

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



Rural Railway Saviour 2.2

A Trip to America
Z Gauge at On traXS

Introduction

Dear Readers,

Does the article's headline, 'Welcome to Cat Country', strike you as odd? I can, of course, explain this quite quickly: the former American railway company 'Chessie' had a sleeping kitten featured as its logo on its rolling stock.

The large-scale layout "Old Port Shop", presented today by my editorial colleague Dirk Kuhlmann, now offers this cat colony a much larger space to roam. Behind the playful words and upon seeing the first photos, it quickly becomes clear that this 1:220 scale layout is of the very highest standard.

Only the finest and mostly extremely rare components have been used here. The landscape design is a typical "Kuhlmann" layout with all its characteristic features. "Old Port Shop" has caused quite a stir in North America. As a result, Micro-Structures even spontaneously re-released its etched kits in response to numerous customer requests.

Now this wave is set to spill over into Europe, and we are the first specialist magazine to present a selection of photos from our colleague and builder of this layout. We are curious to see if it will make your heartbeat faster too.

That was certainly one effect that visitors to On traXS were able to experience this year. The N scale, which is usually well represented, was unfortunately under-represented, but our gauge reached a new high with two layouts for the first time.

"Southern River Crossing" by Karl Sinn also takes us on a journey to America and was the perfect choice for showcasing AZL's extensive range to the public. Pieter Willems, located just two booths away, was the first Zettie to take part in this unofficial championship for the second time.

His layout "Kapel in den Bos 2.0" made its debut at our anniversary exhibition and was selected for the exhibition in Utrecht. We are delighted for and with Pieter, but at the same time see this as a confirmation of our own exhibition concept: turning high-quality layouts into visitor magnets.

The final major topic of this edition is the 628²/928² series Diesel multiple unit: the railbus successor was sorely missed as a "model for the masses" and must therefore be able to withstand critical examination.

We certainly didn't make it easy for it either and put it through its paces. The transitions between the two halves were given a new, albeit not highly innovative, solution, which nevertheless works. Märklin clearly wanted to prove that it doesn't always take major leaps in innovation to offer impressive models. Have they succeeded?

We reveal the answer and much more on the following pages. Enjoy reading!

Sin-Z-erely,

Holger Späing



Holger Späing
Editor-in-chief

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Date of publication of the German language version of this issue: 28 April 2026

Cover photo:

The control car 925 335-9 is at the front as the diesel multiple unit pulls in at Grund. Behind it, a storm seems to be brewing. The darkening sky provides a striking contrast to the bright red local train.

Series 628² / 928² from Märklin

The Legacy of the Railbus

In the 1970s, the German Federal Railways began to consider what a successor to the railbuses should look like. This issue was also becoming increasingly pressing in Z gauge. Now the replacement is available as a model, and we're taking a very close look at how this new release performs in our test.

As early as the 1970s, the question arose as to what would replace the Uerdingen railbuses. In 1974, vehicles from the 627⁰ (single-section) and 628⁰ (two-section) series finally appeared, featuring distinctive side panels with embossed ribbing. These too were powered by engines derived from the automotive industry and were extensively tested in regular service.

The Federal Railways finally decided to proceed only with the design of the two-car diesel multiple unit, comprising a power car and a control car. The three further units of the 628¹ sub-series, built in 1981 and now featuring smooth sides, also proved their worth.



628 287-5 is part of the first major series of the railbus successor, which served as the inspiration for Märklin's model. Here, the diesel multiple unit is waiting, ready to depart, at Sinsheim station on 12 March 2006.

However, development did not progress beyond these prototypes for almost twenty years. It was not until the 628² sub-series, with a production run of 150 units, that the model gained a somewhat greater presence. They entered service in 1988/89 and, in local and regional transport, marked one of the final chapters in the history of the Bundesbahn.

The successors to the railbuses, particularly the 628⁴ sub-series – the largest in terms of numbers – were already enjoying their heyday during the Deutsche Bahn AG era. However, in terms of the level of comfort they offered, they were all significantly superior to the railbuses.

Unlike those, they now also featured a first-class compartment; later, in addition to a traffic-red livery, they were fitted with improved interior fittings, including a wheelchair ramp. Whilst the prototypes and the 628² have long since been taken out of service, some vehicles from the final batch are still in service today.



The model reproduces set 628 335-2 / 928 335-9 (item no. 88700) from Zug Bus Regionalverkehr Alb-Bodensee GmbH (RAB), which was in service in the Lake Constance region.

Certain parallels in the vehicle's history seem to be repeated in the model: in Z gauge too, customers had to wait a relatively long time for a modern successor to the railbus, which first saw the light of day back in 1973. And now, 53 years later, the Insider Club model 2025 (item no. 88700) before us is set to usher in a new era of local transport on branch lines in 1:220 scale.

For that reason alone, the model deserves a close look, a thorough test and a critical eye. We mention here only in passing that this is a completely new design, as this is already standard practice for club members.

A trip to Lake Constance

Märklin has chosen a Class 628²/928² diesel multiple unit as the model for this kit and, much to our surprise, has opted for a prototype from a series comprising just 150 units rather than the far more numerous Class 628⁴, which was also used by a number of private railways and allows for more colour variations without compromising the exterior design.

For the time being, it remains unclear whether Märklin may already have planned for different body styles and accepted the shortcoming of the slightly longer overall length of the latest series. In any case, these sidetrack saviours – once so modern but now out of fashion in the face of low-floor vehicles – have become a defining feature that will no longer be missing from the model railway scene either.

It should also be noted that a small-scale manufacturer SMZ had previously produced the 628⁴. However, given the tiny production runs – usually of just ten models – its successful implementation failed to make a significant impact on the market.

Märklin's new release is marked as set 628 335-2 / 928 335-9 and, according to the markings, reflects the operational status as of 1997. With a maintenance date of 1 November 1996, it is in service with Zug Bus Regionalverkehr Alb-Bodensee GmbH (RAB) and is therefore based in the Lake Constance region.

Historically speaking, the model does not have an NVR number and therefore belongs to the early Era VI – incidentally, RAL 3020 Traffic Red was not introduced as the base colour on DB rolling stock until 1996. We are therefore looking at one of the first multiple units to have dispensed with the original mint green colour scheme.



Distinctive features of the 628² series include the single-panel doors in the area of the bellows and the lower window panes in all access doors to the open-plan compartments.

The bodywork of the two-car set has been produced using the plastic injection moulding process, as we are accustomed to seeing with Märklin railcars. The undercarriage, however, is made of metal-reinforced plastic rather than die-cast zinc.

Accordingly, we do not find any longitudinal partitioning in the chassis, as has otherwise become standard in more recent designs.

Visually, the railcar makes a good impression, thanks to its immaculate paintwork in the correct colours and its extensive, flawless printing.

Even all the distinctive details, which in a modern vehicle remain few in number, seem to have been reproduced accurately and in full.

Only the light grey surfaces (decorative trim and doors) stand out on closer inspection: they have not been painted using stencils, but have been applied using digital printing.

When slightly enlarged, the dots of the print screen become visible, just as we observed with the Vectron at the time.



The fitted driver's cab and the indirectly lit destination display are also among the standout features of this model.

Whilst this may not be the case when viewed from a normal viewing distance, it certainly applies to photographs of the model. We therefore still cannot come to terms with this. Here, digital printing is not being used to its full potential, but rather as a presumably cheaper yet inferior compromise to stencil printing.

Business addresses, class codes and pictograms were applied using pad printing to ensure they are legible even under a magnifying glass and resistant to wear and tear. In this respect, the model stands out in a very positive way from the Vectron, which has already been used for comparison.



Behind the lower entrance windows, we can even make out the replica steps! The destination display beneath the toilet window is neither labelled nor illuminated. And in this photograph, the distracting grid lines on the light grey surfaces are also visible.

Among the model's external highlights are the cab replicas in an authentic pastel green (similar to reseda green). Their light colour makes them immediately stand out when looking at the front windows.

Märklin itself describes the interior fittings, including the passenger compartment lighting, as 'suggestive,' which sounds far too modest to us. In the control car, it is complete; only in the motor car is it patchy in the area of the engine cover. A delicate light brown shade has been chosen here, reminiscent of the earlier imitation leather upholstery, such as that used in the X-cars for the Rhine-Ruhr S-Bahn.

Since we were just discussing the interior lighting, we should also briefly address the destination displays. While their housings are represented by a clear part along the sides of the carriages, they are neither illuminated nor labelled. The situation is different at the front.

There, we can read "SONDERFAHRT" ("SPECIAL JOURNEY") in large yellow letters on a black background. The destination is illuminated indirectly via the combined driver's cab and interior lighting. This means it is sometimes difficult to make out, but it has also provided a way of ensuring it is not so bright that it becomes completely illegible. We are therefore happy with this solution.

We'd like to highlight one small but fine detail to round off our visual assessment: a striking feature of this sub-series are the lower windows in the side doors. Märklin has recognised that a viewer's gaze will naturally fall upon the steps of the prototype, which passengers must 'climb' to get from the platform into the carriage.



In the driver's cab, we can see the brown passenger seats. As there is no engine to cover here, the rows of seats are uninterrupted throughout.

This was one of the reasons why these diesel multiple units were generally no longer considered in new tenders for local transport services. Accessibility is the order of the day.

Dimensions and specifications for the diesel railcar series 628² / 928²:

	Prototype	1:220	Model
Length over buffers (LüP)	45.400 mm	206,4 mm	207,6 mm
Length VT / VS (with bellows)	22.700 mm	103,2 mm	103,8 mm
Car body length	21.940 mm	99,7 mm	99,6 mm
Height above rail head*	4.154 mm	18,9 mm	19,0 mm
Width	2.850 mm	13,0 mm	13,3 mm
Pivot distance	15.100 mm	68,6 mm	68,7 mm
Overall wheelbase	38.800 mm	176,4 mm	175,5 mm
Wheelbased VT / VS	17.000 mm	77,3 mm	77,0 mm
Bogie axle	1.900 mm	8,6 mm	8,4 mm
wheel diameter	770 mm	3,5 mm	3,6 mm
Dead weight	66,6 t	---	40,0 g
Wheel configuration	2'B' + 2'2'		
Maximum speed	120 km/h		
Performance	410 kW		
Manufacturer	Düwag, Waggon-Union, AEG, LHB, MBB		
Baujahre	1986 - 1989		
Stückzahl	150 Exemplare		

* top of the antenna

We would also like to point out that the converted scale dimensions have been adhered to very precisely. We attribute the slightest deviations, with a few exceptions to be explained later, to measurement errors.

The technical side

We would particularly like to praise the small wheels, which are true to the model and essential for the overall harmony of the design. We cannot recall them ever having been available in Märklin's spare parts list before.

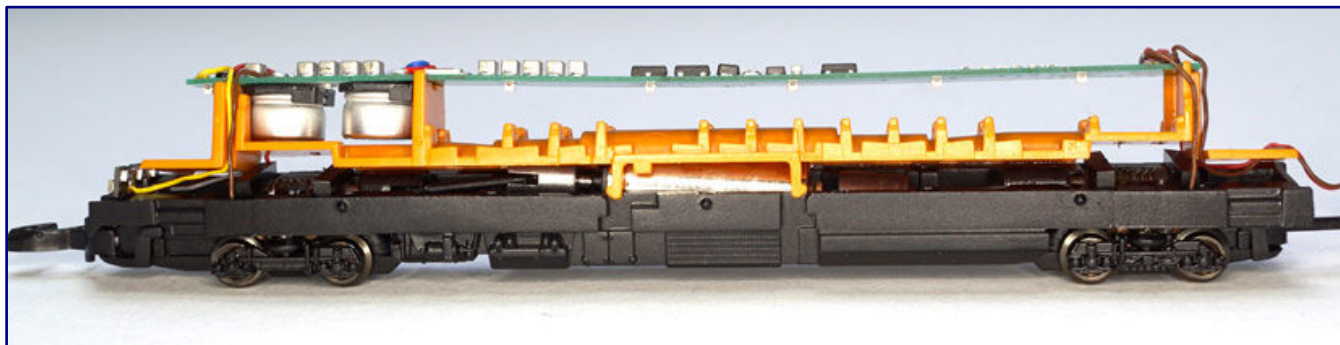
It should also be noted that we have not encountered any problems arising from them – whether these be contact issues or mechanical restrictions, such as when crossing points. This applies to Märklin track laid correctly.

The length over the buffers, which differs by 1 mm from the prototype dimensions, is the only 'outlier' we wish to explain: we believe this is solely due to the pivoting bellows, which, however, are a key strength of the model.

Incidentally, the slight protrusion is not noticeable. Inside the housing, compression springs are at work, ensuring that the two bellows halves remain aligned in all driving situations. To press them firmly together and prevent any gap from appearing, they contain magnets that attract one another.

This solution, which is simple compared to the track-guided system on the SMZ model, but is nonetheless well thought out, is highly effective, as the train formation always remains intact even on curves, reverse curves, and on points.

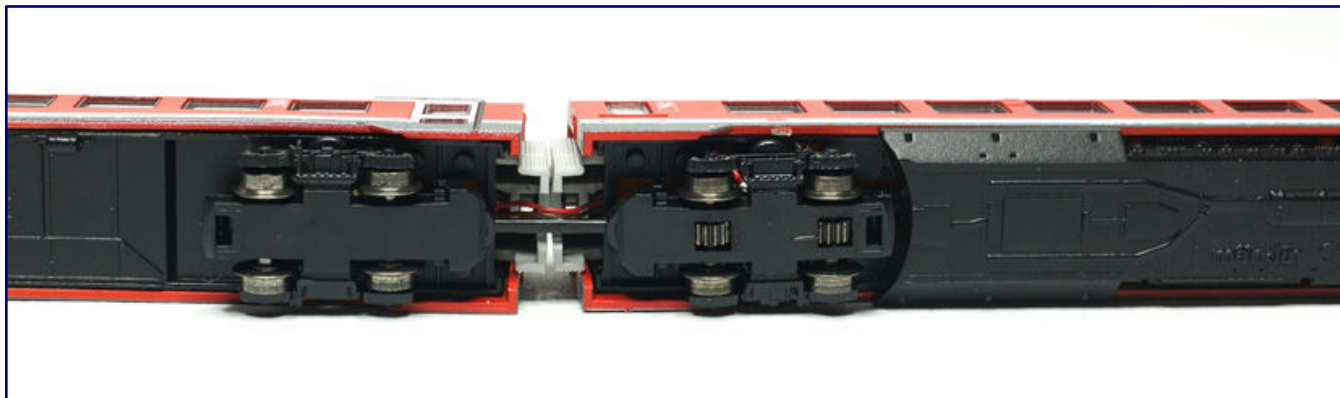
Mechanically, the motor car and the control car are firmly connected by a coupling rod. Strands of wire required for the control car's power supply are routed through this rod. The control car does not have its own current collection from the wheels. Stops in non-electrified sections are therefore always determined by the motor car alone!



A circuit board for the interior lighting is mounted on the interior fittings; the two buffer capacitors face downwards and are located – including in the control car – behind the driver's cab. In the motor car's chassis, a bell-armature motor without a flywheel drives all four axles via a cardan shaft and gears.

We would advise against removing the interior fittings! The circuit board for the LEDs and buffer capacitors mounted on top of them has very short cables. They are long enough to allow the bogies full range of movement, but are routed so tightly that they cannot become trapped and severed.

Given that the lighting units are maintenance-free and the gear components are lubricated in accordance with the instructions, there is no need to remove the cover; doing so is really just a matter of curiosity. We can therefore reveal that inside there is a bell-type armature motor without flywheels, which drives the wheel sets in the bogies via both shafts and universal joints. All four axles of the motor car are driven.



The mechanical connection between the motor car and the control car is provided by a fixed coupling rod. Two wires for the lighting are routed through this to the non-motorised section.

The capacitors support the lighting and ensure flicker-free operation, but according to our measurements, they have no effect on the motor. At the model's maximum speed (120 km/h at a nominal voltage of 10 volts), the journey comes to an end after just 10 mm in the event of a power cut.

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Photo above:

That's the trick! The bellows are mounted on swivel bearings and guided by a compression spring. Neodymium magnets ensure that they press firmly together in the correct position.

Photo below:

The run-out when the power is cut off from model speed is very modest at 1 cm. The buffer capacitors appear to have no effect here, and the diesel multiple unit model does not have a flywheel.

At a track voltage of 2.5 volts, our test model set off at a speed equivalent to 11.6 km/h and was already negotiating points without hesitation. However, the light from the white headlight and red tail light only becomes visible at 3.2 volts. We would describe the running as smooth and easily controllable. The current draw varies between 23 mA and 42 mA under full load.

The manufacturer Märklin claims that its new model has good traction thanks to its heavy weight. We are sceptical about this: the total weight of 40 grams is distributed across two halves, only one of which is actually powered.



Even when viewed from above, looking down at the roof, Märklin's new model cuts a fine figure. Here, too, the enclosed gangways, the driver's cab, and the interior fittings really come into their own.

Compared to other vehicles, these figures represent an average for us. Nevertheless, this is acceptable, and we have not carried out a series of measurements on this, as the 628² / 928² series has always operated on its own.

Anyone wishing to couple a railway mail van (not available from Märklin), a general cargo van or a bicycle luggage van should, in our opinion, have no problems on recommended gradients of up to 2%.

Our summary

This new model shows no real weaknesses. It lives up to the promise of its first impression in every test category. Minor details can always be improved, but this is undoubtedly a solid, reliable workhorse that has been sorely missed for many years.

Unlike other Insider Club models, no real innovation has been introduced here, but that in no way detracts from the overall impression. The diesel railcar belongs to the category of robust models for the layout. It is up to date both visually and technically.



This photo shows just how impressive the new diesel multiple unit looks: even without being a pioneer of innovation, it really impressed us during our test.

The lack of flywheel mass is only noticeable during an abrupt stop, i.e., when the power to the track is cut off. We have not observed any dropouts on complex track layouts. We are, therefore, delighted that this gap has been filled and are very keen to see whether Märklin will make a small compromise on length and, with future catalogue models featuring modified doors, will also release the numerically strongest and, to this day, active 628⁴ / 928⁴ series.

Until then, we're simply delighted to see this ageing railbus being retired and are nominating this train for the 2026 New Releases in the Locomotives category.

Manufacturer of the base model:
<https://www.maerklin.de>

„Überholstelle Lamerden“

Teil 7 Z-Car-System

Seit einigen Jahren gibt es das Z-Car-System auf dem Markt, welches eigentlich dem Angebot von Faller sehr ähnelt, aber natürlich hier im Maßstab 1:220 angeboten wird. Einen großen Unterschied zum H0 Pendant macht der fehlende Draht im Straßenplanum aus, den zur Fahrsicherheit der kleinen Modelle kommt ausschließlich ein Magnetband zum Einsatz. Nähere Informationen erhalten sie hier:

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

Die Moselbrücke Bullay in Spur Z, erbaut von Rainer Tielke, ist ein bemerkenswertes Schaustück mit einem zusätzlich verbauten Z-Car-System. Hier kann der geneigte Bastler auch im Internet erste Eindrücke von den fahrenden Autos bekommen.

Lesen sie weiter auf der Website zum Projekt unter:

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



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

Old Port Shop by Dirk Kuhlmann

Welcome to Cat Country

The noise of idling engines, a pungent smell of diesel in the air, screeching seagulls and echoing ship horns: These are the unmistakable hallmarks of a bustling harbour in the north-eastern United States. Welcome to the Old Port Shop!

Most of our German readers will associate American railroads with endless freight trains traversing empty and often spectacular landscapes, or with smaller shunting units navigating intricate track layouts amongst vast industrial and operational complexes.

To top it all off, there's that one large railway company in yellow livery from the West Coast, which here in Germany is often synonymous with American-style layouts. Nevertheless, the possibilities for creating a very specific scene are almost limitless, simply because of the sheer size of the country – and this is exactly where the "Old Port Shop" comes in.



In the smaller depot (shop) of the layout, heavy US diesel locomotives are waiting for their next assignment. At the time the photograph was taken, freight train cabooses were still in common use.

Thanks to the largely neutral design of the surroundings, this layout allows for a wide variety of railway companies going about their daily business and different era settings according to one's liking. The layout also captures the typically dilapidated charm of US railways, a feature that is reflected in the external condition of various buildings.

With the 'Old Port Shop', I undertook the daring experiment of blending American and German model kits into a coherent looking panorama. I also incorporated the refined landscaping style typical of our fellow Dutch, French, and English model railway enthusiasts.



Whether the 'Maplecove' ever actually docked on the East Coast is debatable. In any case, the model, built by Peter Nolan, certainly makes quite an impression.

But in reality, it is my own distinctive style, developed over decades. Adorned with the finest small parts from international manufacturers, this layout is of exceptional quality, particularly as it is also on a scale of 1:220. Also on display are rare US locomotives from small production runs and one-off models from the world of ship modelling.

The backscene is interchangeable, which means the setting can be changed in no time at all. Suddenly, the action is no longer set in Baltimore or an old harbour on Chesapeake Bay, but could just as easily be taking place in Chicago. With a sense of humour, some of the photo opportunities would even be suitable for the West Coast.

In this article, we aim to provide an overview of the early years of the then-newly established 'Chessie' company around 1974–75. Of course, we must not forget Amtrak, which had taken over almost all passenger services from May 1971 onwards. Further information can be found in the reference given at the end of this article.

You are, of course, quite right to wonder where the builder gets hold of such an extensive collection of rolling stock. For years, I have been teaming up with various model railway enthusiasts time and again.

Their small collections and the associated knowledge form the fundamental basis for a joint model railway project. Together with Dr Sven Rohmann, this is already the second major Z scale project after our large North Frisian themed layout "Kniephaven."

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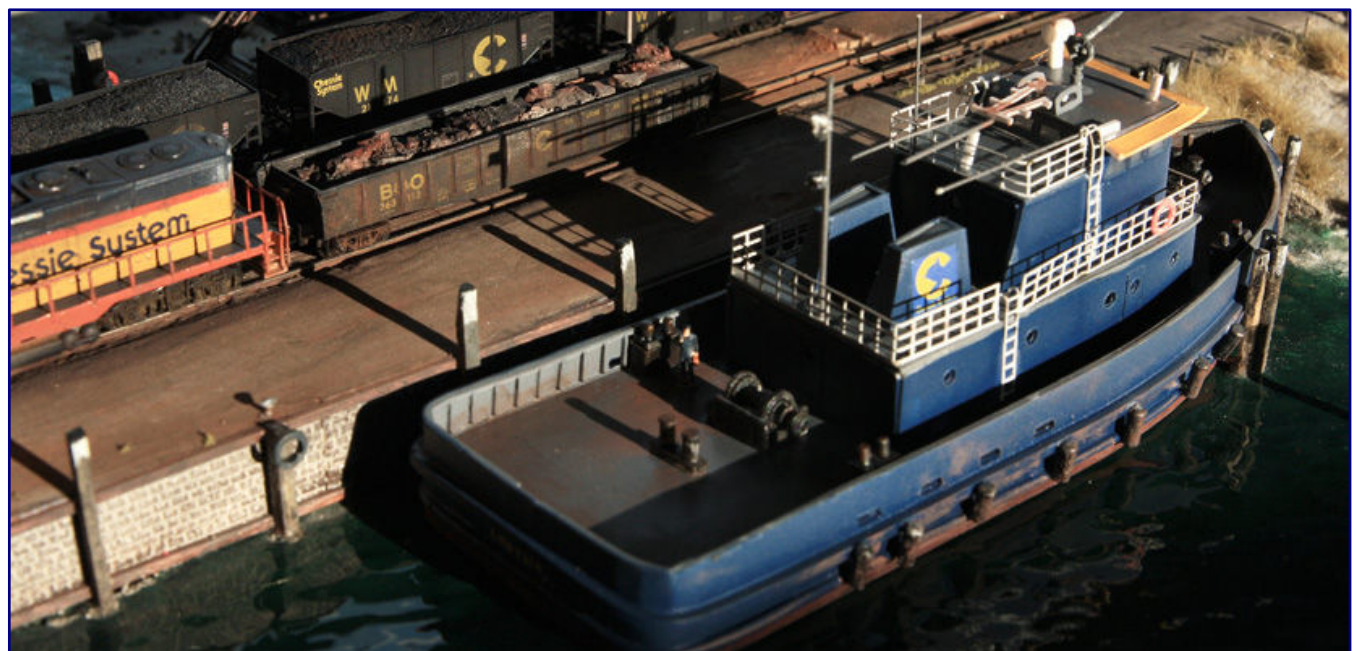


Photo above:

If it weren't for the French passenger ship in the foreground, the view of the 'new' Amtrak would be unobstructed: a passenger train hauled by three EMD E8 diesel locomotives is passing through the small station.

Photo below:

Chessie System also had a tugboat, but not until around 1984. In that respect, we have taken some artistic licence here.

Why not give it a go yourself? It might well pay off and is easy on the wallet too. Joining a model railway club can also yield similar results.

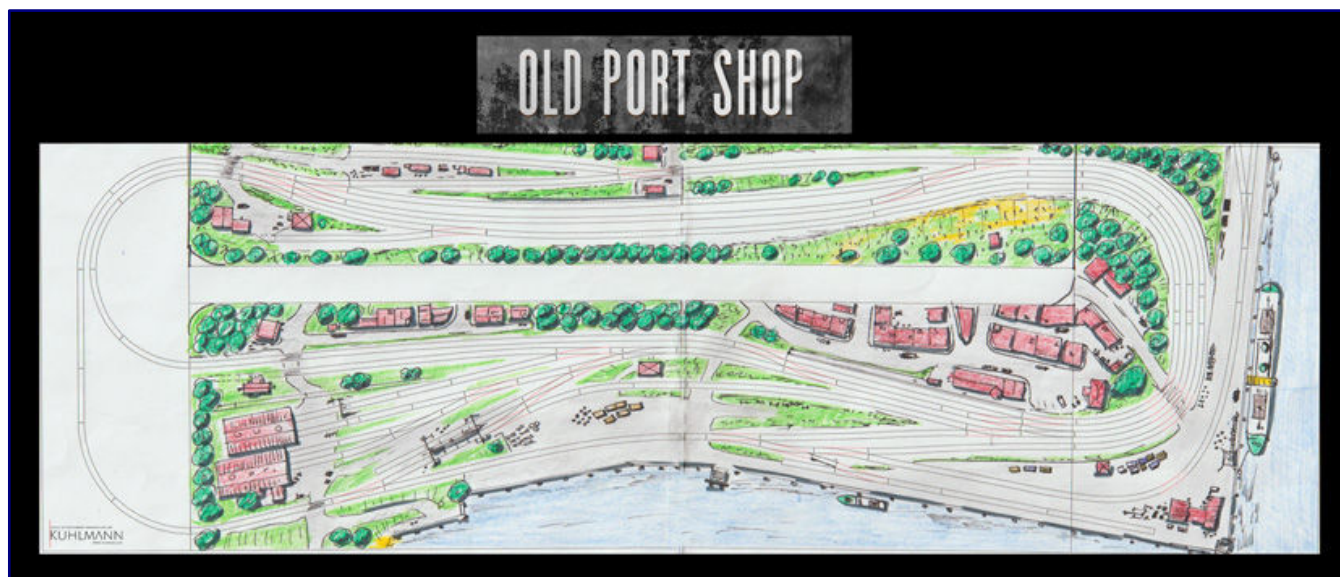
Work on this layout stretched over several years; the level of ambition was high and a great deal of patience was required. As already mentioned, the underlying idea was that the finished layout should have a completely different character to other, more conventional US model railway displays. Each stage of construction was a step into uncharted territory.



Why not? Even seagulls can add something special to a Z scale layout. And although they may seem barely noticeable at first glance, such tiny details often play a key role in defining the character of a layout.

Preparations

As the layout was to be taken to exhibitions and had to fit into a standard car, it was clear that it had to be built in segments. The protective covers, designed to fit the segment boxes, incorporate both the relevant backscene and bright lighting. When assembled on site, the result is once again that of a typical peep-box style layout.



This layout was deliberately designed in the traditional way, using pencil and eraser, and involved many attempts, some of which were repeatedly discarded.

There was one aspect, however, where Sven and I wanted to revive an age-old method: laying out the track without using a computer or track-planning software. So we kept rearranging the track and points within the allocated space and had a right good laugh doing it.

This brought back memories of our youth, and it had been a long time since I'd had to fit so much track onto a new layout. That made planning a harmonious landscape design all the more important.

These types of layouts often suffer from a lack of balance between the spaces allocated to nature and the 'man-made elements' within the model. Simply 'laying track' for many metres whilst focusing exclusively on the rolling stock is simply no longer how layouts are done these days.

As usual, the pencil and eraser took over. Several sketches later, the final, and, I hope, well-balanced plan was ready. There are the so-called 'sweet spots' – the places which immediately attract everyone's attention – but also buildings and trees that block the immediate view.

In return, I offer the viewer surprisingly new lines of sight, which are, of course, deliberately designed in this way. But that is not all: as already mentioned, the layout – which is almost three metres long – features a viewing box complete with a backdrop and very bright lighting. This deliberately defines the frame of vision for the viewer.

There are no sensationalist key scenes in the layout, but rather a simply balanced interplay between its various elements.

Construction

Due to our experimental track-laying, the segment boxes initially had to make do without their necessary reinforcements. The respective base frames could be completed only after the underfloor turnout motors, decoders, main cabling and distribution boards had been fully installed.

At a scale of 1:220, the landscape can be laid out generously; the only real constraint is with the space available underneath these 'magic boxes,' which is hardly surprising given that the layout is only 60 cm deep. Fortunately, there is enough clearance beneath those areas onto which the water will be modelled; here, we run no risk of damaging any components during any future drilling work.



This is what layout planning looks like without a computer: simply laying out the tracks as you go along and seeing if it looks right. If not, you scrap it and start again.

After the usual – and all-important – test runs, we soon got down to building the landscape. I always follow my own method when doing this. Interested readers will have seen this in several of my previous articles in the magazine.

Of course, every new layout should and must feature a personal touch. Surprisingly, my signature rusty layout name plaque has recently inspired many imitators, and now, for the first time, I had a three-dimensional version in mind.

Here, the 11 cm high lettering is displayed on a billboard made from old planks. They are complemented by three 1:45 scale figures. Naturally, this little work of art is also fitted with lighting.

It is also worth mentioning here the construction of the various buildings. They are all etched metal model kits. Before painting, they require a fine primer applied using a spray mist.

We couldn't help ourselves and ended up giving most of the buildings a shop interior, complete with furniture. There's the obligatory gun shop alongside the funeral parlour. Or, simply a general store.

The Christmas shop, which is actually rather nonsensical, stands out somewhat; yet the interior of the bar in the corner building presents a scene that is quite familiar to many art lovers. Many viewers will think: 'I've seen this before'?

The original by the American painter Edward Hopper is on display at the Art Institute of Chicago and is titled 'Nighthawks'. The painting dates from 1942 and my 1:220 scale reference to it is a tribute to one of my favourite artists.



This time, the layout sign has been designed in the style of an American billboard. Some 0-gauge figures are fixing it up, as the individual letters seem to be in a rather poor state of repair.

It was bound to end up adorning one of my model railways at some point. That honour now goes to the 'Old Port Shop' layout, which, as mentioned, can also be set in parts of Chicago.

Variable fiddle yards and traction power

Given that we have a number of historic US passenger trains in our collection, the idea of creating fiddle yards with various model railway themes came to mind quite early during the build. 'Brightside Yard' is already complete and depicts a scene in California. Here, for example, the Santa Fe 'Chief' can be parked.

Work has been underway for some time on a section of track running alongside a major river; this is where the passenger trains that tend to run along the east coast would be expected. From there, the route continues to the last hidden station on the way to Chicago and 'Dearborn Station'.

All three fiddle yards have one thing in common, however: they each measure 180 x 30 cm, can be connected to the 'Old Port Shop' or are self-contained with bypass segments.

In recent years, I have witnessed what amounts to veritable wars of ideology between many model railway enthusiasts, some of whom make use of the wide range of digital technologies, whilst others prefer to stick to analogue operations.

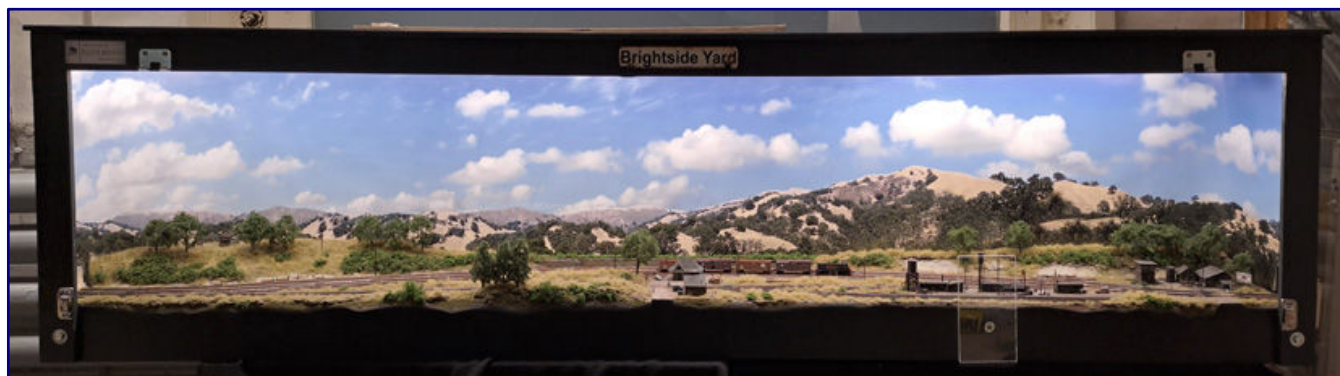
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The adaptation of Edward Hopper's painting can be found in the building marked by an arrow.

Even in Z gauge, there are hobbyists who have taken it upon themselves to preach that their own system is the only true and best one. This usually revolves around fully automatic operation with all its possibilities.

However, the trend is moving in a different direction; controlling the points and trains yourself is great fun again. All you need is a central control panel, as I have already demonstrated with the analogue layouts 'Helenensiel' and 'Kniephaven' during exhibitions.



The "Brightside Yard" is one of three (future) interchangeable fiddle yards. The setting here is unmistakably California.

A brief programme was all that was needed, and the audience marvelled at the virtuosity displayed on the keyboard – or rather, the control panel. After many hours of performances – naturally with stand-ins on hand during the breaks – the operator is quite exhausted, but satisfied spectators and good conversations are the reward.

With OPS (Old Port Shop), I have, of course, revisited and expanded on this idea. The layout is digitally controlled, but defies all the conventions of the model railway world, because, after all, it's your own ideas that count.

The central control unit is an Intellibox 2, featuring a wide range of push-buttons for various functions. I use it to control the various turnout decoders and, of course, can also activate route settings if required.

Just as in the analogue days, there are sections of track that can be turned off using a digital switching decoder (bistable relays). Here, the many analogue locomotives can be parked safely, for example simply as props to create a harmonious overall photo.

There are no block sections on this layout, as all operations are controlled manually. After all, we want to play with our model railway, not spend hours watching the rather dreary automatic control systems on a screen. But there's more to it than that, and we're taking it to the next level.

The layout has two separate circuits, so you can use a switch to run your old analogue 'treasures' on one of the circuits; a standard transformer is all you need.

Another switch allows a 1.5-amp decoder fitted to the track to control analogue locomotives via the digital control unit. Although only the basic driving functions are available here, some of our steam or diesel locomotives remain analogue, yet still demonstrate a whole new driving style.

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Photo above:

The sanding tower is constructed entirely from metal parts. This is the only way to achieve such intricate detail on a scale of 1:220.

Photo below:

A Chessie System EMD GP9 diesel locomotive is leading several freight wagons to the loading bays of the ships along the quay wall.



Two Chessie locomotives are pulling a long coal train typical of this region (top photo). Naturally, a bald eagle is a must here (bottom photo). The large bird of prey, the national bird of the USA, is probably on the hunt.



There's a lot of rubbish lying around at Miller Fish Co. The seagulls are also eyeing up the freshly caught fish lying on ice to the right of the building (top photo). The L&N's EMD GP30 1305 suffered serious engine damage and is now parked next to the engine shed waiting to be repaired (bottom photo).

The high amperage of the external decoder is due to multiple traction or an old motor that draws a lot of current. If the drive were to fail here due to its age, a conversion might be worth considering.

The third switching option takes you into the fully digital realm; both circuits are interconnected, allowing digitally equipped rolling stock to be set in motion – naturally, including the typical multiple-unit formations found on American railways.



An EMD GP 30 is parked at the quay late in the evening (photo above). It won't be moving on until tomorrow morning. Meanwhile, a light can still be seen in the porthole. Most of the buildings are furnished and, of course, also lit up (photo below).

In the future, there will also be a sound decoder, which, curiously enough, is built directly into the layout. The US diesel locomotives in particular produce an immense amount of sound in real life. This decoder is controlled using the same locomotive address; the sound signals are routed via the analogue sound outputs to a small PA mixing desk and ultimately to active speakers.

If things really get going, a PA monitor with a 15-inch speaker can be hooked up underneath the layout in no time. It's not just a treat for the ears and eyes – it even makes your trouser leg flutter.

The Intellibox 2 features a built-in digital voltage regulator, ensuring that the track is always supplied with 12 volts – a voltage that is gentle on Z-gauge models. With the successor models (Intellibox 2neo and 3), connection is even easier.



The sailors receive one last set of instructions from their officer; after that, they'll probably spend their wages on drinks. Meanwhile, the motorbike shop has the latest models on display.

The included power supply unit is compatible with Z gauge mode without the need for any further adjustments. Furthermore, these modern versions of the control units set up their own Wi-Fi network, meaning they can even be operated using a mobile phone or other wireless control devices.

The connection between the console and the sound system is made using Speakon technology (plugs and cables from the PA system). The advantage is clear: the layout can be connected quickly and is therefore ready for use; exactly what is needed for exhibition use.

Older layouts and those currently under construction have been, or are still being, fitted with this very personal standard. Ultimately, I must say that it is a real pleasure to manually bring a freight train to a complete stop in front of a signal. It's that feeling from the early days of my – and perhaps your – model railway experience.

In conclusion

We like to refer to the "Old Port Shop" internally as the forgotten model railway layout, especially as the completion of the main layout coincided exactly with the Covid-19 pandemic. Nevertheless, Sven and I were able to showcase the layout at numerous international events over the years and generated a huge media buzz. Our friends and supporters have thanked us in many ways for providing a welcome distraction during a difficult time.

Unfortunately, since the pandemic, there hasn't yet been an opportunity to showcase the layout at an exhibition; sometimes personal commitments simply don't allow for it. Besides, it's also a bit of a challenge to get a US-themed layout, and especially a Z scale one, into German model railway shows.

What emerged from several conversations was an underlying but palpable fear that this high-quality, well-designed, and fully equipped layout, might well steal the show from some of the H0-scale layouts.



Many years later at the museum: the giants of the steam locomotive world – two freshly restored ‘Big Boys’ stand in the foreground on the right, and a pristine ‘Challenger’ stands to the left of the shed.

Have Sven and I gone a bit too far? Healthy competition between the different scales is probably still a long way off. We’re simply building the next layout, and with that our journey continues – this time heading for Florida.

By the way, the “Old Port Shop” is on display in the FdE Burscheid model railway clubhouse in Leverkusen and can be viewed there.

Further reading:

https://de.wikipedia.org/wiki/Chessie_System
<https://www.american-rails.com/chessie.html>

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.

Meilensteine der Diesellok

Aller Anfang war schwer

V 20, V 36 und V 188 waren nach dem Krieg unverzichtbar. Sie waren Pioniere auf dem Weg zur V 60 der Bundesbahn und blieben lange Zeit deren Rückgrat in vielen Diensten. Auch die Deutsche Reichsbahn musste sie am Laufen halten, was sie vor große Herausforderungen stellte. Beim EK wird die Geschichte der Wehrmachtskonstruktionen umfassend beschrieben und präsentiert.



Stefan Lauscher
Die Diesellokomotiven der Wehrmacht
Die Geschichte der Baureihen V 20, V 36 und V 188

EK-Medien GmbH
Freiburg (Breisgau) 2026

Gebundenes Buch
Format 21,0 x 29,7 cm
608 Seiten mit ca. 520 s/w-Abbildungen

ISBN 978-3-8446-6081-4
Best.-Nr. 6081
Preis 79,90 EUR (Deutschland)

Erhältlich direkt ab Verlag
oder im Fach- und Buchhandel

Hier liegt ein wahrhaft dicker Wälzer vor uns: 608 Seiten im Umfang und 2,8 kg schwer! Aber handelt es sich wirklich um derart schwere Lektüre, wie uns diese Masse an Papier vermuten ließe? So viel sei vorab verraten: Wir fühlen uns gut wie umfassend informiert, aber keinesfalls erschlagen.

Autor Stefan Lauscher hat sich zum dritten Mal an dieses Buch gewagt: Nach der Ursprungsausgabe von 1999 und einer

Aktualisierung von 2006 schien es erneut an der Zeit, den gewaltigen Titel über die Diesellokomotiven der Wehrmacht zu überarbeiten und zu aktualisieren.

Im Vergleich zur allerersten Auflage ist der Umfang nur um sechzehn Seiten gewachsen, die deutlich größere Dicke des Buches kommt also eher der Papierqualität zu Gute, was auf die gute Wiedergabe der Aufnahmen einzahlt, die ausnahmslos schwarz-weiß gedruckt sind. Hier unterscheidet sich das Buch von vielen Baureihen-Titeln des EK-Verlags in der EK-Medien GmbH.

Der wahre Wert der vorliegenden Lektüre zeigt sich in den Inhalten, denn in den 27 Jahren seit Erscheinen und auch zwanzig Jahre nach der letzten Überarbeitung hat sich viel getan. Neue Quellen taten sich auf, wurden zugänglich und auswertbar, was zwangsläufig auch neue Erkenntnisse brachte, wo früher Lücken blieben und im besten Fall Annahmen getroffen werden mussten.

Unrühmlich war der Anfang der behandelten Maschinen, denn allesamt stellten sie Kriegsgerät dar und dienten folglich dem Vernichten von Menschenleben. Nur leider sind Krieg und Rüstung meistens die stärksten Treiber für Innovation, technische Entwicklung und großen Fortschritt.

Hier war es nicht anders und die Dieseltraktion erlebte mit den zweiachsigen WR 200B, den dreiachsigen WR360C und den vierachsigen WR550D ihren endgültigen Durchbruch im Bereich der hydraulischen Kraftübertragungen größerer Leistungen. Nur die Dora-Geschützlok D311 stellt mit ihrer dieselektrischen Ausführung eine Ausnahme dar.

Behandelt werden sie alle in diesem Buch, wie übrigens auch die Kleinlokomotiven WR110B. Der Titel schweigt sich über sie, wie auch über die WR550D dennoch aus. Umfassend ist die Abhandlung der Loktechnik, die in deutschen Militärdiensten zum Einsatz kam, aber überwiegend erst nach 1945 zur vollen Blüte kam.

Entsprechend werden auch nicht nur Technik, Fertigung und Kriegseinsatz diese Lokomotiven behandelt, sondern neben einer vorherigen geschichtlichen Einleitung ins Thema des Diesellokbaus der Nachkriegseinsatz bei beiden deutschen Staatsbahnen. Fand sich die spätere V 188 nur bei der DB im Bestand, so konnten sie beide doch auf die V 20 und V 36 zurückgreifen, die bis heute bestens bekannt und bei Museumsbahnen beliebt sind.

Auch für die Spurweite Z spielen die kleinen Universalmaschinen der V 36 eine große Rolle, daneben ist auch die V 188 längst mit Modellen bedacht worden. Das motivierte uns, diesen Band hier vorzustellen. Die Rollen als Nebenbahn- und Kleinbahnretter sowie als Urtyp einer modernen Werkslok auf Anschlussbahnen der Industrie werden auch im Maßstab 1:220 dargestellt, während V 188 001 und 002 schwere Güterzüge auf Hauptstrecken ziehen.

Die Geschichte der ersten in Serie gebaute Dieselloktypen größerer Leistung und internationale Wegbereiter der Dieselhydraulik ist einfach nur spannend. Ihre frühen Jahre sind zuvor nur eben kaum beleuchtet worden.

Welchen inhaltlichen Umfang das vorliegende Werk hat, sei auch an folgenden Punkten erläutert: Fast zwanzig Jahre hat Autor Stefan Lauscher die Entwicklung der Kriegsdiesellokomotiven erforschen müssen und immer wieder fortschreiben sowie aktualisieren müssen.

In 22 Ländern der Erde, bis hin zu den Weihnachtsinseln, konnten die Vorbilder aufgespürt werden. Das unterstreicht zugleich auch die Langlebigkeit und solide Ausführung der verschiedenen Typen. Garniert mit aussagekräftigen Fotodokumentationen in bester Reproduktionsqualität reiht sich auch diese vielfach gewünschte und inhaltlich aktualisierte Wiederauflage nahtlos in die „blaue Reihe“ des Eisenbahnkuriers ein.

Unverändert enthalten ist auch das Kapitel zu den Nachkriegsentwicklungen auf Basis der Wehrmachtstypen, mit denen noch nicht mal die achtzehn Exemplare der Unterbaureihe V 36⁴ gemeint sind. Kräftig gewachsen ist das Quellenverzeichnis, was dem Leser eigene Recherchen ermöglichen kann.

Viele Bücher zu den behandelten Baureihen gab es bei anderen Verlagen in der Vergangenheit nicht, aber gleich Null ist die Konkurrenz nicht gewesen. Heute stellt dieser Band das einzige Angebot dar, wäre aber auch in jedem anderen Fall ohne Zweifel für uns das Standardwerk, das die Maßstäbe setzt.

Für den vergleichsweise hohen Kaufpreis erhält der Leser eine sehr gute Buchqualität, die sich vom Papier über die Bilder bis hin zu den tiefgründigen Inhalten spannt. Eine Nominierung sprechen wir nur deshalb nicht aus, weil es sich nicht um ein völlig neues Buch handelt!

Publisher's webpages:

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

<https://www.ekshop.de>

Bunte Landschaften entstehen **Grüner Daumen fürs Modell**

Auch im Modellbau gibt es häufig viele Wege zum Ziel. Techniken, Materialien und Ideen konkurrieren miteinander – und jeder Modellbahner muss die für ihn erfolgversprechendsten finden. Deshalb beschränken wir uns im Magazin nicht darauf, unsere eigenen Vorschläge zu präsentieren, sondern stellen auch immer wieder gern Bücher zu diesem Themenfeld vor.



Thomas Mauer
Modellbahnbau in Perfektion: Landschaften gestalten
Die Anlage wird grün: Vegetation, Felsen, Gewässer, Details

VGB | Geramond Media GmbH
München 2023

Gebundenes Buch
Format 22,5 x 27,1 cm
128 Seiten mit ca. 400 farbigen Abbildungen

ISBN 978-3-98702-022-3
Best.-Nr. 02022
Preis 27,99 EUR (Deutschland)

Erhältlich direkt ab Verlag
oder im Fach- und Buchhandel

„Eine perfekt gestaltete Landschaft macht die Modellbahn-Anlage erst vollständig“: Dieser Verlagsaussage stimmen wir uneingeschränkt zu. Aber mindestens genauso elementar ist der Weg, der zu diesem Ziel führt.

Wie alle anderen Bereiche des Lebens auch, so ist ebenso der Modellbau stets im Wandel und in der Entwicklung. In den letzten Jahrzehnten haben sich sowohl das Gestaltungsmaterial als auch die Techniken stets weiterentwickelt.

Parallel wurden alte Vorgehensweisen wiederentdeckt oder mit heutigen Möglichkeiten kombiniert. Zwangsläufig ergibt sich daraus die Einsicht, dass es immer mehrere Wege zum Ziel geben an – Beispiel Wassergestaltung: Die farbbehandelte Raufasertapete ist ein Klassiker, auf Anbieterseite stand ihr einst vor allem die Seefolie gegenüber.

Es folgte eine Ära der Gießharztechnik, die schließlich auch etwas aus dem Fokus geriet. Fensterfarben und schmelzbare Gießmassen verdrängten sie für längere Zeit, bis weitere Angebote vor allem für Fließgewässer die Aufmerksamkeit auf sich zogen. Vergleichbares ließe sich über das Gestalten von Felsen auch niederschreiben.

Doch deutlich geworden sollte längst sein, dass unser Hobby es nicht verdient hat, mit Scheuklappen durch die Welt zu laufen und stur an einer einmal eingeübten Technik festzuhalten. Auch wir sollten uns weiterentwickeln und die Augen offenhalten.

Genau deshalb gehört es einfach dazu, auch andere Autoren und Modellbahner zu Wort kommen zu lassen und ihre Ansätze gleichermaßen in den Fokus zu rücken. Einer davon ist Thomas Mauer, der seit 2023 mit seinem Titel „Landschaften gestalten“ aus der VGB-Reihe „Modellbahnbau in Perfektion“ im Buchmarkt vertreten ist.

Bei diesem Buch handelt es sich um die vollständig überarbeitete und erweiterte Neuauflage einer Veröffentlichung aus dem Jahr 2019. Wie wir nach dem Lesen bestätigen können, steckt sie voller Anregungen, Tipps und Tricks.

Auch Modellbahner unserer Baugröße erhalten hier viel Marktüberblick zu den kommerziell angebotenen Produkten verschiedenster Hersteller und deren Einsatz. Gewiss lässt sich nicht jede Technik oder Idee problemlos von der im Werk behandelten Spur H0 in unsere Nenngröße übertragen.

Doch jedem, der sich mit der Modellbahn beschäftigt, sollte hinreichend Kreativität und Phantasie gegeben sein, um Sinnvolles und Verwertbares herauszupicken und auf seine Belange zu übertragen. So hilft der Autor sowohl Einsteigern als auch Experten gleichermaßen.

Eine besondere Stärke dieser Lektüre sind die vielen Schritt-für-Schritt-Anleitungen, die einfach verständlich und nachvollziehbar geschrieben wie strukturiert sind. Selten kann ein Buch eine so wertvolle und pragmatische Hilfe bei den eigenen Projekten sein, wie es hier gelungen ist.

Stark profitieren die Kapitel auch von einer großen Zahl an verwendeten Fotografien: Im Schnitt mehr als sechs pro Doppelseite sind eine klare Ansage! Dabei handelt es sich keinesfalls um einen reinen Bildband, wie die bisherigen Ausführungen klar gemacht haben sollten. Doch ohne viele und große Aufnahme wäre ein Band zum Anleiten zum Erwerb neuer Kniffe und Fertigkeiten wohl wertlos.

Zu erwähnen ist dringend auch, dass die Fotos, die Eingang in dieses Buch fanden, durchweg von handwerklich einwandfreier Qualität sind und ebenso hervorragend reproduziert und abgedruckt worden sind.

Nur brandneue Produkte und frische Neuheiten wird ein Leser hier vergeblich suchen. Das resultiert zum einen aus der ehrlichen Ansage, dass vor uns die Überarbeitung eines inzwischen gerade mal fünf Jahre alten Titels liegt.

Auf der anderen Seite ergibt es sich auch daraus, dass hier ein Titel etabliert wurde, der nicht dem „letzten Schrei“ hinterherlaufen soll, sondern einen dauerhaften Nutzen stiften soll. Es gilt also, zugleich modern zu sein und irgendwie auch das Zeug zum Klassiker mitzubringen.

Weil dies gelungen ist, spüren Sie sicher beim Lesen dieser Rezension unsere persönliche und anhaltende Begeisterung. Ohne Zweifel wird der Autor auch unser Arbeiten und unsere Ideen auf längere Zeit mitbeeinflussen – warum also nicht auch Ihre?

Inhaltlich reicht die Fülle der behandelten Themen über beinahe alle Herausforderungen des Landschaftsbaus: Unterbau und Boden, Wiesen und Felder, Wälder, Felsen, Bäume auch aus dem Eigenbau, Sträucher und Gestrüpp sowie Blumen und verschiedene Gewässerformen.

Rund machen die klar in Kapitel aufgeteilte und sinnvoll aufeinanderfolgende Themenvielfalt drei Abschnitte zu höchst unterschiedlichen Ansätzen, die sich für Dioramen eignen: eine Villa mit Parkanlage, ein Schwarzwald-Idyll und ein Römerpark als an die Bahn angeschlossenes Ausflugsziel.

Wer hier angekommen ist, hat ausreichend viel aufgesogen und gelernt, ein so umfassendes Projekt anzugehen. Blickt er oder sie nun auf den Anfang des Buches zurück, dann fällt eine mehrseitige Bildergalerie wieder ein, die auf ihren Doppelseiten zum Einstieg schmackhaft machte, was auf den folgenden mehr als hundert Seiten Schritt für Schritt vermittelt wurde.

Publisher's webpages:
<https://www.verlagshaus24.com/vgbahn-verlag>

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On traXS 2026 in Utrecht

Always worth a Visit

The annual On traXS exhibition which is held in Utrecht is regarded by many visitors as the European championship of model railway building. And that is certainly not an exaggeration, if one considers its unique concept and the carefully selected exhibits. It proved just as impressive in March 2026. For Z gauge, it was in fact a particularly special edition.

Three days of pure excitement at the very highest level: from 20 to 22 March 2026, the Spoorweg Railway Museum in Utrecht in the Netherlands, was once again entirely dedicated to model railways. And yet, just a few months earlier, it had looked as though this exhibition would have to be cancelled for financial reasons.



The rolling stock in Utrecht is in good condition, as demonstrated here by the six-axle multi-purpose locomotive 1501 NS, acquired from British Rail in 1969.

The museum railway situation in our neighbouring country looks completely different to that in Germany. Anyone visiting the museum with its innovative and family-friendly visitor experience would find it hard to believe that it operates entirely without government funding.

Yes, you heard right: the preservation of Dutch railway history and culture has so far been driven solely by private initiative and without public funding. This may change in a few years' time, and we very much hope that the added value in terms of tourism, culture, and history will also be recognised by the public sector and preserved with its support.

Back in the present, this means financial difficulties for the operator, who has so far managed to keep his museum and all its exhibits in excellent condition and turn it into a flagship attraction for the town in Holland. To ensure this can remain this way and is not jeopardised, we have asked the operator to translate his donation page into German as well.

Please help us keep going!

The Railway Museum in Utrecht is not a state-run museum and, according to information provided on site, has so far been run without any state funding. Given its concept, modern exhibition spaces, multimedia, and educational approach, and the good condition of most of the exhibits, this presents a major challenge.

It is therefore no surprise that this museum is under threat from financial constraints and is also appealing to its visitors for help.
<https://www.spoorwegmuseum.nl/de/unterstutze-das-museum/>

We are convinced that there are people in this country too who are willing and able to support this cultural heritage, whether on a one-off basis or on a long-term basis. We have included a link in an information box to the page that explains the various ways in which you can help.

It would be a real shame if the On traXS were to disappear from this unique atmospheric setting, or indeed if the whole museum were to close! Our visit, which we'd like to tell you about once again, is intended to convey just that to our readers.



The museum's concept is unique: the golden age of rail travel, for example, is brought to life in this location through the luxury trains of the early 20th century.

As every year, the outdoor area – but particularly the large museum halls with their many full-scale exhibits – provide a unique stage setting against which the model railway fits perfectly. It blends



Various manufacturers, such as the accessories supplier Faller, are also showcasing themselves and their products at On traXS to engage with their customers.

unobtrusively yet evocatively into this world, arranged according to its own design and positioned amongst the large locomotives and carriages.

Many manufacturers have also recognised what makes Utrecht special. They either exhibit directly – including Artitec, Faller, MBR, and many others – or ensure suitable representation through dealers, such as Märklin. A visit is therefore also worthwhile for purchasing products or for specific advice before making a purchase.

The concept that the layouts are intended to follow includes manageable external dimensions – they are mostly rather small layouts – and their construction within a display case. This is important because the frame and lid shield the layout from external light, which would otherwise enter through the glass panes of the top and cause glare, scattered light and harsh shadows.

Dedicated lighting for the layouts ensures sufficient quality for photography and allows for the creation of specific lighting atmospheres. The high standard of design in the selected exhibits has, since the very beginning of this exhibition, guaranteed that visitors travel long distances to visit and that visitor numbers remain high.

Although there are no official model-making or model railway championships, in the public perception On traXS has come to fulfil precisely this role. Being selected signifies a qualification at the very top European level, and to then also be at the forefront of visitor favour means special recognition.

We are delighted that the participants have so far always presented themselves in a completely unpretentious manner and without any arrogance. They are happy to chat with guests, explain their scenes and construction techniques, or fulfil requests for a particular train set.

Here, people are impressed but not intimidating, and there are no barriers. Those who come to marvel also come to learn. They take home the awareness that no master is born, and even the 'big names' started small, developing steadily over time.

Even the youngest visitors can sense this: they have always been, and continue to be, a particularly focus. On traXS has always been a family experience, just like the museum itself. Whether it's craft tables, play areas or the shunting game as a puzzle challenge, there's a dedicated programme for the little ones.



At "Horni Povelice" by Sebastian Schmidt (photo above), there was a warm summer atmosphere, which was not solely down to the lighting but had also been deliberately incorporated into the design. In contrast to this is the "Quiet Corner" by Ingo Scholz (photo below), designed based on DR motifs.

This March was no exception. Alongside these, 26 top-class layouts – including two in Z gauge – were once again competing for visitors' votes. Ten years on from the first presentation of layouts in our scale, this marks a new milestone; however, the 1:160 scale was barely represented this time.

Many of the themes on display are inspired by the Netherlands and its Benelux neighbours. However, our contacts from the Mitropa team also emphasised that relatively few participants come from the Netherlands. The European spirit is very much at the heart of this event, which brings people together across borders and fosters lasting connections.



“Les Billards du Vivarais” by Hans Niemeijer (photo above) came third in the visitors' vote. The “Centennial Monorail 1876” by Wim Smits (photo below) was based on a real-life model, something many visitors probably hadn't realised.

We also found layouts featuring the Reichsbahn and Bundesbahn, as well as American motifs and a few imaginative creations. This colourful mix ensured that there was something for everyone, and that visitors could take away inspiration for their own projects.

Incidentally, the layouts voted onto the winners' podium were 'Les Billards du Vivarais' by Hans Niemeijer (3rd place), the Norwegian-themed 'Bjørndalen' by MEC Oberallgäu-Kempton (2nd place) and, taking the gold, 'Sehr-am-Üzant' by Alan Jockmans. Our video report captures some of the highlights.

In contrast to the winners were layouts that were no less well-designed and thematically unique. Ingo Scholz, for example, transported us back to the Reichsbahn era of the German Democratic Republic with his 'Stiller Winkel' (quiet corner), where a segment turntable formed the operational hub.



Joke and Pieter Willems were making their second appearance at On traXS with the Z-Theatre. On stage, they performed "Kapel in den Bos 2.0", based on Belgian themes.

Also visiting from Saxony was 'Horni Povelice' by Sebastian Schmidt, where steam trains evoked memories of times gone by. Scenes like these look beyond the 'Iron Curtain' and remind us of times that we have, hopefully, left behind us for good in a united Europe.

We also really liked the 'Centennial Monorail 1876' by Wim Smits. To many, it may seem like a work of fantasy, but this form of steam-powered monorail was based on a real-life model, as the year in the layout's title suggests. It represented a rather unusual concept which, much like the Transrapid today, was unable to gain acceptance over the railway running on two iron rails.

This brings us to the two Z gauge entries. Pieter Willems has qualified for the second time. Together with his wife Joke, he presented the layout "Kapel in den Bos 2.0", which celebrated its premiere at our anniversary exhibition last October. It was created through extensive reworking and redesign of an older layout by Pieter.



Sights from the south and north of Belgium blend on the layout to form a harmonious overall photo. The route is dominated by bridges, the homemade signal, and, above all, rolling stock from Märklin, Z-Spoor and FR Freudenreich Feinwerktechnik.

It forms a link between the north and south of Belgium. And that is why we see both a Flemish chapel and a landscape typical of the Ardennes. Incidentally, the chapel – which was not available as a mass-produced model – is based on a real-life prototype and is located just a ten-minute walk from the builder's home.

This layout is characterised by a high degree of individuality. Almost all the landscape elements and buildings had to be ordered as custom-made items or created entirely from scratch. This also applies to the characteristic Belgian signal.

In the foreground, clearly visible at the edge of a viaduct, Pieter designed it himself based on drawings of the original. Particularly noteworthy is its true-to-life switching to red when a train passes by, to indicate that the subsequent block section is occupied.

Details such as kayakers, bathers, bicycles, and nuns bring life to the many scenes waiting to be discovered. 'Kapel in den Bos' does not captivate through spatial density, but through plenty of greenery and scenes within it that are at first glance unremarkable, yet special. To many viewers, what is on display feels familiar, which Pieter considers very important for the overall impression.

When operating exclusively with Belgian trains, models from the small-scale manufacturer Z-Spoor are used alongside Märklin. This means that operations featuring Belgian NOHAB locomotives or German-built Class 81 and 96 steam locomotives are complemented by models typical of the country from other manufacturers.

In sharp contrast to this is “Southern River Crossing” by Karl Der Anlagenprofi, who has been invited to On traXS for the first time; it depicts a river confluence in the bare, wintry Mississippi, characterised by intersecting railway lines. Even without a blanket of snow, this layout makes a real impression.



Three routes intersect on Karl Sinn's “Southern River Crossing” (photo above) and are also heavily traversed during trade fair operations. On the riverbank (photo below), we discover the wilderness of North America in the form of a bear family.

This is conveyed not only by the water and sandy banks, but also by the bare winter trees and bears along the riverbank. Even without any rolling stock, they quickly make it clear that we are in North America, and that 'Master Bruin' might be hoping to catch some fresh salmon here.

The depicted scenes, featuring the distinctive steel bridges built by Micron Art, are largely fictional and could just as easily be found in Louisiana, eastern Texas or southern Oklahoma. This increases the range of applications for the rolling stock, which is entirely from AZL, as this is, after all, their demonstration layout.



Walter Smit's 'Braubach' on a scale of 1:32 was for us one of the highlights of the exhibition. We very rarely see layouts of this scale and with such a high level of detail.

Many railway companies fit in with what is on display, including the Illinois Central (IC), Gulf, Mobile & Ohio (GMO), SLSF Frisco, KCS, Southern, Amtrak and Louisville & Nashville. Alongside colourful freight trains, owner Hans Riddervold has a particular affection for the IC's 'Panama Limited' night train.

As we conclude our tour of a selection of exhibits, we come across the largest layout in the exhibition. This distinction relates not only to the 1:32 scale (Gauge 1) but also to its length: Walter Smit's 'Lennebrücke' and 'Braubach' layout, assembled from various dioramas, is around 30 metres long

continued on page 44



We captured this atmospheric scene (top photo) featuring the Kö 1 at the Braubach locomotive shed. At the level crossing on the outskirts of the village, we see the heavy goods traffic of the late 1950s and early 1960s (bottom photo). The lorry has only just crossed the level crossing, as the Montanexpress is already emerging from the tunnel.

We were particularly impressed by the fact that the builder found his inspiration near Werdohl in the Märkisches Sauerland, not too far from our editorial office. So, for us, his work also offered a little local history lesson, during which we were even able to explore the fish in the shallow waters of the Lenne.

Perfectly designed to reflect the landscape, this enormous layout transported us back to Era III of the Bundesbahn. Alongside the V 100 and 'Silberlinge', the DB's VT 04 501 was still in service, whilst freight transport was even still influenced by the Class 52.



In the exhibition catalogue, Walter Smit's layout was listed as the 'Lenne Bridge'. This name is derived from this section of the layout, which was built based on a historical model from the vicinity of Iserlohn (Märkischer Kreis). Here, once again, we encounter the Bundesbahn's VT 04 501.

We found the Class 38, once a maid-of-all-work, operating on passenger services, which were already partly dominated by railcars – still a relatively new development at the time. We had to turn a blind eye only to the 'glass case' of the Class 98³ in Braubach, but that wasn't difficult, as surely everyone would want to see such a beautiful model on their layout.

We could have spent hours here alone, constantly discovering charming scenes set against a perfectly crafted landscape. The rolling stock, too, had been given an elaborate patina to create the illusion of the full-scale prototype.

It was almost inconceivable to us that this layout was not chosen for the winners' podium. This brings us back to the beginning of this report: such a high concentration of top-class exhibits is not to be seen anywhere else. That alone justifies the long journey.

And we understand just as well that, in the end, visitors must choose between all their favourites. In a way, they are all winners, including our Z Gauge contestants, but in a competition, only one can win in the end.



Apparently, there also once used to be a field railway near Werdohl. The bridge over it not only crosses the River Lenne but also the field railway line.

The best way to make sure you don't miss a thing and to experience it all with a sense of wonder is always to visit in person. And that is exactly what we'd like to encourage you to do, especially as your admission fee also helps to ensure the continued existence of a unique museum with such a special exhibition!

Selection of exhibitors relevant to Spur Z:

<https://artitec.nl>
<https://www.faller.de>
<https://www.maerklin.de>

<https://mbrmodel.eu>
<https://www.noch.de>
<https://www.rts-greenkeeper.de>

<https://scenery.shop>
<https://www.spur-z-atelier.de>

The museum's own website:

<https://www.spoorwegmuseum.nl>

Trainini TV - Episode 52:

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

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

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.

Magnetiz is generating interest:

The mention of the Magnetiz coupler has piqued my curiosity. My question is: where can one obtain such couplings, particularly with regard to the digitalisation of steam locomotives and similar vehicles (electronics in the first carriage or tender with power transmission via the coupling to the locomotive)? Are there any user reports, installation instructions or delivery records for this coupling? thanks for any information, and as always, thanks to Trainini.

Prof. Dr. Ulrich Langer, Aachen

Editor's reply: The manufacturer Azar Models intends to offer interchangeable bogies and couplings itself in the near future. However, these individual parts are not yet available at this stage. Our experience with the magnetic coupling has been consistently good; it is unobtrusive, works reliably and can be swapped out quickly. However, it is a single-pole system that was not designed to carry electrical current through both poles. Consequently, there are no supply wires in the coupling shaft, and none would run past the wheel or axle contact strips anyway.



Magnetiz (shown below) is designed as a single-pole unit; the coupling body is made of plastic and has no through-holes. This product is, therefore, not intended for electrical use.

The Z Gauge stool as an alternative idea:

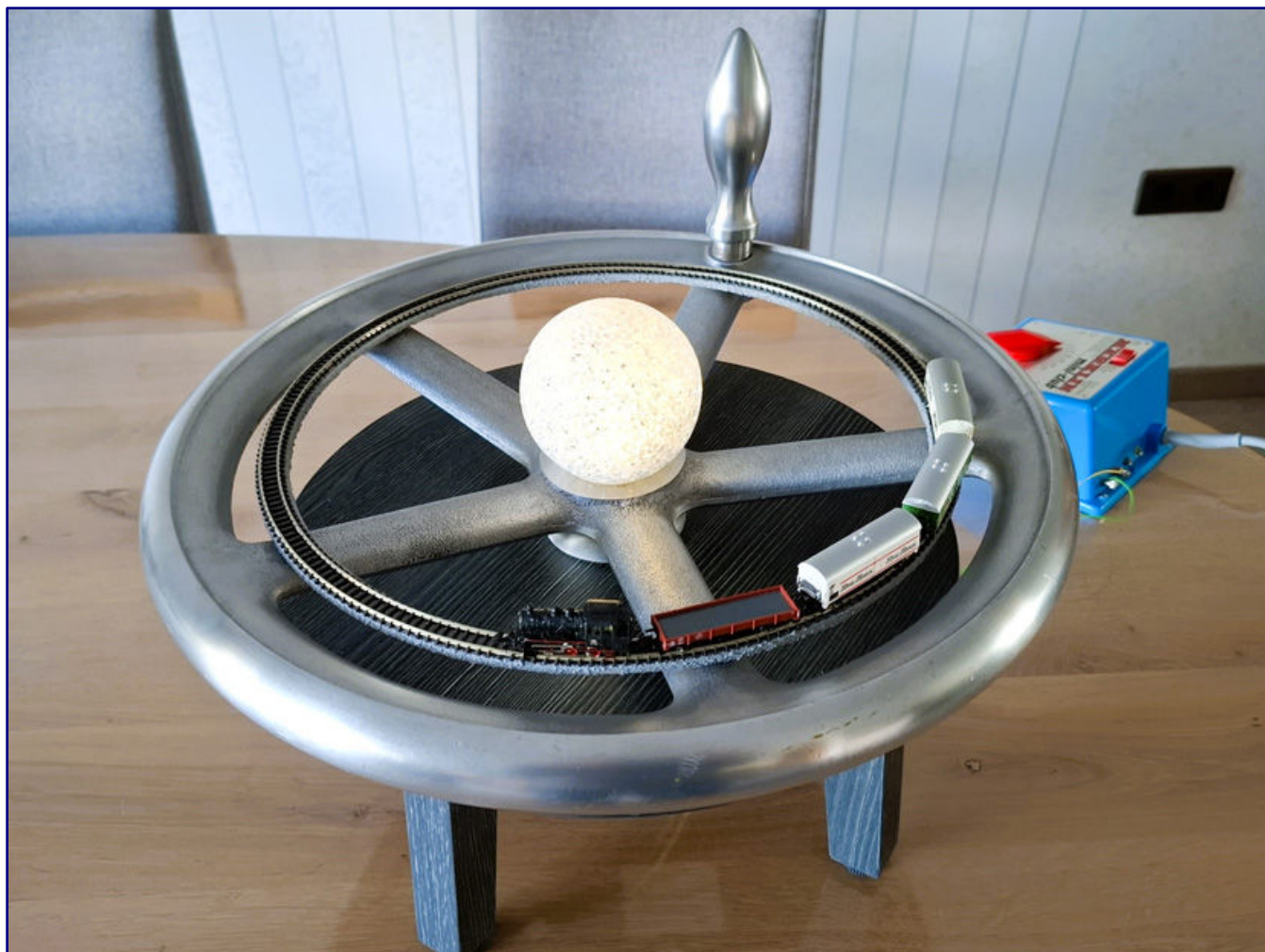
I acquired this rare handwheel from an old electric locomotive parking brake from a Swiss SBB depot. It is made of solid cast aluminium with a steel crank. It probably wouldn't make much sense as a wall decoration.

I've now made a suitable flower stool. I've glued the track ring onto a gravel-filled plywood ring. The cable runs through the wheel's axle. With a 3 – 4.5 V battery switch underneath the stool, it now runs nice and slowly, even without a transformer.

You can choose the right decoration to suit your mood and the time of year. I'm currently working on a plexiglass panel to insert, featuring a bit of a landscape. A second circle would also fit directly onto the stool. Then you could run two trains in opposite directions...

Detlef Waggeling, Duisburg

Editor's reply: What to do with vintage railway parts? We find our reader's idea original and extraordinary, which is why we have encouraged him to continue exploring this line of thinking beyond model layouts and to share such unusual pieces with us. Thank you very much for thinking of us straight away!



With the help of a flower stool and some track, the SBB handwheel has been transformed into a decorative item with a model railway theme that can be adapted to suit any season. Photo: Detlef Waggeling

New product launch in Altenbeken:

MrZtraX (<https://www.mrztrax.com>) is planning a launch of new models for the Z Gauge weekend in Altenbeken. At the exhibition in mid-May, four historic Ferrari models and a delivery van model from an episode of the TV series "Columbo" are set to make their debut.

The 1947 Ferrari 125 S was the first Ferrari to compete in a race, the Circuito di Piacenza, bearing start number 128. At the wheel on 11 May 1947 was Franco Cortese, who, however, suffered a fault with the fuel pump on the third-last lap and was forced to retire early. A few days later, on 25 May, he competed in the Rome Grand Prix with start number 56 and won. Both models are available to view in Altenbeken.

The Ferrari 166 MM, on the other hand, won the Mille Miglia on 24 April 1949 with the driver duo Biondetti and Salani, and the 1957 Ferrari 250 Testa Rossa is also a legend. This model is the car that competed in the 1957 Targa Florio under start number 102 and finished in third place.

The Ferrari 330 P4 is also a standout, as it played a leading role in the triumphant one-two-three finish at the 24 Hours of Daytona on 5 February 1967: two P4s and one P3/P4 took all three places on the podium. Incidentally, the replica car bearing start number 24 finished in second place.



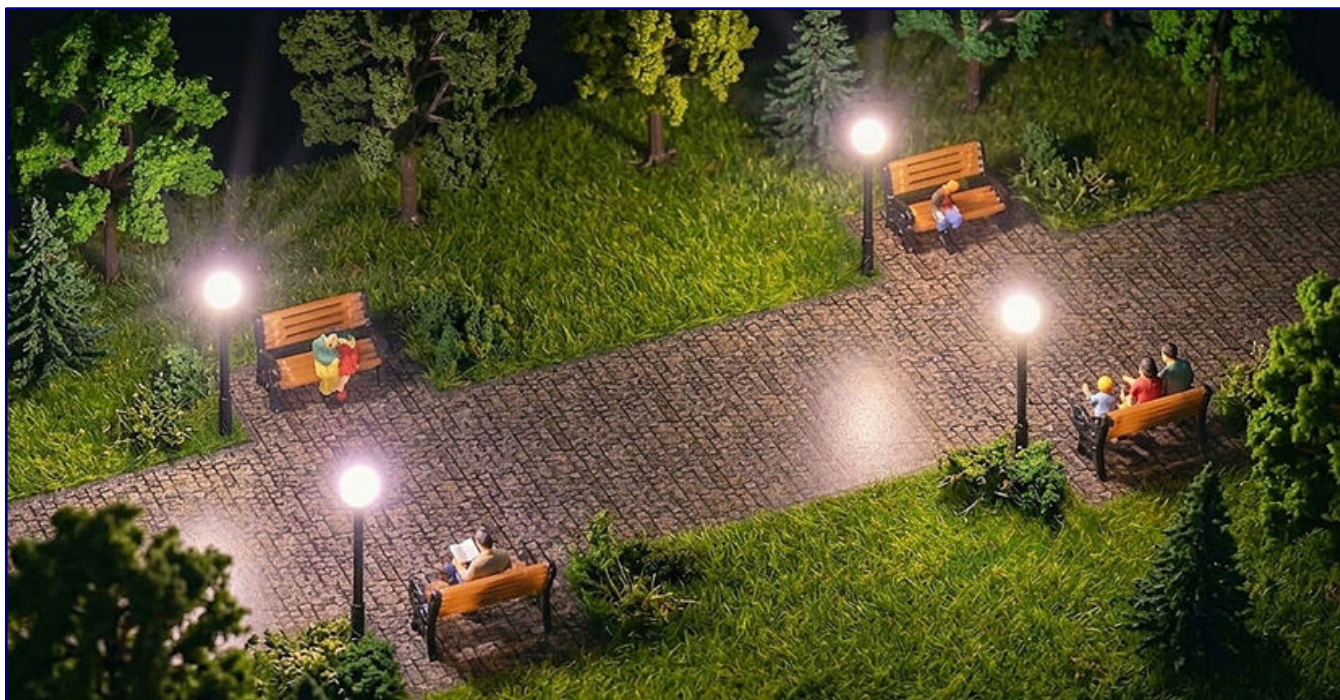
MrZtraX will be unveiling a whole fleet of road racing cars (photo above) as well as a film car complete with a figure (photo below) in Altenbeken. Photo: MrZtraX | Raffaele Picollo

The 1961 Chevrolet Apache C-10 van played a leading role in the episode "The Most Crucial Game" of the series "Columbo". The character of the "villain", Robert Culp, drove it whilst disguised as an ice-cream seller. The model goes perfectly with the Peugeot 403 convertible that Inspector Columbo was driving at the time.

Raffaele Picollo thus once again opens up wonderful opportunities to recreate historical scenes and even film sequences on the layout, which connoisseurs are sure to spot and appreciate. Within the Mr ZtraX range, this form of model-making already has a bit of a tradition; one need only think of a certain Mr Bean's Austin Mini.

Essential accessories from Zmodell:

As mass-production in this market segment has been somewhat neglected for years, we have recently also lost some small-scale manufacturers. This has had a particularly severe impact on the range of scale-accurate lanterns available.



With these park lights, Zmodell is addressing the lack of street lamps in 1:220 scale. For this display suggestion, the diorama scene has been enhanced with trees and shrubs using AI. Photo: Zmodell

Zmodell has already responded to this with a newly developed park lantern, which is now available from the 1zu220 shop (<https://www.1zu220-shop.de>). The single-arm model with a spherical lamp is illuminated by a maintenance-free warm white LED.

In order to illustrate a typical application in a park setting, the accompanying product image has been further enhanced using AI. However, the lanterns' delicate design and functionality have not been distorted in the process.

A whole series of deliveries at Märklin:

Märklin has released its 'silver' models for the early Era V: a three-car set (item no. 87183) comprising the Bn 719 (2nd class), ABn 703 (1st / 2nd class), and the BDnrzf 740 (2nd class) control car of Deutsche Bahn AG, preserved at the DB Museum in Koblenz, is complemented by a separately available Bn 720 (2nd class) – all the carriages can be seen together on page 60.

The carriages are fitted with close-coupling couplers; only Bn 719 has a longer coupler at one end, which is intended to be connected to the locomotive. All carriages feature intricate printing and also have red tail lights. The Karlsruhe end of the control car features, for the first time, chrome surrounds on the lower signal lights, as on the prototype, and has 'Koblenz' printed on the destination display.

To complement this, Märklin has selected and released the Class 143 (88434) in a 'Orient Red' livery – a colour scheme rarely seen on this type of vehicle – which has now also been made available to retailers. The 'Zurich S-Bahn SBB' train set (81195), featuring a Rh 420 locomotive and three double-decker carriages, is now also available.

The 'Touristik 2' double-decker carriage set (87307) also completes the local transport set from DB Gebrauchtzug (for Era VI). In addition to a DBpza 753.5 double-decker middle carriage, it includes the previously missing DBpbzfa 765.6 double-decker control carriage. It is pleasing to note that each carriage



Details of the carriage ends from the Silberling sets (photo above; item nos. 87183 and 87163) and the contents of the 'Touristik 2' carriage set (87307; photo below).

features an individual design with subtle variations, yet always closely follows the earlier Touristik train colour scheme from 1995.

It is striking that, in this set – as with the ‘Silberling’ models – the wheels and axles on the control car are polished rather than black nickel-plated, unlike in earlier editions. Incidentally, the ‘Silberling’ features LED headlamps and tail lights for the first time; these are calibrated so that the lights shine in a realistic manner without being too bright.

Shortly before going to press, the “Standard Design 1928 to 1930” express coach set (87620) also arrived in shops. With these bottle-green coaches from usage group 29 in their 1951 service condition, Märklin is establishing a completely new and expandable family of passenger coaches.



The 1928–1930 model express train carriages (87620) have now been delivered. Slotted bellows are attached to both ends of the train. These can be individually swapped for two included ones in the extended position.

The Pw4ü-29 luggage van and two each of the C4ü-28 (3rd class) and ABC4ü-29 (1st, 2nd and 3rd class) express coach models are beautifully detailed, feature interior fittings and are even fitted for interior lighting.

For the first time, Märklin is drawing power from the axle ends using the principle familiar from Rokuhan, which has a very positive effect on rolling resistance. A detailed presentation of this important innovation will follow in a future issue.

Emergency power from Yellow Dwarf:

At first glance, the new diesel generators (item no. 50233) in enclosed housings with doors look a little unusual. These are not ordinary, portable emergency power generators, but stationary units.



This is what the new diesel generators (item no. 50233) look like after being painted by the customer. Photo: Yellow Dwarf

We can well imagine these being used in the vicinity of large buildings or a hospital. The unpainted, raw moulded parts can be purchased via the manufacturer's website (<https://www.yellowdwarf.eu>).

New car models at the Panzer-Shop.nl:

Panzer-Shop.nl reports, without providing a specific list, on new ready-built models available from its website. In addition, the following vehicles have been added to the range as kits:

Barkas B1000 Fire Brigade Van
IFA G5 Low-walled Truck
IFA W50 Kipper (Low-walled Truck)
IFA W50 Tow Truck LA/AB
IFA W50 TLF 16 Tank Fire Engine
Hanomag SS-100 Tractor
LAK2 Suitcase
MAN KAT1 4x4 Low-walled Truck
MAN KAT1 8x8 Low-walled Truck
Mercedes-Benz T2 Tipping Trailer
Volkswagen Passat B1
Trabant 601 Cabrio

New in April at AZL:

In April 2026, American Z Line (<https://www.americanzline.com>) is once again presenting a range of new models, which are currently being delivered. First up is the BNSF EMD GP30u from the transitional period, featuring BN livery and new owner's lettering (item nos. 62128-1 / -2).

Next up are the GE C44-9W from IC / CN (65106-1 / -2) and the SP's EMD SD50 with a dented nose (65010-1 / -2). Whilst the MKT – KATY EMD F7A (63016-1) was at home in freight transport, the slightly longer UP EMD FP7 (65314-1 / -2) was used to haul passenger trains.



BNSF's EMD GP30u (item no. 62128-1; photo on the left) and UP's EMD FP7 (65314-1; photo on the right). Photos: AZL | Ztrack

The Autoflood III bulk freight wagons are now available with cargo loaded for the FEPX "FIRST ENERGY" in packs of two (905705-1) and four (915705-1 / -2), as are the Southern 4180 compressed air unloading wagons (916043-1 / 906043-1).

The CSX freight train escort wagon (92003-3 / -4) from the 'Operation Lifesaver' series features a hatched pattern with warning stripes. The three-section Trinity RAF pillar-carrying wagons for transporting US Express semi-trailers are back (905235-1).

These semi-trailers are also available as a two-pack without a tractor unit (954011-1) and are used here to introduce the new tractor units in white: the 'Hood Truck' with a sleeper cab (96001), the 'Cab-Over Truck' without a sleeper cab (96101) and with a sleeper cab (96201). The newly designed models are



The three types of lorry are shown here in the order mentioned, in red. Photos: AZL | Ztrack

also available in the same version with a red finish (96002 / 96102 / 96202). In this case, four-packs are also available (96022 / 96122 / 96222).

Maintain public pressure on decision-makers:

The petition to save "Eisenbahn-Romantik" has closed. By signing it, 32,667 people have sent a clear message to SWR, calling for the programme to continue. Nevertheless, the behaviour of the broadcaster and the Broadcasting Council continues to attract criticism and bewilderment.

Key questions remained unanswered; rather than engaging substantively with the issues and arguments, those in charge seemed more intent on bringing the matter to a swift conclusion that had long since been decided.

32.667 Menschen fordern



openPetition.de/eisenbahnromantik



Lieber SWR: "Eisenbahn-Romantik" soll weiterbestehen

Illustration: Ulrich Klumpp

The apparent lack of attention shown by some members of the Broadcasting Council during the meeting has also damaged the trust of viewers and licence fee payers. This behaviour stands in stark contrast to the Council's own claim to represent the interests of the public appropriately.

Contrary to the promise made, thousands of postcards sent to the Director-General, Prof. Dr Kai Gniffke, and complaints regarding the programming under Section 11 of the SWR State Treaty have either not been answered or have not been properly processed.

The letter sent by our editorial team in December 2025 – which was both public and addressed personally – and written by Editor-in-Chief Holger Späing to the Chairman of the Broadcasting Council, D. Engelbert Günster, has remained unanswered to this day, as the **Stuttgarter Zeitung** noted on 9 April 2026.

This also contradicts a statement made by Günters at the public meeting of the Broadcasting Council, according to which everyone who had written to him had received a reply. We find this morally reprehensible, insincere and nothing short of scandalous in view of the funds collected from the public in the form of a compulsory levy.



Don't those forced to pay the levy have a right to be heard and to accountability? One of the two stacks of papers sent out illustrates the sheer number of signatories. Photo: Ulrich Klumpp

Our editor-in-chief also criticises this in a video interview on Jürgen Oswald's YouTube channel, Modellbahn_H0. We would therefore like to point out here that the 'volunteer' members of the Broadcasting Council receive a monthly allowance of €707.85, plus attendance fees, for their work on behalf of licence fee payers.

The gap between aspiration and reality when it comes to understanding this special responsibility could hardly be more glaringly obvious. It is yet another sad example of how politics and those in power have become detached from the people and their needs and concerns. Surely the penny must drop 'up there' at some point, mustn't it?



Figure: Azar Models

Progress of the Azar Models campaign:

On 1 April, Azar Models (<https://azar-models.com>) surprised its customers by announcing the French CC 6513 electric locomotive in what was claimed to be an Asterix livery. Anyone who looked at the date the information was sent out and was also familiar with French customs could soon see through this as an April Fool's joke.

But who knows? In other gauge sizes, too, some of these concepts have already become real models because demand arose. Customers don't need to wait for that, however, as the crowdfunding campaign for the

Capitole trains has already significantly exceeded the minimum target of €75,000.00, but has nevertheless been extended until 31 May 2026.

Anyone wishing to purchase one or both of these trains exclusively can still register on the following page and secure their financing: <https://capitole.azar-models.com>.

Deliveries at Noch:

In late March and early April, a small number of 3D master figures and car models from Noch's 3D printing range were initially available. Despite reports from retailers, the manufacturer's stock status has long since returned to 'out of stock.'

That is why we can only briefly showcase two new releases, unveiled in 2024, with a photo here: two VW Beetles in yellow and light blue (item no. 44605) and the Hunter and Lumberjack set (44503). Also included are two Porsche 911s (44606) and two Mercedes-Benz 190s from the W201 series (44607), McCormick D tractors (44609) and the cyclists (44532).



The two VW Beetles (item no. 44605; photo above) have been greatly enlarged to show the details of the roof rack and the passengers – this should be borne in mind when assessing the visible surface area. The hunters and woodcutters (44503; photo below) really come into their own when viewed at this magnification.

Whilst the figures make a more convincing impression overall than the first editions, the vehicles we have on hand do not quite match the standard we are used to seeing from other production processes.

The layers of the print remain visible, and the details appear less sharp. If they are placed on the display stand at a distance of 15 to 20 cm from the viewer, this should be less noticeable and their advantages (recognisable figures!) should come into their own. Some of the tools from the autumn range 2025 have also arrived in shops.

Once is enough:

KoMi-Miniaturen, the Z-gauge supplier specialising in the finest details, is soon to close its doors. Kordula Günzel and Michael Richter, whose first names form the basis of the name 'KoMi' are retiring. Their final public appearance will take place at the Z-gauge weekend in Altenbeken in mid-May. After that, it will be the end.

We very much hope that this creative duo will continue to be connected through their hobby of Z gauge modelling and that they will maintain contact with the community, even as private individuals. We would like to take this opportunity to say a heartfelt thank you for the many years of brilliant ideas and outstanding products!

More news from Artitec:

At last, we are able to showcase Artitec's new silage bales (item no. 322.049) here. The ten individual bales and eight stacked bales, cast in painted resin, are an integral part of modern agriculture. The round bales, machine-sealed in plastic film, protect straw or hay from the weather and mould. We had already illustrated this in the March issue using photographs of the real thing – you can find a model scene based on this on page 60.



This is what the Artitec silage bales (item no. 322.049) look like. At the back left, you can see eight bales that have been moulded as a single, fixed stack – whilst all the others remain separate and can be laid out or stacked as desired.

Another new addition now available is the range of metalworking machines with figures (322.047). These too enhance many workshops with their exquisite detailing and accurate colouring. A prime example is the small workshop with a plaster and half-timbered façade from the Kibri range, available as a Polyplate kit, which offers a good view of the interior.



The metalworking machine with figure (322.047) is, as usual, a fine piece, and is sure to be a welcome addition to many a Z Gauge workshop.

Open Day after the summer holidays:

Shortly after the end of the summer holidays across the country, Märklin will once again open its headquarters in Göppingen for an open day on 18 and 19 September 2026. Behind the classic façade of the “Factory of Dreams”, the various departments will once again offer visitors a glimpse into the production process from 9.00 am to 3.00 pm on both days. Staff will explain the various stages of the process to guests.

In addition, the Märklineum will be open, featuring an exhibition and a large model railway layout, whilst a supporting programme and food and drink options will round off the visit. A shuttle bus service will operate from the car park at the EWS Arena. All essential information is available on the manufacturer’s website.

Unfortunately, another departure:

Unfortunately, we have to report that yet another small-scale manufacturer has announced the closure of its business. In this case, the closure takes effect immediately, and the company’s own website has already been taken offline.

For health reasons, Heinz O. Schramm announced and finalised his departure from his brand, HOS-Modellbahntechnik, at the beginning of April. We regret this, but show our respect and appreciation for his decision, which we can understand.

Linked to this is the hope that his extensive programme might perhaps be continued by a third party.

Wunderland S-Bahn launched:

To mark the 25th anniversary of Miniatur-Wunderland, a special anniversary train was put into service on the tracks, modelled on the real-life route and built to a scale of 1:87, in collaboration with S-Bahn Hamburg. The ceremonial maiden journey, featuring S-Bahn chief Jan Schröder as well as Gerrit and Frederik Braun, took place on 7 April 2026 in a distinctive design. Our editorial team was also invited, but was unable to attend due to the short notice.



To mark the 25th anniversary of Miniatur-Wunderland, Frederik Braun, Jan Schröder (CEO of S-Bahn Hamburg) and Gerrit Braun (from left to right) present their anniversary train, both as a model and its real-life counterpart. Photo: Deutsche Bahn AG | Luca Prinz

The design of this colourful S-Bahn makes its passengers look, from the outside through the 26 windows, like the figurines in a model railway display, and serves as a colourful advertisement for Hamburg's biggest tourist attraction to mark the start of its silver jubilee. The concept and design were developed in collaboration with the team at Gudberg Nerger in Hamburg.

Märklin's Wacken train set up for auction:

Together with the "Wacken Open Air", Märklin has auctioned off an exclusive model railway set, specially produced for display at the world-famous music festival.

The event raised EUR 12,000, which will now be donated to the charity DKMS, which works worldwide to support blood cancer patients and registers potential stem cell donors.

Andrea Autenrieth, Head of Donor Recruitment at DKMS, accepted the cheque during a meeting at Märklin in Göppingen. The 25-year-old auction winner, Philipp Schlamp, was presented with the one-of-a-kind LGB 'Teufelszug' model, based on the RhB's



Winner Philipp Schlamp is delighted with his winning move, whilst DKMS is delighted with the donation, which will help them in the fight against blood cancer. Photo: Märklin.

ABe 4/16 'Capricorn', in person by Managing Director Wolfrad Bächle in Göppingen. This was followed by a tour of the Märklineum with fans.



Two more photos to finish:

Above, we see the complete Silberling wagon set (item no. 8183) together with the additional wagon (87163). Below, we get another glimpse of how the excellent Artitec silage bales (322.049) look in use on the layout – inspired by the prototype photograph from the last issue.

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>.

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