compartments generally have the same widths, and that in the finished model the slightly flared wooden trestles align neatly horizontally, creating a uniform appearance (photo below).

Arranging the wooden trestles

The next important step is to determine the spacing between the wooden trestles. It is also time to decide whether the bridge should be straight or curved.

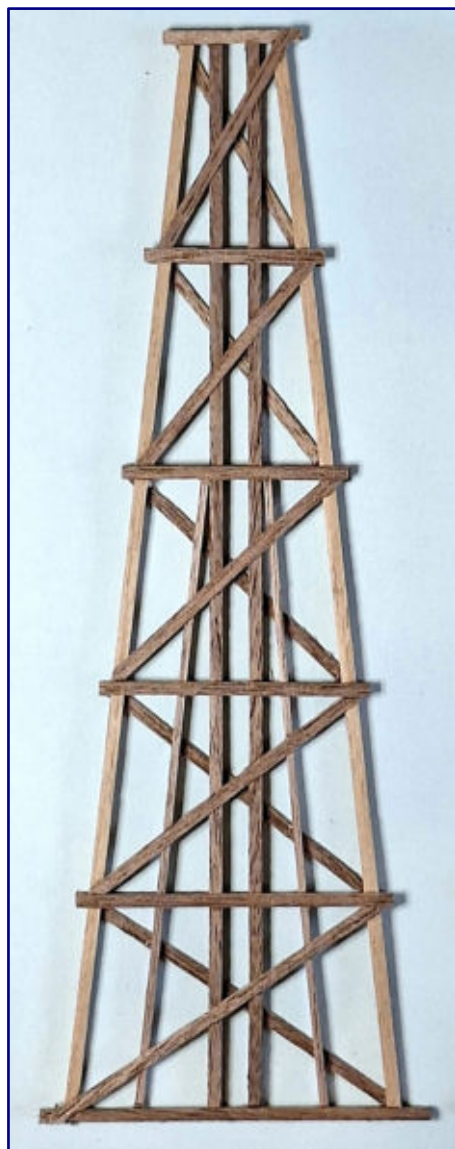


My bridge runs along a curve in the track, and, as a result, it becomes more challenging.

As already shown in the first draft of the side view, the wooden trestles will have a slightly narrower centre-to-centre distance of approx. 1.6 cm. Furthermore, due to the need to cross a road (which requires a wider spacing between the trestles), a so-called crossover must be incorporated. In the real-life model, there are various structural solutions for this, ranging from wooden beam constructions to the use of steel wall bridge elements.

For the replacement, I have decided on a similar wooden structure that looks very interesting, featuring double trestles on either side of the road and a diagonal truss, which I adapted to my model.

I build this sub-structure, comprising the four wooden trestles, additional diagonal braces and horizontal beams, in advance, separate from the main wooden trestle assembly. This is much simpler than integrating the delicate structure piece by piece directly within the bridge model (page 20).



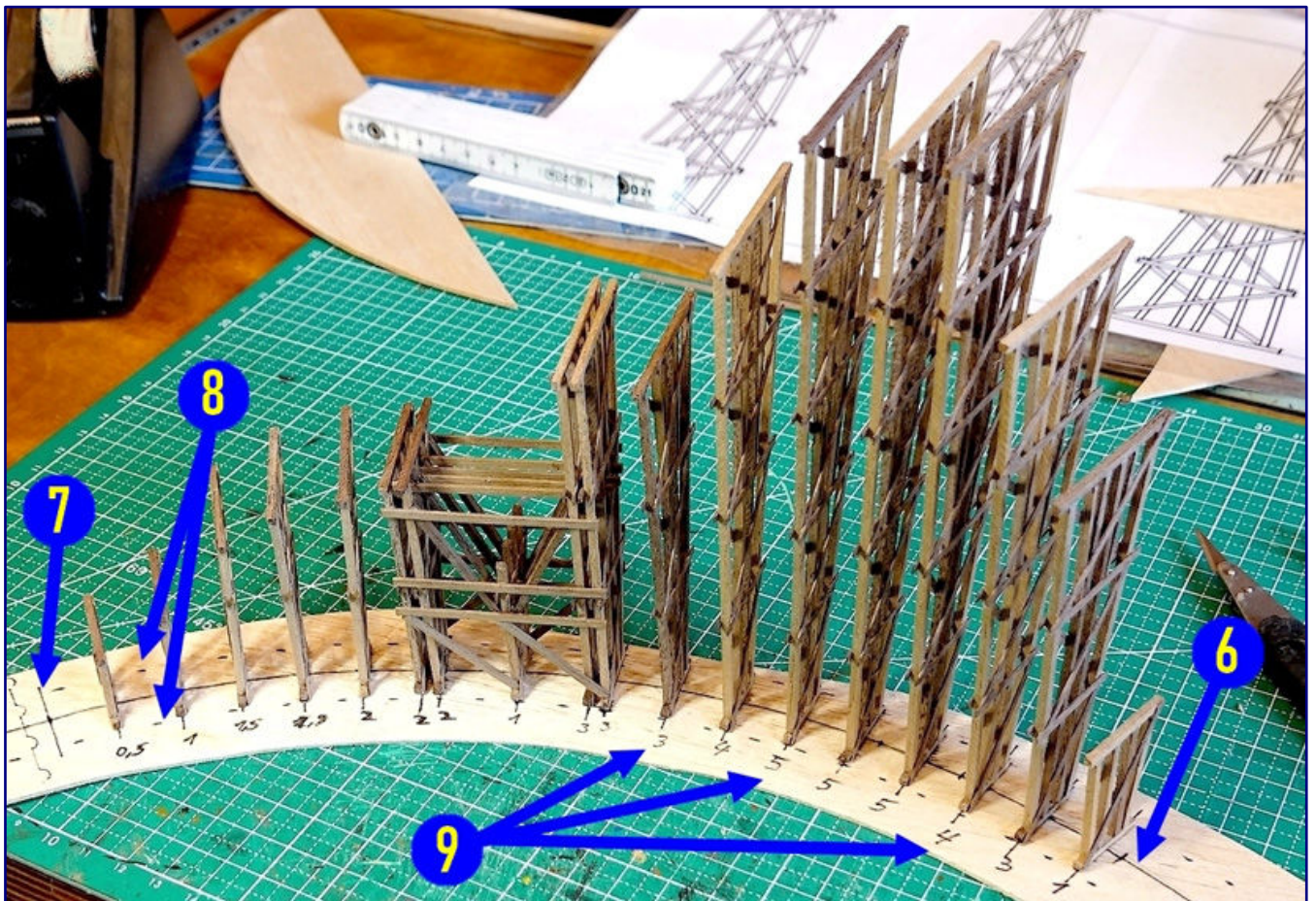
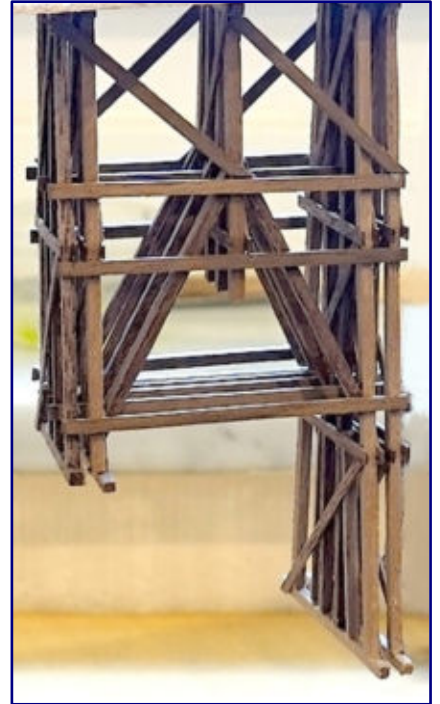
When positioning the trestles, it is important that they follow the curve of the arch and are placed in a star-shaped pattern at the correct spacing, pointing towards the centre of the arch. For this, I use a supportive structure made from a 2 mm-thick strip of balsa wood.

Secured to a flat surface with adhesive tape, the curve of the track is marked out using a large compass or a pencil attached to a string (photo below: 6). I have chosen a radius of approximately 250 mm for an Atlas Flex track. This generally accommodates all locomotives and long passenger carriages, including those from US manufacturers.

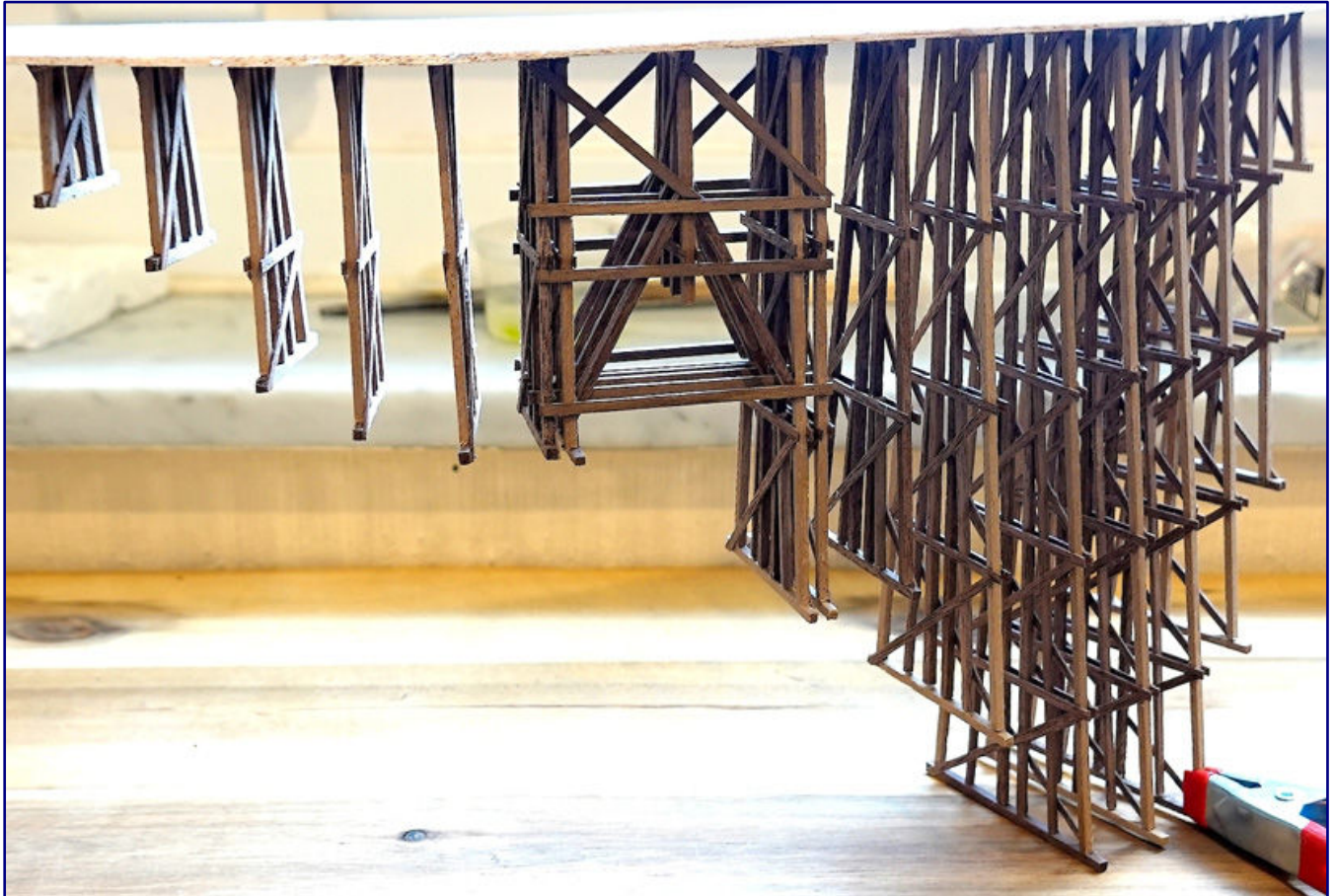
The spacing of the wooden trestles (1.6 cm) is marked along this centre line, and from these spacing points, connecting lines are drawn to the centre of the circle (which was also marked previously) using a long ruler (7).

To make the assembly easier, I'll mark the width of the trestle heads (deck) on the beam lines (8). And to make sure I don't grab the wrong trestle in the heat of the moment, I'll also number the lengths according to the number of compartments (9).

Using a toothpick, I now apply individual wood glue points to the top crossbar of each wooden block and then, with the block positioned upside down and aligned with the centre of the circle, glue it onto the balsa wood board.



I repeat this process block by block, and very quickly the entire structure is complete. Once the wood glue has set, the structure is already remarkably strong in the vertical plane and looks quite impressive (photo below).



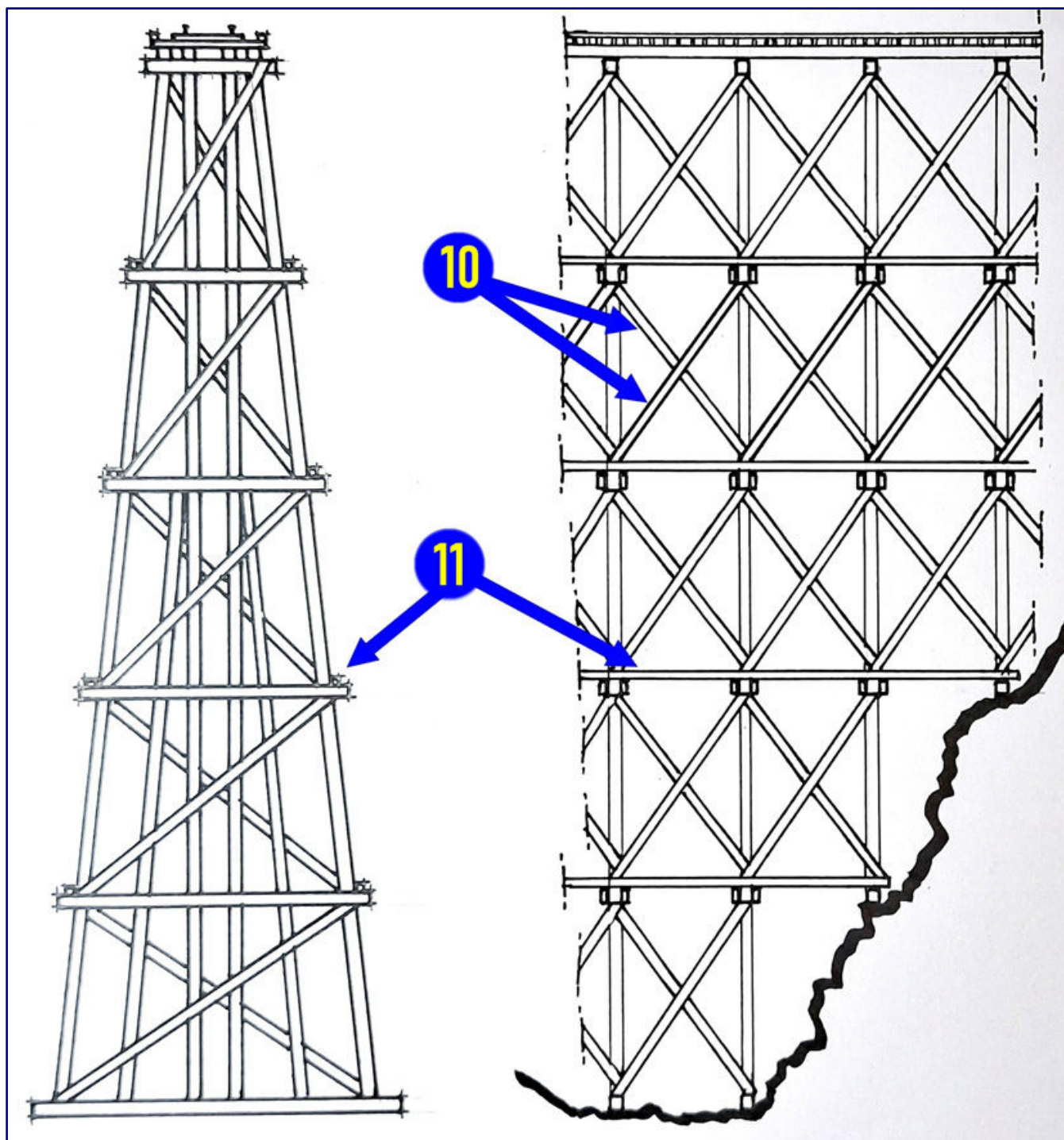
Fitting of the longitudinal struts and cross-bracing

Even though the small wooden model trestles are already quite sturdy, cross-bracing and longitudinal struts must be added between the trestles to ensure the bridge's overall stability, just as in the real-life structure. For the diagonal struts (10) and the longitudinal stiffeners (11), I used wooden strips measuring 1.0 x 1.0 mm, which generally rest on the cantilevered clamps (image on page 22).

The diagonal struts are positioned crosswise on the outer beams. To avoid stresses caused by the thickness of the material and the inevitable deflection of the wooden strips at the crossing points, I glue one strut to the outside of the trestle and the other diagonal strut to the inside.

With a little practice, gluing the inner struts goes very quickly. To do this, I apply a point of wood glue to each end of the strut's long sides and, using tweezers guided from the outside, pull the strut towards the inside of the wooden trestle's longitudinal beam.

Once the wood glue has set completely, I am left with an extremely sturdy model that can be loaded with 1-litre water bottles. The editor of **Trainini®** (Holger Späing) was able to see for himself just how unexpectedly sturdy it is at an exhibition, having pressed down on it rather roughly. This means that structurally speaking, there is nothing to stop beautiful US trains from crossing the bridge.



By the way, if you take a look at the original old wooden bridges, you'll soon realise that not everything was built with 'German' precision. It wasn't necessarily essential for a diagonal brace to be fitted with millimetre accuracy; the main thing was that it was angled and ran towards the joints.

It's particularly striking to look at historical photos of the construction work on such bridges. It was quite a masterpiece to install the beams and struts high up using the means available at the time. After all, we're looking back well over 100 years! So, it's perfectly fine if the model is a bit crooked and lopsided here and there; that only serves to emphasise the typical character of an old 'wooden trestle bridge' that still absolutely captivates us today!

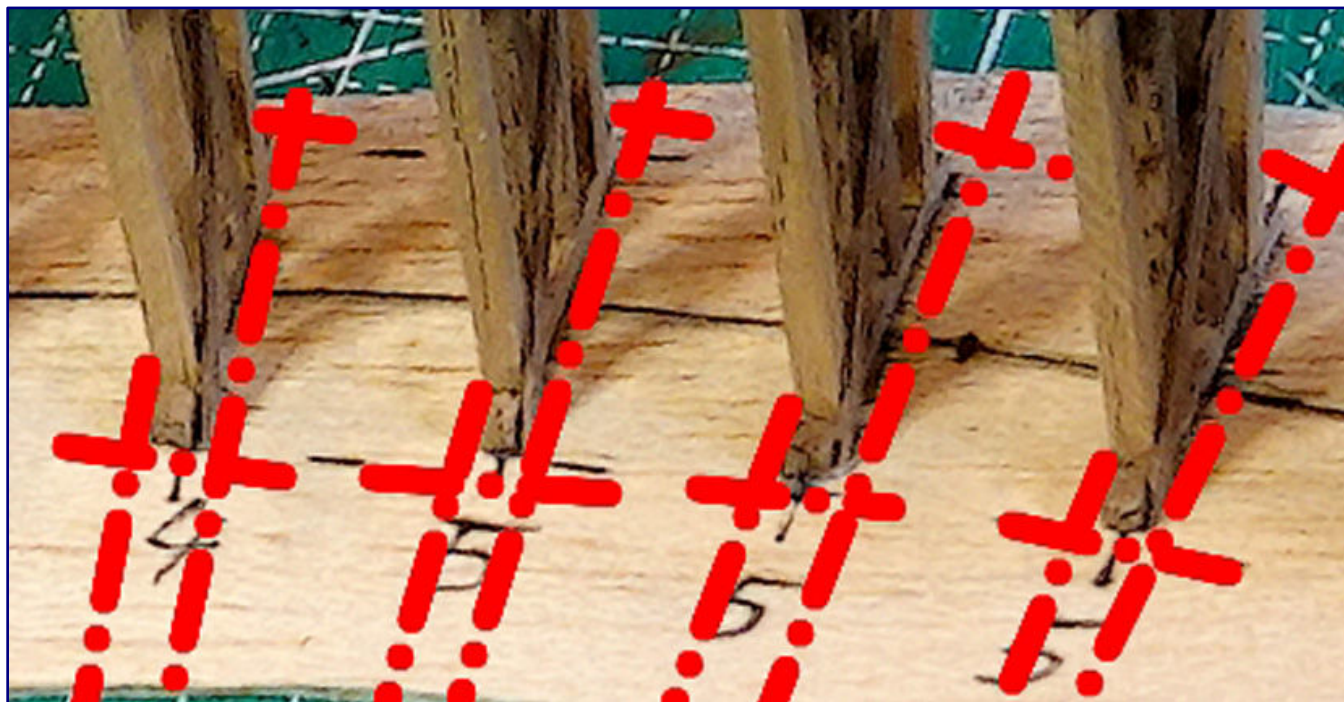
If I would trim the balsa wood support board so that it sits flush with the outer edges of the wooden trestle heads and stain it dark brown, the bridge would be ready for the track to be laid on it. Wooden bridges similar to this can often be seen on model railways today, even on layouts built to much larger scales. But that isn't enough for me. I intend to stick more closely to the prototype.



The bridge abutment

On the original bridges, wooden beams that support the sleeper band and connect the wooden trestles are laid as longitudinal beams on the wooden trestles in the direction of the track. I have planned to install four of these on the bridge abutment.

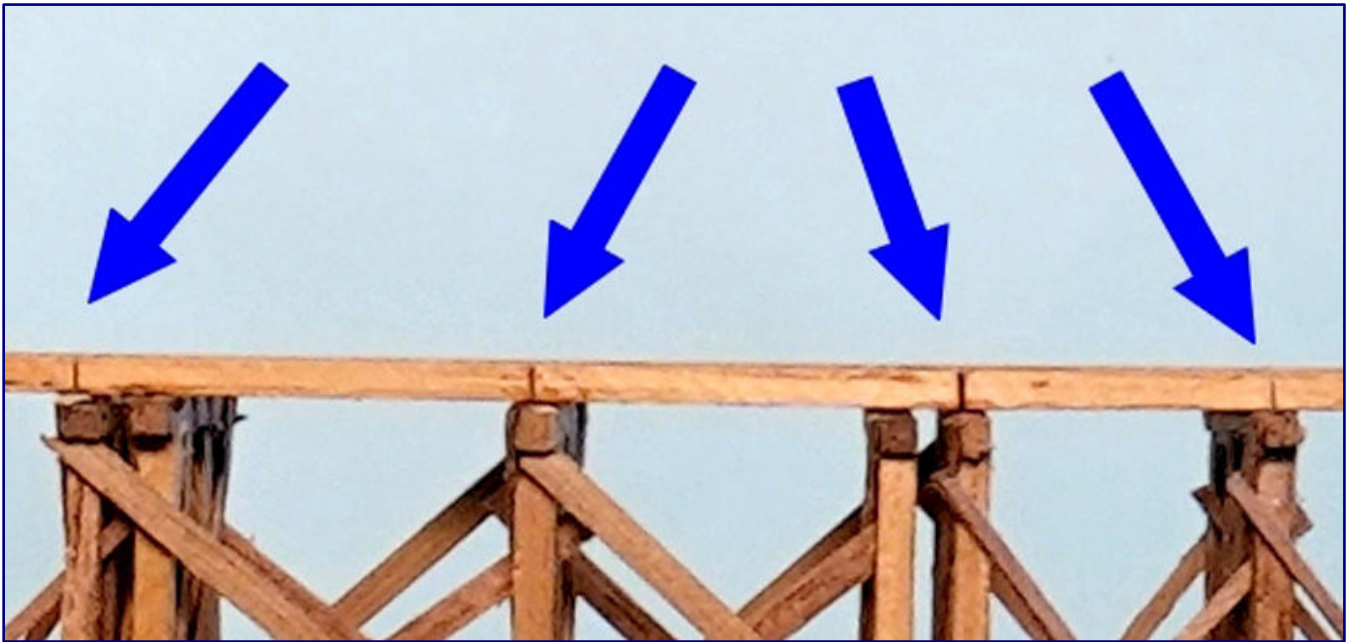
As these horizontal support beams rest directly on the wooden trestles, the auxiliary board must be removed again. To do this, I first use a craft knife to cut away the balsa wood lying between the trestles along the ends of the trestles. The short strips still protruding from the ends of the trestles are also cut off, leaving only a narrow strip on the ends of the trestles (photo below).



I carefully sand down these narrow remnants on a flat sheet of sandpaper (180 grit) using the bridge, which is already very stable when placed upside down. Balsa wood is so soft that it wears away very quickly! If you wish, you can also use this sanding process to create a slight superelevation for the outer rail straight away. To do this, simply sand the balsa wood at a very slight angle so that a little material

remains on the outside. However, this is just one option, as superelevation for the track can also be created during the final assembly steps.

For the longitudinal beams, I have chosen a cross-section of 2.0 x 2.0 mm for reasons of stability. As the beams need to be laid in a curve, I make a very slight vertical cut into the outer side of the beams at intervals corresponding to the wooden blocks. This removes the outer tension with pinpoint accuracy, allowing the beam to be easily adapted to the curve (see image below).



The struts are correctly glued axially onto the heads (caps) of the trestles. Here, too, it would now be possible to achieve a slight superelevation by lightly sanding the longitudinal beams to create an inward slope.

The project has now reached a stage where it could be completed by gluing down the track. And I hadn't expected that, for what is a relatively small structure, nearly 500 individual strips had been cut to size by this stage of construction (photo on page 25).

The sleeper band as a voluntary exercise

If I'm going to build such a special gem, then it should also be completed with prototypical sleepers that run continuously from one side of the bridge to the other. Furthermore, it is important to me that the Flex track, which is always under tension when curved, remains securely in place for the relatively high bridge height typical of Z gauge without any protective guardrails.

The risk of the adhesive bond between the plastic sleepers of the track and the four wooden strips, each only 2 mm wide, coming loose is too great for my liking. Mechanical fixings such as small screws or nails would detract from the appearance.

So, with an optimised yet realistic design of the bridge head (track girder, deck), I must solve two tasks: ensuring the track is absolutely secure and permanently in place and achieving a prototypical appearance.



Laying tracks (without sleeper strip) on wooden bars cut to size myself is too time-consuming and unreliable for my liking. Having a customised set made by one of the well-known track builders is too tedious and involves too much back-and-forth coordination. But how can I achieve the look of full-length sleepers laid close together using original track material?

Rokuhan tracks are out of the question due to their moulded track bed, and Märklin tracks are unsuitable for a US-themed layout because of the wide sleeper spacing. I therefore opt for Atlas Flex track with its more prototypical narrower sleeper spacing. Furthermore, when laying the track in a curve, no reworking of the sleeper strip, such as cutting out sections, is required, as it is already completely flexible on both sides by design.

For reasons of stability and operational safety, I am leaving the track in its original condition. The long wooden sleepers that were typically laid full-length on the old wooden bridges cannot therefore be full-length on the model either. Nevertheless, I would like to create the illusion of sleepers running full-length from one side of the bridge to the other.

Sleeper sections laid directly onto and between the sleepers of the Atlas track are out of the question, as the optical sleeper extensions, which are only a few millimetres long, cannot be glued onto the longitudinal beams, which are set back from the edge of the bridge.

To solve this problem and to ensure that the track bed, which runs visually from outer edge to outer edge with a large number of individual strips, including between the sleepers, can be built quickly and fitted

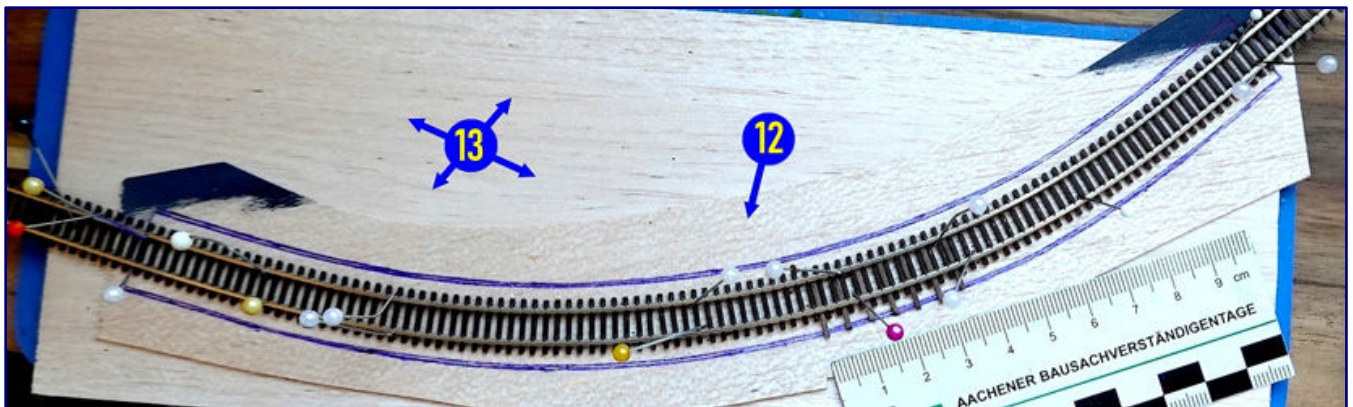
precisely to the track, I've come up with a solution: the deck with its many sleepers is not built directly on the bridge, but separately once again.

This allows me to glue the component in place as a single unit later on, rather than having to carry out time-consuming and permanent work on the bridge. Furthermore, fitting inaccuracies, which could prove critical for the track and safe operation, are avoided by working on the component whilst it lies flat on a cutting board.

Another advantage of my method is that I can lay the flexible track in a single piece, without any joints, directly from one edge of the layout to the other, right across the steel bridge. And, particularly important to me, the track is laid right at the very end, after the bridge has already been integrated into the scenery. This makes the construction process much easier when it comes to landscaping and adjusting heights and gradients at the segment junctions.

The plastic sleepers of the track are each approximately 1 mm high and wide. So, it's handy that the small walnut strips also measure 1.0 x 1.0 mm. This means I'll be able to achieve a look that closely resembles full-length sleepers.

First, I trace the outline of the bridge abutment from the upturned bridge and transfer this directly onto a sheet of balsa wood approximately 1 mm thick (12). I then place the Atlas Flex track in the centre of the balsa wood, following the curve of the bend, and secure it with pins. To ensure the pins hold firmly, I place a sheet of balsa wood at least 6 mm thick underneath (13).

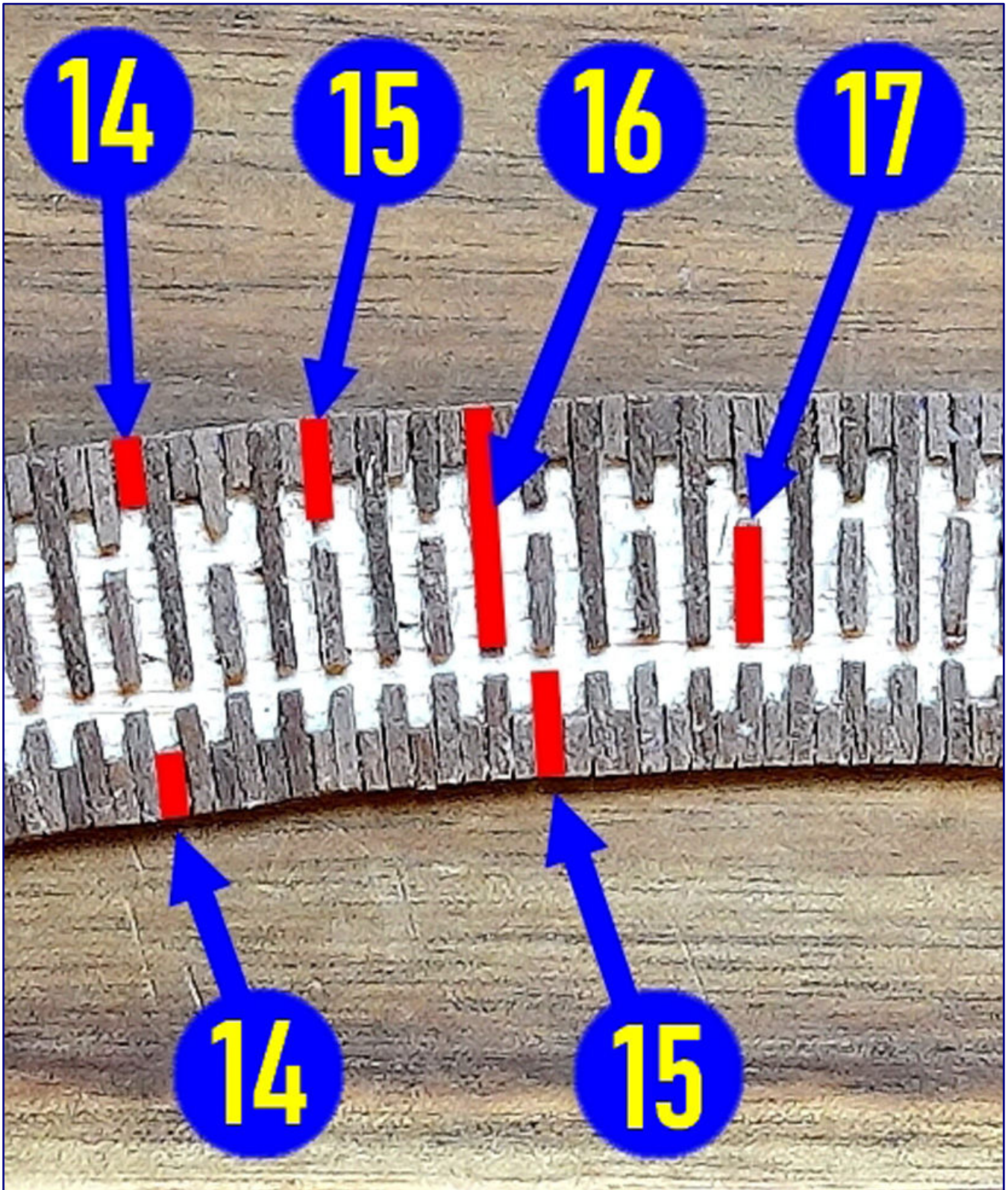


Of course, model-making clamps, track clamps, or similar items can also be used. I opted for the pin-fixing method because it was important to me to have a flat surface to work on and to be able to handle the balsa wood boards easily by lifting and turning them.

Now comes a bit of fiddly work, but it's done quickly enough. Due to the design of the Atlas sleeper strip, I cut short sticks from the 1.0 x 1.0 mm wooden rod into four lengths (photo on page 27):

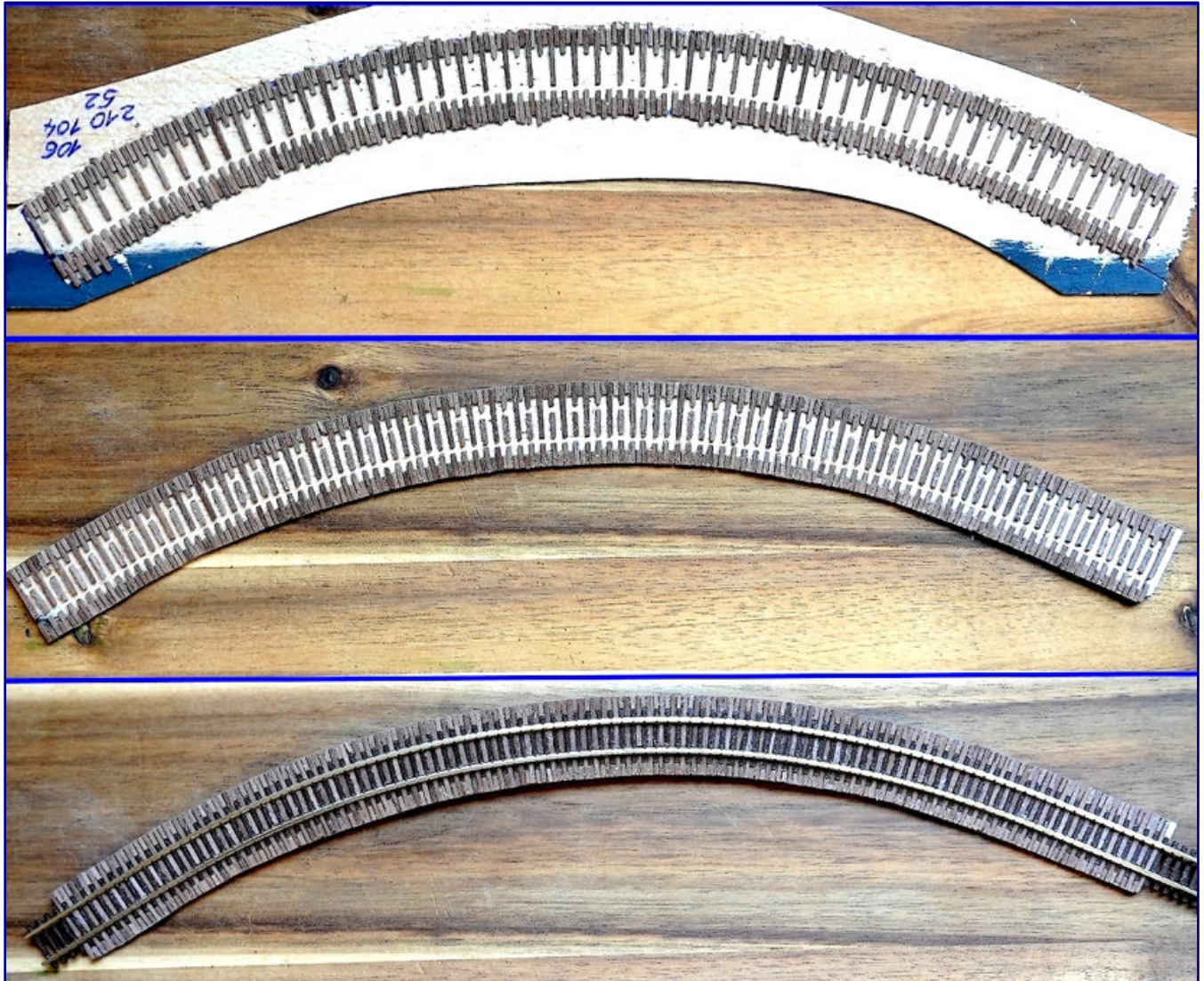
- (14) as a visual sleeper extension
- (15) between the sleepers outside the track
- (16) running under the rail all the way to the other rail, due to the sleeper strip construction
- (17) between the rails in the gap between the sleepers.

Using wood glue applied sparsely, I now glue one of each type of wooden stick in turn next to and between the sleepers of the track fixed to the balsa wood board. To prevent any wood glue that may seep out at the sides from sticking the track down, I remove the track immediately after the first layer of each type of wooden stick has set, and reattach it after a short while (photo on page 28).



As the sleepers at the edge of some original wooden bridges were not always cut to the same length, minor variations in length are perfectly acceptable in the model. Once all the wooden strips have been glued in place and the wood glue has set completely, the balsa wood board is cut to the width of the bridge abutment along the edges of the sleepers.

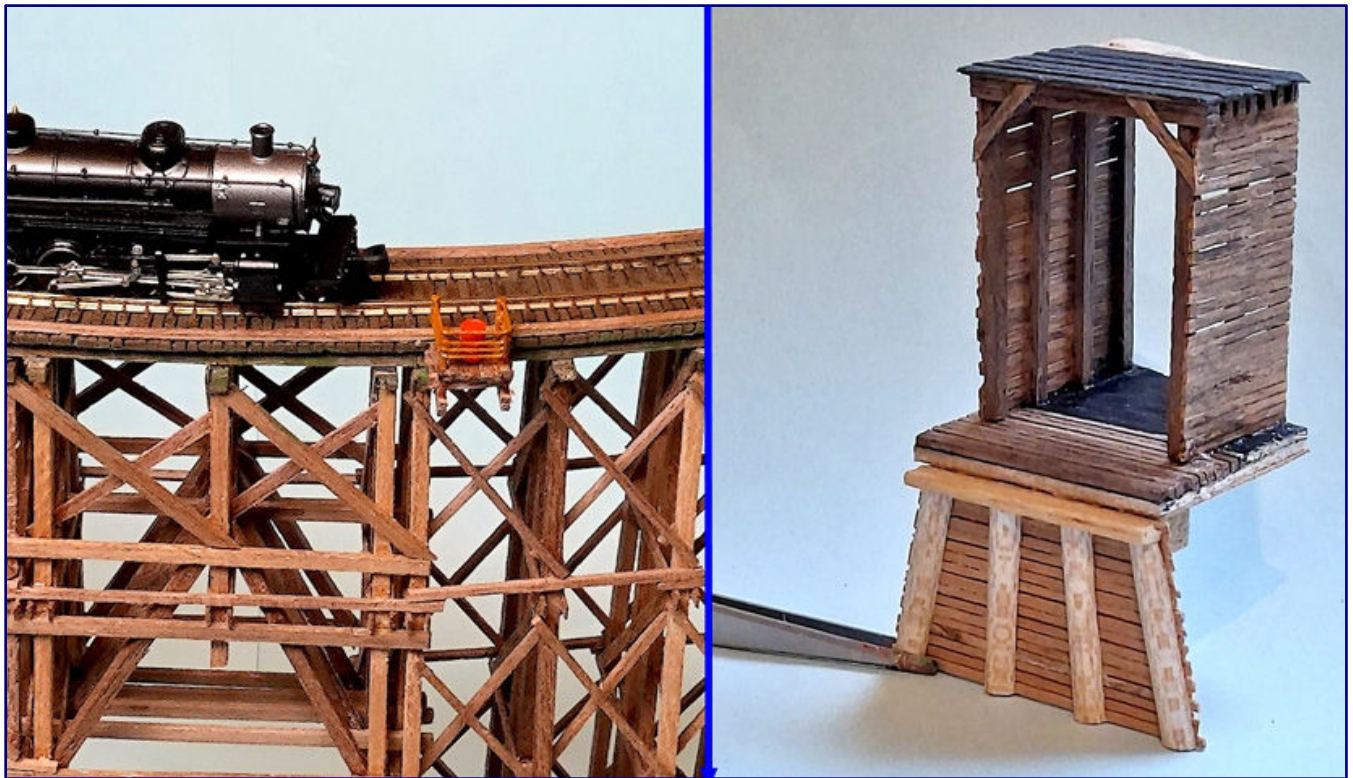
If you want to make things even easier, you can leave the outer wooden strips slightly longer and only cut them to size together with the balsa wood strip at the bridge edges. However, if you do not use a fine-toothed saw, there is a risk that the soft balsa wood strip will be compressed by the pressure of the craft knife. Finally, the bridge edges are finished with a wooden edge board (1.0 x 1.0 mm) on the top outer edge of each side.



I'm now sanding the balsa wood panel down a little thinner. At the same time as this sanding, a raised edge can also be created on the outer arch rail. To ensure that the balsa wood edge is not visible beneath the sleeper heads at the outer edges of the bridge head, I sand out a small inward-sloping bevel or, alternatively, a notch on the underside, so that the sleeper heads protrude slightly.

Now the entire deck, which has previously been painted brown on the underside with diluted gouache paint, is glued onto the bridge.

Thanks to this construction method and the prototypical Atlas track with its narrow sleeper spacing, the viewer gets the impression that the closely spaced sleepers run prototypically from bridge edge to bridge edge, with only the rails resting on them. I don't think I've seen this before in Z gauge, and it's also rather rare in larger gauges.



As with the Merkur track bedding, the track – which can still be removed – is clamped into the gaps between the wooden strips. Thanks to the hard wood, the track literally ‘claws’ its way into the many narrow gaps without the need for glue, particularly due to the spring forces generated by the curve.

Great, that means I don’t need to worry on the high bridge that the track will come loose later on during operation, transport, or exhibitions, because, with some extra adhesive, it will hold permanently.

The photo shows the next-to-last stage of the deck. Right at the end, to achieve a more uniform look, I will paint the wooden sleeper layer the same colour as the Atlas track sleepers (and add a rust effect to the rail flanges).

To do this, the paint will be applied slightly thicker, so that the inevitably narrowest gaps at the top of the sleepers, which are barely visible from a normal viewing distance, are filled in with paint.



It was quite surprising that I had to cut and glue approximately 500 short wooden strips just for the bridgehead. But this stage of construction also proved to be very quick to complete – according to the dates on my photos documenting the process, from marking out the deck to the finished sleeper layout, it took just two days.

The (provisional) completion

As the bridge is also used by steam locomotives, I'm finishing it off with fire extinguisher barrels on wooden brackets, as is standard on the prototype. I'll opt to design the guardrails here either with railings or with simple wooden planks. In some cases, however, the barrels stood on the brackets without any guardrails – though the staff would have had to be completely free of any fear of heights.

The bridge abutment cladding on the rock face will be constructed from tree trunks with horizontal planking and, like the White Pass tunnel, will feature a simple wooden tunnel portal. Along with the landscaping, the sleepers on the wooden trestles will later be fitted with foundation strips, which will also allow for minor height adjustments.

On the left, just behind the steel truss bridge, I'm adding a large, old wooden tunnel portal made of tree trunks and beams, which completes the scene in keeping with the style. Whether I fit track stops later will depend on the couplings of the rolling stock. However, due to the curved shape, I'll probably build these from Evergreen profiles.



To conclude this report, I would like to make a comment on the colour scheme. At first glance, the very dark wood tones are often striking on old Canadian and American wooden bridges. I deliberately chose not to use a very dark finish. Why?

On the one hand, the structure, with its small scale and the opacity created by the numerous timbers, must not blend into a visually monotonous, dark mass; on the other hand, the old wooden bridges are regularly refurbished by replacing timbers that have become dilapidated.

As a result, new, much lighter-coloured wooden beams sit right next to timber that is decades old. However, even these occasionally extreme colour differences within a wooden bridge should not be reproduced on a scale of 1:220.

This is because the bridge would then appear far too chaotic overall, due to the large number of support beams, clamps and cross-bracing, combined with the extreme differences in brightness between the individual beams.



The walnut colour of the strips is perfectly sufficient to convey the wood's natural character and patina on the model. And because the individual wooden strips naturally vary slightly in colour, this adds a certain vibrancy that further emphasises the beautiful character of the wood on such a small scale. Perhaps, I will make the bridgehead a little darker later on (soot from the steam locomotive operation) and add a bit of 'moss' here and there.

The "Wooden Trestle Bridge" is now ready for installation. And the fact that this imposing structure is already a real eye-catcher gives a striking glimpse of what the initial rough design of the deep, narrow gorge, complete with its planned high waterfall, will appear.

It's also apparent that it made sense to build the bridge as a separate piece, as it's still completely removable, meaning I can shape the rock formations afterwards without any interference.

And what about those overly optimistic estimates for the lengths of the walnut strips? Well, the initial estimate of 'a few metres' turned out to be a staggering 29 m (excluding offcuts) for such a comparatively small model, and over 1,000 individual strips cut! Goodness me, that's a lot, but the build wasn't actually as labour-intensive as one might have expected.

All photos: Heribert Tönnies

Construction template / Builder's page:

<https://bestagernet.de>

Where to buy walnut sticks:

<https://www.architekturbedarf.de>

Grenzenloser Modellbahnspaß in 1:220

10. Internationales Spur-Z-Weekend



ALTENBEKEN

16. und 17. Mai 2026

Samstag: 10.00 - 18.00 Uhr

Sonntag: 11.00 - 17.00 Uhr

Eggelandhalle, Gardeweg 8

33184 Altenbeken



Z-Freunde International e.V., Bahnhofstraße 18, 85238 Petershausen
www.z-freunde-international.de

Small-scale functional model making **Nature Calls or Shirker?**

Light and movement create eye-catching features on a model layout, as they usually catch our attention. Our reader Hartmut Schnittjer looked beyond the obvious and took an idea home with him. Adapting it to the present day, he recreated it at home and created 'moments of movement' even on a 1:220 scale.



To determine the correct colours for the project, it was necessary to compare them with a suitable reference. Photo: Hartmut Schnittjer

By Hartmut Schnittjer. The inspiration for this little project was a 'thunderbolt' I saw on an H0-gauge layout.

The door of the wooden hut opened at the push of a button and closed again after a few seconds.

Then it occurred to me: surely this would work with a portable toilet on Z gauge too. The door should open and close again via a servo.

As I wanted to gain some initial experience with servos, this DIY project is the perfect opportunity. Others start with turnouts or gate controls; I'm starting with a toilet door.

Then the question: analogue or digital control of the servo? After a moment's thought, I opted for the analogue option. Perhaps I'll switch to digital later.

Another question was what colour scheme such a portable toilet would have. After all, the model was supposed to be a light blue one with a white roof.

I eventually found what I was looking for online. The white corresponds to RAL 9010 Pure White and the blue to RAL 5012 Light Blue on the colour chart.

For this project, I also used the following components: a Märklin control panel (item no. 7272), a Viessmann 'Servocontrol' (5268), an



Colour charts (such as RAL charts) are useful for colour matching. There are various suppliers to choose from for the right RAL colours – pictured here are paints from Oesling Modellbau.

Uhlenbrock servo drive (81420), a Dixi toilet kit from Ratimo (11008), Elita colours RAL 5012, RAL 9010 and RAL 9005.

I also used Faller Expert glue, Pattex superglue, primer, a seated figure (second choice) and a brass sleeve. The brass sleeve is used to guide the servo's control wire through the layout board. The length varies. For me, 10 mm was sufficient. The outer diameter of the sleeve is 0.8 mm, the inner diameter 0.6 mm – that's it for the preparations.

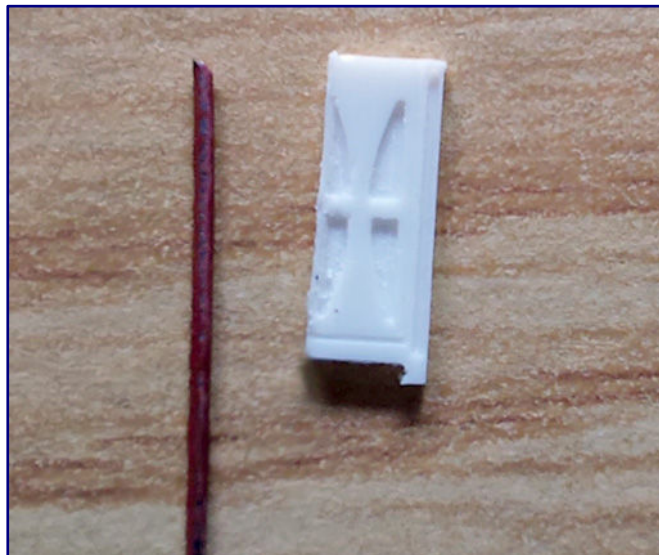
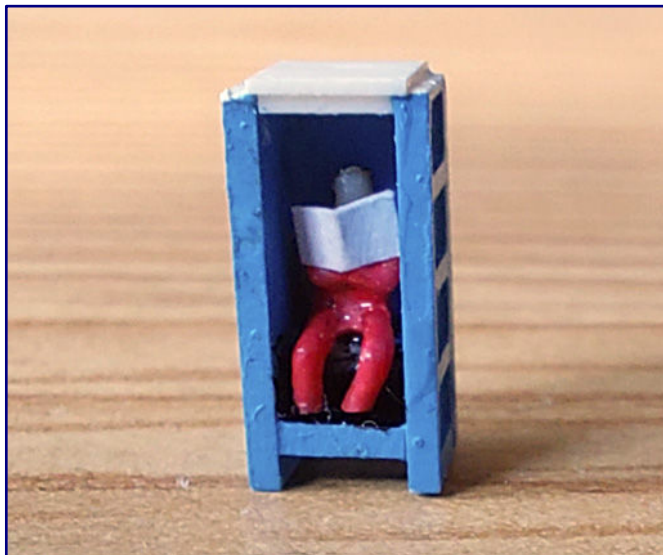
After conducting a preliminary test on the electronic components and getting a positive result, I then began building the portable toilet. First, I glued the base, the three outer walls and the roof together using Faller glue.

Once the glue had dried, I cut the seat to size using leftover polystyrene and glued it into the toilet at the correct height. I used the person sitting on it as a guide. Then I varnished everything.

The lower section, from the floor to the seat, was painted black, the rest of the toilet light blue and the roof white. The seated figure was then placed inside the toilet. It is important to ensure that the seated figure does not protrude from the front of the toilet. Otherwise, the door won't close properly.

The figure now has a black 'blob' on its feet, which is meant to represent the safety work boots. However, they're barely visible in the photos. And, of course, a newspaper was a must.

Finally, the roof of the toilet was glued on. As there would otherwise have been hardly any space left to position the figure, the roof should be fitted on last. With that, the toilet was finished and I could turn my attention to the door and its mechanism.



The toilet block has been fully assembled and painted, and the figure has been placed inside (left-hand photo). The door has already been cut to size along the long side; now the right wire needs to be found (right-hand photo). Photos: Harmut Schnittjer

As the wire (0.6 mm in diameter) was also intended to act as the door hinge, the door first had to be shortened along one of its long sides. Using a sharp craft knife and a ruler, I carefully cut off the long side.

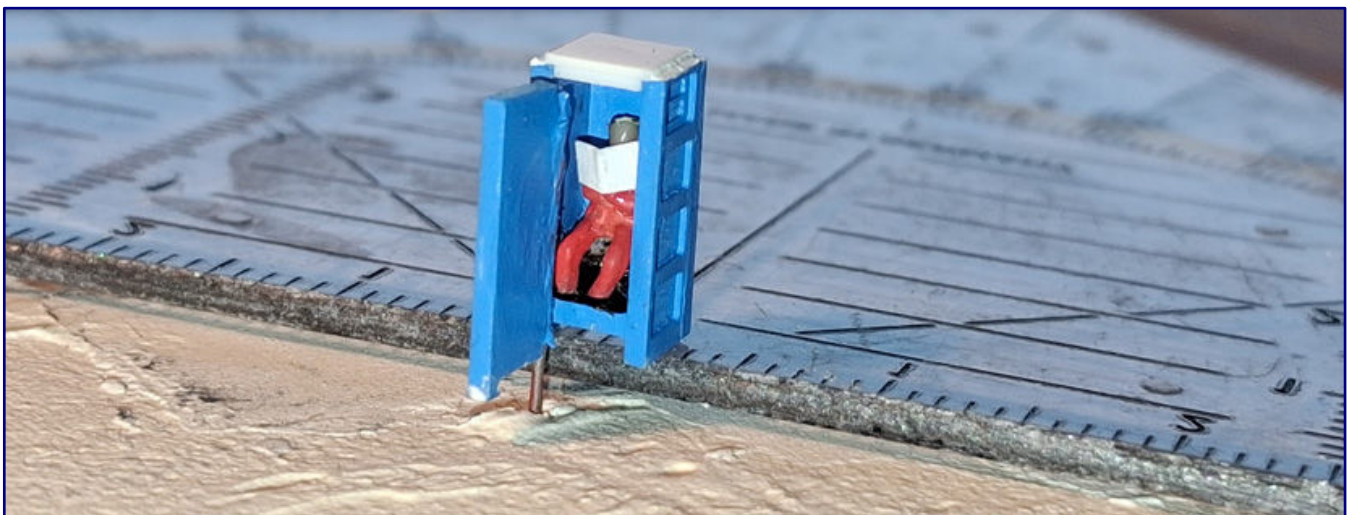
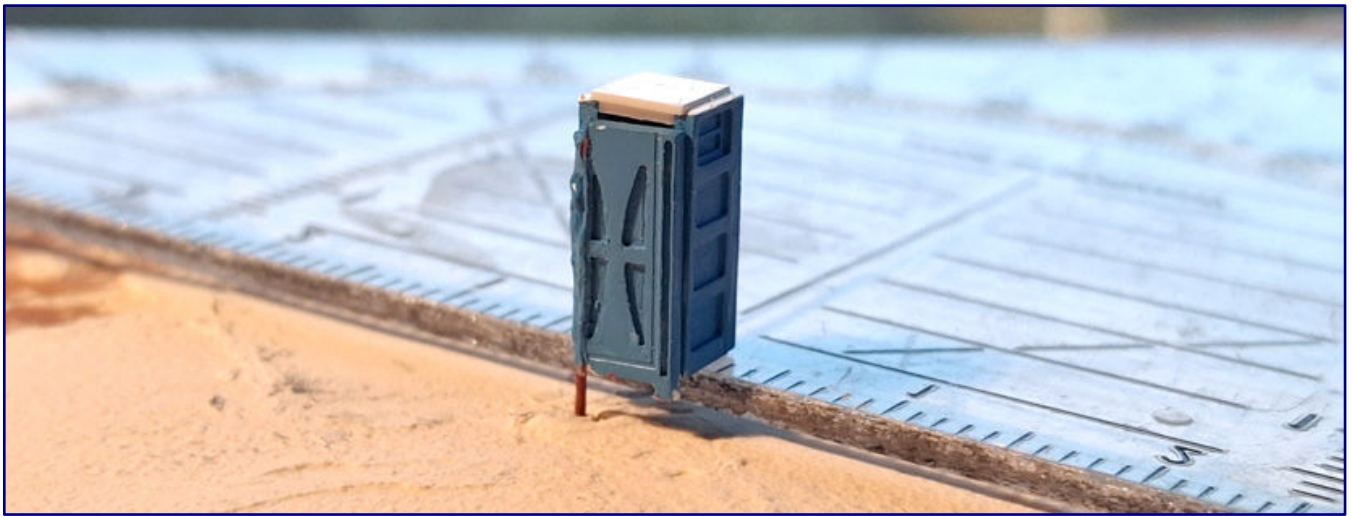
Next, I drilled a 1 mm diameter hole in the wooden board and secured the brass sleeve in place using Pattex heavy-duty adhesive. It is essential that the hole and the sleeve are perfectly vertical, otherwise the drive mechanism will jam later on. A set square or even a small protractor can be very helpful here.

Make sure no glue gets into the sleeve! I left the sleeve protruding 2 mm beyond the wooden board and only glued it from below. Once the glue had dried, I bent the adjustment wire upwards under the wooden board, leaving some extra length, and connected it to the servo underneath the board. I then tested the electrical function again.

Once I was satisfied with the result, I proceeded to prime the adjustment wire. To prevent the paint from running into the sleeve, I laid the wooden board on its side and first sprayed the paint onto a sheet of kitchen roll, before using a brush to apply it from there to the adjustment wire. To be on the safe side, I left a gap of 2 or 3 mm between the paint and the bottom of the wooden board.

Once the primer had dried, the door could then be attached to the guide wire using Pattex superglue. It is important during this step that the door is attached to the guide wire perfectly straight. Otherwise, anything else would prevent the door from closing properly and completely.

This was followed by a break of several days to allow everything to dry thoroughly before moving on to the final steps. The light blue paint finish also marked the completion of the painting work. Finally, I used modelling plaster to conceal the 2 mm protrusion of the sleeve.



Once installed on site, the Dixi toilet will blend in completely at the edge of a building site (top photo). But at the touch of a button, it becomes a real eye-catcher (bottom photo): when the servo-controlled door opens, it reveals the construction worker reading inside, trying to sneak in an extra break. Photos: Hartmut Schnittjer

My conclusion: The Dixi toilet may (still) be standing all on its own on a wooden plank, but it works. And that was, after all, the whole point of this DIY project. However, as I haven't quite decided what to put underneath the toilet, grass, sand or a mixture of both, I've left all options open for the time being

On sandy or unstable ground, two wooden beams are often placed under a portable toilet to prevent it from sinking or tilting. To paraphrase a sentence from a **Trainini®** issue: it's the little things that make our eyes linger a little longer on the layout. So, I wish you every success in recreating this project.

Providers mentioned in the report:

<https://www.elita-shop.de>

<https://www.faller.de>

<https://www.maerklin.de>

<https://www.pattex.de>

<https://www.uhlenbrock.de>

<https://www.rainer-tielke-modellbau.com>

<https://viessmann-modell.com>

Colour options:

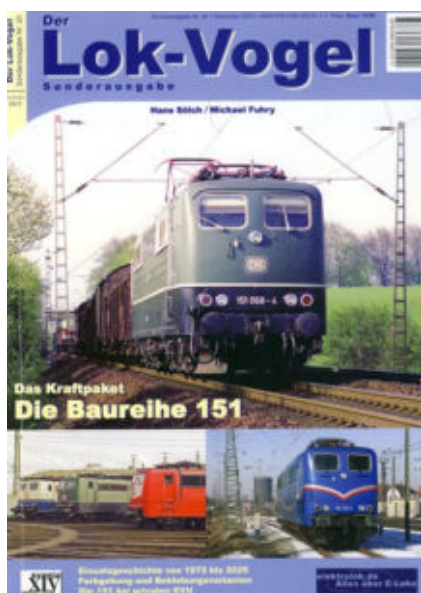
<https://oeslingmodellbau.com>

<https://weinert-modellbau.de>

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

Güterzugbolide Baureihe 151 Nur eine Schönwetterlok?

Die Baureihe 151 war schon eine beeindruckende Erscheinung. Sie hinterließ bleibende Erinnerungen: Äußerlich schlicht und recht zeitlos gestaltet, zog sie durch ihre Größe die Blicke auf sich. Fast 20 Meter Lok standen vor dem Betrachter oder fuhren an ihm vorbei. Als Modell gehört sie noch heute zum Alltagsbild. Das verlangte nach einem Portrait, das nun vor uns liegt.



Hans Sölch | Michael Fuhry
Der Lok-Vogel Sonderausgabe Nr. 20
Die Baureihe 151 – Das Kraftpaket

Xyania Intenet-Verlag Hans Sölch
Rosenheim 2025

Broschüre mit Klebebindung
Format 21,0 x 29,7 cm
100 Seiten mit über 200 farbigen Abbildungen

ISBN 978-3-961-65151-1
ISSN 1862-9415
Preis 14,90 EUR (Deutschland)

Erhältlich direkt ab Verlag
oder bei ausgewählten Buchhändlern

Und sie haben es wieder getan! Verlagsinhaber Hans Sölch und der Spur-Z-begeisterte Vorbildfreund Michael Fuhry haben erneut gemeinsam ein baureihenbezogenes Sonderheft erstellt und bereits im Dezember 2025 veröffentlicht.

Neben den digital angebotenen Monatsheften erscheint auch exakt ein Mal jährlich eben eine solche Sonderausgabe der Zeitschrift „Der Lokvogel“. Im Fokus steht dieses Mal die schwere Güterzugellok der Baureihe 151, eine typische Vertreterin der zweiten Generation von DB-Einheitsmaschinen.

Sie war quasi das westdeutsche Pendant zur vor einem Jahr behandelten Baureihe 250 / 155 aus dem Bestand der früheren Reichsbahn. Was lag also näher, als auch diese sechssachsige Maschine zu portraituren und es den Lesern so auch zu ermöglichen, die beiden zu vergleichen?

Auch die schwere 151 prägte für mehrere Jahrzehnte den schweren Güterzugdienst, zunächst bei der DB und zum Ende ihrer Dienstzeit, die allerdings doch noch auffallend lange dauerte, bei der Deutschen Bahn AG. Für uns wichtig ist selbstverständlich auch, dass gleiches im Maßstab 1:220 für die Modellwelt gilt: Auch hier ist sie bis heute nicht wegzudenken.

Beim Vorbild war sie, wie wohl auch auf der Modellbahn, über ihre gesamte Einsatzzeit hinweg im schweren Güterverkehr tätig. Zeitweilig waren sie aber auch, meistens zum sinnvollen Füllen von Stand- und Wendezeiten, im Personenverkehr zu sehen – auch das bietet Anregungen für die Miniaturen.

Das war keinesfalls eintönig, wie wir vielleicht vorschnell annehmen könnten. Dasselbe gilt übrigens auch für ihr äußeres Erscheinungsbild. Hier ist es besonders der Akribie und dem Gespür von Michael Fuhry

zu verdanken, die Unterschiede scheinbar gleicher Vorbildmaschinen zu entdecken, zu dokumentieren und sie in diesem Heft herauszuarbeiten.

Der Leser erfährt so auch nebenbei, wie schwierig es manches Mal für die Ausbesserungswerke gewesen sein mag, eine zentrale Vorgabe zu neuen Lackierungen oder geänderten Anschriften korrekt umzusetzen. Irgendeine Feinheit ist im „Elfenbeinturm“ gewiss nicht bedacht worden und wird dann erst durch gelebte Praxis mit Sinn gefüllt.

In dieser Sonderausgabe finden wir diese Themenblöcke in abgetrennten Kapiteln zu den einzelnen Farbschemen: chromoxidgrün, ozeanblau / elfenbein, orientrot und schließlich verkehrsrot. Nicht vergessen, aber in den chronologisch abschnittsbezogenen Kapiteln abgearbeitet werden auch die Erscheinungsbilder von Maschinen in der Hand nicht-bundeseigener Eisenbahnen.

Strukturiert und sinnvoll getrennt behandelt werden der Weg zu dieser Baureihe, die sich nahtlos an den Bau der Vorgängerin 150 anschloss, ihre Technik, die in Teilen auch mit der 103 verwandt war, und eben die vielen Dienstjahre. Hier boten sich die Unterhaltungsabschnitte, geänderte Farbvorgaben und die Bahnreform als zeitliche Schnitte an.

Von einem Lokführer bekamen wir einmal gesagt, dass die 151 bärenstark sei und alles wegzöge. Eingeschränkt wurde diese Aussage nur durch die Bezeichnung „Schönwetterlok“, denn all das gelte nur, solange es nicht regnet.

Überprüfen können wir das selbst nicht, aber im Heft wiedergefunden haben wir zumindest eine kritische Auseinandersetzung mit dieser schlichten, aber optisch durchaus ansprechenden Lok. Das vorliegende Werk ist eine hervorragend gelungene Dokumentation, die sich ehrlich und sachlich gibt, ohne die Technik zu glorifizieren.

Immerhin war die hier Portraitierte ein robustes Arbeitspferd, das auf den damals bewährten Stand der Technik angepasst worden war, ohne einen revolutionären Charakter zu erlangen. Denn wie auch die fast zeitgleich gebauten Einheitsmaschinen zweiter Generation, den Baureihen 111 und 181², handelte es sich um eine konventionelle Wechselstromlok. Der Drehstrom hielt erst sechs Jahre später mit der Baureihe 120 Einzug.

Wir erleben die Boliden mit automatischer Kupplung vor schwersten Erzzügen, im Schubdienst an der Spessartrampe oder Geislinger Steige, im Abstellzugdienst in München wie auch als Zuglok – übrigens sogar vor einigen Schnellzügen.

Bauartunterschiede, zahlreiche Statistiken und viele aussagekräftige Bilder, allesamt bestens ausgewählt und hervorragend reproduziert, vervollständigen die Inhalte dieses Hefts. Bei der DB sind die Maschinen inzwischen endgültig verschwunden, aber bei den Privatbahnen „leben“ sie immer noch weiter. So liegt der zeitliche Schnitt dieses Hefts auch erst kurz vor Redaktionsschluss Ende 2025.

In der Zusammenfassung können wir festhalten, dass es sich um ein umfangreiches wie gelungenes Lokportrait handelt, das in einer sehr lesenswerten Weise Neugier weckt und den Leser packt. Geradezu gierig werden die Inhalte verschlungen. Und das dürfte sowohl für eingefleischte Vorbildfreunde wie auch interessierte Modellbahner gelten, die stets auf der Suche nach Ideen für den Einsatz auf ihrer Anlage sind.

S-Bahn-Triebzüge Baureihe 420

Spurtstarke Dauerbrenner

1969 erblickten die Triebzüge der Baureihe 420 das Licht der Welt, um pünktlich zu den olympischen Spielen voll einsatzbereit zu sein. In München ging 1972 das neue S-Bahn-Netz an den Start, das besonders leistungsfähig sein musste – hier kam es auf die spurtstarken Züge an. Auch mehr als 50 Jahre danach sind sie noch im Dienst zu finden, was ein Film zusammenfasst.



CFT Video Berlin
Die Baureihe 420
Der S-Bahn-Klassiker der Deutschen Bundesbahn

EK-Medien GmbH
Freiburg (Breisgau) 2025

DVD-Video
Bildformat 16:9
Tonformat Dolby-Digital 2.0
Sprache deutsch
Laufzeit ca. 58 Min.

Best.-Nr. 8672
Preis 22,80 EUR (Deutschland)

Erhältlich direkt ab Verlag
oder im Fach- und Buchhandel

Wer kennt sie nicht, die Baureihe 420? Die als „Olympiatriebwagen“ gestarteten Fahrzeuge prägten und prägen teilweise bis heute das Bild der S-Bahn, das von der Bundesbahn aufgebaut worden war. Entwickelt worden waren sie ursprünglich für den Nahverkehr in München.

Zu den Olympischen Sommerspielen 1972 wurde dort ein neues S-Bahn-Netz eingerichtet, das in vielerlei Hinsicht äußerst leistungsfähig sein musste, um die Massen an Menschen schnell und sicher zu befördern.

Das erforderte nicht nur einen Tunnelverkehr mit ausgeklügelten Menschenströmen in und aus den Zügen, sondern auch elektrische Triebzüge mit besonderen Anforderungen: schneller Fahrgastwechsel, hohe Beförderungskapazitäten, zuverlässig im Betrieb mit vielen Halten und eben schnell beschleunigend.

1969 stand eine Probegarnitur bereit, weshalb ausreichend lange getestet werden konnte, um bis 1972 mit 150 Exemplaren in ausreichender Anzahl starten zu können. Neu war, dass alle zwölf Achsen der dreiteiligen Garnituren, bezeichnet als Baureihen 420 (Endwagen) und 421 (Mittelwagen), angetrieben waren.

Im Betrieb bewährten sie sich sofort. So waren sie auch frühzeitig schon für die geplanten S-Bahn-Netze Rhein-Ruhr, Frankfurt (Main) und später Stuttgart vorgesehen. Angedacht war, dass ihre Farben auf Basis von drei Poplackierungen das jeweilige Einsatzgebiet prägten: Zum Kieselgrau sollte sich in München Blau, in Frankfurt (Main) Weinrot und an Rhein / Ruhr Orange gesellen.

Weinrot schied schließlich aus, in München kam das Blau zum Tragen, während sich Orange in allen weiteren S-Bahn-Netzen durchsetzen sollte. Schließlich gelangte diese finale S-Bahn-Farbe durch Umbeheimatungen auch noch nach München.

Es handelte sich um Züge, die aus dem Ruhrgebiet nach München abgegeben wurden, als das Netz dort wuchs. Im Ruhrgebiet war schon 1979 die Entscheidung zu Gunsten lokbespannter Züge gefallen. Hauptgrund dafür war, dass bei der Baureihe 420 auf Durchgangsmöglichkeiten und Toiletten verzichtet worden war.

Das war mit den langen Streckenläufen an Rhein und Ruhr nicht vereinbar und führte zu Fahrgastbeschwerden. Anders verhielt es sich am Main und Neckar, wo sich die Fahrzeuge im nun gewohnten Orange bewährten.

Bis 1997 entstanden insgesamt 480 Einheiten, denen der vorliegende Film umfassend nachspürt. Hier wurde nicht nur ihre Geschichte aufgearbeitet, sondern auch ihre letzten Einsätze und Abschiedsfahrten in der Gegenwart verfolgt.

Auch die unterschiedlichen Lackierungen, zu denen neue Farbkonzepte und auch eine Sonderlackierung für die Münchener Flughafenlinie zählten, sind hier gut dokumentiert worden. Mit Blick auf die lange Bauzeit unterschieden sich die später nachgebauten Serien auch in einigen wichtigen Punkten, genannt sei die Türanlage, von den älteren Triebzügen.

Weitere Veränderungen ergaben sich aus Renovierungen und Aufarbeitungen, die ebenfalls im Film behandelt werden. Nicht verwehrt bleiben den Zuschauern auch Einblicke in Werkstätten. Herausgekommen ist so ein spannendes und sehr umfassendes Filmportrait über die beim EK übliche Standardlänge von 58 Minuten.

Fast schon schade ist, dass es diesen Zug bislang nicht als Modell in unserem Maßstab gibt. Das Anschauen dieses Werks macht definitiv Lust auf eine solche Entwicklung, zumal er beinahe zum „bundesweiten Phänomen“ wurde. Aber auch in der Baugröße H0 wurde diese Baureihe erst sehr spät entdeckt.

Und es dürfte kaum jemanden geben, der niemals mit diesen Zügen in Kontakt gekommen ist: In gleich vier großen Ballungsräumen waren sie eingesetzt und bildeten lange Zeit das Rückgrat des S-Bahn-Verkehrs.

Wer dort nicht selbst wohnte, wird auf geschäftlichen oder privaten Reisen bestimmt mit ihnen in Kontakt gekommen sein, beispielsweise eben durch Flughafenverbindungen aus den Innenstädten. An Rhein und Ruhr erhielten einige Züge später sogar eine zweite Chance.

Als dort Fahrzeugmangel herrschte, kamen einige Einheiten aus Frankfurt (Main) zurück, um in Deutschlands größtem Ballungsraum zumindest die kürzeren Linien zu bedienen. Und Provisorien halten bekanntlich am längsten.

Auch in München waren sie längst aus dem Innenstadtunnel verbannt, um dann doch noch mal eine Renaissance zu erleben, weil das wachsende Netz mehr und mehr Orte im weiteren Umland der bayerischen Landeshauptstadt erschloss.

Damit wurden sie endgültig zum Dauerbrenner und sind auch 2026 längst nicht vergessen. Da wir vermutlich aber noch einige Jahre auf diese Form des S-Bahn-Verkehrs im Modell warten müssen, vermag uns das filmische EK-Portrait bis dahin gut bei Laune zu halten.

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

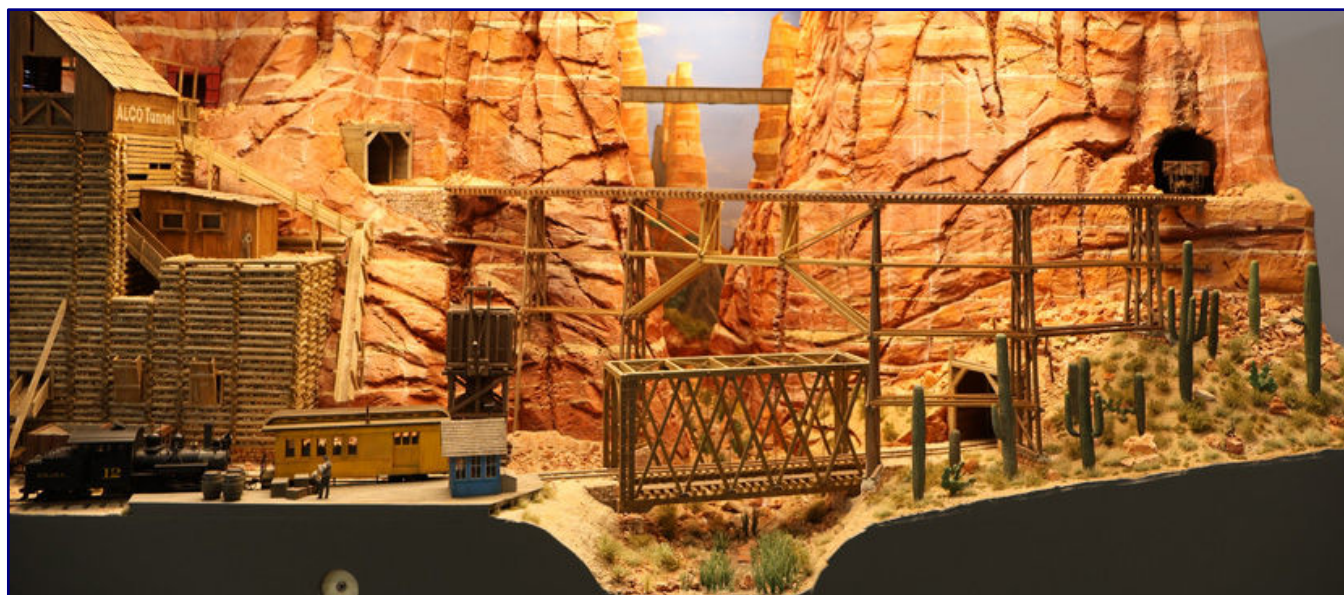
11th Faszination Modellbahn in Mannheim

New Things, Novelties and the familiar

From 6 to 8 March, the gates to the Maimarkt exhibition grounds opened to model railway enthusiasts. Alongside the 'Erlebnis Modellbahn', 'Faszination Modellbahn' is one of the first exhibitions where a number of model railway manufacturers showcase their new products for 2026 to the public. The Nuremberg Toy Fair is no longer the go-to event for the model railway sector.

Early on Saturday morning, it was time to head to the station and catch the train to Mannheim. Just before 9 am, a large crowd had already gathered outside the entrance to the Maimarkthallen.

Right on time, the gates to the site swung open for model railway enthusiasts. The walk to the exhibition hall was made all the more pleasant by glorious sunshine. Around 12,000 visitors over the three days of Faszination Modellbahn did the same. That sounds good, but, unfortunately, it also represents a significant drop in visitor numbers; compared to 2024, the decline amounts to a full 20 per cent.



The "Morenci Mining District" attraction took part in the private attraction competition and ultimately came second in the visitors' vote.

Once inside the hall, the spring weather was forgotten for a few hours, as there was a colourful mix of exhibition areas, manufacturers' and dealers' stands. This event wasn't just about watching.

There were also several stands where visitors could build and tinker for themselves. Among others, the BDEF set up its Junior College Europe, whilst Busch ran a craft corner. At the Viessmann / Kibri / Vollmer stand, there was a so-called 'craft garden,' and Märklin offered visitors the chance to lay track and control trains on them at its stand. Many other hands-on activities were spread across various individual stands.

For all model railway enthusiasts who didn't want to tinker or play, the Miba Private Layout Competition 'From the hobby room to the limelight!' was likely a key event. This year, six layouts were entered into the competition. The layouts were as follows:

- Steinberg (Ilona and Bernd Rüger) – H0e Gauge
- Itsnot Moor (Jürgen Heinritz) - 0-16.5 Gauge
- The Saw Mill (Hanns Hirblinger) - n30 Gauge 0
- Ümmeling (Ansgar Meyring) - N Gauge
- Feldbahn im Sägewerk (Jörg Baumann) - Scale 1:13
- Morenci Mining District, Arizona (Leo Bettonviel) - 0n30 Gauge

Each of these layouts has its own charm, and choosing a favourite was no easy task. However, everyone probably took away a few ideas to try out on their own layout at home. Incidentally, there were no exhibits in Z gauge to vote on.



Even the N-scale 'Ümmeling' managed to secure a place on the podium: this model took third place.

The winners were announced on Saturday, shortly before the end of the exhibition day: third place went to the N Gauge layout 'Ümmeling.' 'Morenci Mining District' was voted into second place, and the 'Steinberg' layout took first place.

Märklin had a few prototypes of their new Z gauge products on display in their showcase. The particularly impressive prototype of the Vomag rail truck is already enough to make you dream of how it will run on your own layout. The team from Göppingen also brought along a Z gauge layout that hadn't been on display at recent exhibitions.

At the Trainsetter stand, base frames for a diorama and topo modules were on display. The diorama kits are designed for N gauge, but can apparently also be used for Z gauge. The topo modules are available ex-factory in sizes suitable for Z gauge. Curved modules are not yet available. During our conversation, these were announced for April.

Large combined group stand

Under the banner of Z-Freunde International, there was a stand where the community gathered for the exhibition. It remained well-attended throughout Saturday. A real eye-catcher were the flashing and flickering exhibits by Torsten Schubert (Z-Lights), the creation of which was also demonstrated through soldering demonstrations. In the process, he gave his audience plenty of useful tips to take away with them.

continued on page 44



At this large exhibition centre, the manufacturer Märklin showcased its latest models in full swing.

Right next to it, the vehicles of the Z-Car system were doing their laps. Oliver Kessler was there in person and was able to answer questions about his chassis himself. Erwin Kohout's Salzach Bridge expanded his display of self-driving vehicles. Erwin Kohout is likely familiar to some as the creator of the Miwula replica model. He demonstrated this again at the event, before it is due to be exhibited at its original location in Hamburg.



The eagerly awaited V 60 was also on display in Märklin's showcases, this time as an ocean-blue and ivory-coloured locomotive belonging to the Deutsche Bundespost, complete with the company's own covered carriages.

Manfred Forst has opted for a different drive system for his cars; he used magnets and a US train to set his US-style model car in motion. Meanwhile, Günter Falkus showcased a layout currently under construction using the Magnorail system. In addition to the ships, an aeroplane is also set to circle in the background in future.

Conrad Ziegler demonstrated a simple approach on black boards: his layout requires no landscaping. Its name, 'Abstract,' is as straightforward as the motifs themselves, consisting of just a few houses and a hint of vegetation, which direct the viewer's focus solely onto the moving trains.

In addition to their Almsted-Segeste layout, Regina Eggert and Jürgen Wagner also had a new modular layout, which became the highlight of our scale displays. Its interior was transformed into a model railway room belonging to the children's TV characters Ernie and Bert.

The trains run there on a scale of 1:220, but appear to be H0 or 0 scale when compared to the figures 'operating' them. Particular attention has been paid to the small details in the layout.

For example, the screw clamps are movable – 3D printing makes that possible. And the control panel Bert is standing at displays the current signal settings. The background is decorated with posters and a bookshelf. I think I even spotted a Commodore VC20 there – does anyone still remember that machine?

Alongside Roland Kimich and Christine Specht with their Raillex display cases, the Z-Fans Association exhibited International Z Gauge wagons and other models in a display case. Scattered throughout the stand were also several layouts of various sizes.

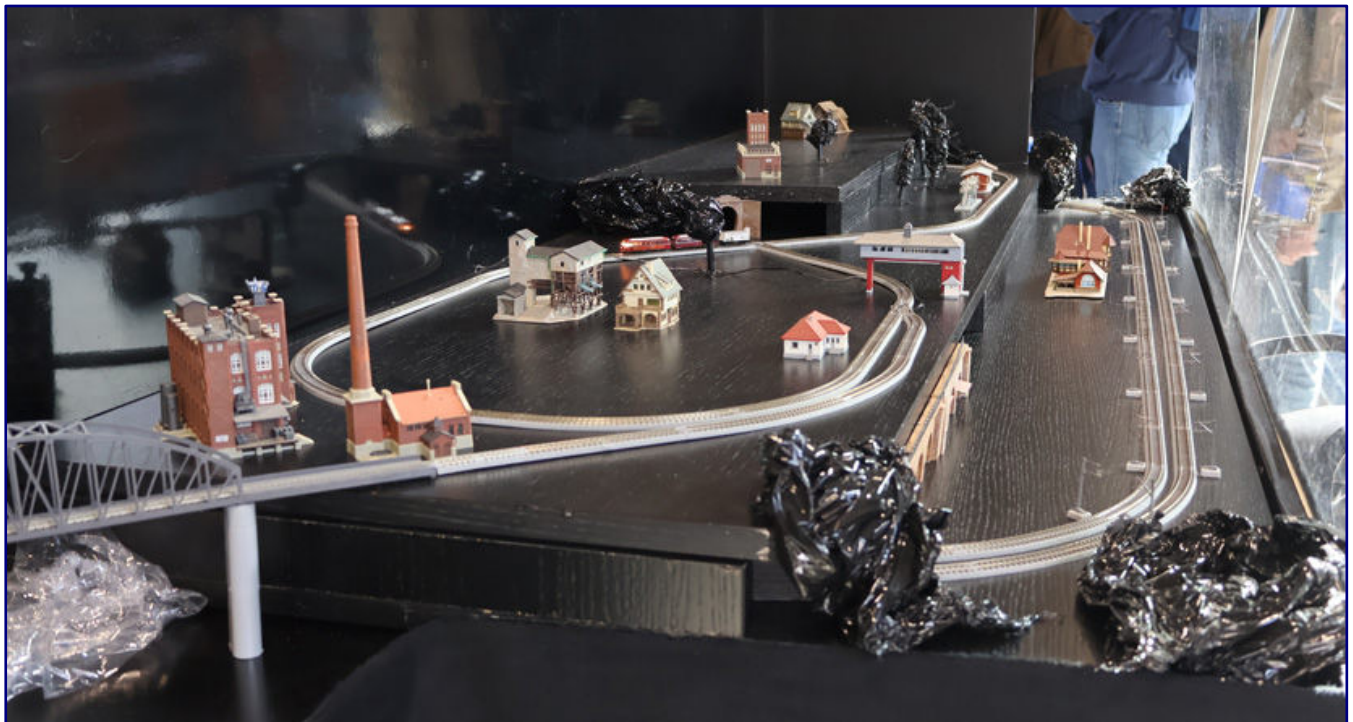


The "US Car Collection" was presented by Manfred Forst (photo above). A view of the section dedicated to the Radolfzell Spur-Z regulars' group (photo below): this group had the largest number of participants at the joint stand.

The Z Gauge Club in Radolfzell (SZSR) had set up their display layouts. These were joined by other exhibits, such as a shuttle train in a photo frame and a track circuit on a CD spindle.

In terms of attendance, this club had the largest turnout. This made good sense, as at least two representatives were on hand to answer visitors' questions immediately before their own presentation, and were also able to offer a tip or two.

I spotted another Z Gauge layout at the neighbouring stand of MEC Waiblingen. In this case, it was an Advent wreath that wasn't built using the industrial circle (radius R1). Because of its larger diameter, its scale wasn't immediately obvious, so I had to take a closer look. It was lovely to see how the barriers at the level crossing opened and closed thanks to the lift-and-lower function whenever a train approached.



Conrad Ziegler does not include any landscape, merely hinting at one through a few buildings and man-made structures. Here, the viewer's attention is focused solely on the rolling stock he sends on its journey.

A final comment

This report concludes with a commentary by Ralf Junius, who, like all the editors, is concerned about the falling visitor numbers at the exhibition in Mannheim. These concerns are not driven by satisfied visitors, but by the supposed motives of all those who no longer find their way there:

In the run-up to the 'Faszination Modellbahn' exhibition, a discussion arose in the editorial office as to whether a visit to Mannheim would be worthwhile or not. Would there really be anything new to see in the Z gauge section??

I was actually already familiar with many of the exhibits, but there were still some new things to see. All in all, it wasn't much, but can I really always expect a new display there?

I can only take a good look at myself here. When was the last time I built something new that I can and want to show off? It's been far too long; my display cases have already been on the move between Bad Schwartau and Göppingen. I'm not really getting my new project off the ground at the moment either; others might be feeling the same way.

Until a few years ago, I hadn't even considered taking an active part in an exhibition. At the Z Gauge meet-up in Zell (Mosel), I gave it a go to see if it was actually something for me.

By now, planning my participation in exhibitions has become an integral part of my holiday planning right from the start of the year. Yes, it does involve costs for me and it takes time. But what can I say? It's just great fun, and it's always lovely to chat with visitors and talk shop about model railways. For me, it's like a holiday!



The SZSR offered visitors a treasure hunt using magnifying glasses. The aim was to discover the “hiding places” within the designated design scenes.

I would therefore like to make an appeal to all our readers: do you have a diorama, a display case or even a portable layout in our scale? If so, why not give the Z Gauge community and all other model railway enthusiasts the chance to see your creation and ask questions about it!

In Mannheim, I saw everything from simple ‘wooden board layouts’ to club layouts, and case-based layouts, right through to modular layouts. This is a colourful cross-section of our work, which really shouldn't be confined to the quiet of our own little rooms. Developing oneself and discovering one's own abilities always means seeking out opportunities for exchange.

And not all of us, myself included, are as gifted at building installations as our colleague Dirk Kuhlmann – who, incidentally, wasn't born with that talent either.

continued on page 49



Regina Eggers and Jürgen Wagner took us on a tour of Ernie and Bert's hobby room (photo above). Bert controls the trains on the layout (photo below), with the displays on the control panel updating in real time to reflect the train movements, whilst...

Even a facility still under construction, offering a glimpse behind the scenes, attracts visitors, I believe. Every trade fair thrives on its participants and new ideas. Surely none of us wants to pay an entrance fee for 'old hat'? Or do you go to the cinema several times just to watch the same film over and over again?



...Ernie has dedicated himself to further detailing and the necessary woodworking. Even the screw clamps lying on the road are fully functional models!

Take the plunge and become part of what makes our range and our community so special: everyone is free to be amazed, to learn, and deserves public recognition for what they have already achieved. And that is exactly how we would like to be seen, or?

Selection of exhibitors relevant to Z gauge:

<https://artitec.nl>

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

<https://www.maeklin.de>

<http://www.peter-post-wekzeuge.de>

<https://www.tams-online.de>

<https://trainsetter.de>

<https://www.uhlenbrock.de>

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

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

Trainini TV – episode 50:

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

Easter greetings

The editorial team at **Trainini®** wishes all readers of our magazine

Happy Easter!



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.

Please provide a string of fairy lights:

I've got a bit of a technical query today: in one of the recent issues of Trainini, there was a brilliant suggestion to simply use parts of mini fairy lights for house lighting. I've incorporated this into two models straight away... and now here I am.

How do I solder the separated mini-LEDs? I've tried soldering them to the wire, but it's not working. So my first question is: is there still insulation over the fine wire? And my second question is: do I need to solder a resistor (and if so, which one) onto it?

Bernd Moritz, Buxtehude

Editor's reply: You're already on the right track with the wire connected to the LED. The wire is insulated; otherwise, depending on the position of the fairy lights, a short circuit could occur. This insulation can be carefully removed using a sharp knife or scalpel. To do this, hold the blade at a shallow angle (approx. 10–15 degrees) and carefully scrape towards the end of the wire.

You can then solder a cable to this point. As for the resistor, the voltage you are using is the decisive factor here. If, as with the fairy lights, you are still using just two batteries with a voltage of 3 volts, no resistor is required. At higher voltages, a series resistor is definitely recommended. You can calculate the appropriate value for the difference between the transformer's supply voltage and the LED's permissible operating voltage yourself. The following web address may be helpful: <https://ledcalculator.net/de>.

If you are using a Märklin transformer for the lighting, you will have a voltage of 8–14 volts at the light output, depending on the model. You should definitely use a resistor of at least 560 ohms here. The higher the resistance value you choose, the dimmer the LED will shine. I usually use 12-volt power supplies. In this case, resistors with values of 1–10 kΩ have proven to provide a pleasant brightness.

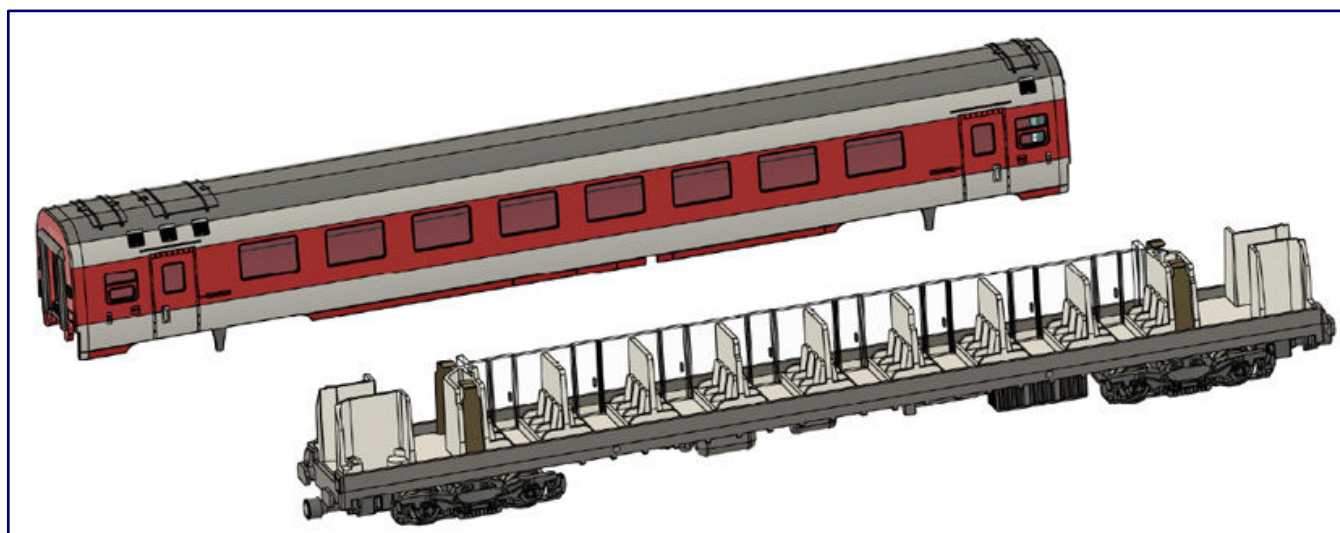
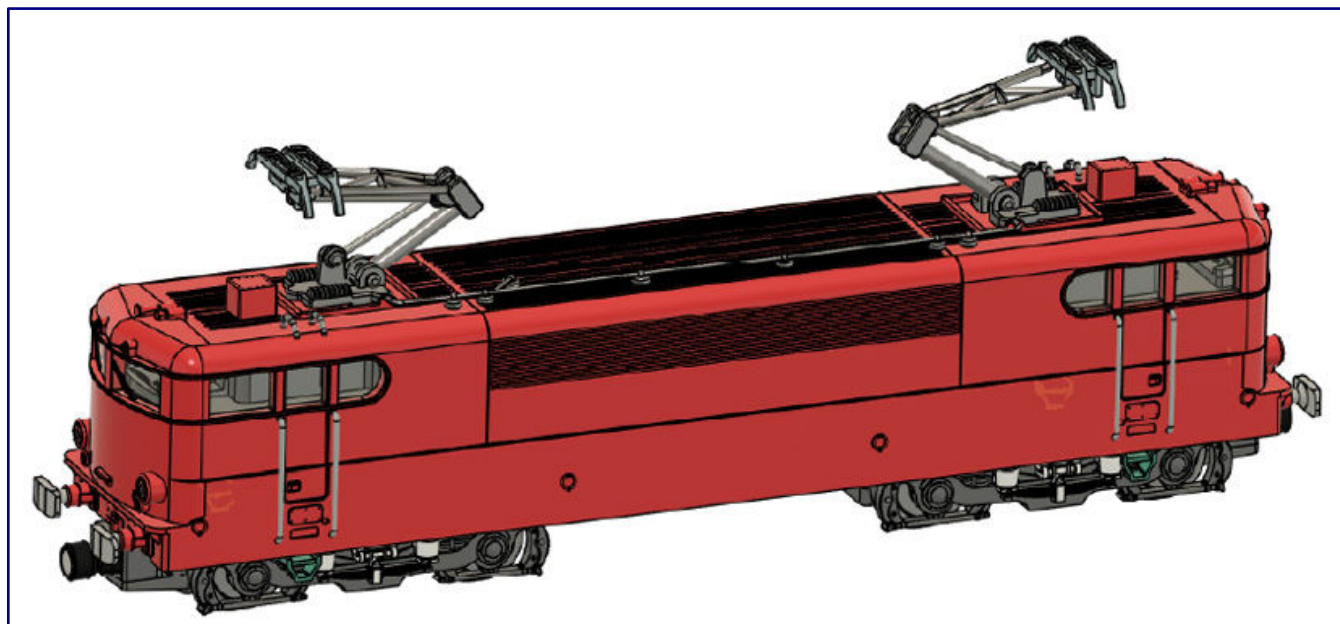
New crowdfunding campaign at Azar Models:

Azar Models would like to thank its customers, ambassadors and friends for the success of the fundraising campaign for the TGV SE, which was delivered at the end of 2025. This train has not only been recognised by us, but was also named Model of the Year at the Railexpo trade fair.

This has prompted the young company to follow up with an equally extraordinary initiative, the production of which is to be funded in the same way via crowdfunding. In this case, however, the two versions on offer will be produced as one-off, exclusive and limited editions, exclusively for the pre-financers.

The model chosen for this campaign is the "Le Capitole" express train, which has never before been produced on a 1:220 scale. It became legendary when, from 28 May 1967, it became the fastest train in Europe, reaching a top speed of 200 km/h in certain sections. This was the first time this had been





CAD renderings of the BB 9200 (top image) and a Grand Confort 1st-class carriage (bottom image). CAD renderings: Azar Models

achieved in regular service anywhere in Europe, making it the continent's fastest train, connecting Paris with Toulouse via Limoges.

Participants in the pre-order campaign are being offered four-car sets complete with a matching locomotive, as well as three-car wagon add-on packs. The new Magnetiz coupler is used, enabling a close coupling distance and a harmonious train formation. The wagons are fitted with interior fittings and lighting. Digital versions are also available to order.

These statements apply equally to the formations comprising BB 9200 electric locomotives and UIC-Y wagons (in service from 1967 to 1970 as express trains) and those comprising the six-axle CC 6500 with Grand Confort wagons (in service from 1970 as domestic TEE trains). A basic set contains one half-luggage van and three 1st-class seating wagons; the supplementary sets include a dining car.

The pre-funding campaign, on which the project's success depends, began on 14 March at the Bourges Air Show and will end on 30 April 2026. All the necessary information about the project, the timetable, the models and how to participate can be found on the following page: <https://capitole.azar-models.com>.

Releases and announcements at AZL:

In March, AZL will be releasing the N&W GP30 (item nos. 62130-1 / -2) and the D&RGW F7A & F7B (63003-3 / -4), as well as the slightly longer passenger train variant, the EMD FP7 for the SOO (65311-1 / -2), will be making their way to customers. Also of interest is the UP's GE C44-9W from the era of the C&NW integration (65109-1), which is still in service alongside the KCS's EMD SD60 (65025-1 / -2).

The ATSF's 'Super Chief' passenger train is commemorated with an eight-car set (72202). The box for this set includes inserts for four F4 units in the blister pack. A four-car sleeper set is available to complement this train if desired.



EMD the N&W GP30 (item no. 62130-1; photo on the left) and the UP GE C44-9W 'Transition Period' (65109-1; photo on the right). Photos: AZL | Ztrack

The Autoflood III bulk freight wagons are available in packs of two (905703-1) and four (915703-1 / -2) and are marked with GGPX (GATX). The Katy 4180 compressed air unloading wagons (916044-1 / 906044-1) are also identically configured. Freight train escort wagons are available in Conrail's blue livery (92024-1 / -2). The latest additions are 40-foot containers from Crowley (95232) and CAI (95239).

A video showcasing new products for 2026/27 has also been released for customers (<https://youtu.be/GfBSn29bGJw>). AZL intends to announce its new developments earlier in future to avoid duplicate developments, such as those that occurred with Atlas's Multi-Max car transporters. In this range of wagons, double units with a central bogie have now been announced.

The next releases are likely to be three new tractor units, each to be offered in pairs in their standard model and colour schemes. These will be followed by a new edition of the Bombardier double-decker wagons, including a newly designed safety end wagon. Railway operators not previously available will also be included.



The EMD GP9 and GP18 will be returning, whilst the three-axle versions, the EMD SD7 and SD9, will be derived from the base model for the first time. The EMD F40PH was previously available from FR; it is now set to be offered by AZL as well. All Amtrak versions and those of other railway companies have been announced.

EMD F7A of the D&RGW (63003-3). Photo: AZL | Ztrack

These will be joined by Amtrak Horizon coaches and Comet commuter versions, as well as Nippon Gallery double-decker coaches. A highlight of the range is likely to be the UP Class 4000 'Big Boy', which is being redesigned. It is planned as an injection-moulded plastic model with enough space for a loudspeaker in the tender.

There's also news from Artitec:

Artitec announced the street sweeper with cart (item no. 522.0018) just last month, and it has already arrived in shops. The three-piece set (figure, cart and shovel) leaves nothing to be desired and can be positioned by model railway enthusiasts however they like, creating a striking display.



The Cyclists in the Rain (Item No. 522.0011) are ideal for creating scenes that break with convention on your model railway layout.

The 'Cyclists in the Rain' (522.0011) is also one of the new spring releases for 2026 and arrived a few days later as well.

Not only do they represent a modern and environmentally friendly form of transport, but in many cities, most notably Münster (Westphalia), they have been a familiar sight on the streets for decades.

Together with the umbrellas, which provide shelter from the rain, they are the perfect way to recreate scenes that are not usually seen on model railways. Wet roads and puddles can easily be created on the layout using clear varnish, ideally boat varnish, and are sure to attract a lot of attention.



Silo bales wrapped in plastic are protected from the weather and moisture and are stored outdoors until they are fed to the animals.



Street sweeper with a cart (522.0018)

We had to wait longer for silage bales (322.049) to become part of modern agriculture. Whilst traditional rectangular bales were largely replaced by large round bales many years ago, they are now a more modern feature in their shrink-wrapped form.

They make it possible to store hay that has been turned several times in the field and is thoroughly dry over the winter, even outside a barn, and to bring the fodder into the farmyard only when needed.

That is why they, too, right up until spring, before the first hay harvest, are important accessories for model railways, an idea that only the specialist from Amsterdam had thought of.

Panzer-Shop.nl:

In addition to the Opel Diplomat, which we had already featured in the 'Trade Fair Report' in the February issue, Panzer-Shop.nl (<https://www.panzer-shop.nl>) has now highlighted further models for Z

scale that we would like to share with you:

Barkas B1000 Bus
Robur LD2002 Bus
IFA W50 DL30 (Turntable ladder)
IFA W50 LF16 TS8 (Fire engine)

Kässbohrer Flatbed trailers 10 t
MAN 630 Tractor unit & flatbed semi-trailer
Volvo F89 Tractor unit

Die jüngsten Märklin-Auslieferungen:

Deliveries of the 2025 Insider Club model have begun in the form of the diesel multiple unit of the 628²/928² (Art.-Nr. 88700). However, not all models have arrived at the dealerships yet.



The Class 6282/9282 diesel multiple unit (item no. 88700), shown here with the control car at the front, is a superb Insider Club model for 2025.

With 150 units in service, this model dominated local rail transport on many branch lines for many years and, in its traffic-red livery for DB Regio, was a familiar sight on the daily rail scene until just a few years ago – today, only the more numerous 6284/9284 sub-series remains in service with this railway company.

The model will still need to undergo thorough testing, but it runs smoothly and makes a favourable impression on the outside as well, not least thanks to the seamless appearance of the car transitions.

Also arrived is the DB Class 03¹⁰ express steam locomotive (88858) with a newly built boiler. It is technically identical to the Insider Club model released a few years ago, but bears a different road number, 03 1012, and features the usual spoked wheels on the leading bogie. The locomotive, based in Hagen-Eckesey, met its sister locomotive 03 1001 with disc wheels there every day.



The 03 1012, fitted with a new boiler (88858), now takes on the familiar form of a steam express locomotive with spoked wheels on the leading bogie.

Tried-and-tested products in new packaging from Kittifix:

Kittifix is the adhesive brand of Möko Klebstoff GmbH. Behind it lies a long-established company from the former DDR that survived the political upheaval as a privately owned business. Since then, it has undergone impressive growth and established itself firmly among the market's leading suppliers.

We are currently gaining experience with the wide range of products from this company, which we then hope to share with our readers. The product range is diverse, spanning everything from universal all-purpose adhesives to specialist adhesives for a wide variety of applications, including model making.

The company's three plastic model-making adhesives are now available in new packaging. The new bottles make the product more stable in storage, allow the fill level to be clearly seen, and prevent any solvent from seeping through the cap. The 26-gram contents and the price remain unchanged.

New addition to Franke WF:

In the February issue, we featured a coal-loading crane with a tall, distinctive boom as a new product from Franke WF ([franke.wf\[at\]web.de](mailto:franke.wf[at]web.de)). This vehicle is now also available with a different boom design as a spare coal-loading crane truck.

This type was also common in many depots, as the following photo report will show. Both in real life and on the model layout, it can serve as an emergency coal supply, which was used in the event of faults in the regular supply or urgent maintenance work.

By the end of the steam locomotive era, some depots, such as Rheine, had only such makeshift facilities left, as the dominance of oil-fired engines meant there were hardly any tenders left to be stoked. Unfortunately, these facilities were not a major focus for 'steam locomotive hunters', who usually directed their cameras towards the oil supply tracks and shots of the lines.

In the model, the chrome oxide green paintwork also identifies this crane as a railway service vehicle. Incidentally, the real-life vehicle was self-propelled, as can be seen from the small drive motor at one end, which has also been reproduced.



Spare coal-loading crane wagon from Franke WF.

That is why the model does not require a system coupling and instead features more detailed detailing on the buffer beam. However, the replica is capable of running and can be set up with the shovel either closed or open – in our case, it is still loosely attached in the photo, as the height above the track needs to be determined before permanent installation.



Materials store IV (Item no. 60217). Photo: Yellow Dwarf

Storage options at Yellow Dwarf:

The new Material Store IV (item no. 60217) from Yellow Dwarf (<https://www.yellowdwarf.eu>) is ideal for a wide range of uses on model railway layouts. It can be used to represent a stock of exterior or interior paints on pallets in DIY stores, or to stock a tradesman's workshop.

These materials also enhance model building sites, which can be impressively recreated using the new kits from Modellbau Laffont. Alongside construction machinery, concrete silos and workers, they fit almost perfectly into the setting of such a new housing estate under construction.

Two new advertising wagons:

Both the 1zu220 shop and Velmo have used the Hbis-vy sliding-wall wagon as the base model for their latest Märklin promotional wagons. Both feature white as their base colour and have been produced by Märklin in a run of 100.

The first model refers to “1zu220.de” (item no. 8657.058), a temporary address for orders and information which must operate separately from the usual domain and serves as a temporary solution.



The new Märklin promotional carriage from Velmo (item no. 8657.059) celebrates ‘20 years of locomotive decoders for Z gauge’ and is being released at the same time as another model for the 1:220 shop.

Velmo is marking the 20th anniversary of ‘Lokdecoder for Z Gauge’ (8657.059), which will be celebrated in 2025, with a model wagon now also available via the 1zu220 shop. The digital retailer launched in the same year as our magazine and has maintained a good relationship with the editorial team from the very beginning. Our editorial colleague Bernd Knauf, who passed away at the end of 2015, was Velmo’s first customer, which only serves to underline the close ties between us.

Double anniversary at Noch:

The accessories manufacturer can currently look back on 115 years of company history, 65 of which have been spent at its site in Wangen im Allgäu. To mark the occasion, Noch is hosting a two-day open house on 12 and 13 June 2026. Visitors can look forward to a varied programme full of inspiration, insights and a celebratory atmosphere.

As well as factory tours, the Model-Making Arena will also feature the MEC Bregenz’s large-scale ‘Arlbergbahn’ display, which brings the local railway history to life in miniature. A corporate exhibition, special sales, and a flea market tent are all part of the usual programme, which is complemented by craft



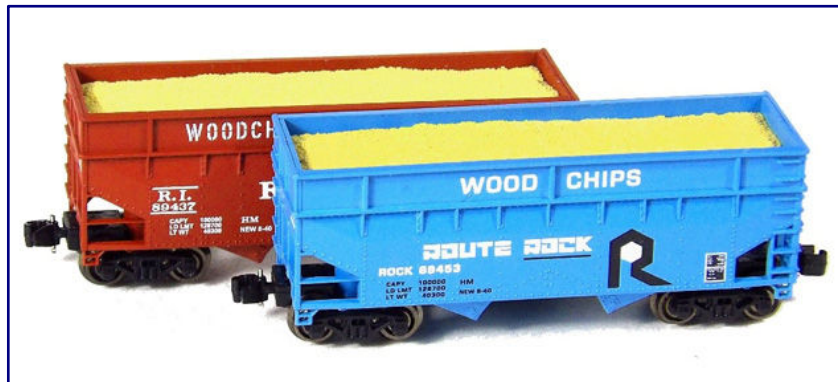
The Gipsbruchtobel Aqueduct near Dalaas features a scene from the "Arlberg Railway" by MEC Bregenz, which will be on display at the open days at Noch. Photo: Noch

activities, a ride-on train, and a photo spot for young and old alike. Refreshments are also well catered for.

Along with the specialist tools, the company's own superglue and a selection of paint products, an instruction booklet, a themed product pack and a set of brushes from Ammo, a number of new products have also been supplied to specialist retailers.

Transport of wood chips from WDW Full Throttle:

The prototypes of the bulk freight wagons for transporting wood chips, which are being released by WDW Full Throttle (<http://www.wdwfullthrottle.com>) as a set of two including load inserts (item no. FT-COL73), are 33 feet long. They are marked to reflect the services provided by Rock Island.



'The Rock' was in service between 1974 and 1980, and this is reflected in the two models, finished in reddish-brown and light blue, each featuring different lettering.

The two locomotives, which are so different in design, bear the registration numbers 89437 and 89453.

Bulk carrier for transporting wood chips (item no. FT-COL73). Photo: WDW Full Throttle



The Anlagen-Architekt goes one better:

In our view, the layout architect (<https://www.anlagen-architekt.de>) is a new provider that we highlighted for the first time last month.

And here, too, there is something new to report. Another city house (item no. 2063) has been designated as a 'Classic,' expanding the small range. The underground cable transformer house (2217) from the Wilhelminian era is also useful for garden use.

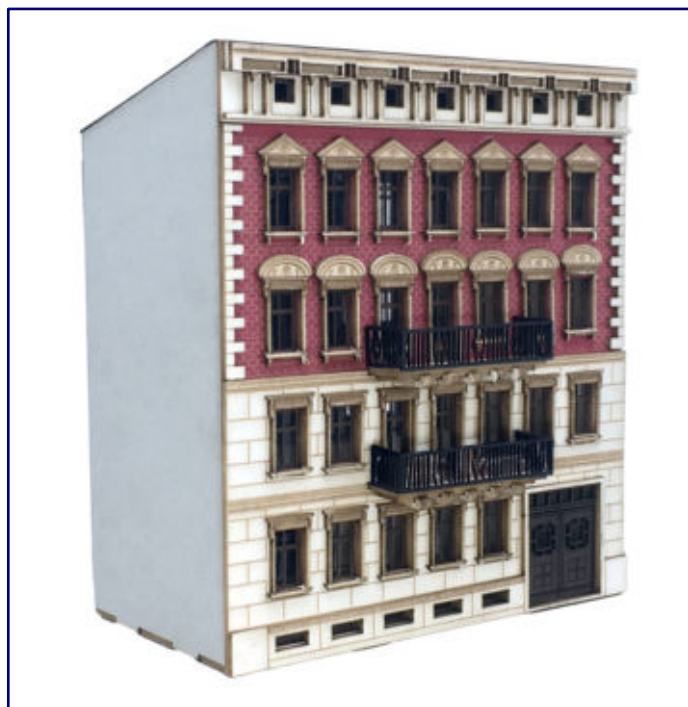
New Herpa products for May and June:

As always, we are focusing on new aircraft models that are less than 30 cm in overall length, making them suitable for model railways, and which can be found in Europe. All other models in Herpa's range can also be found on their product pages.

It is worth briefly mentioning the South African Airways Douglas DC-7B (item no. 574006), a new moulded model marking the end of the piston-engine aircraft era; however, with its saddle-shaped fuel tanks, it was designed for transatlantic flights. Models intended for use at European airports are not yet available.

In the range of 1:200-scale Wings models, however, the Embraer E195-E2 of LOT Polish Airlines (573931) is worth mentioning; this is joined by three snap-fit models, for which we also indicate the scale of reproduction in brackets:

Lufthansa Airbus A380(614931; 1:250), Emirates Airbus A380 (614948; 1:250), and Bulgaria Air Airbus A320 (614962; 1:200).



The underground cable transformer house (item no. 2217; photo above) and the 'Classic' city house (2063; photo below) are two further new additions. Photos: Anlagen-Architekt

Imprint

ISSN 2512-8035

Bibliographic information of the German National Library: The German National Library lists this publication in the German National Bibliography. Detailed bibliographical data and editions can be found in the DNB catalogue at <https://portal.dnb.de>.

The publication of **Trainini German Magazine for Z Gauge** is voluntary and non-commercial. **Trainini German Magazine for Z Gauge** does not aim for any sources of income. This publication is governed exclusively by German law.

Contributions marked by name exclusively reflect the personal opinion of the author. This is not necessarily the same as that of the editor or publisher. Unless otherwise indicated, photos are taken by the editor.

Board of Editors:

Holger Späing (Editor-in-Chief)
Harald Fried
Ralf Junius
Dirk Kuhlmann
Joachim Ritter

Correspondent North America:

Robert J. Kluz

English translation:

Alexander Hock, Christoph Maier, Oleksiy Mark, Martin Stercken

Further voluntary work: Torsten Schubert

Licensed **Trainini Discussion Group** (<https://www.facebook.com/groups/1597746057122056/>): Michael Etz (**Trainini Locomotive Doctor**)

Publisher and Responsible in terms of German press law (V.i.S.d.P.) is Holger Späing, Am Rondell 119, 44319 Dortmund; Contact: 49 (0)231 9598 7867 or by e-mail to [redaktion\[at\]trainini.de](mailto:redaktion[at]trainini.de).

Advertisements of events and advertisements of third parties are free of charge, but will only be accepted after availability and recognisable Z gauge reference. They appear separately from the editorial part on the sole responsibility of the advertiser. Advertisements from small series providers always have priority.

Letters to the editor must be submitted in writing by post or e-mail to [leserbriefe\[at\]trainini.de](mailto:leserbriefe[at]trainini.de), stating the full name and address of the responsible reader, and are always welcome. Publication is reserved to the editorial staff. The editorial team always endeavours to present a representative picture and therefore to take every submission into account.

By submitting video clips, pictures, photos and drawings, the sender agrees to the publication and indemnifies the publisher against any possible claims by third parties. This expressly includes a future repetition in the magazine, **Trainini TV** as well as in brochures and posters.

All company names, trademarks and designations mentioned in this publication belong to the respective manufacturers or rights owners. Their reproduction takes place without guarantee of the free usability. For misprints, errors, price quotations, product descriptions, building specifications or transmission errors of any form whatsoever, the editorial staff and publisher assume no liability.

Trainini German Magazine for Z Gauge is published monthly (without guarantee) and is available to all interested model railroaders, especially fans of Z gauge, to download free of charge and for a limited time from <https://www.trainini.eu>. Downloading may incur third-party connection and network service provider costs. The placement of only the complete magazine on other domains is expressly permitted after it is no longer available on **Trainini**'s own webpages, and as long as the download is not offered for a fee. **Trainini TV** can be found at <https://www.youtube.com/TraininiTV>.

All contributions, videos, photos and reports are subject to copyright. Translation, commercial printing and any other form of reproduction, even in part, require the prior express consent of the publisher. Unauthorized commercial use will not be tolerated.

Trainini® is a legally protected trademark, registered in the register of the German Patent and Trademark Office (Munich), No. 307 30 512. The trademark is owned by Holger Späing, Dortmund. Misuse will not be tolerated. All rights reserved.