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Trainini

German Magazine for Z Gauge



Revolutionary tree building

Raiffeisen Warehouse by Märklin
Competitive showpiece

Introduction

Dear Readers,

The calendar has only two pages left, and the year ends soon, but the model railway season is on its way to its peak.

The model railway cellars become again the main place to be, because they are warm and cosy. And only there can we finally implement all of the many ideas, most recently those of the colourful autumn, on a Z-gauge layout.



Joachim Ritter
Editor

We have therefore been busy assembling the Märklin Raiffeisen warehouse for our Z gauge--an architectural kit with many parts and an impressive twelve-page construction manual. At first glance, this may seem a bit frightening, whether or not one can assemble the kit properly?

But following these instructions is the key to success. In addition to calm and composure, it takes us by the hand and guides us safely to our goal: a very beautiful model that can find a home on many sites on a layout. We have a few little tricks ready for you so that the fun on the way to this model is not neglected.

In September we started to make trees and shrubs. In this issue we now explore the magical growth of Microrama trees through intensive experimentation and testing.

How our colleague Dirk Kuhlmann experienced the history of his diorama "Auf dem Mauspfad" (On the mouse path) and what joy in detail was created during construction is also worth a report.

We also found a wonderful film by EK-Verlag about steam and diesel in the north. In it you can find wonderful scenes of the original, some of which were even realized in our size Z, but most of all they offer suggestions how we all can use them well.

We are also on a journey through time in the Ruhr area, which spans a broad arc in book form, in order to open up knowledge about the history of the region and the railway for us as readers.

The Insider Club model for 2019 was also on display at the Cologne trade fair -- we can look forward to the 03 1001 steam locomotive with a high-speed tender and the Gl 11 covered freight car with Miele advertising lettering.

In addition to the new catalogues from Faller and Märklin, a number of new products have now found their way into the specialist trade; we will tell you which ones. But we will also keep you informed about further new developments.

Not to forget: at upcoming events in the New Year, you are welcome to let us pull out the pen so that you can mark them in the calendar!

Now we wish you a lot of fun with your modelling and of course with reading.

Sin-Z-erely,

Joachim Ritter

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Cover photo:

ÖBB diesel locomotive 2048 007-5 harmonises very well with the autumnally coloured landscape when it drives its intermodal train in front of the photographer's lens.

UIC standard car of the FS

Large capacity Italian

FR Freudenreich Feinwerktechnik always refines Z gauge with its successful freight car models. And with great regularity, covered designs can be found among them. Recently, a large-capacity wagon of the Italian state railway was delivered, which is exclusively distributed in this design via the 1zu220 shop. We took a close look at this fine piece.

At the beginning of the fifties new construction of freight wagons could be resumed. Even then, the transport service of the young DB demanded a modern, spacious wagon with a loading length of at least 12.50 metres.

This wagon, initially known as Glmms 61, which Freudenreich Feinwerktechnik had previously implemented as a model, was only feasible around 1960. The Dutch NS and the ÖBB had pushed the standardisation of such a wagon within the UIC until then. As a result, similar standard freight wagons were also included in the stocks of other related state railways.



When 044 204-6 and 044 381-2 pass the photographer with Gag 49861 at Osterode am Harz on 22 April 1975, a German car of the type Gbs can be seen in the first place in the train. Photo: Prof. Dr. Willi Hager / Eisenbahnstiftung

An example of this is the Italian car, which is referred to as the Gbs type in the designation scheme introduced around 1964. For the 1zu220-Shop FR Freudenreich Feinwerktechnik has now picked up this covered type. It is based on the chassis, as the German Gbs 54 also shows, but takes into account the deviations of the prototype. This makes it a largely new design.

In contrast to its successors from the newbuilding program, the German car originally called Glmms 61 had a trapezoidal blasting plant. This gave a higher stability to the type still manufactured from old usable parts. Also the model of the Italian modification shows it as typical found in prototype. The step attached to the left end of each sliding door is striking.



Also in the short short-distance freight train 16185 to Eslarn, led by 064 393-2, two covered wagons Gbs according to the UIC standard were listed on September 12, 1973. Photo: Peter Schiffer / Eisenbahnstiftung

The Gbs of the Italian State Railway FS (Art. No. 39.341.01) will be delivered as the first and, for the time being, only variant, with a slightly aged appearance as an exclusive model for the 1zu220-Shop. Freudenreich produced only 36 copies, of which 35 are now on sale.

The outer appearance

They are painted in RAL 3009 oxide red, which is typical for Italy, and is somewhat lighter than the colour found on German freight cars. This paintwork also includes the metal roof and the separately attached rectangular buffers at both ends of the wagon. The patina is applied in a somewhat undifferentiated manner and looks slightly darker at the bottom than at the top.



FR Freudenreich Feinwerktechnik has recently expanded the Z-gauge range of covered cars with a Gbs based on the Italian prototype.

When enlarged, it presents itself only as a speckled, dark grey varnish, but knows how to appear from a normal viewer's perspective. In general, the requirement should not be set too high for factory aging, as it is a very time-consuming process that we must pay for as well.



With a brown roof and rectangular buffers as well as a light factory patina, the covered freight car type Gbs of the FS (Art.-No. 39.341.01) is presented for prospective customers.



The light alloy sliding door is a typical feature of the Italian cars and was also correctly reproduced in the model. Next to it there is a separate hand rail on the left. The flawless labelling was applied by pad printing and the company number 21 83 150 0 246 – 7 was assigned to the model.

We happily also noted that the wheelsets insulated on both sides on their wheel discs were also covered with a rust-coloured patina.

The complete and flawless labelling with wagon number and operating data is also well done. It was applied by pad printing, as is customary with FR.

The chosen FS logo deserves a specific look: Although the wagon is formally declared for epochs V/VI, it does not display the current, very curved logo of the FS, but the emblem of the Ferrovie dello Stato, slightly inclined to the right, as it is more typical for epoch IV.

The type designation Gbs also fits to this, because the generic designations have already been slightly changed several times since then.



Another striking feature of the model is the white aluminium painted sliding door, which was also made of light metal and stands out in the model due to its unusual design.

This provides variety in the vehicle fleet as well as the four fan flaps on each side, which are set off in the same colour shade and which otherwise usually remain brown due to the stencils required for the additional painting process at FR.

This almost fools us about the modified side wall bracing.

For the Italian version of a Gbs, the end walls also had to be changed. The rust-coloured stepped wheel bodies are also quite striking.

Compared to the German design, the manoeuvring steps and the long handlebars at the ends of the car bodies were also eliminated. Instead, similar handle rails, painted black, can now be found to the left of the sliding doors. Brake replicas at wheel level complete the optical impression.

Harald Freudenreich also had to completely redesign the end walls for this



The side view also allows a good view of the ventilation flaps in white aluminium and the details in the frame area: UIC rope anchor, brake changeover lever, step and the trapezoidal sprinkler system for stiffening stand out. The block brakes at the wheel level are not quite as easy to notice.

Model in operation

The model presented here finds its way into the association of a freight train via the FR system couplings compatible with Märklin. Thanks to soft springs, they are always straight and swivel slightly to the side to engage their opposite number. They are stored in the standard shaft designed by Freudenreich.



At 12 grams, the wagon is not one of the lightweights of gauge Z. The locomotive's long wheelbase also demands a lot of power, especially in curves.

Thanks to its tip bearings, the wagon, which is made entirely of metal, rolls easily on the rails. This is important because, with a weight of 12 grams, it is one of the heavyweights of Z-gauge. An optimum centre of gravity position keeps it well in the track during travel, but too many of its kind should not be found in a single train.



The Italian Gbs is not only striking in a train because of its special details, but also because of its painting in RAL 3009 oxide red, which is lighter than the German freight wagons, according to the FS colour scheme.

Otherwise, this could easily push any locomotive to its limits during cornering at the latest, because of its long wheelbase, 8.00 m in the prototype, it has the potential to build up high rolling resistance.

During the test operation we noticed the quite loud, if not disturbing operating noise of this model. It can be traced back to the large cavity surrounded by four metal walls, which acts like a resonance body. If it were still accessible, it could perhaps be soundproofed with a piece of foam or polystyrene.

All in all, we see the Gbs of the FS as a useful addition to the Z-gauge range. Together with other models from Freudenreich Feinwerktechnik and Märklin, interesting freight trains with international routes can be assembled. After all, cars of foreign state railways have been commonplace in Europe for decades.

And therefore we nominate this primarily new construction item for the best new releases of the year 2018 in the category of wagons.

Manufacturers and distributors:

<http://www.fr-model.homepage.t-online.de>

<https://www.1zu220-shop.de>

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Trainini Praxismagazin für Spurweite Z



Warehouse by Märklin

Rural trading centre

Subsidiary lines in generous landscape are and remain probably also the preferential motive of most model railroaders. Kits based on regional models are therefore sure to satisfy your wishes perfectly. This was certainly the trigger for a Märklin new product, which is in the starting blocks and which we would like to present to our readers today.

With the 2018 autumn new products, Märklin added to what had already been granted to the nominal sizes H0 and N since the spring: the Raiffeisen warehouse with market (Art. No. 89705) is based on the prototype in Eckartshausen-Ilshofen. This success is now likely to be repeated even in the smallest track gauge. Delivery via dealers is expected around the beginning of December.



On the diagonal view, the three parts of the warehouse building with the agricultural market can be seen in their arrangement. Even if the kit allows a separate installation, this will be our template for the test installation. The siding was on this side of the house and only reached the attached shed from the right. Photo: Stefan Laffont

The building, which is typical for such a country trade and storehouse, is located within sight of the railway station and had its own railway siding. With a spill system freight wagons could be pulled to the ramp of the side shed. Today, only trucks and agricultural vehicles can be found there.

But this should not bother us, especially since other buildings of a similar kind are still equipped with tracks today. There, modern silo or swivel roof wagons often even drive up to the storage tank in order to be loaded with the grain. For the model railway implementation, this offers more than just a reference point for the use on a domestic layout.



From this perspective, the hillside location can be seen well, which can also be illustrated with the kit. In the background you can see the reception building of the station Eckartshausen-Ilshofen, which is also offered as a model. Photo: Stefan Laffont

The prototype for the Laffont model building kit, made of hard cardboard dyed through, is slightly sloped, which is why the ramps and approaches to the building are at different heights on the long sides.

The kit was implemented in such a way that it is possible to have both a prototype-like location or a ground-level structure.

Because the catalogue illustrations show the ground-level construction, we decided to construct the two-part building ensemble on a slope.

This is not only the ideal alternative for the more demanding model railway enthusiast, but it also allows us to compare it with the official

representations of Märklin for the purpose of selecting this personally preferred alternative.





A cutting mat, a sharp craft knife with a fresh blade, at least a pair of tweezers and a toothpick are the tools of choice. In addition to wood glue and all-purpose glue, we also use Faller's special multi-purpose glue because of its good dosing properties.

Photo on page 11 below:

The number of cardboard sheets and parts already makes it clear during the completeness check that the warehouse is not a beginner's kit, even though its assembly can be mastered with a bit of craftsmanship.

As soon as we have opened the box and carried out a completeness check, we first familiarise ourselves with the instructions. What sounds normal is often skipped in practice. This can easily lead to mistakes here, because there are two different construction alternatives.

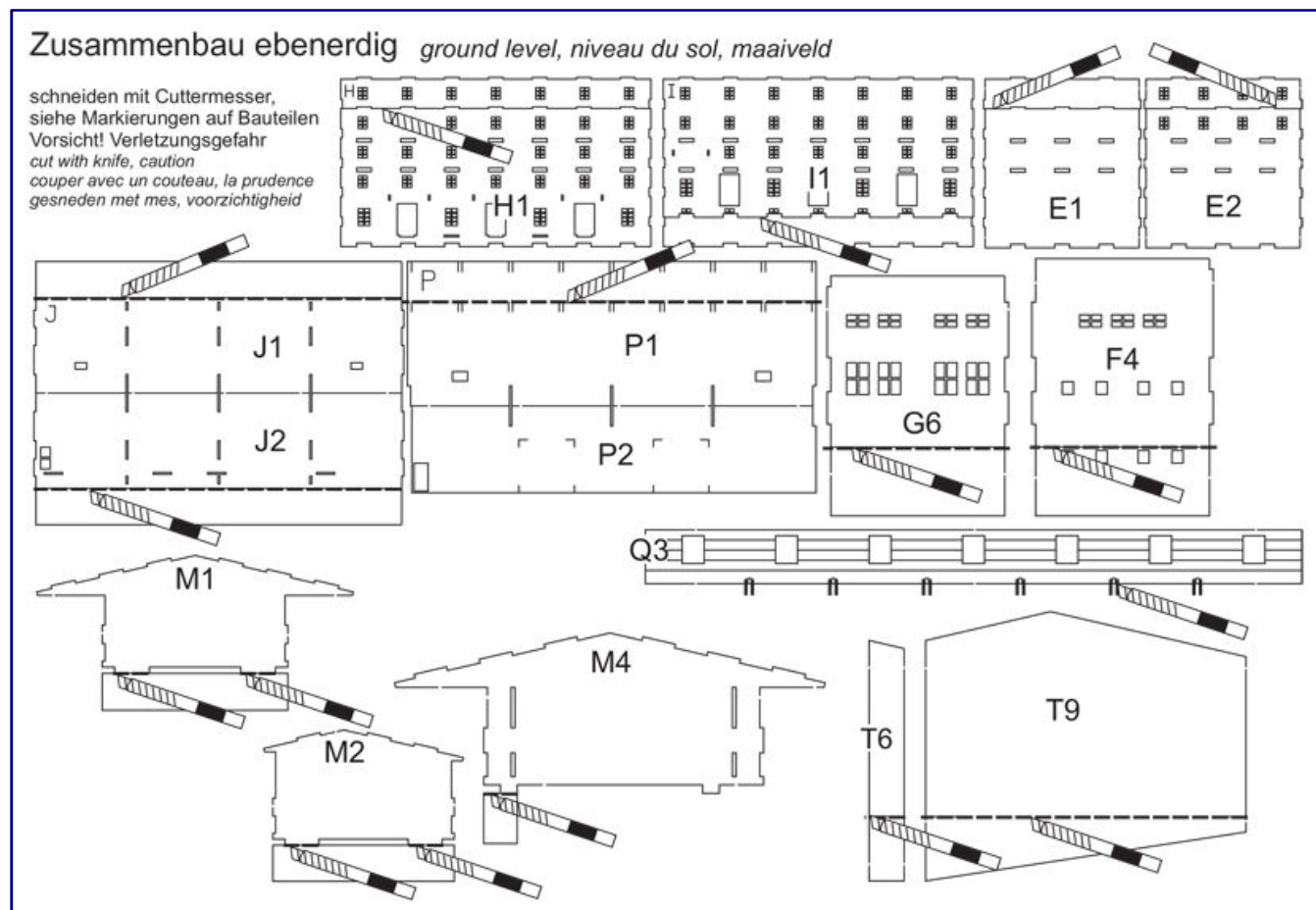
In addition, we do not want to call the warehouse a beginner's kit, even though the assembly is not a witch's work. With a little practice, peace and quiet and above all patience, an impressive and appealing Raiffeisen complex is slowly growing, and spread over several evenings for sufficient drying time.

Before we start with the separation of the parts, we notice that the parts are built ex-works on a slope. For a ground-level construction, one floor of the basement would have to be removed at the marked points, depending on the side of the building, at the top or at the bottom. Other components are available in two versions with separate numbers to avoid confusion.

Studying the manual also reminds us to have the necessary tools ready so that we can access them quickly. So the craft knife gets a new blade, and tweezers and glue were not forgotten either.

For gluing Stefan Laffont recommends a wood glue, which is applied with a toothpick tip. In our case, this is the fast-setting Bindan-RS from Bindulin, which does not contain any fillers. It could be used diluted on particularly fine adhesive surfaces, but here we prefer the Expert Laser.

This glue from the bottle comes with a very fine cannula for precise application. Third in the group is Uhu Kraft, powerful, flexible after hardening and with perfect properties for model making. With this we implement the advice of Modellbau Laffont to fix the window films with a suitable all-purpose adhesive.



The manual is clear and structured. It works mainly with graphic representations and supplementary text notes, such as here for cutting off parts in a ground-level structure. Illustration: Modellbau Laffont / Märklin

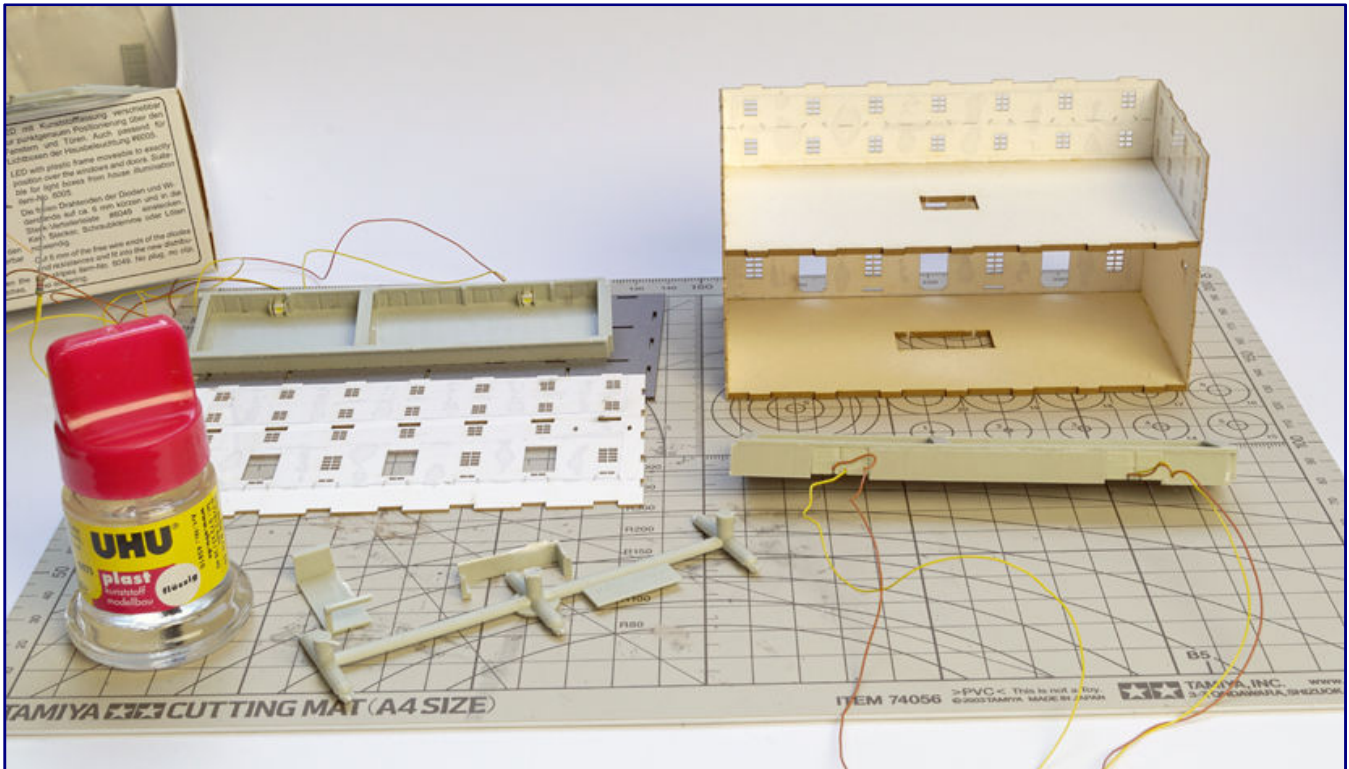
Let's get to work

As with earlier hardboard models, this Raiffeisenhaus is built from the inside out. We start with the large basement storage area of the building and proceed step by step according to the instructions. If we leaf through these, we are first struck by the many building steps that begin with A and end near the end of the alphabet.

But don't worry, all the steps for both parts of the building and both alternatives of construction have been included. So the clearly illustrated, twelve-page printed work leads us well from one building step to the next. In our case, the letter "P" is the entry point, because the ground-level structure is only dealt with at the beginning.

Only at the end of our work do we jump into the late construction steps of this variant, which are identical with our choice. But this is also clearly and unmistakably explained. Every model railway enthusiast should be able to read this book.

And so we cut the supplied transparent film to size and glue the windows of the building core behind it. Once the adhesive has set, the assembly continues. Four side walls, a base plate and an intermediate floor now need to be joined together.



The interior walls are glued back with window foils (top left) and glued to the basic body with two shelves (top right). Before closing it with the last wall, we build the interior floor lighting from Viessmann parts and glued it in (with Uhu Kraft).

Before glue is applied, always make a dry fit test first. This protects against accidental swapping of parts, but also against incorrect or misaligned installation. This can happen quickly if components are located inside and look so similar on both sides, that an error is only noticed one or two steps later.

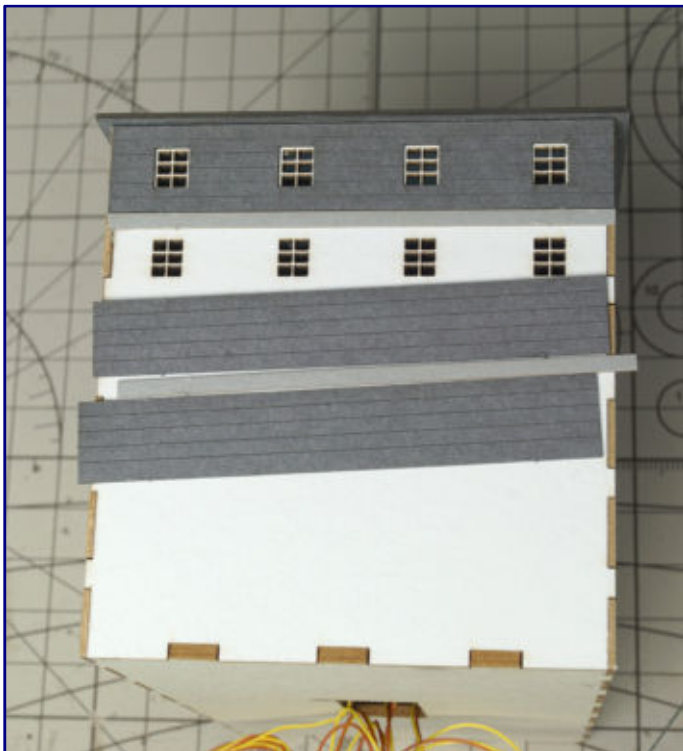
If the glue is already dry, this is a real problem. So it is better to try too much than to leave this sample out. We didn't glue the second long wall in right away because we decided to use interior lighting.

All floors have cut-outs for cable routing, but this is of no use if the inside is no longer accessible for the fingers. In addition, realistic-looking interior lighting also radiates from the ceiling to the floor, not the other way round, as was done for almost fifty years.

We wonder where light could be seen in the warehouse at night. We quickly come to the conclusion that this can only be the case in the loading ramps and doors. For these we now produce Viessmann floor lighting along the entire length and on both sides.



After the interior lights are mounted, the cables are fed through the base plate to the outside. Now we continue with the design of the façade.



According to the instructions, the gable walls are glued first, then the sides. In order to have a contact edge for the alignment, we work our way through the facade parts from top to bottom.

It comes from the starter set 6045, whose larger plastic parts we can finally use in our scale.

We can therefore also include the 1st floor on the former track side and the basement windows on the lower street side.

As commercial real estate has always been illuminated in an energy-saving way, the choice of light-emitting diodes (6048) is striking, as they come very close to the impression of fluorescent light.

A total of four examples from the Viessmann supplement are used, and in the longitudinal direction we divide the floor lighting by a partition wall in the middle.

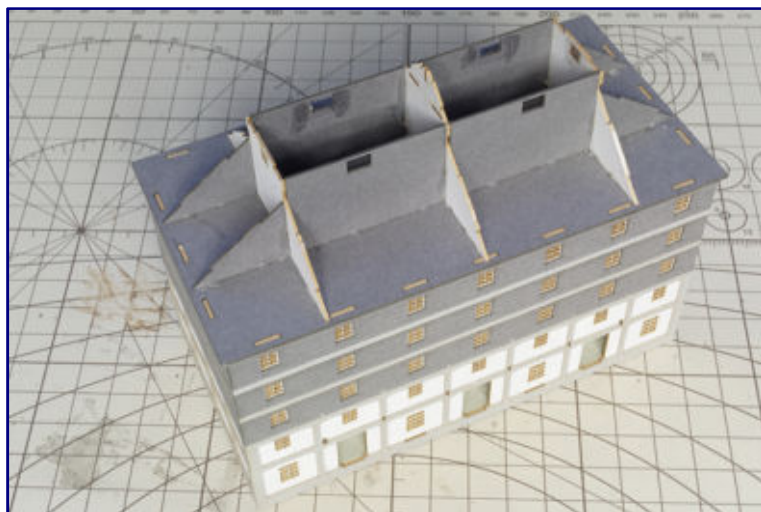
So only parts of the basement could be illuminated and a separate control would be noticeable to the observer.

After the glue with which the strips of the interior lighting are attached to the cardboard walls has dried thoroughly, the time has come to glue the last wall onto our building core.

Immediately afterwards, we continue with a ceiling which forms the upper end and which accommodates further parts for forming the roof and a top.

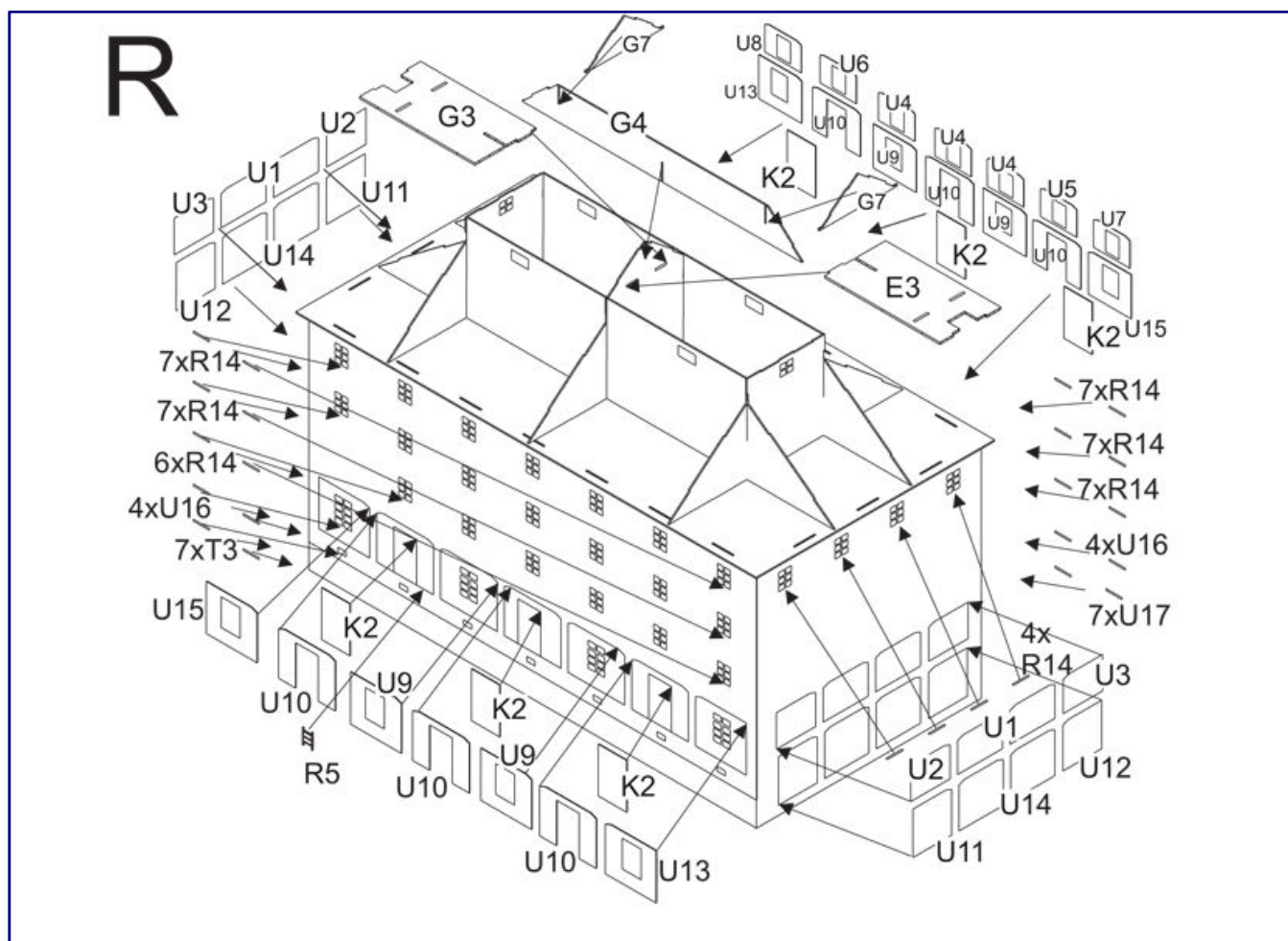
Now the moment has arrived from which the house also takes shape from the outside. The exterior design consists of several stripes and parts in two shades of grey and white.

Gradually they are glued on, where, according to the instructions, first the gables and only then the long sides are in the row.



In den nun folgenden Schritten wächst das Dach des Speichergebäudes in die Höhe. Auch hier sind wieder Fenster mit Folien zu hinterlegen.

The representation of the construction step R to be completed now can cause a small scare. The viewer feels almost overwhelmed by the many parts depicted here. The stress is only released when the viewer looks further, because the many window sills to be glued on individually distort the diagram a little here.



Don't be scared. Construction step R appears overloaded with parts. A closer look reveals that this is due to the large number of window sills that distort the diagram somewhat. Photo: Modellbau Laffont / Märklin



The roof coverings are now also in place. As a special feature, the window foils have to be glued on from the outside after cutting to size. Why this is so, becomes clear in the next photo...



...also the roof coverings, roof hatches and chimneys are glued on: The foils are covered except for the window edges in the roof slopes.

Once again it shows how important and right it is to mark all components clearly and to ensure an easy allocation of the component sheets.

Modellbau Laffont does this by assigning letters to each sheet, which is then also shown on the first pages of the manual with all components.

The appropriate alignment is then quickly found and the assigned part number is quickly identified. In this way, errors are avoided without cost-intensively prolonging the running times of the laser cutting device at the manufacturer.

A further special feature awaits us in the following construction step S: Now

base plates for the roof structure are inserted, with which the window film is glued on from the outside instead of from the inside. Why this is the case will become apparent later, when the roofing follows with the skylights. And at this point of assembly, the instructions also refer to the previous construction steps E to I, which are the same for both construction variants.



At the end of the first construction phase, we show a photograph illustrating the effect of the individual floor lighting. On the layout it would now be clear: "This is a work in progress".

Here, in addition to the roofing, the cladding for the roof attachment is glued on, as are the ramp and ladder at the loading gates of the road on the valley side, as well as beams for the weather-protecting canopies, including supports.

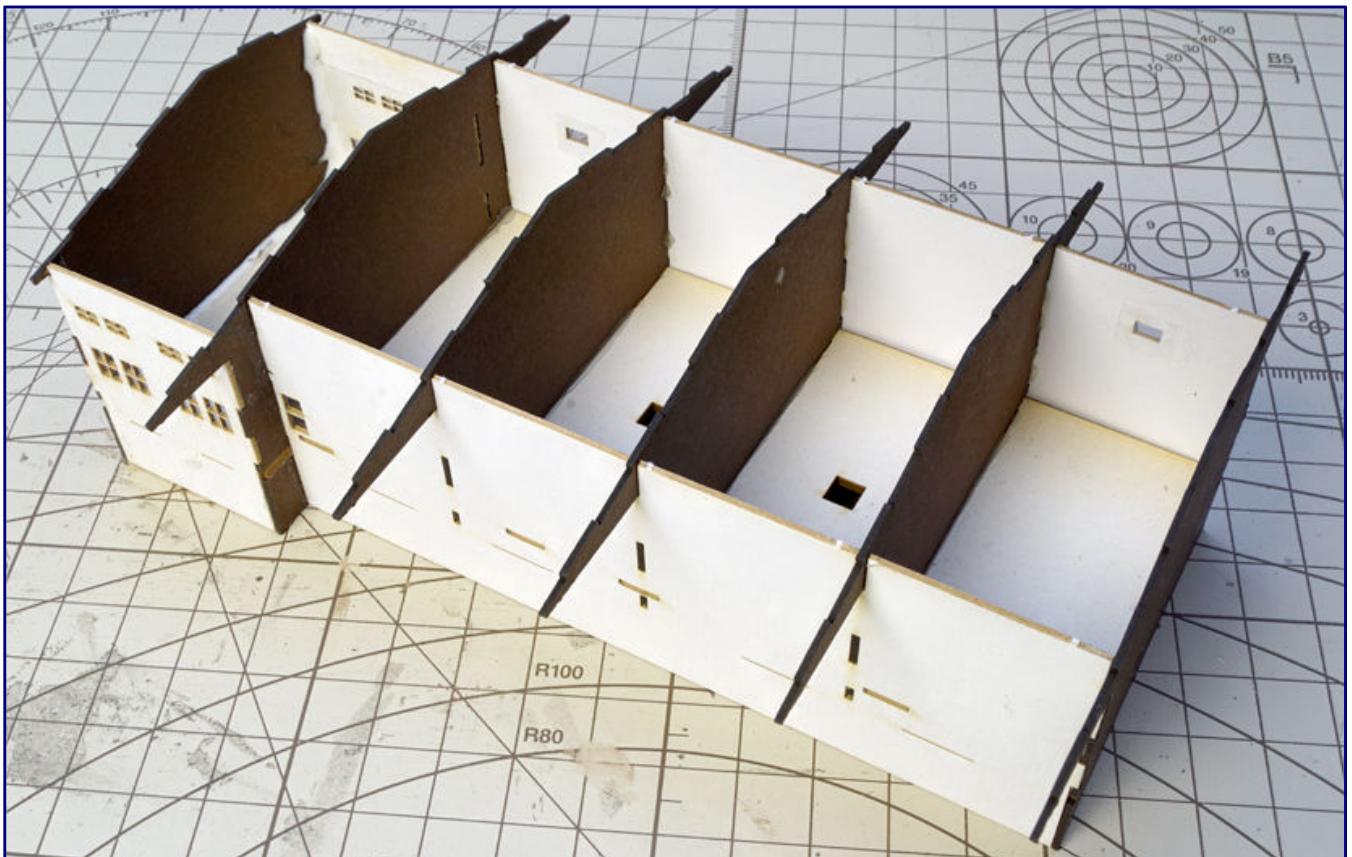
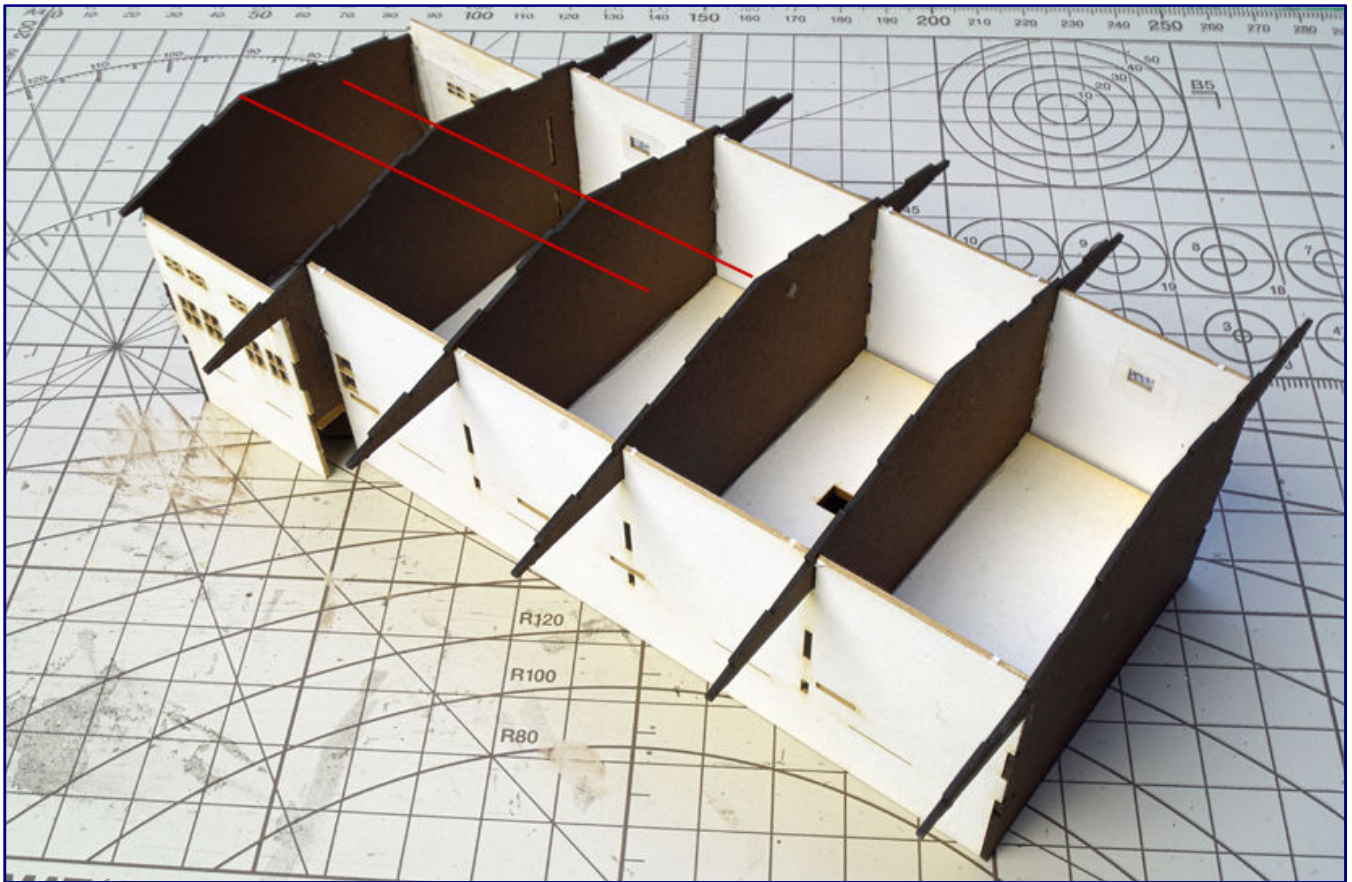
Three steps at once are assigned to the construction of the two different chimney types, which are built up from several layers and then clad. The last step then assigns them the correct place on the roof, followed by a few roof hatches. This is the main building, the dimensions of which exceed our expectations, and we can devote ourselves to shed cultivation, which houses the market hall and administration.

Flat mounted

The long, two-storey adjoining building in the administration wing has the classic appearance of a warehouse. If you want to use it in this way, this is also open to you, because the kit allows separate construction. At the point where both buildings abut against each other in a layout following the prototype, both wings in the model have a complete outer cladding.

But before we give it serious thought, we still have a lot to do. Again we have to build from the inside to the outside. Finally we find an opportunity to show how quickly a fatal mistake can happen without a dry fit test. In the picture we captured this before we corrected it and glued the parts together.

As Modellbau Laffont assigns identical numbers to the same moulded parts, it is not possible to confuse the three inner transverse walls. The same applies to the outer walls. However, the M2 component is quickly set up turned around 180°, the inside and outside have changed.



We would like to show with these two photos how important fitting pieces together without glue are to avoid mistakes: At the top the back wall is turned around 180°, the gables are not aligned (red lines). Below, you can see the correct arrangement.

The pitch of the roof is the same on both sides, so if you are not careful, you will not notice an error immediately. The difference lies only in the length of the roof overhang, and this results from the offset position of the intermediate wing. Here we have to take a close look, and make sure that all roof tips form a continuous line. The only reliable point of orientation is the M4 component, where an incorrect orientation would be immediately noticeable.

The first construction step also includes cutting and attaching window foils. Before the interior becomes inaccessible, we ensure that the interior lighting works again. This should illuminate the entire administration wing, but not the adjacent warehouse.



Construction is also done from the inside out. Both the Faller adhesive and the Bindan RS are very useful in the individual steps. In the intermediate wing on the right of this photo, we install an interior lighting system.

So we make it easy for ourselves and do not divide the room. A printed circuit board made of "House lighting with 1 LED, white" (Viessmann 6008), which is glued centrally under the roof support, is sufficient. We lead the cables back down through a floor opening to the outside.

Anyone who has read carefully may now object that the viewer might notice the cable behind the windows and will also recognize that the building lacks a false ceiling. This is completely correct, which is why we want to block the view without significantly impairing the light emission.

This can be done quickly with the help of undyed transparent paper, which can be bought in stationery stores. If you have small children, you might still have a little left over from the lantern building for St. Martin's in the house. At this point we would also like to show you the trick of reinforcing hard-to-reach or small glued areas by applying a glue sausage to the seams on the inside.

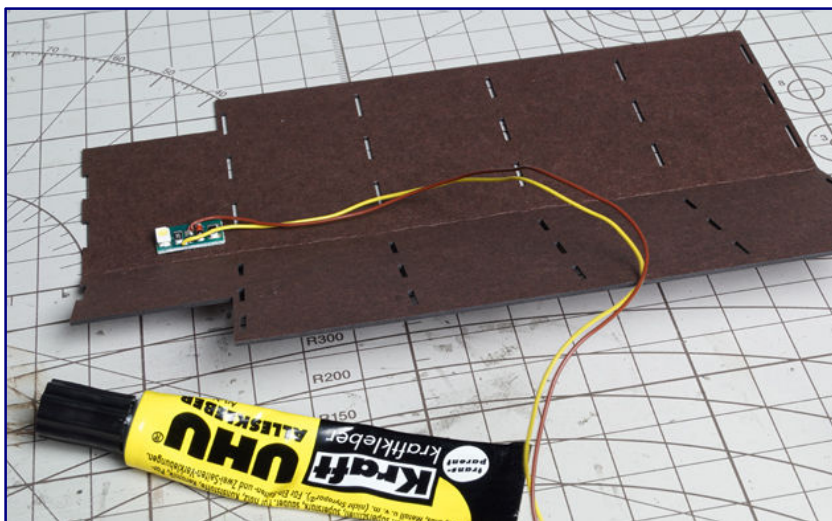
The next step is to attach the first cladding parts to the outer walls.

The office part is then grey plastered, the warehouse gets green board walls, on which the brown and lighter framed sliding gates look very good.

The pedestal becomes light grey and is inclined at the gable side of the shed.

This is a peculiarity of the slope and marks the course of the line, which is later formed by the landscape.

On the valley side, we then find a piece of longitudinal wall without cladding parts, just as we did with the main building: They will also disappear “below ground” later on.



We glue an LED board (Viessmann 6008) almost centrally under the inner roof skin so that it radiates downwards.



At the left end of the ramp there is a gap in the base of the building during construction on a slope. We have closed it with a piece of brown cardboard cut to size, in order to have a starting point for later spatula work.

An open gap between the end of the ramp and the intermediate structure, which is also below this line, plays no role. Nevertheless, we glued it with a piece of brown cardboard from the remains, because it seemed easier for us to fill it with spatula or glue green to camouflage possible cracks.



Now also the market building is finished. The slanted view reveals a view of the gable side, on which the landscape line for the hillside location can be read.

Thus also the second part is slowly approaching its completion.

Again ramps, a ladder, roof plate and outer skin with hatches follow.

The most care is required in gluing the five steps together and attaching them to the ramp on the track side.

In the final step X, only four parts are left, which together form a weigh-bridge.



A crowning finale

We are satisfied with the result that now lies ahead of us. Due to its dimensions, this Raiffeisen warehouse will not be overlooked as soon as it is assigned a place on the layout.

However, the harmonious appearance, which its designer has implemented much better than the prototype, also plays a decisive role in this.

Hinter allen Fenstern des Mittelteils klebt farbloses Transparentpapier, um den Blick auf den fehlenden Zwischenboden zu versperren. Und wer es nicht weiß, wird es nicht einmal bemerken.



If we now draw a conclusion from perfectly fitting parts, a well-structured manual, safe packaging, a good product idea and an appealing appearance, there can only be one result. We nominate this Märklin kit for the best new releases of the year 2018 in the category accessories.

Manufacturer pages and dealer directory:
<https://www.maerklin.de>

Materials were also used from:
<https://www.bindulin.de>
<https://www.faller.de>
<https://www.uhu.de/de>
<https://viessmann-modell.com>

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Magitree by Microrama

Magically growing trees

In September we showed how Microrama products can be used to produce meadows and shrubs. Since the Nürnberg Toy Fair 2018, Microrama owner Gwendal Theis took his method one step further and extended it to modelling trees. Curious if this can really work out, we will today put this revolutionary technique to the test and check if it also does wonders at treetop level.

French greenery specialist Microrama presented its new Magitree product series at the 2018 International Toy Fair: tree armatures made of flexible plastic with ionizing properties. Similar to the static grass brushes presented here in September, the same method is now also applied to modelling trees.



In terms of their lightness and realistic effect, Microrama's Magitree trees are hard to beat, as long as they are worked with the right technique.

The current product range includes a selection of tree armatures of heights between 5 to 20 cm and different types of deciduous trees and conifers, such as birch trees with one, two or three trunks and several varieties of Mediterranean and American trees. The box sent to us also contained spruce tree armatures of different shapes, which only increased our anticipation of the project.

In terms of foliage, various types of conifer and leaf colours are available from the Magifloc and Magileaf series, with two of them also in autumn blends.



In the program there are very different growth forms and tree lengths, because also the ones intended for larger scales can be used for our purposes. These variants of coniferous trees alone already show a great variety.

Gwendal Theis positions his idea as a time-saving alternative to bending and turning wire trees, as presented in the last issue. However, the uniqueness of each wire tree is initially contrasted with the uniform appearance of a series product.

From our point of view, colour variety in harmony is the key to a realistic effect as well as variety for the eye. Those who can trust their feelings here are on the right track. For us, diversity also means not only testing spruces and deciduous trees, but also comparing summer and winter seasons.

Preparing the trees

Freshly taken from their blister box, some of the spruce tree armatures are not completely straight, but bent out of shape, especially around the treetop. Since the armatures are made of a synthetic resin, they can be straightened in the same way as one would do with any resin kit.



Soaking in hot water makes the trunk soft. With the spruce blanks we remove branches with nail scissors and a craft knife.

Soaking in hot water will make the trunk supple and flexible again. The "patient" can be straightened and will retain its adjusted shape if quickly cooled down again. Just be careful to not scald your fingers in the process.

Yet, we decided to not re-straighten any of our resin armatures and just selected the most suitable specimens for our "field test".

What was crooked, was allowed to remain so. After all, any real plant always aligns itself to sun light and adjusts its growth to the given conditions, in particular when growing on

a slope or in close proximity to other plants. And some out-of-shape armatures can also be used to recreate treetops swaying in a warm summer breeze.

We did, however, modify the spruce tree armatures before applying the static fibres. The aim was to avoid producing Christmas trees with green branches all of the way down to the ground, but rather create young forest trees on the verge of turning into high-trunk spruces.

The typical dead branches near the ground are created by shortening individual branches with nail scissors. Anything else is completely removed. As soon as this step is completed, we can begin adding static fibres.

The resin armatures do look somewhat bare, which is not only due to missing leaves, but also because of only a few branches and twigs. With the traditional tree building techniques, these finer structures and a dense look would be achieved by stretching foliage sheets into a lacy web before spreading it over the armature and sprinkling turf or other leaf imitations onto the tree.



Good ventilation is important when working with spray adhesives. And a particle mask protects against inhalation of the short fibres.



With brown Magifloc fibres of 4.5 and 2 mm length we build the blanks into trees. In the last step, short green fibres can also be used.

The Magitree approach is completely different and relies on the use of a static grass applicator. We used our trusted Grassmaster 2.0 from Noch.

Microrama recommends using the more powerful RST Greenkeeper with a voltage of 35 kV (which seems advisable when working with particularly long fibres needed for larger scales, but might not really be necessary for the shorter fibres used for modelling smaller scales).

Branches, twigs and foliage

The foliage is added with a static grass applicator and much in the same way as with the recently added Magigras ground cover and shrubs.

We sprayed a first coat of Magispray adhesive (Art.-No. 14 200 400) onto the tree armature, and then applied a layer of static brown Magifloc.

Again, it is important to not only apply the static fibres in a vertical downward fashion, but to also work the tree laterally and all around, with the objective of having the brown fibres branch out in all directions, and in a manner so that they take on the appearance of smaller branches and twigs.



When planting trees, clamp tweezers and clamps are useful aids, because they facilitate access with the grass master and also take up the clamp of the opposite pole due to their conductive properties.



This also means applying several alternating layers of spray adhesive and fibres, starting out with longer fibres, followed by the shorter ones. For our test we used 4.5 mm fibres (32 176 404), followed by 2 mm ones (32 176 302).



The fibres are not simply shot onto the armature from top to bottom. We also start with long Magifloc and then move to shorter ones. The colour changes from brown to green.

One practical problem arising from this technique is that the applicator's cable for the opposite pole can be an obstacle to freely rotating the armature if the alligator clip is attached directly to the armature. This can be remedied by grasping the trunk with a pair of locking metal forceps or tweezers, and attaching the cable to this auxiliary tool.



For modelling leaves, Microrama offers its Magileaf product in different shades of brown and green as well as grain sizes of 0.5 (top) and now also 0.25 mm (bottom) especially for Z-gauge. Once electrostatically charged, it literally jumps from a conductive plate to the tree, as we were shown at an exhibition.

Once our trees approach completion, we can change the fibre colour from brown to a suitable shade of green - on a scale of 1:220 two layers of brown fibres followed by one layer of green should be sufficient. The challenge is to not overdo it and to avoid the typical beginner's mistake of ending up with branches which are too dense, although it is still possible to correct any errors at this stage.

For most types of trees, the green layer can also be omitted. The exception is conifers for which we need green fibres for modelling needles. For our spruces we had a choice between three shades of fine 1 mm Magifloc fibres, colours "Blue Cedar" (32 105 201), "Softwood" (32 164 201) and "Dark Green" (32 168 201) to choose from.

While the latter two shades are very well suited for modelling the colours of our native conifers, we feel that in a continental climate zone the "blue cedar" shade would be more apt for modelling blue firs from a Christmas tree nursery. As this is something we did not want to do, we did not use this particular shade.

These green fibres are applied in exactly the same way as described above. However, we do strongly recommend to our readers that they wear a protective mask, for example the mask from 3M, in order to avoid inhaling these very short fibres. It prevents the fine particles, which are also distributed in the air, from penetrating the respiratory tract and settling into the mucous membranes.

For deciduous trees we used the Magileaf product instead of the short, green Magifloc fibres. Magileaf is a material which looks like fine, coloured sand. We already know it from the flower replicas in the September issue.

What is new, however, is that it is now also increasingly available in a finer grain size of only 0.25 mm. The available colours match those of typical deciduous trees, including several summer colours, complemented by two different autumn tones, with only a strong yellow for dried out leaves missing:

Magileaf	0.25 mm	Spring Green	(33 150 023),
Magileaf	0.25 mm	Silver Green	(33 151 023),
Magileaf	0.25 mm	Summer Green	(33 152 023),
Magileaf	0.5 mm	Olive Green	(33 153 054),
Magileaf	0.5 mm	Autumn	(33 176 054) and
Magileaf	0.25 mm	Brown	(33 178 023).

The Magileaf grains are sprinkled onto the trees either by hand or with the help of a coarse sieve, after applying a coat of Magispray adhesive. We have used a set of sieves from the former Minitec programme, but a regular tea sieve can of course also be used.



The usual way to apply the Magileaf foliage is to sprinkle it onto the armature through a coarse sieve, in this case one from the former Minitec program.

Microrama recommends to apply a final coat of a specific fixative ("Plasticizer" 14 400 500) as soon as everything is finished and dry. The purpose of this transparent resin liquid is to harden and solidify all components of the finished models.

Before liberally applying this spray to each tree, a primary coat of a specific wetting agent should be applied, in order to increase the flow of the plasticizer.



Once the Magispray (right) has done its job, now it's time to fix the finished work. For this we need the wetting agent (left) and the "plasticizer" (middle).



Various conifers and deciduous trees in summer and autumn design are ready to be planted on the layout. The deciduous trees work better and take on a lighter and more natural appearance if the fibres are applied not too densely (see photo on page 25).

Once the Magispray (right) has done its job, now it's time to fix the finished work. For this we need the wetting agent (left) and the "plasticizer" (middle).

Here, the filler "Oak grey" (18 010 107) offered by the manufacturer can be used as well as one's own solutions.

In the simplest case, there are trees where the trunk will be hardly or not at all visible. In this case, applying some basic colour schemes will suffice.

We have used Tamiya's trusted matt acrylic paints, which have been designed for a perfect hold on plastics. Appropriate bark colours can be mixed from different shades of brown.

But before they can be applied by brush, the trunks should be cleaned of fibre and glue residues. This is best done with acetone and a brush, but only in a well ventilated area or outdoors. Soaked with the solvent, it wipes off what does not belong on the trunk.

Outlook and tips

We should realize that modelling trees is not quite as easy as one would hope. It takes some practice to achieve good results. Especially estimating the appropriate density of the foliage requires a certain level of experience, which can only be gained through trials on the project itself.

As is so often the case with model railways: Less is more! This is all the more important when modelling autumn trees, whose foliage ranges from very dense and green at the beginning of the season to less dense and increasingly coloured as autumn advances and, at last, to almost completely bare by mid-November.

If the first attempt goes wrong and the sample tree becomes too dense, acetone will also help here to defoliate the tree. A second attempt can start immediately afterwards and success will come quickly, as we can confirm from own experience.



The autumn atmosphere conjured up by the Magitree trees is quite appealing. But achieving a good result does require experience and some practice with this new technique.

Once you get the hang of it, you will actually save time compared to producing wire trees. And you will save even more time if you do several trees in a single go. The result is amazing and quite realistic, especially for spruces.

The downside of the method is the substantially higher cost of materials which will tend to limit its use to producing smaller groups of trees or a solitary tree. Having said so, the main consumables, Magispray, Magifloc and Magileaf, are very economical and will last for many trees.

However, there are also points that we do not like and which are most apparent in Z gauge: we are talking about the circular and very high trunks, which are difficult to hide.

Moreover, we are not fully happy with the look of the leaf foliage from a close range.

For this reason, we would not discard the idea of also using third-party products.

Heki, Noch or Polak all have leaf foliage in their range, and these should work fine as long as one picks the smaller sizes which correspond to our scale.



This macro shot illustrates the structures formed by the Magifloc fibres on the tree armature.

Also the tree blanks from other manufacturers, such as wire trees from Austromodell or the beautiful spruce kits from Heki can be included, and are actually not too tall for Z-scale. In order to give them the Magitree treatment, they only need to be electrically conductive.



We got the best results with the Magitree spruces. The photo shows several backlit specimens, and illustrates that a combination of brown and green layers makes for a more realistic effect.

A self-made or purchased metal armature coated with filler and acrylic paint will already be conductive. Just attach the clamp of the static grass applicator to a free bare spot at the base, and you are ready to go. Plastic armatures are also viable as long as they are first coated with zinc spray (DIY store), before painting them in wood colours.

Finally, we see a lot of potential for this revolutionary technique, especially when it comes to modelling conifers. The extremely short, dark green Magifloc fibres create a realistic look which is difficult to surpass. We expect, therefore, that other typical conifers such as larch, fir or pine trees will be added to the range, quite possibly together with other deciduous trees such as beeches and lime trees. An ancient gnarled oak would also be welcome.

Manufacturer pages and German sales partners:

<https://www.mininatur.de>
<https://modellbahn-schildhauer.de/besonderes/microrama/>

More material for the project:

<https://www.uhu.de/de>
<https://www.noch.de>
<https://www.tamiya.de>
<https://www.3mdeutschland.de>

Angebote zum Fest:

(nur gültig vom 28.11.2018 bis 17.12.2018 und nur so lange Vorrat reicht)

Freudenreich 49.334.191 - Güterwagen Bauart Kassel	59€ statt 75€
Freudenreich 49.334.201 - Güterwagen Bauart Kassel	59€ statt 75€
Freudenreich 49.343.51 - Pwghs 054 als Steilstreckenbegleitwagen	109€ statt 139€
Freudenreich 49.337.01 - Eanos DB Epoche IV	59€ statt 69€
Märklin 88228 - Schwere Elektro-Güterzuglokomotive	189€ statt 249,99€
Märklin 81699 - Märklin 81699 - Zugpackung "Leichter Güterzug"	179€ statt 249,99€
Märklin 88340 - Elektrolokomotive BR 115	145€ statt 199,99€
Märklin 88873 - Dieseltriebwagen, SVT 137	199€ statt 299,99€
Märklin 88674 - Elektrolokomotive BR 101 DB AG	165€ statt 199,99€
Märklin 88437 - Elektrolokomotive BR 143	155€ statt 209,99€
Märklin 87549 - Wagenpackung "Heckeneilzug" der DB	125€ statt 159,99€
Märklin 87530 - Zugpackung Nahverkehrszug der DB	125€ statt 159,99€



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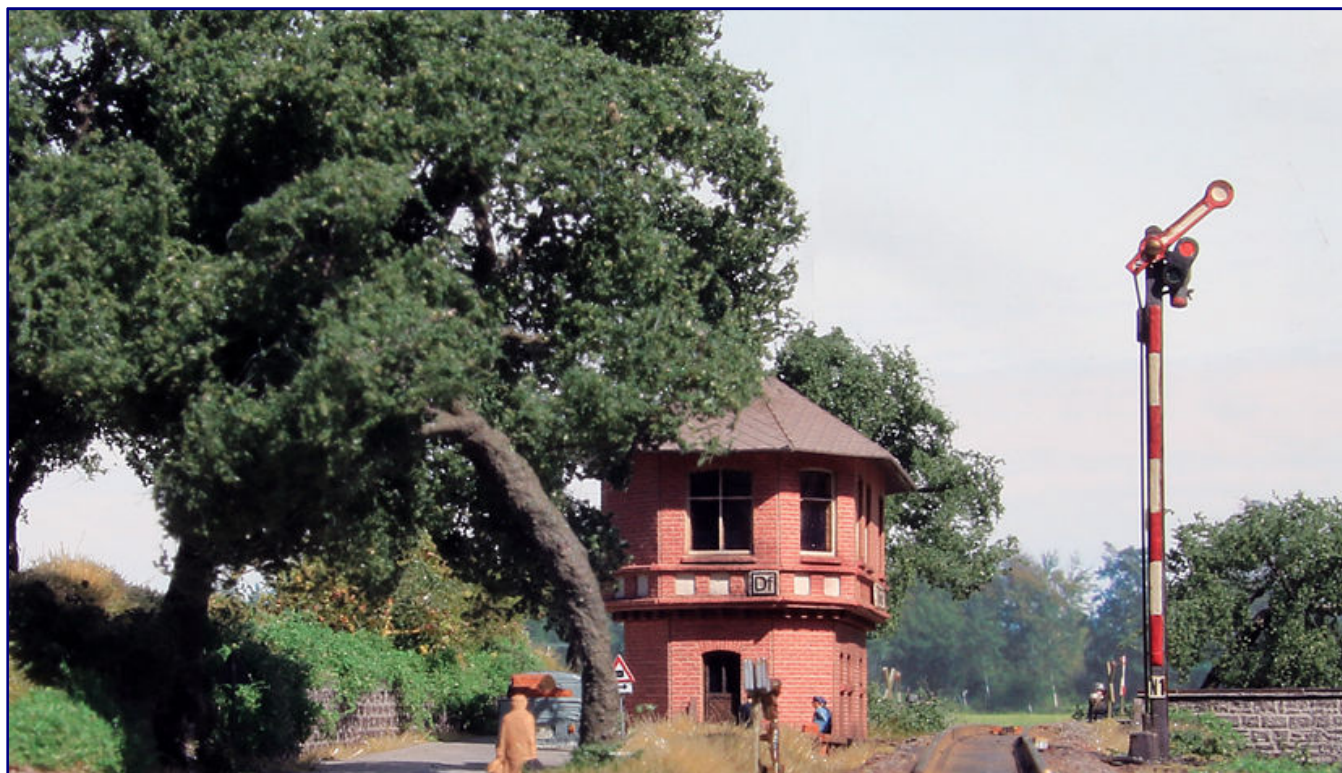
Internet: <http://www.1zu220-shop.de>
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Telefon: 02994 - 9889 60

Once upon a time in 1974...

Late summer on the mouse path

Zetties don't always have it easy at German exhibitions, even today. Many friends of larger scales simply walk past our exhibits and don't even notice the fine details that characterize scenes in an impressive way. We make a plea for the advantages of the scale 1:220, which can compete with any other. Let us take you on a short journey into the summer of 1974, when steam locomotives were still in operation in Germany and modernisation greeted you.

By Dirk Kuhlmann. It was a sunny Saturday afternoon in September 1974, and we were at the signal box of Dörpede, the entry signal showing Hp 1 "proceed" announced the scheduled passenger train with its next stop in the station of the same name.



At that time the shops in the villages and towns had already been closed for a few hours and the weekend rest typical of those times occurred. We saw only the old lady on the probable way to the station and three railway workers deep in a focused discussion.

The World Cup that we won was certainly still a topic of discussion. It was so quiet here that the viewer could hear the leaves rustling in the warm wind...

The small stream flowed slowly, only the fishing dock had its best time behind it. The only "noise" in this area was caused by the Dörpeder mill about two kilometres away with its still notoriously squeaking mill wheel. Well, you have to find such scenes in the present day, in the real world, first.



A beautiful name, a little story and already a diorama gets stuck in the heads of the viewers. I will take you now on a journey into the past and show you what can happen in a DIY environment.



Sometimes a very special exhibit develops from an idea for a plant or diorama. The diorama "Am Mauspad," measuring only 30 x 15 cm, has probably been seen by (almost) every Z-gauge railway enthusiast at exhibitions, especially since Torsten Schubert often shows it on his stand. The builder doesn't always have the time for these events, so the showpieces travel alone. But the pleasure of a reunion is also quite high.

But back to the topic, Holger Späing and I had agreed more than 2 years ago that a diorama on a scale of 1:220 should enhance the biennial competition of Eisenbahn Magazin at the IMA Cologne.

We wanted to see how far the "part" could go. "H0 gauge always wins", is the general feeling among the representatives of the smaller gauges, but a little bit of resentment should be possible after all...



A 30 cm x 15 cm wooden body forms the basis of the diorama, and linings with Styrodur and wood form a landscape foundation (top left picture). Kibri wall panels are used to construct various structures and 1 mm plywood forms the substructure of the future road (top right picture).

After the application of the wooden spatula, various paint works are carried out for the track and landscape. On the photo the diorama is prepared for the first layer of grass (picture below left). Many types of grass later and supplemented with small parts, the ballast-less MTL track cuts a good figure (picture below right).

The magazine "Schiene trifft Straße" ("rail meets road") called for a topic. Shortly before, I had completed the packaging photos for the Archistories kit, which are very familiar to us. Now the models were standing in front of me and the scenery was quickly imaginable: a signal box between a road and a railway line, as well as a level crossing secured against barriers.

That's the way it should be. Several sketches and telephone calls led then quite fast to the goal. On the pictures you can study the individual construction stages.

As always, the terrain was built with wood and Styrodur, followed by a layer of wood repair putty from Molto.

Last year, you were able to follow my basic procedures for months with our annual focus and the construction of the "Rothenzeller Weg", which was underway in this context. Just have a look (again). Even the materials for fine scenery are listed here.



Bei der „Kamerarückfahrt“ sieht es dann so aus: sehr feines Laub und direktes Sonnenlicht. Damit entstehen die schönsten Schattenspiele.



The Andreas (St. Andrew's) crosses and the signposts of HOS-Modellbau are fitted in and supplement the barrier system from a self-built construction. More is simply not possible.

Of course, “subtleties” appear in my deliberations. A true-to-scale barrier system can only be found on the market from Faller or, in conjunction with a drive, from System Jörger.

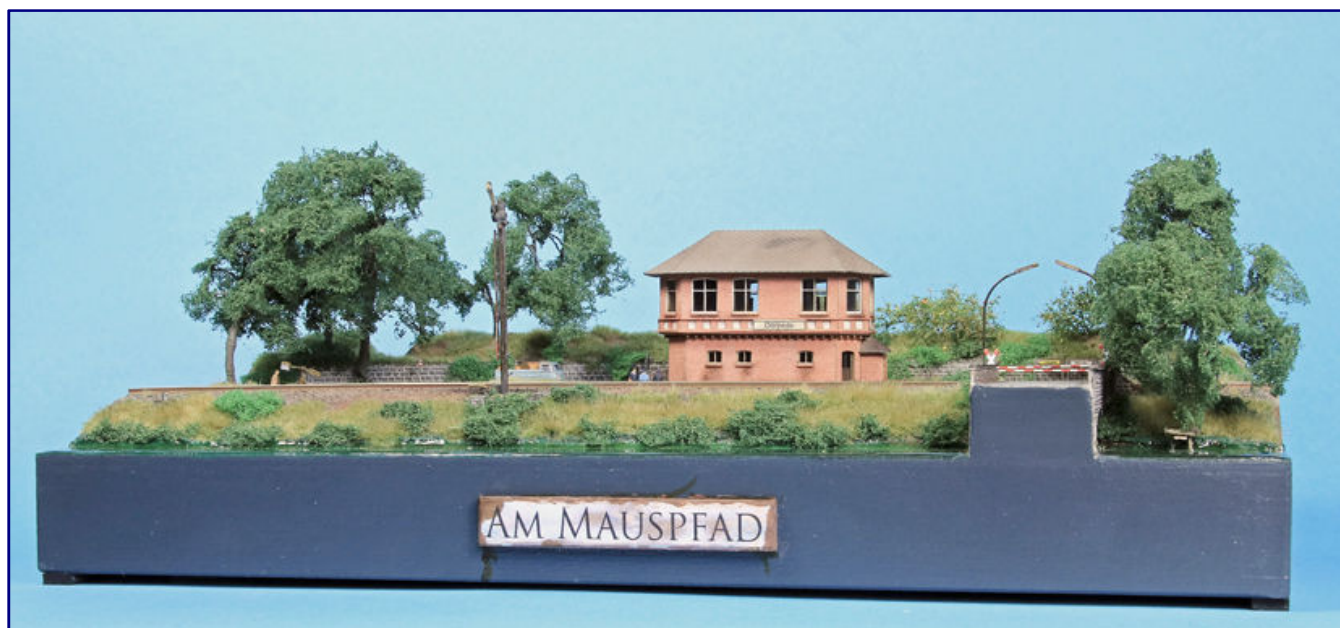
If there are no specific manufacturers for your own requirements, you have to build it yourself and there is always something to find in other modelling kits. By the way, the barrier trees are made of 0.5 mm thin steel wire.

The wing signals available on the market could also be somewhat more filigree, but what can you do? Nobody dared to think of high-quality wing signals in Michael Bahls' program. But at some point I had already seen very beautiful specimens, but where?

They were self-built by Dirk Rohwerder, were even equipped with a Bemo drive, and therefore were fully functional.

Despite its years, already built at the end of the eighties, the block signal looks very modern and appears to be a very fine match to the excellent signal box. Here I can only take off my hat and smile at the similar products on the market at that time.

At the end Heinz O. Schramm (HOS-Modellbahntechnik) with his fine signs was taken on board, because he also deserves more increased attention outside the “Z-scale Cosmos”.



Only the complete overview shows the actual tiny size of the diorama "Am Mauspfad" (on the mouse path). Who would have thought this at this point?

The pictures show the special atmosphere and it should be noted here that the fine bedding-free MTL track additionally supports this filigree quality.

At the beginning I spoke of a special exhibit: Even during the shell construction phase, new ideas developed, which of course were immediately put on paper.

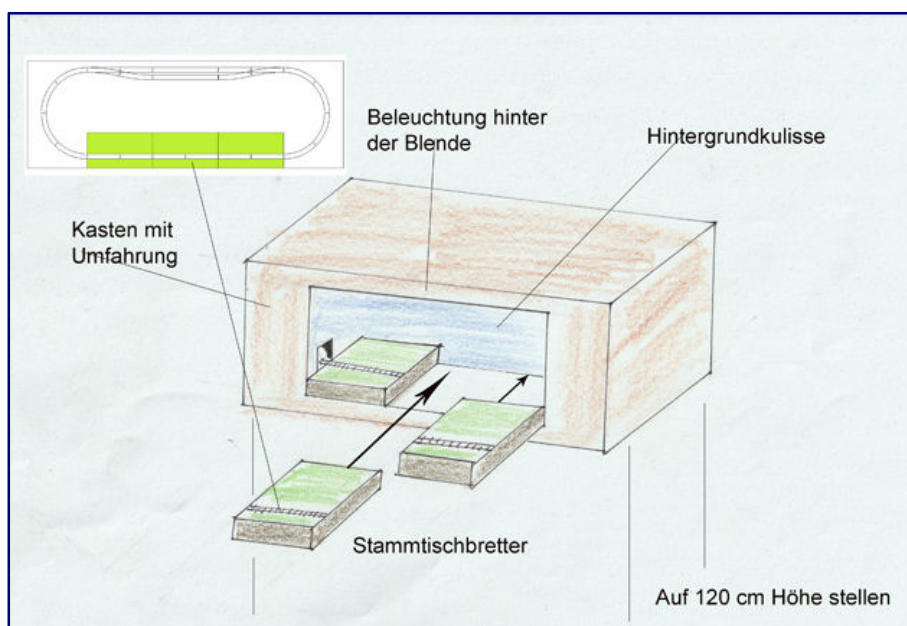
The results are also known to you, they are the "correctly" navigable dioramas "Süderheidetal" with an automatic shuttle train and the quite up-to-date "Catharinen Tief."

The latter is even equipped with an oval railway line behind the "theatre stage".

But the story goes even further, somehow the size of the "mouse path" resembles the

small display boards that many Zetties like to take to their club meetings. Usually simply called "Stammtischbrettchen (club modules)", the exhibits are not so much noticed at large exhibitions, which is actually a pity. There are some or even many jewels among them. What to do? Take a look at my sketch!

Take, for example, three matching modules and slide them into the corresponding recess, and the circle is closed. Beautiful neutral background scenery and a suitable "stage light" complete the scene.



For the supporters of the "Stammtischbretter" this sketch and its implementation could be a possibility to bind even more spectators.



The overall view in the late afternoon reveals a magnificent interplay of light and shadow, and especially the water can be highlighted quite well.

Now the whole assembled group of modules is presented at an appropriate presentation height and the attention of exhibition visitors to is assured. Of course, there are other possibilities of presentation.

But it should always be possible to replace the boards quickly. Just give it a try! We are happy to show the results in the **Trainini®**. By the way, the “Catharinen Tief” has stolen the show in its related way from many large installations at Intermodellbau 2018 in Dortmund.

Manufacturer pages to the report:

<http://www.archistories.com>
<http://www.hos-modellbahntechnik.de>

<https://www.maerklin.de>
<https://www.micro-trains.com>
<https://www.1zu220-shop.de>

Railway magazine with biennial diorama competition:

<http://eisenbahnmagazin.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.

Dampf und Diesel pur Unterwegs im Norden

Mit „Die Eisenbahn damals“ hat der EK-Verlag eine interessante Videofilmreihe gestartet, die auch bei unseren Lesern guten Anklang fand. Nach Nordrhein-Westfalen ist nun Hamburg an der Reihe, was ganz besondere Sequenzen verspricht. Mit hohen Erwartungen haben wir uns diesen Film angeschaut. Unsere Eindrücke möchten wir nun mit Ihnen teilen.

Suder Film Production (Frieding)
Die Eisenbahn in Hamburg damals
mit Schleswig-Holstein

EK-Verlag GmbH
Freiburg 2018

DVD-Video
Bildformat 4:3
Tonformat Dolby-Digital 2.0
Sprache deutsch
Laufzeit ca. 50 Min.

Best.-Nr. 8453
Preis 19,80 EUR (Deutschland)

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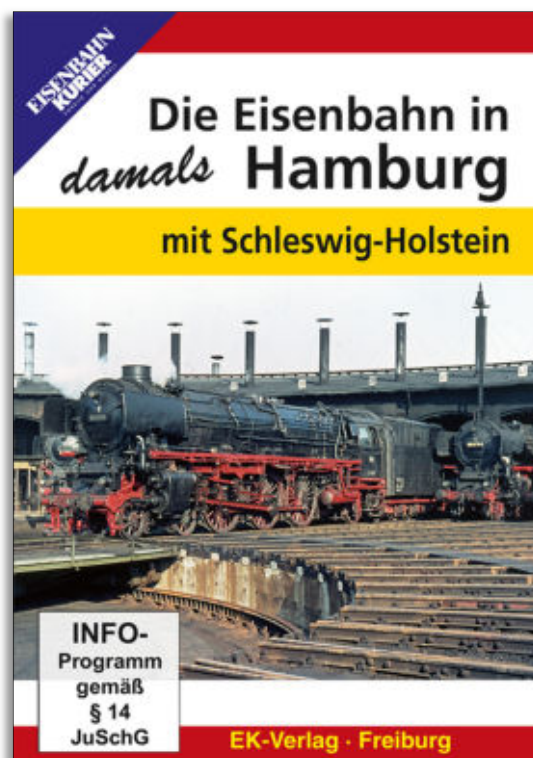
Im Rahmen dieser Filmreihe haben wir bereits alle vier Teile vorgestellt, die sich der ausgehenden Dampfzeit in Nordrhein-Westfalen zugewandt haben. Alle waren sie nicht an Einmaligkeit und Authentizität zu überbieten. Wenn Erwartungen aber erst mal so hoch gesteckt sind, dann kann es eine Fortsetzung nur schwer haben, oder?

So finden wir beim Anschauen zunächst auch nichts Ungewöhnliches: teilweise schon bekannte Filmautoren, vertraut klingende Moderationen durch diese Personen und Veranschaulichen der betrachteten Strecken anhand einer kurzen Karteneinblendung.

Doch dann folgt der Hammer. Hamburg verspricht ein von einer Doppeldrehscheibe bestimmtes Bw Hamburg-Altona, das Zetties bestens aus der Umsetzung in den kleinen Maßstab durch Rainer Tielke kennen. An der Baureihe 012 führt hier, wie zu erwarten war, kein Weg vorbei.

Doch wer glaubt, das sei es schon gewesen, der irrt gewaltig. Die Hamburger Betriebswerke, der Hafen, die Ständerbahn und auch die beiden großen Bahnhöfe hatten einiges mehr zu bieten. Da sind weitere Dampflokbaureihen ebenso wie Begegnungen mit der S-Bahn oder anderen, längst historischen Zügen zu finden.

So tauchen hier die alten Preußinnen der Baureihe 94⁵⁻¹⁷ ebenso auf wie DR-Maschinen der Baureihe 01⁵, teilweise sogar mit den nur für kurze Zeit an wenigen Exemplaren verwendeten Boxpok-Rädern. Die



Interzonenzüge ließen sich nur im Westen ungestraft und in Ruhe filmen. Gewendet haben die gewaltigen Schnellzuglokomotiven in Hamburg-Altona, wo sie ihre dreizylindrigen Schwestern der DB trafen.

Im Grenzbahnhof Büchen gelangten den Filmern Maschinen der Baureihe 50 vor die Linse, die in ihrer Neubausausführung als 50⁴⁰ der DR auch keine lange Betriebszeit vorzuweisen hatten. Und so fehlt auch die Ablösung in Form der Diesellok Baureihe 118 nicht. Zurück in Hamburg darf die legendäre V 200 der Bundesbahn nicht fehlen, die im Norden immer einen Einsatzschwerpunkt hatte.

Auch Privatbahnen bleiben dieses Mal nicht unberücksichtigt. Mit der AKN und ANB führen Besuche zu weiteren, sehr interessanten Aufnahmen verschiedener Schienenbusse und Besonderheiten.

Weitere Ausflüge führen schließlich auch nach Flensburg, wo auch ein Dampfkran im Einsatz angetroffen wurde. Märklin-Freunde erkennen ihn gleich, weil die Modelle des Krupp-Ardelt-Krans mit ihm eng verwandt sind. Auch die neue Vogelfluglinie erfährt schließlich einen sehenswerten Abstecher.

Thematischer Schwerpunkt in Schleswig-Holstein ist aber die Strecke von Hamburg nach Westerland, bestens bekannt als Marschbahn. Auch hier führt kein Weg an den schweren Öldampfern der Baureihe 012 vorbei, doch haben die Kameramänner ihr Material auch der Fünfiger und dem Uerdinger Schienenbus gewidmet.

Winterimpressionen bei tief stehender Sonne und Nebelschwaden vollenden diese Eindrücke. Sehenswert sind auch die Sequenzen zur Halligbahn Dagebüll – Langeneß sowie die Kleinbahn Niebüll – Dagebüll. Klingelt es bei Ihnen? Beide waren auch schon Thema von Spur-Z-Umsetzungen.

Das gilt auch für einen weiteren Stern am Himmel historischer Eisenbahnen: die Sylter Inselbahn. Nur hier fuhren die Borgward-Schienenbusse, deren eigenartiges und uriges Aussehen Eisenbahnfreunde bis heute nicht loslässt.

Z-Modellbau hat ihnen ein Denkmal im Maßstab 1:220 gesetzt, im EK-Film lassen sich die Originale noch kurz vor ihrem Betriebsende im Einsatz erleben. Nebenbei erfährt der Zuschauer auch, welchen Ursprung ihre Entwicklung und ihr Bau überhaupt hatten.

Lassen wir die vollständigen 50 Minuten der Reise durch Deutschlands Norden auf uns wirken, dann erstaunt uns eines: Wie konnte der Freiburger Verlag nach über vierzig Jahren so viel gutes und zudem überwiegend unveröffentlichtes Material auftreiben?

Eine Nominierung zu den Neuerscheinungen des Jahres 2018 in der Kategorie Literatur ist da nur konsequent. Damit steht auch eines fest: Wer sich für die hier gezeigten Lokomotiven und Züge interessiert oder generell ein eisenbahnhistorisches Interesse hat, der wird an dieser DVD unmöglich vorbeikommen! Wie gut, dass in vier Wochen schon wieder Weihnachten ist...

Publishing pages with reference possibility:
<https://www.eisenbahn-kurier.de>
<https://www.ekshop.de>

Kohle und Eisenbahn

Zeitreise durchs Ruhrgebiet

Kohle und Eisenbahn – das war im Ruhrgebiet für weit mehr als einhundert Jahre eine feste Verbindung. Die Dampfloks brauchte die Kohle zum Fahren, ohne die Eisenbahn kam diese nirgendwo hin. So hingen die Entwicklung der Bahn wie der Industrie eng voneinander ab. Doch längst haben sich die Lokomotiven von der Kohle losgesagt und im Dezember geht auch die Ära des Steinkohlenbergbaus in Deutschland endgültig zu Ende: Zeit für einen Rückblick.

Johannes Glöckner
Von Zechen und Zügen
Eine Zeitreise durch die Ära von Kohle und Stahl

Geramond Verlag GmbH
München 2018

Gebundenes Buch
Format 26,8 x 28,9 cm
192 Seiten mit ca. 220 teils farbigen Abbildungen

ISBN 978-3-86245-420-4
Preis 39,99 EUR (Deutschland)

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Kaum jemand außerhalb des einst bedeutendsten Steinkohlereviere in Deutschland weiß, dass die erste Eisenbahn nicht von Nürnberg nach Fürth, sondern an den Ufern der Ruhr fuhr. Der entscheidende Unterschied war nur, dass die Kohlenbahnen der ersten Zechen ausschließlich mit Pferden betrieben wurden.

Autor Johannes Glöckner lässt die Blicke weit zurück schweifen. Wenn im Dezember 2018 auch die Zeche Prosper-Haniel schließt, wird der Steinkohlebergbau in Deutschland endgültig Geschichte sein. Das Ende findet er dort, wo er einst in großem Maße auch begann: im Ruhrgebiet.

Dem in Dortmund wohnenden Fotografen und Filmemacher ist seine Begeisterung für die Heimat in jeder Zeile anzumerken. Er verklärt die vergangene Zeit nicht, sondern beschreibt sie nüchtern, sachlich und damit auch in jeder Hinsicht korrekt. Trotzdem wirft er auch einen Blick auf die Menschen, ihre Lebensweise, Kultur und den Einfluss durch die Montanindustrie.

Dass der endgültige Abschied nicht leicht fällt und Wehmut mitschwingt, vermag der Schreiber dennoch hervorragend zu vermitteln. Obwohl das Ruhrgebiet bereits seit fast drei Jahrzehnten ein Dienstleistungs- und Logistikzentrum mit grüner Lunge geworden ist, verliert es mit der letzten Ausfahrt trotzdem ein Stück Identität.

Der Bergbau hat die Sprache der Menschen, ihre Interessen und Vorlieben bestimmt. Hier gingen sie nicht zur Arbeit, sondern zur Maloche. In der Pause gab es eine Knifte und auf dem Weg nach Hause ein Stößchen. Und wenn ein Gespräch fällig war, dann wurde Tacheles geredet. Wer die Einheimischen fragt, der erfährt, dass es nirgendwo schöner ist als wie hier...



Verstehen wird diese auf Außenstehende primitiv und bisweilen dümmlich wirkende Art nur, wer dort groß geworden ist. Und trotzdem steckt die einladende und offene, aber auch sehr direkte Weise wohl jeden an.

Und genau das ist es, was den neuen Titel aus dem Geramond-Verlag zum perfekten Weihnachtsgeschenk für alle diejenigen macht, die das Ruhrgebiet lieben, außergewöhnliche Reiseziele suchen, eine Passion für die Eisenbahn oder einen Hang zur Industriegeschichte haben.

Johannes Glöckner liefert eine Hommage an das zu Ende gehende Industriezeitalter der Steinkohle und macht deutlich, wie sehr der wachsende Wohlstand in ganz Deutschland mit diesem verbunden war. In einem einzigartigen Überblick skizziert er den Beginn und die vollständige Entwicklung des Bergbaus, seine Bedeutung für die Hüttenwerke und auch den früheren Reichtum an Brauereien.

Das symbiotische Verhältnis von Eisenbahn und Kohleförderung an der Ruhr, aber auch im Saarland, wurde bislang in keinem Buch so deutlich und greifbar. Und dennoch bleiben die Passagen leicht lesbar und verständlich, tauchen nicht zu tief in die Geschichtsbücher ein.

Die Zeitreise von den Anfängen des Bergbaus und der Bahn bis in das postindustrielle Zeitalter, in dem frühere Industrieflächen zu Kulturdenkmälern und touristischen Zielen ausgebaut werden, hat genau den richtigen Tiefgang: Das Buch spricht so wohl große Kreise auch außerhalb der Eisenbahnszene an.

Mit vielen historischen Aufnahmen von Dampflokomotiven und Industrieanlagen schwelgt dieser Bildband aber auch in eisenbahnromantischen Erinnerungen. Mit Museen, Museumsbahnen und Freizeitangeboten auf Abraumhalden verspricht aber auch die Gegenwart attraktive und spannende Motive.

Sie wurden perfekt eingefangen und in guter Qualität ins vorliegende Druckwerk umgesetzt. Die Auswahl historischer, zeitgenössischer und brandaktueller Aufnahmen ist gut getroffen und berücksichtigt die Vielfalt des Bildbands.

Nur stellenweise kommt dann doch etwas zu viel Lokalkolorit durch, denn trotz wachsenden Tourismus, moderner Betriebe auf alten Zechengeländen und stetig ausgebauter Kulturangebote sind längst nicht alle Probleme im Ruhrgebiet beseitigt. Der Strukturwandel hat große Fortschritte gemacht und ist dennoch längst nicht abgeschlossen.

Dienstleistungsbetriebe nehmen Arbeitskräfte nicht im gleichen Maße auf, wie sie Bergbau und Stahlindustrie freigesetzt haben. Die Kehrseite dieser Medaille findet sich im Buch natürlich nicht wieder, zeigt sie doch das schäbige Gesicht einer einst florierenden Industriemetropole.

Vielmehr verbreitet das Buch Aufbruchstimmung und Zuversicht, soll Kräfte freisetzen durch bewusstes Wahrnehmen, was sich inzwischen alles zum Besseren gewandelt hat. Wer als Modelleisenbahner den Themenkomplex des Bergbaus und Kohletransports über die Schiene, vielleicht mit einer Kanalkreuzung kombiniert, aufgreift, der wird hier fündig. Vermissen wird er hingegen nichts.

Der vorliegende Titel ist vieles, nur kein (reines) Eisenbahnbuch. Auch eine trockene Geschichtslektüre will er nicht sein. Er ist eine Werbung für und eine ehrliche Hommage an das Ruhrgebiet, den größten Ballungsraum Europas. Und auch ohne Kohle wird er einzigartig auf der Welt bleiben. Glückauf!

MODELLBAHN

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Motiv/Foto: Martin Engelbrecht

Faszination Modellbau 2018

Excursion to Lake Constance

From 1 to 4 November 2018, Faszination Modellbau opened its doors in Friedrichshafen and offered visitors in the three country border area one additional day for their visits. We were also there and collected our impressions, which we would like to share with our readers today.



"The leading trade fair in the three country border triangle area of Germany, Austria and Switzerland has once again lived up to its reputation as Europe's most significant model building fair this year", is the official statement of the Faszination Modellbau in Friedrichshafen, Germany.



The autumn dream loop module system by Gerhard Maurer celebrated its trade fair premiere, and was admired by young and old alike.

It was to be expected that Messe Sinsheim, as the official organiser of the event, would sing such hymns of praise. And the record number of 53,000 visitors is put into perspective. Because this year's fair lasted four days instead of three, anything else would have been a disappointment.

But we also looked behind the scenes and spoke with visitors and exhibitors to get their impressions. And then a dealer told us in conversation that there was a lot of looking, but hardly any buying. This had always been different in the years when the fascination of model making did not have to compete with the München trade fair.

But also the big words about a role as a leading trade fair of European importance seem to be presumptuous in view of Intermodellbau in Dortmund with 50 % more visitors and the close proximity to the Netherlands and Belgium.



Picture above:
Also Hagen von Ortloff (far right in the picture) participated together with like-minded people in the exhibition with historical railway material.

Picture below:
The events on Alois Forstner's two-case system (picture left) could also be followed on a screen to the right of the system thanks to the camera car. The dwarf layout was unspectacular on the outside (picture right). But true greatness was shown on the inside here.

So we leave the church in the village, as by the way also on some model railway installations, and concentrate on what this exhibition was: beautiful, equipped with some beautiful installations and studded with some other appealing exhibits.

Among these we also count every year anew the presentations of historical rolling stock, which is presented with new enthusiasm by Hagen von Orloff since his retirement. And also the big publishers attract again and again with their current program and many special prices. A children's programme is now part of every trade fair, and that's an expressly good thing.

The Z-Freunde International e.V. took over the responsibility for the exhibition of Z gauge, and their exhibition representative Sylvester Schmidt was able to win over some enthusiasts with top showcases and inspiring layouts.



The urban scenery of the "Flaggstone East Terminal" seems to be cut out of a landscape. The visitor has a large share in the operation because Jürgen Tuschick (left in the picture) stands in front of the facility and the guests can therefore also look over his shoulder as he manoeuvres.

The new dream loop module system from Gerhard Maurer celebrated its trade fair premiere in Friedrichshafen. The model for the system, which was demonstrated in continuous operation, is the short distance between Heimbach/Nahe and Kronweiler, which Gerhard recreated in the colourful autumn.

Manfred Forst's hog farm is always beautiful to look at and bears her name solely because of the agricultural theme portrayed. There are also freight trains running here, which lead new tractors past the farms and create desire among the farmers.

Ulrich Günther had changed a bit with his performances and now presented various trains in large showcases. They were covered with locomotives which he had upgraded, and Uli had already drawn attention to himself in the Märklin magazine for around twenty years with his hard work.

The two-case system with camera car by Alois Forstner also captivated the visitors. The visitors followed the trains from a new perspective on a screen next to the system. The Z-Car system demonstrated by Axel Hempelmann with great perseverance, still amazes many visitors, and achieved comparable effects.

The small dwarf train layout with many tunnels was actually not a real Z gauge layout, because the figures reveal other dimensions. But it used Märklin Mini Club track and significant parts were designed by a child. As a thank you, she was able to appeal to this target group, in particular.

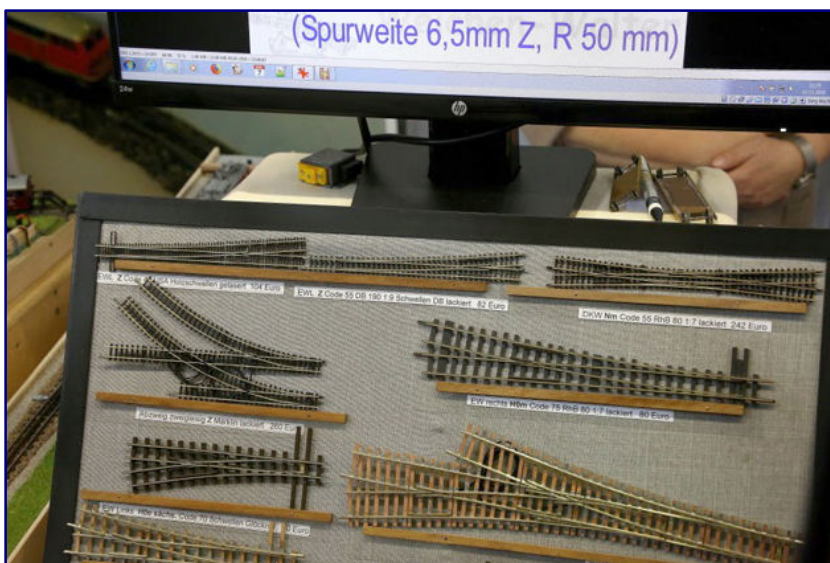


“Crazy Nugget Mining” is the name of Sascha Braun's latest work, which we would like to honour with two pictures to provide an overview and some details. It is unbelievable how quickly model building knowledge was acquired and successfully implemented here!

Furthermore, ZFI had also ensured that children could build a track layout with Rokuhan ballasted tracks themselves according to their own ideas and run a train on it.

To experience model railroading is something else than just looking at model railroads. Perhaps this was one of the main reasons why the ZFI booth always had crowds.

The “Flagstone East Terminal” by Jürgen Tuschick was also presented in a very illustrative way, because he sat in front of his layout, switching and operating trains in front of the spectators. He was happy to answer the questions that his visitors had.



Walter Völklein (Weichen Walter) nutzte sein Heimspiel, um individuelle Weichenlösungen auch für die Spur Z vorzuführen.

Peter Friede's Lechschleiferei (wood grinding mill) was immersed in a completely different time. It jumped back in time over a hundred years and showed how ascents were still climbed with steam locomotives on a rack. The small machine was based on a Märklin chassis, but had a superstructure that was entirely self-built.



A piece of fine workmanship is the Prussian T 16¹, designed by Michael Bahls (Bahls Modelleisenbahnen), even if it was not possible to accommodate fully movable detail control rods, much to the chagrin of the small series manufacturer.

The highlight among the exhibits, as everyone agreed, was Sascha Braun's “Crazy Nugget Mining”, a second US layout.

After Sascha had told us personally about his previous experiences as a model builder in landscape modelling, his works of art impressed us even more.

And so we ask ourselves whether all the visitors had noticed the fine details in his implementations?

We don't want to end our tour of the fair without also taking a look at the commercial exhibitors.

from his production, with which he was able to show the breadth of his range of products.

Weichen Walter (Walter Völklein) was at home in Friedrichshafen and also showed the visitors Z-scale switches

Michael Bahls presented his latest creations at the Aspenmodel stand. We were particularly struck by the finely detailed model series 945-17 in its original Prussian T 16¹ version. The Märklin model, which was already running very well without any problems, gained enormously in all versions and thus reached the current standard.

It almost seemed like complaining at a very high level when Bahls model railways expressed regret that the driving arms could not be fully moved because of the narrowness in the chassis area.



At the wood grinding mill at Lech we would like to emphasize the small gear steam locomotive: Peter Friede built it himself on the chassis of an 89 series from Märklin.

Manfred Lütke was also in a good mood in Friedrichshafen, although he had no new products in his luggage for our gauge. Fortunately, it was clear to him that he continued to enjoy our nominal gauge.

All in all, it was an exhibition “as always” in Friedrichshafen and this attribute is to be understood explicitly positively in the context of the report.

The official fair pages:

<https://www.faszination-modellbau.de>

Exhibitors for Z Gauge:

<https://aspenmodel.com>

<http://www.bahls-moelleisenbahnen.de>

<http://www.forstberg.de>

<http://gerhardingen.de>

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

<https://www.maerklin.de>

<https://www.weichen-walter.de>

<http://www.zcustomizer.de>

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

<http://www.1-220-modellbahn.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 see 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 image is our goal. Likewise, here we note any events or meetings with a significance to Z gauge reference, if we are informed in time.

Exhibitor for the gauge part of the "Maintenance & Care" series is really missing?

Unfortunately I searched unsuccessfully for part 5 of the series "Maintenance and care of small railways" between the issues September 2015 (No. 122) with part 4 and the issue August 2016 (No. 133) with part 6.

Also the index file Trainini_2017.pdx shows no match. Can you please tell me in which output part 5 is hidden? I hope I don't suffer from blindness yet.

Rainer Kneilmann, Bingen am Rhein

Editorial response: There is a counting error between issue 7/2015 and 9/2015. The report about the bogie exchange at the EMD E8A by AZL and Märklin belonged to the series and is therefore the correct episode 4.

Since we had not included the series headline in the small headline by mistake, we mistakenly assigned this sequence number to the next article in September. After noticing our mistake, in August 2016 we began counting again correctly with part 6.

Possible alternatives available:

With the current issue you have once again put together a very interesting magazine.

The article on maintenance and care with the exact description of how to assemble the bogie is a really good tip. I haven't found anything in this form yet. Thank you very much for that.

In the question about the Trainini Index I can't support you with an Adobe-Acrobat-Pro-Version.

Since I generally don't have Adobe Acrobat Reader installed on my computer and can't use the index like that, I have a small application on my to-do list with which I want to build an index in a local database and search there. A first beta version already exists.

The whole thing is only meant for my private use. But if you don't find a solution, I can make the program available for free, provided that you agree.



The only limitations are, the program runs only under Windows 7 & 10, and I can currently only get the PDF texts from about issue 9-2008. But as is already written, I'm still in development here.

Ralf Junius, Düsseldorf

Answer from the editors: We thank you very much for this offer and are currently examining whether it makes sense to narrow down the **Trainini Index** so that it can only search back ten years at a time. We would prefer it if we could continue the offer unchanged, because then nothing would change regarding the use by our readers. And surely not only we would regret an omission of the search function without replacement very much.

Trainini Photo calendar 2019 is behind schedule:

Some readers may have been worried that there was no **Trainini Photo Calendar 2019** on the part of our magazine. We regularly aim to publish it at the beginning of November.

For various reasons, which limited the time of those responsible, we are currently unfortunately lagging behind this ambitious plan.

It is planned to be able to offer the compilation with an appealing cover picture and twelve seasonal photos for loading on our pages by mid-December at the latest.

At the moment the picture editing is not finished yet. Since quality should stand before a fixed point in time for us, we are too evident that also our readers share this point of view and will wait for the short time until then.



New items from Micro-Trains in October 2018:

This month the EMD SD40-2 was delivered in blue-yellow colouring of the Atchison Topeka & Santa Fe (Art.-No. 970 01 091 / -092) with two company numbers. The blue EMD F7-B of the Via (980 02 450) complements the motorized A-unit of the same railway administration.

A matching four-part passenger coach package (994 01 220) is also available, which includes a luggage coach as well as a seating coach. The heavy, modernised business coach of the SP with paint finish in two grey shades (556 00 070) is offered separately.

Of course, customers are also offered something in the area of freight wagons.

On the one hand, the wagon number 3 of the yellow Heinz refrigerated wagon series (518 00 650) complements the already longer running series, on the other hand an eight pack with covered wagons from Railbox (994 00 811) ensures long trains.

The two yellow cars from Ball Glass, set at the M.W.R. (515 00 201 / -202), are wooden models.

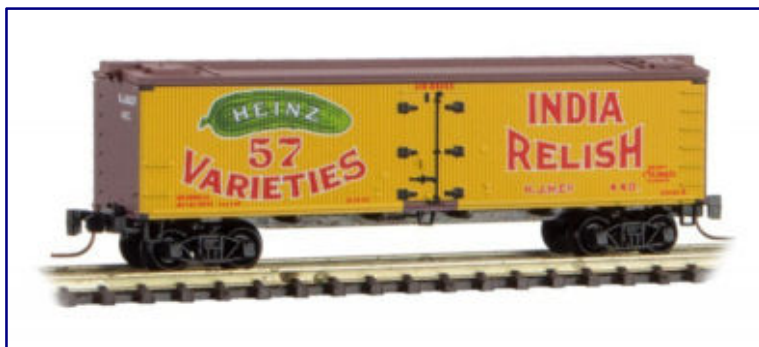
The delivery is completed by another wagon of the Railbox (510 44 228), which is provided with patina and graffiti "Great Smokeout."

In Germany, MTL models can be purchased from Case-Hobbies (<http://case-hobbies.de>), among others.

Insider Model for 2019 presented:

Insider models presented in 2019 at the 35th International Model Railway Exhibition in Cologne on November 15, 2018--Märklin presented its Insider annual models for next year.

The 2019 annual car (Art. No. 80329) will be a covered freight car of the association type, set as GI 11 on the DB, in grey paint and with large Miele advertising lettering, waiting for its members.



Heinz refrigerator car number 3 (art. no. 518 00 650; picture above) and covered car "Great Smokeout" (510 44 228; picture below). Photos: Micro-Trains

Insider locomotive 2019 will be the 03 1001 (88850) express train tender steam locomotive. The DB engine, which is equipped with a new single-domed boiler and high sandboxes, has disc wheels in the forward bogie in the operating condition shown.



The express train steam locomotive 03 1001 appears as Insider Club Model 2019 with new boiler, high sandboxes and a carbon box cover on the tender (art. no. 88850). This corresponds to the operating condition around 1958. CAD representation: Märklin

The die-cast zinc locomotive body is completely new construction, as is the tender body with flap cover. It is based on the well detailed running gear of the oil tender. It is also equipped with a three-light peak illumination by warm white LED, which changes direction with the one at the top of the locomotive.

Other equipment features include the new bell-shaped armature motor, fully movable detail control, a replica of the brake system, the inductive magnet, rail scraper and window inserts on the driver's cab sides.

Special series for the Z Club Wien (Vienna):

With FR Freudenreich Feinwerktechnik, the Stammtisch Wien (Vienna Club) has developed a two-axle half-luggage car (Art.-No. 43.210.11) in ribbed construction, which was recently delivered. This model appears in a one-time edition.

The wagon can be used both in passenger and tourist trains and also as an accompanying wagon for freight trains. The service life of these wagons began in the mid-fifties. They were still in regular service until the mid-1980s.



The two-axle half luggage wagon (Art. No. 43.210.11) belonging to the ribbed wagons is available exclusively and in limited numbers only at the Wiener Z-Stammtisch. Photo: FR Freudenreich Feinwerktechnik

Several copies have survived on nostalgia trains and can therefore be used in the model from epoch IIIa to epoch VI. The two-axle and four-axle ribbed cars were an indispensable part of the Austrian passenger train service until the early eighties.

Interested parties can place their order at the Wiener Z-Stammtisch via [halbgepaeckwagen\[at\]gmail.com](mailto:halbgepaeckwagen[at]gmail.com) and ask for the price individually. As with other new products, we are unable to advise on pricing at this point.

And here are the latest new products from American Z Line:

The EMD SD75i of the Canadian National (Art.-No. 6103-1 to -3) is another new edition with an old housing and new chassis similar to the models of this locomotive type already delivered in the previous months.

The second novelty of the month is the covered AAR freight car with a length of 40 feet, the Union-Pacific version of which bears the advertising lettering "Serves all the West" and "Road of the Streamliners"

(opposite side). This model is available individually (904314-1), in double (904384-1) or quad packs (914314-1).

You will find further manufacturer photos of the current deliveries under <http://www.americanzline.com>.

Latest new items from C-M-K:

The couple Klingenhöfer proves once more their special competence for tiny animal figures, which are cast out of resin and perfectly hand-coloured: a fox (Art.-No. TF 01), chamois in winter and summer fur (TG 04 / TG 05) and ibex (TS10) are now completely new in the range.

From our point of view, all four should find good sales, because Alpine motifs are traditionally among the favourites of model railroaders and form the habitat of the role models for these figures. The fox can be used in every forest area, in younger epochs but also closer to the human environment.



Already some weeks longer in the assortment are the two goats (Art.-No. TZ 01), which can be accommodated also in a garden atmosphere well. Even in epoch III, “miner’s cows” were still in demand as pets for the largely self-sufficient domestic communities.

The new goats (TZ 01), which are delivered in pairs, can be found in the mountains as well as in mining settlements or on ordinary farms.

Zetties should be familiar with the fact that such tiny goats are to be handled carefully. However, the ibex deserves special attention because of its long horns, which are sensitive to damage. The other figures prove to be clearly more robust, since they exhibit a higher material strength.

We take the opportunity to list or remind you of other suitable figure novelties of the last weeks and months:

Polar bear / brown bear each with 2 cubs
Elephant keeper with young elephants
Moose
Kangaroo with baby in bag
Bald eagle

Man on scooter
Motorcyclist
Mother with baby on her arm and cradle
Couple travels with 2 dogs
Shunter with rear wagon light
Hiker on bridge
Jet Ski

All figure models presented here and the rest of the delivery program can be ordered from Creativ Modellbau Klingenhöfer at <https://www.klingenhoefer.com>.

Picture top right:

The fox (TF 01) can barely be seen in the macro picture because of its extreme tiny size. That's exactly what speaks for a first-class implementation.

Photo below:

Also the ibex (TS 01) makes an excellent impression and will enrich every mountain scene enormously. A tip should be given to watch.



New catalogues from Faller and Märklin:

Autumn is the time for handicrafts and so new catalogues of the different manufacturers appear constantly in the Christmas business. Faller and Märklin have recently published the latest editions of their product documentation.

Faller even mentions 2019/20 as the period of validity. All new products of the model railway year coming to an end have now been included. Those for the next toy fair are of course still missing. Customers now have access to a comprehensive list of the products currently available from dealers.

Empty cans from Noch in use:

Order is half of life, we said in the last issue. In this respect we were pleased about the empty storage cans offered by Noch in two versions. With the storage boxes "Farben & Kleber" (08081), even mixed acrylic paints for landscaping can be stored safely thanks to the sealing insert and screw lid.

But the grass glue can also be partially decanted here. This can be helpful, for example, if a winter diorama is covered with Noch's short, white fibres. Then, fibres accidentally getting into the glue and discolour the showpiece can be prevented, because especially green stalks in the snow quickly pose a problem.



Finally order and cleanliness around opened strewing fibre bags as well as colour and glue remainders get: The storage boxes of Noch are proving to be useful helpers for us.

The empty storage containers "Streumaterial, Gras, Schotter & Kleinteile" (08083) with a simple clamping lid, on the other hand, serve us well for storing all grass mixtures. Once the standard bags have been opened, they cannot be closed permanently, and the fine microfibres sooner or later find a way out. With the empty storage containers into which Noch also fills itself, this has finally come to an end!

The two labels enclosed with each can help quickly identify the correct can.

SMZ with another surprise:

The DB railcar 650 112-6 was built by ADtranz in 1999 with financing from the state of Baden-Württemberg. Its home depot is Ulm. Special Z models have now chosen this unusual and modern vehicle as the model for their latest model.

The special features are the very detailed implementation of the typical trapezoidal glazing on the long sides as well as the large frameless windows on the vehicle fronts.

A driver's cab with the typical sun visor is just as much missing as the train destination display that can be switched in digital mode.



The railcar of the 650 series with the trapezoidal side windows seamlessly connects to the last hits from SMZ. Photo: Sondermodelle Z

The special functions correspond to the well-known standard with light (peak lights, interior, and train destination display) and noise (engine, horn, announcements, brake squeal etc.). For the first time a 15 x 11 mm loudspeaker is used. The model has a newly developed Velmo motherboard with Next18 interface.

The model can be found on the website of SMZ at <http://www.sondermodellez.at>.

Z gauge new products at etchIT:

Edgar Seubert of etchIT-Modellbau has started to transfer more model kits from his N-gauge program to the scale 1:220 due to requests of several Zetties. A series of trade fair discussions in Leipzig showed him that a larger selection is desired, especially in the areas of vehicles and accessories.

So we are pleased to be able to present five new products at the same time: The two-seater Roadster (Art.-No. ET001_Z) has a Cobra as its model.



The driver's cab with its sun visor and train destination display is also very impressive - in the truest sense of the word. Photo: Sondermodelle Z



The kit contains the wheels on the block on separate half axles in order to be able to paint these separately in a time-saving manner. This is also the case with the small delivery van (ET002_Z) as a second car innovation.

The small two-stroke scooter in four versions (ET017a_Z) is also intended for self-painting. The mentioned versions result from the equipment with one or two figures as well as without such.

Each of the ten ash/trash bins is equally waiting for a colouring. But before that you have to choose between the open (XD060o_Z) or closed version (XD060z_Z).

The kits of this company (<http://www.etchit.de>) consist of new silver etchings or 3D printed parts, if required, also combined with each other.

For their conversion four own 3D printing machines (Polyjet procedure, DLP/LCD pressure) are available, why also 3D printing is offered as a service from customer supplied STL/OBJ files. At the customer's request, finished models can also be offered in a small series from kits.



The two-seater roadster art. no. ET001_Z (picture above) is inspired by the Cobra. With the small two-stroke scooters (ET017a_Z; picture below) the customer gets four versions of this vehicle. Photos: etchIT

Delivery of useful Faller tools:

When we go back to the cellar to do handicrafts, the work with paints, fillers and plaster starts again. Some models also need to be maintained and re-lubricated. Faller is supplying helpful tools for this purpose from this year's range of new products.

The dosing needles in five sizes (Art. No. 170530), attached to a syringe or glue cannula, help to dose paints, oils or glue. The five plastic pipettes (170531) allow exact dosing of colours so that the colour shade determined can be mixed precisely at any time.



Some useful tools for model making are now available in the Faller range.

The six modelling spatulas (170545), on the other hand, form structures in the company's own landscaping and, with a total of twelve different tips, permit creative work in many respects.

The Quakenbrück Town Hall (282774) has also been delivered, to which we would like to devote more attention. The classicist building was erected on the occasion of its 200th anniversary with a double staircase, risalit (protruding part of a building, often with its own gable or roof) and summerhouse.

It combines various techniques: production from hard cardboard by laser cutting, cornices applied by digital printing, corner stones, window and door walls as well as an enclosed 3D print figure of a war memorial.

Germany's northernmost Z-gauge meeting:

The Eisenbahnfreunde Bad Schwartau e.V. has invited all of us for the 19th and 20th of January 2019 in the Elisabeth-Selbert-Gemeinschaftsschule, Schulstraße 8 - 10 in 23611 Bad Schwartau to the model railway exhibition with dealer sales available. The northernmost Z-gauge convention in Germany will also take place in one of the three halls as part of this event.

The small Krummlandhalle will then be filled with Z gauge treasures from a large part of Germany. Stimulating technical discussions and a nice exchange in a relaxed atmosphere will be very popular again.

In cooperation with Märklin and LMG, as well as, supported from Velmo, a special car with sliding walls from the DB stock has also been created. LMG is an old traditional company with an eventful history from Lübeck, in former times with huge production halls located at the harbour. With his regional reference it creates a good souvenir of this meeting.

Also exhibitor FR Freudenreich Feinwerktechnik is again preparing a special model. A container wagon has been selected, which is planned with a factory patina. The model transports a 20-foot refrigerated container of type 45R1 with advertising for the marmalade manufacturer Schwartau.

The opening hours are 10:00 to 18:00 on Saturday and 16:00 on Sunday. Hall plans and current information can always be found at https://www.efs-badschwartau.de/2019_ausstellung/.

New Items from Märklin:

As can be seen from the sharp rise in the number of deliveries, the Christmas business is running smoothly. The Märklin-Magazin-Jahreswagen 2018 (Art.-No. 80828), a Zans type articulated tank car in the blue code colour of the magazine, marks the beginning.

With the "Museum Passenger Train" starter kit (81871), a product for newcomers has also become available in stores in good time. In addition to the speed controller, track oval and two Donnerbüchsen, the V 60 diesel locomotive, which has now been converted to the bell-shaped armature engine, is particularly worthy of mention here.

The Insider 2018 annual car (80328) with Miele advertising addresses will also be making its rounds on some of the facilities with immediate effect. A Hbis-t 299 sliding wall wagon from the Deutsche Bundesbahn stock was selected for this model.



The Hbis-t 299 sliding wall trolley with Miele advertising (Art. No. 80328) reproduces the cleaned address fields and repair spots very well. The members of the Insider-Club can be happy about it.

The realistic impression of the dirty-brown wagon is provided by the reproduction of freely wiped inscriptions and repair spots. The changeover devices of the brake system were also set off in white.

The glass tank car "25 Jahre Insider Club" (86025), which was designed more for collectors and is now slowly coming to an end. It is similar with the steel-blue painted steam locomotive of the class 01 of the DB (88012). It also appears as a special model on the occasion of the Club anniversary, but has no model in this colour scheme.

The individually packaged units from the "Württemberg" passenger car package (87009), which consists of the types Di wü 05, Di wü 08 and Di wü 04, are to start a second life. The basic models, which are now equipped with a gas tank on the middle floor of the car, date back to 1972.

The friends of ÖBB are delighted with the diesel locomotive series 2048 (88218). The former V 100 from DB stock was given a product upgrade for this edition and from now on also rolls over the layout with the bell-shaped armature motor.

There is also news to report in the hardboard kit sector. The kit for the Eckartshausen-Ilshofen railway station (89703) has been delivered, while the nearby Raiffeisen warehouse with market hall (89705), which we present in detail in this issue, will follow at the beginning of December.

Märklin announced a delivery delay for the still open delivery lot for the Kittel steam railcar (88145). Obviously there are problems in the production, because it slips into the following year 2019.

The same applies to the entire edition of the insider model 2017 in form of the diesel locomotive V 80. Here a tool defect was mentioned as cause.



With the Austrian Rh 2048 (88218), now, also, the chassis of the V 100 was converted to the bell armature engine.

Impressions of the train day in Westheim:

On October 13th and 14th the Eisenbahnfreunde Marsberg e.V. organized another day of driving in Westheim. There was a lot for Zetties to see and experience. In addition to the modules of the association after local prototypes in the size H0 and a replica of the steam locomotive class 44 in the scale 1:10, there was also a beautiful 0 gauge layout.

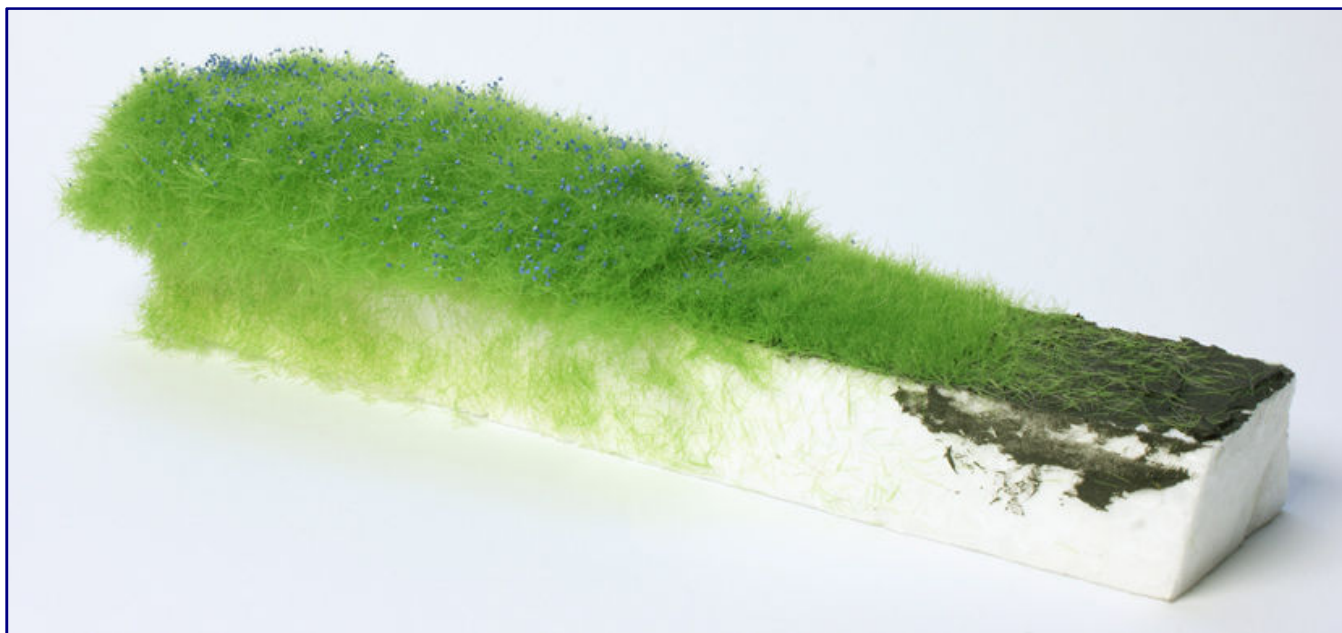


Jörg Erkel presented the first sample of the NOHAB from FR Freudenreich Feinwerktechnik at the "Kallental" layout, here compared to a Märklin model (back).

For Z gauge, Jörg Erkel had entered and showed excerpts from his 1zu220 shop program, below the diorama with a short version of his Altenbeken viaduct.

The Kallental layout was used to demonstrate the NOHAB locomotive, which had just been recently announced by FR Freudenreich Feinwerktechnik.

A pleasure and highlight at the same time was the small Schmiedehagen layout with a country road running across a dam as a scene divider. But also technical discussions did



We used polystyrene test strips to demonstrate the processing of Magigras to visitors, explaining the correct technology in a vivid way.

not come too briefly. Thanks to the best supply of coffee and cake, many model railroaders came outside for a longer period of time, even in the best weather, where they were able to exchange their beer table sets.



For children there was in Westheim under guidance the popular beer coaster diorama making.

Trainini® took part with demonstrations of Magigras from the house Microrama, about which we had informed promptly. Many visitors were impressed by it and were grateful for tips and tricks for the most effective preparation.

And also the youngest participants were thought of. As a children's offer there was on our initiative, for the first time at this place, the popular "Bierdeckel diorama" (making a small diorama on a beer mat), which shows the greatest success especially when allowing chatting between the children.

The task is to realistically design an area the size of a beer mat with soil, grass and other landscaping. Figures or trees can also be added.

In just a few minutes, children become enthusiastic model railroaders. During the course of the day, the offer was used so well that the generously dimensioned supplies brought along were almost completely used. Only one beer mat was left in the end, the landscaping materials were no longer sufficient for completing it.

Colourful at Full Throttle:

With its light blue paint finish and large company logos, the cylindrical bulk goods wagon from Cumberland Chemical (Art. No. FT-1060) immediately stands out. The attractive model, which loosens up the train structure, is available in a double pack from, among others Case Hobbies (<http://case-hobbies.de>).

This also applies to the collector's pack with two 33-foot bulk wagons with box ribs (FT-COL46) for New England with the company numbers BM 7063 and CV 30024. Both models have a Hay Bros. Garage coal insert.



With their light blue paintwork, the bulk goods wagons (Item No. FT-1060) are a real eye-catcher. Photo: WDW Full Throttle

Participants of the EM competition wanted:

As part of the report on the trade fair in Cologne, we would also like to present the Z Gauge items submitted to the EM diorama competition with pictures in the December issue. As they stood out in the crowd of more than 50 showpieces in terms of their implementation quality, we would also like to mention the names of the participants.

Therefore, we kindly ask the submitters to contact the editors for the following participant numbers and to give us the missing first and last names (including the respective participant number for the purpose of allocation):

E04 „Sturm Kolle“,
E12 „Steilhang / Steilstrecke“,
E24 „Blockstelle 220“ und
E56 „Beschränkter Bahnübergang“.

12th season of the record Christmas tree starts:

From Monday, 26 November 2018 to 26 December 2018, the world's smallest Christmas tree, measuring only 14 mm in height, will once again be on display in the shop window of Galerie Lamers, Kleppingstraße 8, in Dortmund's city centre.

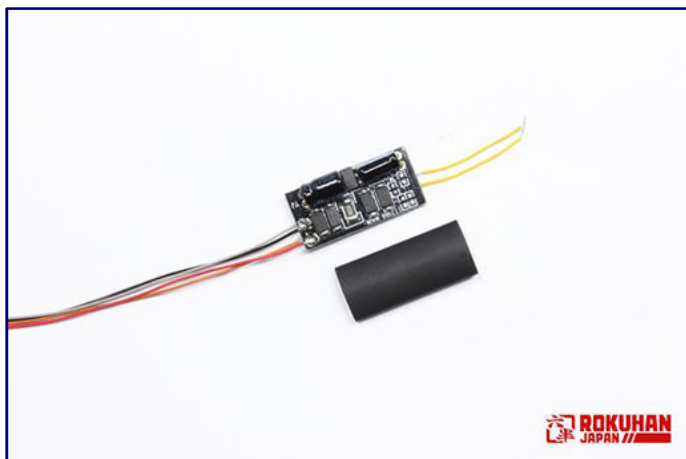
Even in its 12th season, this tiny tree holds the recognized and still valid world record for artificial Christmas trees.

The shop window can be found on the popular boulevard directly on the edge of the Christmas market. Tourists travelling to Dortmund by bus during the Christmas season are also regularly taken past this special sight.



Advent time is record tree time: The smallest Christmas tree in the world can now be seen in public again for four weeks.

This gives our readers another month of opportunity to admire and marvel at it. Dortmund, during the Christmas season, is definitely worth a visit.



The new turnout decoder announced by Rokuhan (Art.-No. A060) should be able to switch any Z gauge switches as well as its own products. Photo: Rokuhan

Turnout decoder announced at Rokuhan:

Rokuhan has announced its own turnout decoder A060, which will be available beginning in February 2019. It should be able to control from its own turnouts (Rokuhan (R039 / R040) as well as those from Märklin, Micro-Trains and other manufacturers. The switching decoder is equipped with an LED.

Still no solution for the Trainini Index:

In the last issue, we pointed out that the search functions of the **Trainini Index** might not be available with the withdrawal of Axel Reimann. Therefore, we repeat our call to the readership: if anyone has an Adobe Acrobat Pro license and could take over the future annual creation of an updated **Trainini Index**, please contact us.

We also refer to the letter to the editor at the beginning of this section. If you are interested, please contact the editorial staff, whose contact details can be found in the imprint.



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