

International Edition

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

www.trainini.eu

Published monthly
no guarantee

ISSN 2512-8035

Trainini

German Magazine for Z Gauge



Livestock Car V 23 from ZetNa 220

Märklin's new Heavy-Duty Wagons
Wooden Overseas Transport Crates

Introduction

Dear Readers,

Spring has not yet really made itself felt here. The first blooms, blossoms and leaves are sprouting on bushes and trees, but that's enough for some visual guidance on model railways.

Cool temperatures invite us to continue our model railway work in the basement. That keeps us happy and, besides, healthy. As much as we like to visit "God's free nature", distancing remains the order of the day.



Holger Späing
Editor-in-chief

Happy is the one who can fade out all the limitations and keep an eye on the positive that every situation can bring. Certainly, a year ago I could not have imagined what my daily routine would be like today, but I don't feel that restricted at all.

Some habits have changed drastically, I have massively increased the amount of individual sport I do in the fresh air, and, many contacts that I sorely miss, I now and for the time being manage via video conferencing.

And that can be quite pleasant and fun. Just a few days ago, for example, we had another video conference between the editorial team, translators, and technical website support.

In addition to free conversation and showing our own work, we also discussed our ongoing joint work for a modern website: the technical framework including the design is in place, much of the content has been filled in and we are working on the finishing touches and many translations. At one point or another, we are getting permission from the manufacturers, because we would like to show their logos there, as well.

In mid-May, we want to publish what we have put together, first and foremost, of course, Stephan Bauer, who will continue to look after the technical side of the administration system. I would like to thank him very much for this, and I hope that you, as readers, will join us when our new pages see the light of day.

Celebrate with us! You won't have to wait too much longer, and until then you will have some reading material at your hands: three new model introductions, including two freight car types, another manufacturer portrait, book recommendations, and, of course, lots of letters to the editor, and news.

Month after month it remains challenging, even a huge effort, to compile, build, photograph and write a full magazine in our spare time. But it has rarely been so much fun!

We are all happy, and I am especially happy, to see how actively people are participating in the **Trainini®** "project", which has now been going on for well over 15 years. The number of helpers, readers, modellers, authors and photographers has grown and grown. And I am proud of that: thank you!

Sin-Z-erely,

Holger Späing

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We thank Eisenbahnstiftung for historic photos and Peter Sturm for his contributions.

Date of publication of the German language version of this issue: 27 April 2021

Cover photo:

V 36 237 pulls a cattle train from the loading siding. Directly behind the locomotive hangs a V 23 (ZetNa 220) shed wagon of the exchange type, one of the rarest of the types active in the fifties. Its end is approaching with the DB's rebuilding and new construction.

Märklin SSy 45 heavy goods wagon

Because all good things come in threes

Two conversions of the SSy 45 heavy-duty wagons already existed. However, they were only available in manageable numbers, and were not always convincing. This type was long overdue at Märklin. But recently these spring new products 2020 rolled in, and today they are put to the test by the Trainini® editors.

We already explained the history of the SSy 45 heavy-duty cars, their replicas and successors in detail in **Trainini®** 12/2017 when we presented models of all three frame designs. Märklin recently followed suit with its own development showing the final design with trapezoidal longitudinal beam chosen from 1943 onwards.



Two M47 tanks (still without national emblems) are shunted to the ramp by 93 754 on SSy 45 in 1957, probably in Niederlahnstein. Presumably, they are part of the initial equipment of the newly established Bundeswehr. Photo: BD Mainz, Eisenbahnstiftung

Why this choice was a good one and what options it opens up for the future will be explained in the following. First of all, however, it should be noted that this is already the third series implementation of this model.

Nevertheless, it was and is a gap in the Z-gauge programme, because the predecessor models either showed glaring weaknesses, or have long been unavailable. So, we share the assessment that such a model was long overdue in the Märklin programme, and are pleased that Zetties now no longer have to look enviously at the larger gauges.

The templates were developed and built during the Second World War for tank transport, but the four-axle cars were not equally suitable for all types of tanks in use. They could carry tanks weighing up to 46 tonnes, while the heavy “Tiger” and “Panther” battle tanks weighed 57 and 70 tonnes, respectively, and required a six-axle vehicle.

For these vehicles, the basic design of the longitudinal beam was adopted or reused. We have also known these vehicles as SSys 46 for about two decades from the Märklin programme.

It is certainly not completely off the mark when we write that the SSy 45 experienced its heyday in peacetime after 1945. The occupying armies and later also the Bundeswehr used them and their successors SSys 55 for tank transport as well, because they were quite sufficient for the M47 and M48 weighing 45 to 46 tons.

But their intended use, with or without the inserted stanchions, was much greater, and, so, they also performed valuable services in the reconstruction and export of the economic miracle period. After all, heavy engineering products also had to be transported, even if it was only to the harbour quay for disembarkation overseas.

This clearly outlines all the things that can be done with the new models. We are, therefore, not limiting ourselves to the wagon pack in its delivered form, but would also like to give you some ideas for civilian purposes. But, let's take things one step at a time, because, first, we have to look at the quality of the delivered models.

Two mould innovations at the same time

Märklin is initially offering the heavy goods wagons from the 2020 spring new products in a pack of three (item no. 82229) as the SSy 45 of the German Federal Railways for Era III. Three models of the Leopard 1A1 battle tank, which are also new in form, are included as loads. Their prototypes were in service with the German Federal Armed Forces from 1975 onwards.



New from Märklin freight wagon pack 82229 are not only the SSy 45 heavy goods wagons, but also the models of the Leopard 1A1 battle tank of the Bundeswehr, exclusively supplied by Schuco.

The tank miniatures differ somewhat from the first catalogue illustration, and, therefore, caused some irritation. In this case, the gun is affected by a thermal imaging camera on the side (as part of the aiming devices for night combat), which was part of the combat upgrade to version 1A1 in the prototype.

This modification was, apparently, still possible, because the load also had to be newly constructed, and is exclusively supplied by Schuco. The tanks are made of plastic, painted olive green and have a rotating turret.

For transport, the gun can be turned to the rear (parade (marching) position), when unloaded, it points to the front. In addition to the convincing engravings, the printing is also elaborate, including legible registration numbers, different turret numbers (321 to 323; see also, photo on page 5) next to the national emblem, guiding cross, and colour-contrasting tail lights.



Overall, the tank models look convincing and impress, above all, with their extensive printing, which is particularly clear in the rear view. Only the side chain guard seems to deviate from the prototype, the diagonal sections are only visible in the enlargement. The retrofitted attachment on the gun barrel caused irritation among customers.

The side plates on the superstructure, which serve as chain guards in its upper course, seem to deviate somewhat from the original. However, macro views reveal that this is more of an illusion resulting from the extreme reduction in size (which, by the way, can also be found on the Z Panzer model). Consequently, only a slight exaggeration of this feature could have avoided it.

It is also interesting to see how Märklin envisages attaching the tank models to the new transport wagons: It should probably be secure, removable, and, as invisible, as possible. So, each package comes with a strip of three olive-green plasticine pads that are supposed to be peeled off and lightly rolled. They can then be pressed onto the bottom of the tank and held in place with their opposite side on the floor of the wagon.



Three plasticine pads (in the photo at the front) are included in the pack for temporarily, but securely, attaching the tank models to the heavy-duty wagons. The olive-green strips should be rolled up and pressed against the underbody of the load. The enclosed stanchions can be used, when using narrower loads that can be placed between them.

But more important than the tanks and their temporary mounting are probably the cars themselves. We have therefore also taken a close look at them, measured them extensively, and compared them with the prototype dimensions. When we discuss them in a moment, we have some important information to share with you.

Review of the predecessors

Before we look at how well Märklin has actually implemented the SSy 45 heavy-duty wagons, we should take a look back at the two predecessor models from the small-series sector. Remembering their weak points certainly shows the most important areas of action that had to be taken to heart for a good large-scale production model.

So, let's start with the oldest model of this type, once offered by Schmidt from Hameln. It used Märklin bogies, but the correct or sufficiently similar ones were not yet in the mould stock at that time. So, Schmidt resorted to the widely used Minden-Dorstfeld bogies, for which the prototype can certainly be used with a trick or compromise.

But, also, the superstructure made of cast brass as long beams and loading area was not spared from mistakes: It was too short, which hardly anyone would have noticed at the time. Likewise, most owners will have overlooked the fact that the two long sides were identical, and not mirror-axis.

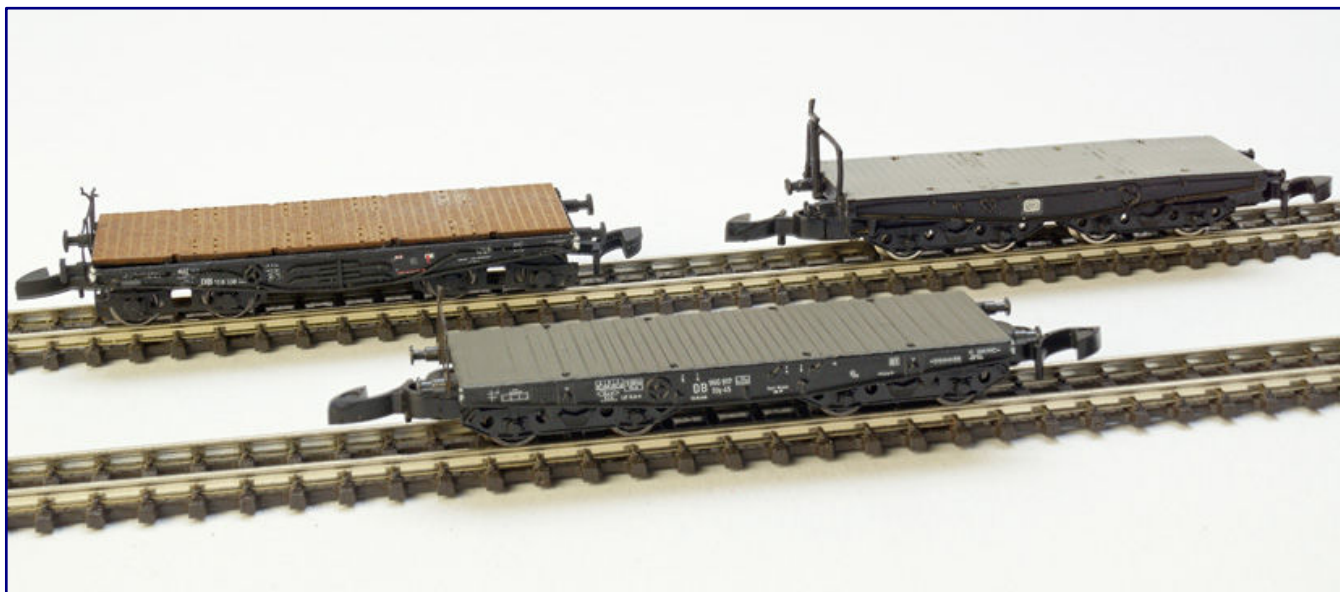
On the Schmidt model, the floor-operated hand brake wheels as well as the change-over levers of the brake system were, therefore, not opposite each other at the same end of the car, but were located at opposite ends, contrary to the prototype. The lettering was limited to the DB logo, applied as a decal, but in an incorrect negative representation.

Four years ago, Gerd Kurz, based in Australia, also ventured into these heavy-duty wagons under the brand name "eNKay-Design". Very positively, he took into account all three beam designs (fish belly / fish

belly reinforced / trapezoidal shape). Also, the loading area was considered with and without loading sills, as well as, with and without insertion possibilities for stanchions, in all variations of the prototype.

Nevertheless, it remained a unique excursion into the world of German prototypes. The reason for this was serious quality deficiencies, which led to complaints, persistent dissatisfaction, and, as a consequence, rapidly dwindling interest in buying from the German sales partner.

The weak points here were in the area of the bogies, which were made of etched sheet metal, sometimes in several layers. In order to achieve good running with these, the highest precision is required both in drawing and assembly. Axles that fell out in the tests, indicated that the required level of precision was not achieved.



Märklin's new model (front) in the company of its predecessors from Schmidt (back right) and eNKay-Design (back left). In the article we discuss their positive and negative sides, and see how the Märklin miniature does in this place.

In addition, there were parts or sheets that were falling off, paint chips or flaking, especially around the edges, and poorly applied sliding decals. In almost all tested specimens, they were infiltrated by the matt clear varnish used for sealing, and showed a disturbing grey haze that made them partially illegible.

To soften this harsh verdict, it should be added that the supplier had apparently been overrun by the enormous demand and did not want to refuse anyone. In the end, however, his production capacities could probably not be adjusted to meet the required quantities.

However, this also shows how sorely this type of car had been missed by model railway enthusiasts. There is no clearer indication from the market that a large-scale manufacturer is needed here. And that is why we now want to work out what Märklin has learned from this and put into practice.

Finally, a model from Märklin

The joy must, therefore, have been great when Märklin announced the SSy 45 in its final design, with trapezoidal girders as a spring new product in 2020. It was to be another year before delivery, but now they are finally in the focus of prospective buyers.

And, right from the start we can state that Märklin has not repeated the mistakes of its predecessors: The prototype dimensions were almost, without exception, perfectly adhered to, and only the buffer pads are



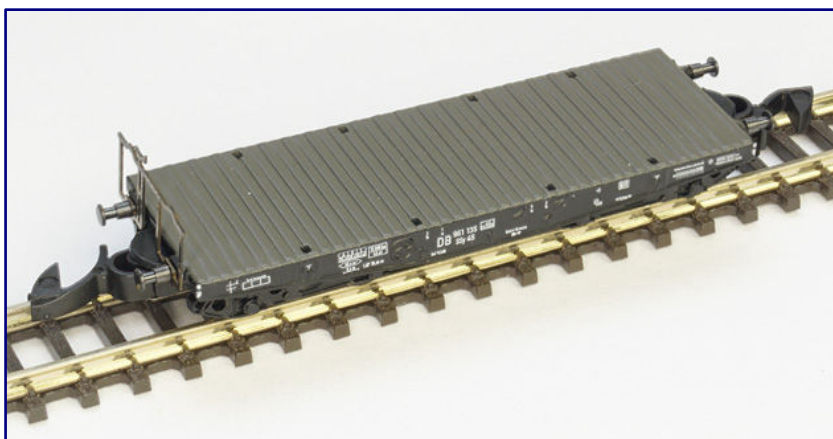
The new moulded units are delivered as a freight wagon pack (art. no. 82229) with three DB SSy 45 heavy goods wagons and three Leopard 1A1 tanks, as loads.

almost half a millimetre too small in diameter, which is due to operational reliability. We will talk about the bogie axle position and the distance between the bogie pivots, separately.

The quality of the product (engravings and detailing) as well as the production (assembly, painting and printing) meets the highest standards. Encouraged in this way, the three wagons from the package still have to be put through their paces.

The chosen structure of the girder corresponds to the prototype's design in the final design with DB-specific modifications, such as UIC rope hooks, and a loading bridge without loading sills.

No stanchion holders have been reproduced on the side member, which follows later operating conditions, but can also be indicated by prints in some cases, as on the SSym 46.



The structure of the SSy 45 corresponds to the typical condition of its time in service with the DB: loading sleepers are no longer to be found here, but insertion options for the stanchions are.

As an example, for good engravings on the zinc die-cast superstructure we would like to mention the note holders, which were not shown as details on the two predecessor models. The clean and complete printing of the models (with different road numbers) only lacks a colour contrast of the handbrake wheels and brake lever.

Data and dimensions of the heavy duty car SSy 45:

	<u>Prototype</u>	<u>1:220</u>	<u>Model</u>
Length over buffers	10,800 mm	49.1 mm	49.4 mm
Width	3,150 mm	14.3 mm	14.4 mm
Height over railhead*	1,290 mm	5.9 mm	5.7 mm
Length of the wagon body	9,500 mm	43.2 mm	43.2 mm
Loading width btw.stanchions	2,735 mm	12.4 mm	11.5 mm
Stanchion height	1,085 mm	4.9 mm	4.9 mm
Bogie pivot distance**	6,150 mm	28.0 mm	26.4 mm
Bogie axle distance	1,800 mm	8.2 mm	9.2 mm
Wheel base	6,000 mm	27.3 mm	26.8 mm
Wheel diameter	940 mm	4.3 mm	4.5 mm
Net weight	14.9 – 16.3 t	---	6 g
Years of construction	1941 – 1945 (Reconstruction 1952 – 1955)		
Quantity procured	1,930 (+ 423 Reconstruction)		
Retirement	until 1991		

* Wagon floor (not raised railing at the end).

** With bogie type 977 in the prototype (model: type 931 Minden-Dorstfeld)

The paintwork was done in the correct colour RAL 9005 deep black of the prototype, whereby the loading ramp has been sensibly set off in a shade of grey. The colour chart shows it as RAL 7022 umbra grey, which we consider a good choice.

In some cases, the railing mounted on each wagon would be dispensable for a shunter: In the prototype, it was not always mounted on the wagons and could also be lowered in order to drive over the ends of the wagons and thus be able to load or unload overhead ramps. If you want to recreate this, you can pull off the buffers, and, then, also remove the railings.

The bogies of the three new models deserve separate consideration and evaluation: They correspond to type 931 (Minden-Dorstfeld),

the prototype dimensions entered in our table belong to type 977 (pressed sheet bogies).

This points to a mistake or compromise, depending on how you look at it, on the models. In the prototype, the SSy 45, later called Rlmpmp 700, always ran with the BA 977, and we have therefore also used this for the prototype comparison. The distance between the pivots is therefore about 1.5 mm too small, the distance between the axles in the bogies a whole millimetre too large.



The railings for the hand brake operation (in the photo at the right end) would not be necessary on each of the three wagons and would then also emphasise in the model the overrunning in the area of the buffer beam. The bogies used are of the Minden-Dorstfeld type (see prototype photo on page 4), and do not match the operating condition indicated by the inscriptions.

But how does Märklin come to install “wrong” bogies, when suitable ones have long been available in the mould stock? We see the reason in closely related cars that can be derived from this new design with



For the bogies used in the model, which in the prototype only, the successor type of the SSy 45 and modernisations from 1988 onwards were used, the distance between the bogies' pivots and the bogie axle position are exactly correct. However, despite the close coupling, this leads to a large coupling distance, as can be seen from these two views.

slight compromises or minor adaptations: The successor SSys 55 (Rlmmnps 651), built primarily for crew troops and derived from the SSy 45, was equipped, as follows:

The dimensions taken from the model (prototype / 1:220 / model) for fitting bogie type 931, then also match: 5,800 mm / 26.4 mm / 26.4 mm (distance between bogies) and 2,000 mm / 9.1 mm / 9.2 mm

(bogie axle base). By the way, the replicas of the bogies have undergone modifications: Instead of being inserted by means of a pin, they are screwed to the wagon floor.



A look at the car floor bottom reveals some replicated details of the brake system and the bogies, which in this case are attached by screws.

Some of the SSy 45 replicas (Rlmp 700) still in existence at the end of the Bundesbahn era also received these bogies as part of a modernisation between 1988 and 1990. The cars converted in this way, and, also modified in the brake equipment, were operated as Rlmps 651, which were approved for a higher speed. They were also painted reddish brown RAL 8012, as part of the work.

In use on the layout

Before we think about the use on the layout, we have to face a discrepancy and decide how to deal with it: Märklin has labelled the wagons as SSy 45 with six-digit road numbers, as they were in use until 1964 (Era III).

However, the bogies do not fit for these cars until 1988 (epoch V) and also make for an almost disturbingly large coupling distance. The tanks were used from 1975 (era IV), the M47 and M 48 of American origin would have fit better. All in all, this results in a mixture, the sense of which is not clear to us, although we are looking at successful realisations, here.

If you can overlook this, you can use your heavy-duty wagons as Märklin offers and intended. They can then also be supplemented with the older SSym 46, which were offered over many years in a wide variety of designs and are certainly available in sufficient numbers. Additional tank models can then be purchased from Z-Panzer.

Thus, even today, military transports can easily be reproduced on a sufficient scale. Fortunately, Märklin's new models, thanks to their metal construction with 6 grams of dead weight, and a low centre of gravity, run smoothly, and do not place excessive demands on the locomotive pulling them.

Of course, it is also possible to use the wagon and the tank separately. This is exactly when it gets exciting, because the wagons can be used individually, in pairs or even in threes, without any problems. In addition to engine cases (Modellbahn-Union), or transformers (Artitec), the wooden crates from Joswood, which have also just been delivered, are a particularly good alternative, in this case.



On a rain-covered summer day, two class V 100 diesel locomotives are well utilized hauling a heavy Bundeswehr tank transport train.

We describe the quick and easy assembly of the small kits in a separate article. Here, we will only deal with the use of the load: In the time depicted according to the wagon inscriptions, containers were not yet common, as transport protection.

Heavy engineering products needed to be transported on heavy goods wagons, which is why the models are highly recommended for this purpose. On their long journey to the harbour and further on by ship, however, the machines or their parts had to be protected from the weather and mechanical effects.

For this purpose, the shippers used overseas crates at that time, as Joswood has reproduced them in no less than three different sizes (suitable for Z gauge) with different inscriptions. With the versions "O&K" and "Krupp" we have chosen two well-known companies, which also offer a very different scene: On the one hand, there are three small crates of simple design and two larger ones with an additional frame for reinforcement.

This should arouse the curiosity of any observer even as they move past! What heavy things could be in them and where are they being transported? There is no doubt about their purpose: besides the company logos, they bear the usual inscriptions and notices of the time, as well as, clear markings indicating which side is up.

Let us now summarise our findings in conclusion. Märklin has fulfilled a great wish of its customers, and we are curious to see which versions of this basic model will await us in the future.

We only hope that those responsible will then consistently decide on a composition that also fits together in every respect in terms of time. For the really well-designed and, also, technically convincing models, this lack of consistency is a flaw, but it does not lead to a devaluation of the model.

On the contrary, we nominate the SSy 45 heavy-duty wagons for the best new release of the year 2021 in the category wagons. The reason is simple: Märklin has better fitting bogies in its portfolio, which would also allow for shorter coupling distances.



E 40 210 has coupled to it, a long goods train, whose destination must be one of the large seaports. On the four heavy goods wagons hanging as a group of wagons directly behind it, overseas crates of well-known German engineering firms can be found.

So, it doesn't take a feat of strength to do everything right in another edition, and, thus, come even closer to a perfect model. We, therefore, remain full of praise, and are already handing out advance praise, here.

Base model manufacturer:

<http://www.maerklin.de>

Wooden boxes as an alternative load:

<http://www.joswood-gmbh.de>

<https://laser-cut-shop.de>



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H00037 Kiosk



A00007 Workbenches



A00206 - Workshop

Livestock car V 23 from ZetNa 220

Last Cattle Ride

The role of the V 23 "Altona" shed wagon remains manageable due to its rather small number of units in the stock of the German state railways. And yet this type, closely related to the Gr 20 "Kassel", was the last significant one of this type that was still missing in 1:220 scale. With ZetNa 220, a small series manufacturer from Italy has recently closed this gap.

From about 1890 onwards, the number of covered freight wagons, still called covered (bedeck in German) until 1915, rose sharply. Live cattle were also transported from the countryside to the slaughter houses in the cities in wagons of this design.

Whereas, large animals such as horses, cows and oxen were transported in wagons of the standard design, in which the doors were locked open for air supply and a gate was hung in the opening, a special wagon was needed for small and medium-sized animals.



As this photo from 26 September 1956 shows, large animals such as cows and oxen were transported in covered freight wagons: Here, cattle bought at auction at the market in Husum are driven into the wagons. Photo: Walter Hollnagel, Eisenbahnstiftung

These were the small livestock wagons with double floors, i.e. two loading levels, which were once classified in Germany with the main type letter V (Verschlagwagen (closed wagon)). They were intended for transporting calves, sheep, goats, pigs, and also geese.

From the 1930s onwards, a process began that was to make this type of wagon gradually dispensable, although it was still able to last until 1993 with around a dozen examples: the development of the refrigerated wagon with heavy insulation and ice loading. This made it possible to slaughter the cattle beforehand and keep the meat fresh during transport.



The 2,133 units of the A8 type of livestock wagons built from 1913 onwards, designated Vh 14 by the DB, were the direct predecessor of the later V 23. This example was photographed in April 1958 at Uchte station. Photo: Reinhard Todt, Eisenbahnstiftung

Until the 1920s, the stock of wagons of the association type seemed to be sufficient, until the Deutsche Reichsbahn companies had a new interchangeable type of wagon developed in parallel to the Gr Kassel (later Gr 20).

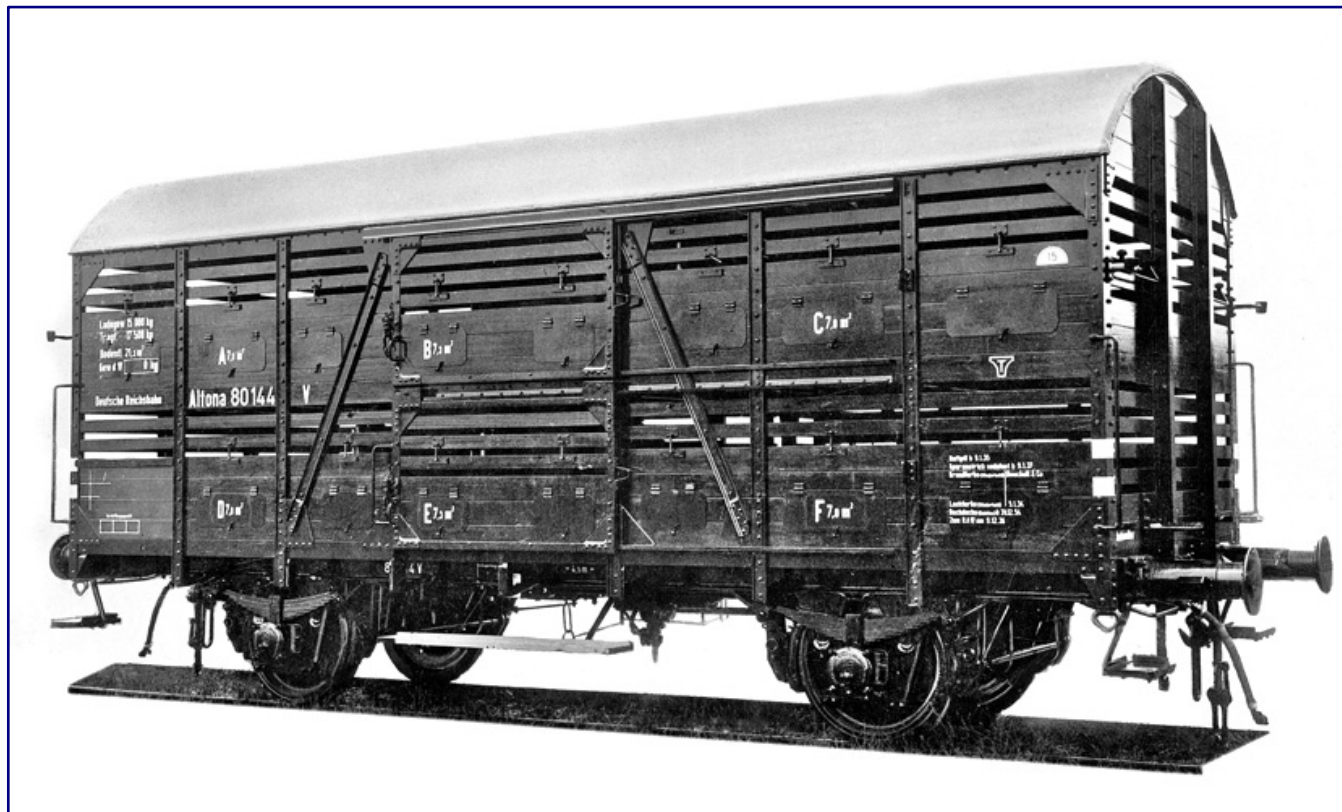
The use of as many identical parts, as possible, now had priority over the dimensions of the predecessors. In this way, the DRG also tried to achieve rationalisation effects with its wagons. Two experimental wagons were followed by a first series of ten wagons with suspended doors, two on top of each other on each side of the wagon.

In total, however, only 290 cars of this type were procured between 1927 and 1928. There was no longer a need for more, as the number of animal transports fell significantly due to bans imposed because of the occurrence of foot-and-mouth disease in Europe. Both the import of cattle for slaughter and transit were significantly affected. Only in 1934/35 was there a further procurement of 37 slightly modified versions.

As with the earlier unit designs, the wagons classified as V(r) Altona had three compartments per loading level, which could be divided by partition gates. The upper section of each level was characterised by open slatted walls, which were intended to ensure sufficient ventilation during the journey. The lower part was closed and had inspection holes that were closed by hinged sheet metal plates.

Due to the still manageable number of units, somewhat less than 100 cars were delivered to the Deutsche Bundesbahn. There they were given the designation V(r) 23 and service numbers from 330,000, which they shared with the older types of livestock wagons.

Stock inventory lists from 1953 still showed 88 units, which can be considered stable until 1960. From then on, the V 23 and also the older Vh 04 and V 14 were increasingly used for the DB's new construction and conversion programme. Profiles and other usable parts were used for the new construction of the Vlmms 63.



This photo shows the Altona 80144 livestock wagon, a wagon of the type later called V 23 by the DB. It was probably photographed immediately after its delivery in 1928, because it has not yet been weighed, as the dead weight not entered in the grid reveals. Photo: RVM, Eisenbahnstiftung

When their conversion programme came to an end in 1962, only four examples were left, which went the way of old iron two years later. At the same time (Vh 04) or very close to it (V 14), the end also came for the association types.

Before that, however, some of the cars had been modernised from the beginning of the fifties: Sheet metal roofs then replaced the old, covered wooden roofs and end brace reinforcements were installed in isolated cases. On most of the coaches, the inspection holes and sheet metal flaps on the doors disappeared a short time later, often also those on the side walls.

The sudden drop in demand for small livestock wagons, which then continued to decline, should not obscure the fact that the transport of livestock was still a constant need and source of income for the Bundesbahn for a long time.

In 1953, for example, 780,000 cattle and 110,000 horses were still transported, for which a covered freight wagon was required. The wagon category considered here accounted for 2.3 million pigs, 670,000 sheep and goats, 500,000 calves, 275,000 piglets, and 85,000 poultry and other animals.

A good choice

Even though the preceding V 23 shed wagons were built in numbers far beyond 1,000 and make it look almost like a splinter genre, it is indispensable on the model railway, from our point of view.

Its appearance sets it apart from all its predecessors because of the shape of its roof and, in terms of overall length, just as clearly from the new DB model. This gives it a high recognition value and provides variety in cattle trains, which only require a short length and are therefore particularly "layout-friendly".



Well protected by a metal box with a foam insert, the ZetNa 220 V 23 closed (livestock) wagon (item no. B001) travels from Italy to its buyers.

Against this background, the decision of ZetNa 220 is to be welcomed, and we were curious to see how the small firm from Sicily would implement it. After a long wait, we were then able to hold the model (art. no. B001) in our hands in person shortly after the turn of the year.

Beforehand, there was still some work to be done in the background to ensure the best possible result. For example, the lettering on cattle cars with open, slatted frames is particularly demanding on its makers.

Pad printing does not pay off for very small series, especially since special tools have to be procured for this. And, the precise placement of the imprints on a model is not a matter of routine, either.

Transfer imprints use heat to ensure the transfer from the carrier foil to the target surface. And this is generated by friction, which creates another problem with these tiny surfaces.

What remains now are wet decals, which have a carrier foil that is also applied to the model and made largely invisible by sealing with clear varnish.

The ZetNa 220 project group also opted for this solution. An optimum of the thinnest possible film (for largely invisible edges) and sufficient thickness must be found, so that it does not tear when moved along the many edges.



The model's inscriptions proved to be a major challenge. Although the final solution cannot keep up with all the other small-series manufacturers in terms of printing sharpness, it now leaves a good impression overall, especially in view of a very moderate price.

The efforts that were made here over many months have definitely paid off. Certainly, not everything could be perfect, because some edges remained unchanged. But this is primarily due to the fact that a (slide) decal image cannot be cut exactly to the tenth of a millimetre to the width of a slat. There is nothing to criticise in terms of print sharpness, completeness, font and placement.

From the roof to the running gear, the paintwork also follows the original from the Bundesbahn stock. The colour of the body, which looks a little lighter than RAL 8012 brown-red on the colour chart, is within the expected range, which results from the definition of RAL colours.

By the way, this really slight deviation can also have another background: The colour shade used by the FS for decades differs just as slightly from the one used in Germany at the same time. On the RAL card it corresponds to RAL 3009 oxide red, so it is formally classified as a red tone.

For the model this is not disturbing, but rather welcome: Even in the prototype, not all freight wagons look completely the same! Ultraviolet rays, impurities and the effects of weathering make for quite perceptible differences that should not be ignored even on a small scale if scenes are to look realistic and not "as if, licked".

With this knowledge, let us now turn to the technical realisation of the model. The model is completely made of metal (brass). Body and undercarriage parts are etched, folded and soldered. Here, too, we find typical small-series techniques that should be very familiar to model railway enthusiasts.



We find the approach of reproducing some peepholes in an opened state, very interesting. This can be seen well here in the lower compartment on the half of the coach to the right of the sliding door. If you look carefully at prototype photos, you will often find this there, as well.

For this conversion, a car from the larger construction lot of 1927/28 was chosen that had not undergone any external changes by the Bundesbahn: the full number of inspection holes and flaps on the body and doors are therefore, unchanged. A tin roof was also not added to this model.

It should be superfluous to point out that such a model should be handled with care. After all, brass is a rather soft and easily bendable metal. What is most welcome when assembling the model makes demands on the owner of the finished model in terms of careful handling.

However, this should be done simply because the price of a small-series model is naturally higher than that of a large-series model, but, in this case, it is very moderate. In its padded metal box, the little wagon is well protected anyway, which it will certainly appreciate during its long journey to customers in Germany.

By the way, we were very impressed by the almost perfect adherence to the dimensions of the prototype. All deviations, even the otherwise often critical width, are within a few tenths of a millimetre and thus remain within the error range of such measurements.

The only deviation that remains of note is the 3 mm missing length above the buffers. The buffers can be identified as the cause. At first sight this seems quite small, which applies to the diameter of the buffer as well as to the shaft, which is obviously missing 1.5 mm each.

If this should seriously bother someone, a remedy would be easy: remove the buffers and replace them with small series manufacturers' parts, e.g., from FR Freudenreich Feinwerktechnik. However, it would probably be too much for train operation.

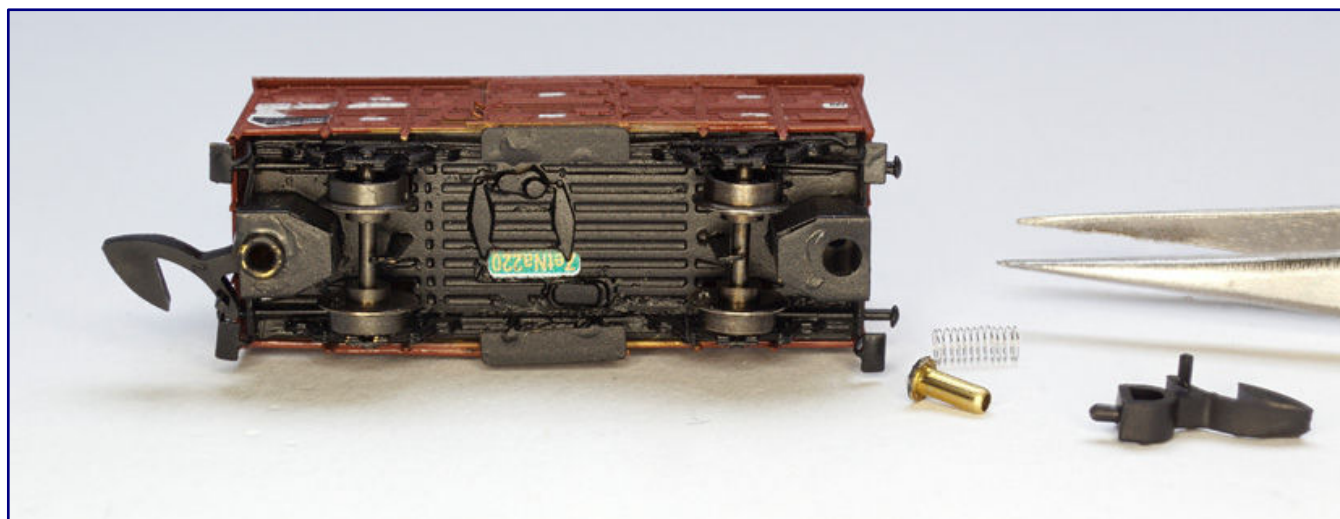
Data and dimensions of the livestock wagon V 23:

	<u>Prototype</u>	<u>1:220</u>	<u>Model</u>
Length over buffers	9.100 mm	41,4 mm	38,4 mm
Greatest width	3.050 mm	13,9 mm	13,7 mm
Height above railhead	4.100 mm	18,6 mm	18,7 mm
Length of the car body	7.800 mm	20,5 mm	20,3 mm
Wheelbase	4.500 mm	27,3 mm	26,8 mm
Net weight	12.500 kg	---	7 g
Years of construction	1927/28 & 1935		
Quantity acquired	290 + 37		
Retirement	through 1964		

The axle holders are made of several layers of brass and use Märklin wheelsets with pointed bearings. Because of only one-sided isolation the wagon is not voltage free. A central soldered bracket additionally prevents a loss of wheelsets when rerailing or lifting.

Interesting is also the coupling guide on this model, as well as on others of the same manufacturer: Here, too, parts from Märklin are used with system couplings and pressure springs, but the coupling shaft is of a completely new design.

The coupling is guided in the shaft by an inserted rivet, a solution that we had not previously seen in this design, but, still quite interesting. It offers a starting point for your own modification wishes, because it can also be removed.



For demonstration purposes we have pulled one of the guide rivets to be able to illustrate the simple change of the coupling. You can also see the two catch brackets under the axles.

If you want to change to another coupling system or use this model as an adapter car, you get easy access to this important element. Likewise, the coupling supplied can of course also be exchanged for a Märklin close coupling, or for parts from FR Freudenreich Feinwerktechnik.

The latter can make sense if Jörger uncouplers are used on the layout and a magnetisable metal strip has to be glued under the coupler. While Märklin's couplers are made of POM, which is difficult to glue, FR uses polystyrene, which is more user friendly.

Moulds and engravings now deserve a detailed look. Running boards and shunter's steps are present, the typical appearance of this type of wagon is also well captured in its entirety. This is especially true for the open-worked slatted walls, which could have been slightly reduced only at the end walls (in the roof curvature).



A convincing livestock wagon naturally includes above all the features that once gave this type of construction its name: the boarding with sufficiently wide slots for good air flow.

It was a good idea to lighten up the picture of the side view with a little trick. Most of the flaps are closed, but some are also open (see photo on page 21). From a distance this is not noticeable, for example when passing by.

However, if you park your wagon on the loading road and arrange a lively figure scene there, you will have a special feature here. In this case, the open peepholes can be used specifically for observing. What is meant here is the viewer, whose gaze now has more time to linger on the model.

Use of the V 23 on the layout

We remember that the class 41 steam locomotive was once nicknamed the “ox locomotive”. It still had this nickname from the Reichsbahn era, when the fast multi-purpose locomotive was often used in front of long cattle trains to the cities.

By the time of the Bundesbahn, this was already rare, as the number of cattle transports had long since decreased significantly. So, these trains may already be considerably shorter and can be easily broken up: groups of covered wagons of the standard type and those of the main type V suggest animal transports of different types. Märklin wagons with movable sliding doors can be placed here.

However, short trains, in particular, certainly bring variety to the layout. A single V 23 stands out especially between the V 14s from Märklin, which already existed with different road numbers, but only with a brakeman's cab. Another exception in such a train could be the Vh 04 from Heckl Kleinserien, if someone could get hold of it.



A short cattle train certainly has a particularly attractive effect on the viewer. Among the Märklin and Heckl small series wagons, the new V 23 with its barrel roof immediately stands out. The V 36 now shunts a goods train escort wagon to the train and then the group of wagons is pulled off the loading road.

Those who do not have one of the two fellow travellers need not despair, however: on branch lines, interlocking wagons could also be found as single wagons in a passenger train and therefore often had a steam heating line. When they reached the next marshalling yard, they were included in a through goods train to their destination; this is how they run alongside any other type of wagon.

In the model, too, there is nothing to be said against this. With a weight of 7 grams, the V 23 is not out of the ordinary. It is heavy enough to run safely in derailment situations, but also light enough not to be a disturbing load for the locomotive.

So, our overall conclusion is also satisfactory: Smaller points for improvement can inevitably always be found. Nevertheless, ZetNa 220 has also chosen a demanding template and has successfully overcome one hurdle here.

And since the chosen design stands out well from the rest and there are hardly any alternatives currently on the market, it can be said that this is a lucky choice. ZetNa 220 therefore really deserves to be nominated with this model for the new releases of the year 2021 in the category wagons.

Supplier of the model:
<https://sites.google.com/view/zetna220/home>

Douglas DC-3 in Pan Am Colours **Candy Bomber from Herpa**

Today, we are presenting a very special aircraft: We are writing about the greatest success model of all time and at the same time an aircraft to which Germans, in particular, owe a lot. Herpa has created a small memorial to it that can appeal to people on both sides of the pond.

The twin-engined Douglas DC-3 was a classic piston-engined aircraft, also known in military versions as the Douglas C-47 (USA) and Douglas Dakota (Great Britain). Developed by the Douglas Aircraft Company, it had its maiden flight on 17 December 1935 and went into production shortly afterwards.

The first examples in Europe were used by KLM from 1936 and by Swissair a year later. By 1938, 30 airlines were flying this type. Shortly before the start of the war in 1939, 90 percent of the world's air traffic was carried on a DC-3.



Most Douglas DC-3s began their service as C-47 military aircraft, and only entered civilian service after the war. This SAS aircraft operated by Flygande veterans keeps alive the memory of the most successful aircraft type of all time, captured here in October 1989 over Stockholm. Photo: Towpilot (CC-BY-SA-3.0-migrated)

These are impressive figures, but for the time being the aircraft experienced its greatest flowering in military service. There, it was used as a transporter, tow plane, ambulance and passenger aircraft and was built in enormous quantities, because of these many possibilities.

By 1945, 16,079 aircraft had been built, 10,655 of them by Douglas, and 5,424 licensed models. Only 607 aircraft were civilian models, 15,472 can be attributed to the military version C-47. To date, no passenger or transport aircraft has been able to surpass this number. This also illustrates its importance for the reconstruction of air traffic after 1945.

The majority of aircraft that became unemployed at the end of the war were sold by the American military to airlines, which had them converted into civilian models and used them on a wide variety of routes. In Germany, too, three aircraft were used by Lufthansa from October, 1955, onwards in domestic feeder services, later switching to cargo services.

Some of them are still in service today, and there are also airworthy museum specimens. The model from Herpa also belongs to this category. It follows the historic livery of Pan Am, one of the most traditional, and once, most renowned airlines from the United States.



Among others, the Douglas DC-3 and C-47 made a name for themselves as "candy bombers" during the Berlin blockade. This photograph by Henry Ries from 1948 is emblematic of this: Berliners watch the landing of a Douglas DC-4 at Tempelhof Airport. Photo: USGOV-PD

There, the aircraft were each called "Clipper" in reference to the earlier flying boats, and so the model with the US registration NC33611 also bears the appropriate name "Clipper Tabitha May", and the matching blue and white livery of Pan American World Airways (PAA) from 1940.

Hardly anyone is aware today, that it was not only large aircraft that made this US airline almost immortal in the public perception. Smaller types were also once part of its fleet, including the Convair CV-240 and the indestructible Douglas DC-3.

Between 1937 and 1966, Pan American World Airways had a staggering 90 of these aircraft in service. The new model can therefore easily be placed next to another contemporary of Era III.

In Germany, however, the Douglas DC-3 became known under a different, special name, which still concerned the military version C-47 "Skytrain". The US Air Force initially used this type primarily as a transport aircraft in the Berlin Airlift, and, so, it was the first to acquire the nickname "Candy Bomber".



This is roughly how a historic airfield scene with Douglas DC-3 as Pan Am's "Clipper" might look on a layout. Next to it, its successor Douglas DC-4, which also replaced it as a "Candy Bomber", can be partially seen at the right.

This name goes back to the pilot Gail Halvorsen, who made small parachutes out of handkerchiefs and tied sweets (chocolate bars or chewing gum) to them to drop them, like bombs, for the waiting children before landing at Tempelhof.

When this made the rounds in the Berlin press, many other pilots soon followed suit. However, the German term, which refers to raisins instead of sweets, is said to go back to the fact that a British pilot had transported a load of raisins for Christmas baking to Berlin in the pre-Christmas period of 1948.

At that time, aircraft took off almost every minute from Celle-Wietzenbruch and Faßberg (both in Lüneburg Heide), the two bases with the shortest route, to supply troops and the population in Berlin's western sectors with food and fuel.

A great challenge

When it became apparent that the Soviet Union might attempt to annex the western sectors of Berlin, considerations and planning began as to whether and how the western occupation troops, but also the civilian population, could be supplied from the air.

The doubts that this would be possible over a longer period of time were great, and yet there were also more optimistic assessments that were soon to prove true. The decisive factor was standardised and soon practised procedures that resulted in a tight cycle and rapid action from loading to unloading.

For example, limiting the Americans to only one type of aircraft simplified the procedures decisively and optimised their entire logistics: they all had the same cruising speed and flight characteristics.

Therefore, aircraft spacing could be reduced while increasing the frequency of take-off and landing manoeuvres. Maintenance and spare parts procurement also gained efficiency, crews could switch to other aircraft in case of failure, as all required the same level of training.



A number of Douglas C-47s are unloaded at Berlin's Tempelhof Airport (US sector) in 1948 during the first months of the Airlift. Photo: PD US Air Force

In the early days, as already mentioned, twin-engined C-47 "Skytrain" (known as "Dakota" by the RAF) were used. They were also supported by hired DC-3s of the civilian version, which is why the Pan Am model fits this historical event just as well.

However, the airlift could not be sustained for long with them. Their maximum load capacity of 3 tonnes was not sufficient to fly enough goods to Berlin, and the number of flights could not be increased at will. What was needed were aircraft that could carry more cargo per flight.

While the British used a wide variety of aircraft types at the same time, and only the French even used a Ju-52 of German origin for a short time, the Americans remained true to their line.

The four-engined C-54 "Skymaster" (Douglas DC-4) with a payload of 9 tonnes replaced the smaller C-47 / DC-3 and became the most important aircraft of the Airlift with 380 planes, 225 of which were for the Americans. The C-97 "Stratofreighter" and the C-74 "Globemaster", which at that time could carry an almost unimaginable 20 tons of cargo, were only used sporadically.



The Douglas DC-3 "Clipper Tabitha May" in Pan Am colours, which has been preserved in a museum and is once again airworthy, is the model for the new Herpa model (art. no. 570886), which should appeal to customers in Europe and the United States alike.

The spooky blockade of all land and water routes lasted from 24 June 1948 to 12 May 1949 – almost a year. But the Berlin Airlift did not officially end until 30 September 1949, when enough supplies for at least two full months had been flown in and stored. Fortunately, the event remained unique in German history.

The original for Herpa's model, initially a C-47 in American military ownership, possibly also took part in the Berlin Airlift, but then not in its present appearance: the design and lettering of the museum aircraft follow a Pan Am example that was lost in a crash as early as 1942, fortunately without fatalities. In any case, it was involved in the commemorative events for the 70th anniversary of the Airlift.

Even before that, it was a special aircraft: in 1945, it was one of the last C-47s to be built and was the last aircraft in regular air traffic in the United States until 2003. Only then was it decommissioned, only to be brought back to life from 2009 onwards and given the authentic historical identification of a Pan Am aircraft.

A look at the model

Let's now take a look at the new model with the item number 570886: It is made in the familiar production method, which Herpa chooses especially for smaller and therefore preferable models suitable for landing. What is meant here is a metal model that is assembled from the fuselage, wings and tail unit.

The model is cleanly painted in original colours, elaborately printed by means of tampons and in this way provided with many details. These include, for example, the position lights on the wings, and, also, fine details such as the windows and even windscreen wipers..



Traditionally, Herpa reproduces many features by pad printing. These include, for example, the windscreen wipers or the landing lights in the wings. But, also, attachments, such as the antenna or the prototypical solid-looking undercarriage characterise the overall impression.

But good print quality usually proves itself where it becomes small or varied. On this aircraft, these are the logos of Pan Am and Douglas. Both logos display a stylised globe, and can be found twice on the fuselage sides and once each on the vertical stabiliser. Very well done are again the bright surfaces, which also reflect excellently in the model.

Further distinctive features have been reproduced by attachments, because they require a three-dimensionality. For example, the radio antenna attached to the roof of the cabin stands out at first glance.

Also worth seeing are the propeller engines with replicas of the piston engines and the rotating propeller blades. A nice, but also useful little thing is the rotatable and at least limited deflectable tail wheel.

Even if this seems to be a minor detail, it allows the model to be positioned in such a way that the path it has just travelled on the apron can be traced and thus does not appear too static.

We are particularly pleased about this because this aircraft in particular allows us to recreate an important period of German history with commemorative value. At the same time, with the German-American friendship, it also emphasises a long-standing bond between today's alliance partners.

Dimensions and data on the Douglas DC-3

	Prototype	1:200	1:220	Model
Length	19.660 mm	98,3 mm	89,4 mm	96,4 mm
Wingspan	29.980 mm	149,9 mm	136,3 mm	144,6 mm
Height	5.160 mm	25,8 mm	23,5 mm	27,6 mm
Net weight	13,19 t	---	---	88 g
Cruising speed	ca. 280 km/h			
Range	2.160 km			
Max. passenger capacity	35			
Engines	2 x P&W R-1830-92 Twin Wasp			
Power	2 x 1.200 PS (2 x ca. 880 kW)			

But where there is light, there is usually also shadow: Although the miniature looks very coherent to the viewer, it shows clearer, more obvious, deviations than other Herpa products.

Fortunately, this plays into our hands, because both length and wingspan, as the

most important dimensions, which are mainly decisive when looking from above, turn out to be too small. So, this model comes closer to our 1:220 scale than actually intended.

Only the height is almost 2 mm too high, which adds up to a difference of 4 mm compared to the nominal value. In view of this, we must also add that we would not have noticed this without a calipre gauge.



The slightly turned tail wheel is a small, fine detail that is guaranteed not to miss its effect on a model apron or taxiway. The good print quality, on the other hand, is proven by the globe emblems of Pan Am and Douglas in the rear fuselage area and on the vertical stabiliser of the aircraft.

Summing up our impressions at this point, we welcome this Douglas DC-3 as a tangible piece of German and American history. It should and should find its fans both here and over there, after all, Herpa is also distributed in the United States of America.

We have already frequently suggested aircraft models as enhancement of background scenery, and also find airport scenes, which are not seen too often, as special attractions of model railway layouts.



The "Clipper Tabitha May" in the historic colours of Pan American World Airways flies over Hannover, the capital of Lower Saxony. Even in the model, this Douglas DC-3 seems capable of flight and gives an impression of how it could attract attention in the skies of a model railway layout.

Such a small aircraft fits in well, of course, which is also underlined by the historical section it represents. And, so, this tiny aircraft is not only chic and nice to look at, but also something really special due to the unusual history of the pattern and the prototype.

Manufacturer of the Model:
<http://www.herpa.de>

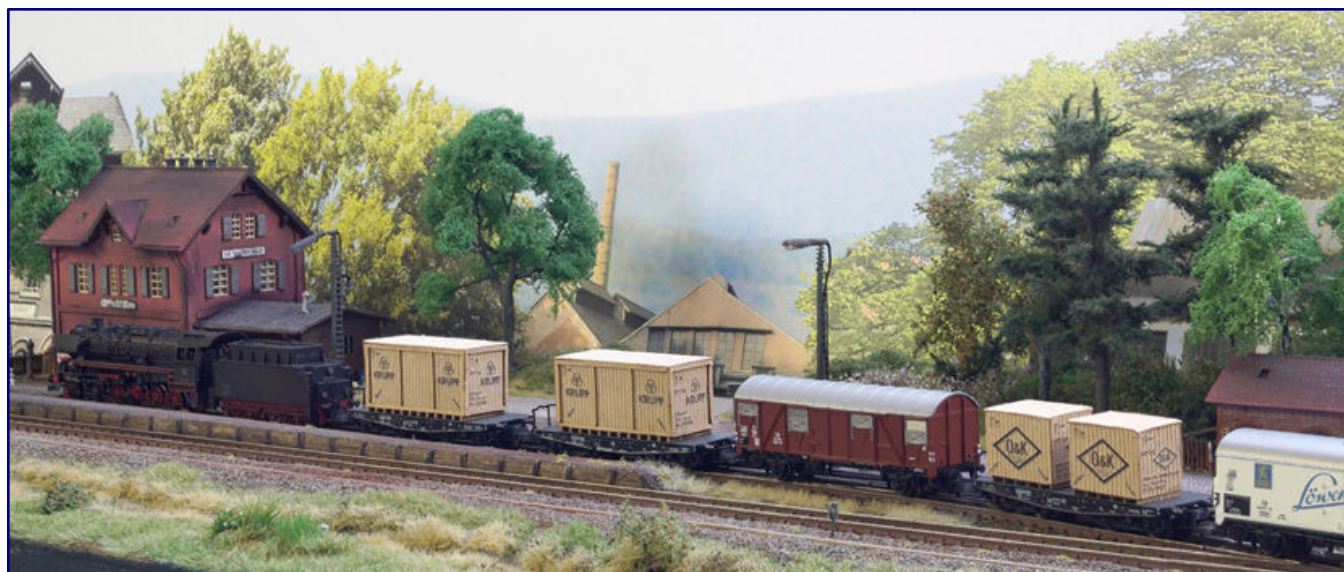
New wooden crates from Joswood

Overseas Shipping Crates

When Jörg Schmidt presented us with his first wooden shipping crates, we were thrilled: something like this had been missing from Z gauge. In the meantime, this is a thing of the past and the accessories manufacturer from the Bergisches Land region produces scale versions with many names and logos of well-known mechanical engineering companies.

In the report from the Spielwarenmesse (International Toy Fair) 2020, we mentioned wooden shipping crates from the accessories manufacturer Joswood. Provided with a prototypical load securing device (against slipping), they are a perfect load across different scales, be it for trucks, or for various types of freight wagons.

Now, other versions are available that will also appeal to Z scale enthusiasts. From the shipping crates, which were recently introduced as 2021 new products, we have chosen the small wooden "O&K" crates (art. no. 85026; 3 pieces), and the medium sized ones with a frame and a "Krupp" label (85028; 2 pieces).



The new wooden crates from Joswood also cut a fine figure in Z gauge. They are perfectly suited for Märklin's new SSy 45 heavy-duty wagons or also their six-axle siblings SSys 46 (not in the photo). Divided into several groups of wagons, they provide variety on the model railway.

Both, as well as a third version, are each only available as a hard cardboard kit. With dimensions of 15 x 11.5 x 10 and 32 x 1.5 x 15.5 mm, they are well suited for our scale and are a perfect match for Märklin's new heavy-duty freight cars, despite being being sold as N gauge items.

Their assembly is quickly completed. The manufacturer's instructions list all the tools and materials that are needed: a cutting mat, a sharp craft knife (for us, preferably one from Mozart), and wood glue. By the way, we prefer to use the recommended Bindan-RS glue from Bindulin for these types of kits. In addition, we use tweezers, a toothpick, and Noch's laser-cut glue.



The kits consist of only a few parts for the inner core, outer panels, base and lid. The Krupp crates include four additional parts for the outer frame.

Each crate is built from only twelve or sixteen pieces. The assembly starts with the core of the crates. After that, the outer panels are glued on, before the lid and finally the base plate are attached. In the case of the Krupp crates, a reinforcing frame consisting of four parts is added in between.

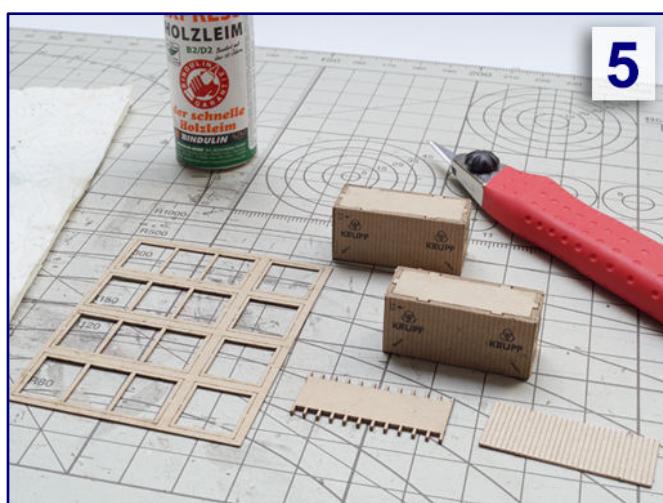
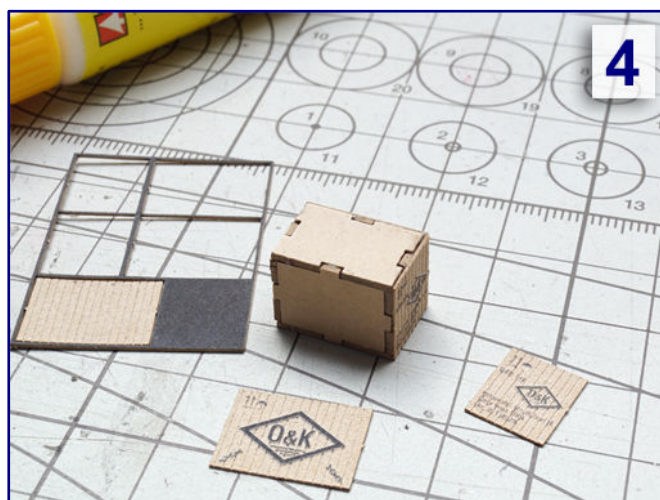
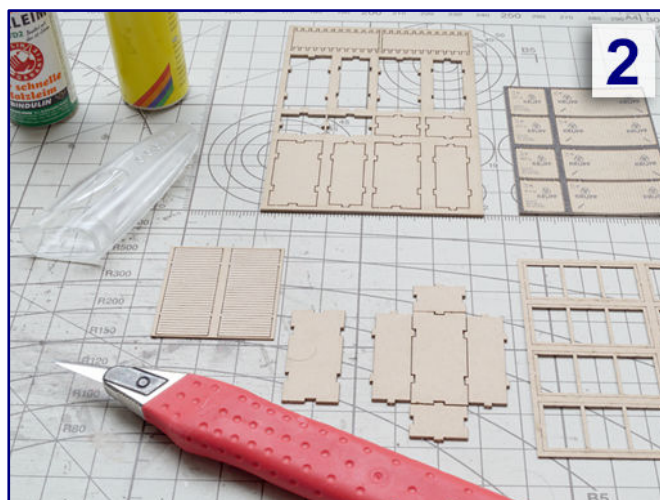
The level of difficulty of the kit remains manageable. Nevertheless, the assembly also should not be taken lightly. The well-illustrated instructions with large photos are quite useful, and break down the process into four or six steps, depending upon the type of crate.

The devil, however, is in the details, as we all know. The parts are not numbered, which is certainly unnecessary with such straightforward kits. But this also makes it all the more important to familiarise yourself with all pieces before starting to glue them together. Step by step, we detach the necessary parts, and assemble them according to the instructions.

As with a puzzle, they do not fit together at random, which prevents mistakes. Nevertheless, laying out the outer walls helps to understand which parts will later form the top, bottom and sides, and whether edges will abut or overlap.

Dry-fitting parts together before all parts should actually be standard procedure, as it does facilitate assembly, and helps to avoid ugly mistakes. After putting together the first crate, however, one will already have gotten the hang of it, and things will proceed much faster. Dry-fitting the parts also helps to identify where the core pieces of the crates connect with each other, and where glue should be applied.

This piece of advice is usually not found in the instructions, but is nevertheless extremely important for an pleasing result. We prefer to use Bindan-RS glue, which can also be applied to the inner joints before



Five steps for a successful assembly:
Cut out the parts required for the current step with a sharp craft knife. Use a cutting mat (step 1).

Familiarise yourself with the parts and their gluing edges. Dry-fit everything together before applying any glue (step 2).

As with other kits, the first step is to assemble a stable core. The top facing side in this photo is actually one of the side walls of the crate (step 3), with another one lying next to it waiting to be used.

Next come the side panels made of much thinner cardboard. Here, too, we recommended to first dry fit all pieces. This helped us to determine that it is best to start with the end walls (step 4).

Finally, it is time to attach the top and the bottom (with pallet braces). For those crates with frames, the frames follow last (step 5).

the last part is put on. At the gluing edges we use a toothpick to help us apply the glue sparingly and precisely.

The Noch glue, which is set to be thinner, is the best choice for the outer walls made of much thinner cardboard. This prevents a thicker blob of glue from causing bulging walls later on. Be careful when cutting out the components, because, if the blade is not sharp enough, or the cut is not made carefully, the material could tear out.

First, the four side panels are attached. They must be aligned quickly and correctly before the glue sets: They must not protrude too far on the outside and they must be flush at the top and bottom. We can only achieve this by placing them on the flat surface of a table, carefully positioning them, pushing them back, if necessary, and then pressing them together.



Almost everyone will probably have seen these types of overseas shipping crates in old photos. And, now their scale models are ready to add interest to the Z scale world.

This is another small, but helpful trick that is not usually found in kits' manufacturers' instructions. Once the side walls are attached to the core, the top part follows in the same way. Finally, the pallet replica is attached to the bottom of the crate.

In the case of the two Krupp crates, there are still four reinforcing frame parts that need to be attached to the outside, in order to finish the model. They also need to be placed accurately, so we do recommend to test their fit, before applying any glue. This helps to prevent the front parts from being unintentionally twisted by 90°.

Again, it is particularly important to use the glue sparingly, in order to prevent any of it oozing out from between edges and causing ugly surface traces. We again use the Noch glue for such small tasks.

Once all four outer frame elements are attached, the assembly work is finished. The very attractive crates are now tempting to be used at last. In our small scale, this can only mean use on a flat or heavy-duty wagon.

Wooden crates as an alternative load:

<http://www.joswood-gmbh.de>
<https://lasercut-shop.de>

Materials and tools:

<https://www.bindulin.de>
<https://www.noch.de>
<http://www.peter-post-werkzeuge.de>
<https://www.tamiya.de>



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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.

Wissen teilen im analogen Zeitalter

Historische Informationsquelle

Als das Dampflokalzeitalter zu Ende ging, reisten viele den betagten Maschinen in nostalgischer Erinnerung hinterher. Fotografien, die damals gefertigt wurden, sind heute historisch wertvolle Dokumente. Kaum noch vorstellbar ist es heute, wie schwierig es für Dampflokaljäger war, stichhaltige Informationen zum Einsatz zu erhalten. Die wichtigste Quelle wurde jüngst 50 Jahre alt und mit einer „Jubiläumsausgabe“ vom EK-Verlag gewürdigt.



Ronald Krug
Dampfgeführte Reisezüge der DB
Winterfahrplan 1966/67

EK-Verlag GmbH
Freiburg 2020

Gebundenes Buch
Format 21,0 x 29,7 cm
160 Seiten mit 222 teilweise farbigen Abbildungen

ISBN 978-3-8446-6230-6
Best.-Nr. 6230
Preis 39,90 EUR (Deutschland)

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Einstigen Dampflokaljägern waren die Broschüren „Dampfgeführte Reisezüge der DB“ sicher mehr wert, als die offiziell verlangten 2,00 DM beim ersten Erscheinen dieses DIN-A5-Hefts. Preiswert, handlich und einmalige Informationsquelle – wer seine Leidenschaft den Dampfrössern verschrieben hatte, kam an dieser Broschüre nicht vorbei.

Wo damals planmäßig Dampfzüge zum Einsatz kamen, ließ sich anderweitig kaum ermitteln: Das Mobiltelefon war ebenso wenig erfunden wie das Internet, Fax und Ferngespräch auf dem Festnetz waren teurer Luxus. Als das Heft für Eisenbahnfreunde im Januar 1968 mit den Daten des Winterfahrplans 1967/68 erstmals erschien, war es folglich unverzichtbar.

Schließlich druckte der EK-Verlag eine Ergänzung zum Sommerfahrplan 1968 ins EK-Heft und entschloss sich, die Broschüre ab dem folgenden Winterfahrplan zu jedem Fahrplanwechsel neu aufzulegen. 50 Jahre später lohnt es sich, auf dieses Jubiläum kurz zurückzublicken und es zu würdigen: Bis 1976 erschienen in dieser Heftreihe insgesamt 15 Ausgaben.

Sie wurden beständig ausgebaut und angereichert, denn die planmäßigen Züge der Bundesbahn wurde ja immer weniger. Streckenaufnahmen ergänzten bald den Inhalt, später kamen noch ausgewählte Güterzugleistungen hinzu, danach ÖBB-Dampfzüge und schließlich Museumsbahnen in- und außerhalb Deutschlands.

Dann fanden auch noch Einsätze von Ellok-Veteranen Eingang, während die Qualität und Aussagekraft durch eingehende Sichtungsmeldungen von Eisenbahnfreunden und amtlichen Unterlagen der DB

gesteigert werden konnte. Autor Ronald Krug hat eine „Jubiläumsausgabe“ anlässlich des 50-jährigen Ersterscheinens in Buchform zusammengestellt. Ausgewählt hat er dafür den Winterfahrplan 1966/1967, was nicht zufällig geschah.

Zum einen ist es der Winterfahrplan vor der Erstauflage, der Autor geht also noch ein Jahr weiter zurück als seine Vorgänger. Weiter zurückliegende Fahrplanjahre waren nicht mehr hinreichend recherchierbar, weil die Diskrepanz zwischen Quellen und der tatsächlichen Lage zu groß schien. Zum anderen handelt es sich auch um einen Fahrplanabschnitt, der den Strukturwandel besonders spürbar werden ließ.

Die noch junge Bundesrepublik entwickelte sich von ihrer ersten Rezession in die Hochkonjunktur, was die Beförderungsleistungen stark ansteigen ließ. Was konnte, das musste auch fahren. So erlebte die Dampflok eine letzte Blüte, in der sie zu den modernen Diesel- und Elektrofahrzeugen einen Kontrast wie nie zuvor schafft.

Über mehrere Jahrzehnte hat der Autor Fahrpläne, Umlaufpläne und Lokführeraufzeichnungen gesammelt und ausgewertet. Bereits das zeigt, dass dieses Buch kein Zufallsprodukt ist oder mit „heißer Nadel gestrickt“ wurde. Gegliedert wurde es, wie die späteren Ausgaben der einstigen Broschüren, alphabetisch nach den einsetzenden Betriebswerken.

In gleicher Weise gibt es hier auch ausgewählte Informationen zu ausgewählten Güterzugeinsätzen oder Altbaufahrzeugen der Diesel- und Elektrotraktion, auch finden wir Informationen zu dampfgeführten Zügen mit Lokomotiven der DR und CSD auf bundesdeutschen Gleisen oder eben die Museumsbahnen.

Über 2.200 dampfgeführte DB-Reisezüge im Winter 1966/1967 sind so zusammengekommen, die detailliert mit Fahrzeiten, Fahrstrecken, Reisegeschwindigkeiten und meistens auch der Zugbildung beschrieben werden. Zum Vergleich sei wieder die historische Vorlage herangezogen: In der Spitze konnte sie etwa 950 Dampfzüge bieten!

Doch das Buch ist auch an anderer Stelle mehr als nur eine Erinnerung an alte Zeiten. Gewandelt hat sich natürlich das Erscheinungsbild, das nicht mehr aus Schreibmaschinenzeilen, Fotos und handgezeichneten Tabellen wie ein Puzzle zusammengefügt wurde. Und es wurde auch noch mit 222 historischen Fotografien kräftig angereichert.

Diese sind bunt und treffend ausgewählt worden, dürfen nicht als schon allgemein bekannt gelten und stammen fast alle aus dem behandelten Fahrplanabschnitt. Nur wo das nicht exakt zu gewährleisten war, sind Aufnahmen aus den angrenzenden Fahrplänen genutzt worden, sofern sich die Zugbildung nicht verändert hatte – geringfügige Abweichungen werden in den Bildunterschriften behandelt.

Ebenso hervorragend ist die Reproduktion dieser alten Aufnahmen, die fast durchgehend schwarz-weiß gedruckt sind, ein kleiner Farbbildteil ist am Ende des Werkes zu finden. Es ist immer wieder erstaunlich, was der Eisenbahn-Kurier aus alten Negativen herauszuholen vermag, denn das Originalmaterial unterliegt ja auch einem Alterungsprozess.

Nach vielen Zeilen berechtigten Lobes möchten wir nun schlussfolgern, für wen dieses Buch geeignet und empfehlenswert ist: Das sind natürlich alle Freunde der klassischen Bundesbahn, doch darüber hinaus auch fast alle Modellbahner.

Sie erhalten hier, wie nirgends sonst, Anhaltspunkte in Wort und Bild für die Zugbildung auf ihrer Anlage. Das müssen nicht immer lange und schwere Züge sein, wie hier bewiesen wird. Das können auch Füllleistungen einer Schnellzugdampflok vor dreiachsigen Umbauwagen sein oder die Baureihe 23 vor kurzen Güterzügen. Wer nah am Vorbild bleiben will, bekommt hier also die Argumentationsgrundlage!

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

Typenkompass für den Luftverkehr Flug durchs Turboprop-Zeitalter

Viele Bücher der Typenkompass-Reihe haben wir an dieser Stelle schon vorgestellt. Zu Wasser, zu Lande und nun auch in der Luft, dürfen wir jetzt behaupten. Heute möchten wir nämlich zum ersten Mal einen kleinen Ratgeber für Propellerflugzeuge vorstellen. Da sie eher klein bleiben und als Modelle gut mit der Modellbahn harmonieren, dürften sie durchaus den einen oder anderen Leser ansprechen.



Marc Volland
Propellerflugzeuge – Verkehrsmaschinen seit 1945
aus der Reihe Typenkompass

Motorbuch Verlag
Stuttgart 2015

Taschenbuch mit Klebebindung
Format 14,0 x 20,5 cm
128 Seiten mit 8 S/W & 133 Farbbildern

ISBN 978-3- 613-03814-1
Titel-Nr. 03814
Preis 12,00 EUR (Deutschland)

Erhältlich direkt ab Verlag
oder im Fach- und Buchhandel

Wenn wir rechts und links über den Tellerrand blicken, dann ist ab und an auch mal ein passendes Buch zu den behandelten Themen finden. So haben wir uns umgesehen, was auch luftfahrtbegeisterten Modellbahnern einen ersten Überblick verschaffen kann.

Fündig wurden wir in der sehr umfangreichen Typenkompass-Reihe, die bei Transpress / Motorbuch-Verlag erscheint. Der Titel ist zwar nicht neu erschienen, aber immer noch erhältlich und gewiss ein guter Wegbegleiter.

Als Autor zeichnet Marc Volland für diesen hier besprochenen Band verantwortlich. Er verbringt nach Verlagsdarstellung als Hobbyfotograf viele Stunden auf Flugplätzen und Flugschauen in aller Welt. Seine Aufnahmen veröffentlicht er zusammen mit Artikeln in internationalen Fachzeitschriften.

Wir dürfen also davon ausgehen, dass er mit der behandelten Materie bestens vertraut ist. Und diese Erwartung sehen wir im Buch auch bestätigt. Allerdings haben wir beim ersten Durchblättern und in der Aufstellung der Buchdeckelrückseite viele uns bekannten Flugzeugmuster vermisst.

Das erschien uns merkwürdig, denn den Hinweis „seit 1945“ hatten wir schon zur Kenntnis genommen. Doch was ist mit so bekannten Propellerflugzeugen wie der „Super-Connie“ von Lockheed oder der Convair CV-340? Auch die Douglas DC-6 war nach unserer Erinnerung erst nach dem Zweiten Weltkrieg angeboten worden.

Festhalten müssen wir also, dass der Titel etwas irritiert, nicht aber irreführt. Die Auflösung auf unsere Fragen gibt nämlich das Vorwort des Autors: Er verweist auf die inhaltliche Freiheit, die er genießt, aber den beschränkten Platz, den ein Verlag nun mal vorgibt.

So konnte er nicht alle Typen, die nach 1945 gebaut wurden, ohne eine Vorauswahl behandeln. Nicht zu finden sind hier Sport- und kleine Geschäftsflugzeuge, was aus dem Titel allerdings auch schon ableitbar ist.

Bis auf zwei Ausnahmen blieben auch Kolbenmotorflugzeuge außen vor – dazu gleich noch mehr. Ebenso keine Rücksicht konnte er auf erfolglose Muster nehmen, die keine wirtschaftliche Bedeutung erlangt haben, darunter beispielsweise die Vickers Vanguard oder Bristol Britannia.

Dem Umfang des Buches geschuldet ist es auch, dass unterschiedliche Versionen eines Flugzeugs meist in einem Beitrag zusammengefasst sind. Das ist etwa bei der Vickers Viscount der Fall, deren Artikel sich sowohl auf die Versionen V700 als auch V800 bezieht.

Zu den selbstauferlegten Einschränkungen möchten wir Folgendes kurz erläutern: Um 1945 war die Entwicklung der Kolbenmotoren auf ihrem absoluten Höhepunkt angelangt. Diese Motoren trieben leistungsfähige Passagiermaschinen an, die wir teilweise zuvor erwähnt haben und die bis heute als Legenden gelten.

Allerdings waren sie auch störanfällig und aufwändig, weshalb sie schon bald von Turboprop-Motoren verdrängt wurden. Das erste Verkehrsflugzeug mit solch moderner Ausstattung war die Vickers Viscount und ihr sollten viele weitere bis heute folgen. Auch heute kommen sie noch auf Kurz- und sogar Mittelstrecken zum Einsatz.

So war es gar nicht möglich, nur nach dem Propellerantrieb zu unterscheiden und sie alle in diesem Werk unterzubringen, ohne dem Leser wichtige Informationen vorenthalten zu müssen. So schreibt der Autor, dass ein weiterer Band zu den Kolbenmotor-Flugzeugen zeitnah folgen solle. Im Verlagsprogramm ist er derzeit allerdings nicht.

In seiner Struktur folgt das vorliegende Werk im Wesentlichen anderen Titeln der Typenkompass-Reihe. Ein einleitendes Kapitel mit grundsätzlichen Ausführungen gibt es hier allerdings nicht, dafür sind aber mehrere Fotos eingeklinkt, die eine Doppelseite voll beanspruchen. Damit lässt sich das Erscheinungsbild erheblich auflockern.

Die einzelnen Flugzeuge, die hier behandelt werden, erhalten meist ebenfalls eine Doppelseite, die ihre Geschichte kurz zusammenfasst und wichtige Informationen zum Entstehen, technischen Merkmalen oder Meilensteinen, den gebauten Versionen und wichtigen Fluggesellschaften gibt. Eine kleine Tabelle nennt die wichtigsten Daten und verbauten Antriebsmotoren.

Jeder dieser Beiträge erhält im Schnitt zwei begleitende Fotos zur Dokumentation, viele sogar deutlich mehr. Das ist ein entscheidender Unterschied zu vielen anderen Bänden dieser Reihe. Nicht vergessen werden darf deshalb auch der Hinweis, dass die Aufnahmen gut und repräsentativ ausgewählt worden sind. Auch die Umsetzung in den Druck ist hier gut gelungen.

Dem Sinn des Buches und seiner Zielgruppe entsprechend sind die Informationen eher knapp gehalten, reichen aber völlig für einen ersten und allgemeinen Überblick. Mehr wird ein Modellbahner gewiss nicht verlangen, für den die Luftfahrt eher ein Nebeninteresse darstellt.

Und doch ist es ein netter Ratgeber, der auch gut in die Jackentasche passt und unterwegs oder auf der Besucherterrasse eines Regionalflughafens hilft, die gesichteten Maschinen zu bestimmen und einzuordnen. So ist der verlangte, moderate Buchpreis sicher gut angelegt. Freuen würden uns aber, wenn auch der angekündigte Zweitband erschiene, der dieses Werk erst vollständig macht.

Staying in the conversation (Part 2)

NoBa-Modelle unlimited

If the United States is the country of unlimited possibilities, then Aichtal in Baden-Württemberg must be a place of equally unlimited options. NoBa-Modelle may be one of the younger small-series manufacturers of Z gauge, but, with a rapid pace of new offerings, the duo behind this brand have quickly made themselves known. Today, they introduce themselves and their company to all Trainini® readers.

By Norbert and Barbara Heller. It all started with a love story between No (Norbert) and Ba (Barbara) - their name abbreviations provided the company name -- in 2011. Norbert was already a convinced Zettie and Barbara, who always liked to tinker, paint, and carve, was excited about a model railway layout in Z gauge.

So, together we built our model railway layout "Heller Berg" on a scale of 1:220. In the process, we quickly realised that we had to design and build a lot ourselves, as there were hardly any accessories.

In December 2016, No finally had his last working day as a mechanical designer, and the first 3D printer was ordered straight away. At Christmas 2016, we started with NoBa-Modelle: The first creation was a dumpster on a scale of 1:220.

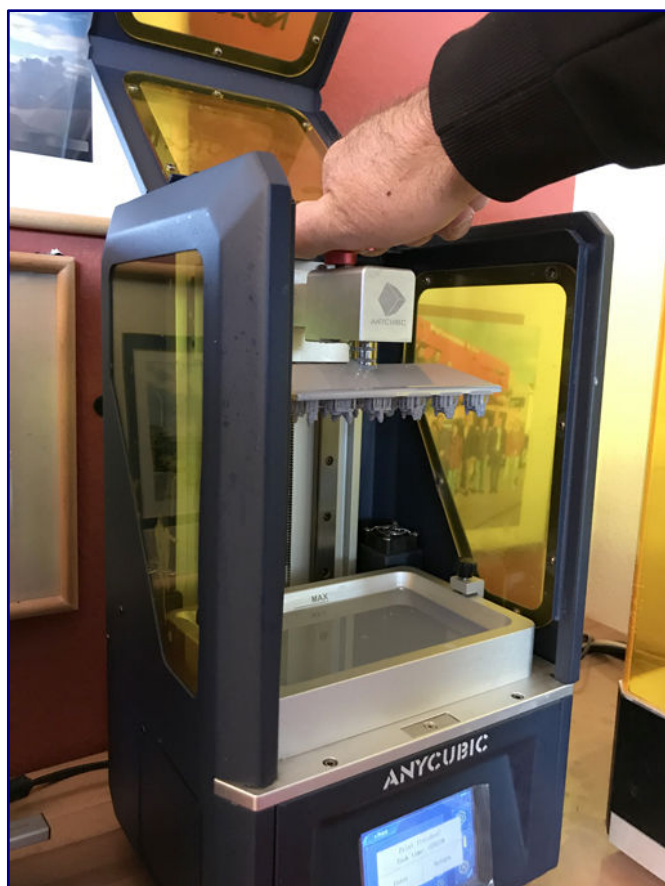


A look at the six 3D printers that work for NoBa-Modelle today: Depending on the demands of the project, printing is done in PLA and SLA processes.

Placed on a large internet auction site, ten units were ordered by one customer, at the same time! And, he has remained faithful to us ever since. Soon we added construction cranes, vehicles of all categories, ships, buildings, all kinds of accessories and our locomotives, train cars, and trams.

In the meantime, we have produced over 600 models on six 3D printers, three of which are PLA (for filament) and three SLA (for UV light-cured resin) printers. For the models we print from PLA, we use the Anycubic I3 Mega model. The PLA we use is made of high-quality material, so we can achieve good results with it, already.

The resin models are made on three different machines: an Anycubic Photon S, an Anycubic Photon Mono SE and an Anycubic Mono X. Here, too, we use high-quality resin to achieve models with a high level of detail.



The printing is finished (photo on the left), the models reveal themselves after removal from the printing plate (photo on the right) and await further processing.

What is important with both technologies is that Norbert knows what these printers can do. After all, he specifically focuses the construction of his models on this. He often pushes the limits of what is possible, for example, the handlebars and spokes of the new motorbikes.

However, there are still two devices missing that complete the resin print: The first is the so-called "washing machine", a Wash & Cure from Anycubic. It rinses excessive resin off the models with Isopropanol.



In the isopropanol bath, uncured resin is rinsed off, so that it cannot hinder the further processing of the model.

Then it goes into the “oven:” this is where resin models are hardened with UV light. Between the rinsing and hardening process, however, the support structure is first detached from the model.

Creativity has no limits

Most of the time, the ideas come straight from us, particularly, when we are building a small layout ourselves, like the wooden ball run, our quarry pond, or even the tram layout.

During the construction of the last-mentioned layout alone, the following ideas have already emerged: the cemetery equipment, the little ice-cream cart, the shelter, the market place, the playground equipment, the skate park, the diving tower at the swimming pool, the ticket booths, the miniature golf course and the tourist restaurant with a lookout tower. We now offer all these models for sale.

For all three layouts, almost only models from our own programme were used. However, many ideas are also submitted to us by customers, and the wish list is still long, but we are definitely happy about such a vivid participation!

A current and perfect example at this point is Peter Sturm's case layout, which has been given the name “Elefantentreffen” (Elephant meeting). His ideas and wishes resulted in the motorbikes in various designs,

the pigling on the grill, various tents from one-man tents to tepees, straw bales, campfires and much more.



The quarry pond (photo above) and the tramway layout (photo below) are two demonstration layouts, during the construction of which many ideas germinated in the first place and which, as a result, now present many NoBa model products in practical use.

The motorcycle combination on display is only about 8 x 10 x 5.5 mm in size and was painted by Peter Sturm himself. As proud as he is of the delivered models, we are also, because of his confidence in our skills. There has simply been a very productive collaboration!



A prime example of customer suggestions is Peter Sturm's "Elefantentreffen" (Elephant meeting) (pictured above), where many new NoBa models are now built that were based on his ideas. One of them is the tiny Royal Enfield motorcycle combination (photo below), which he painted himself. Both photos: Peter Sturm

And since No can literally design in his sleep, these ideas are usually also implemented very quickly and offered very promptly in our sales network.



Norbert "No" Heller designs the models for the small-batch series using CAD. His many years of experience as a mechanical engineer help him with this.

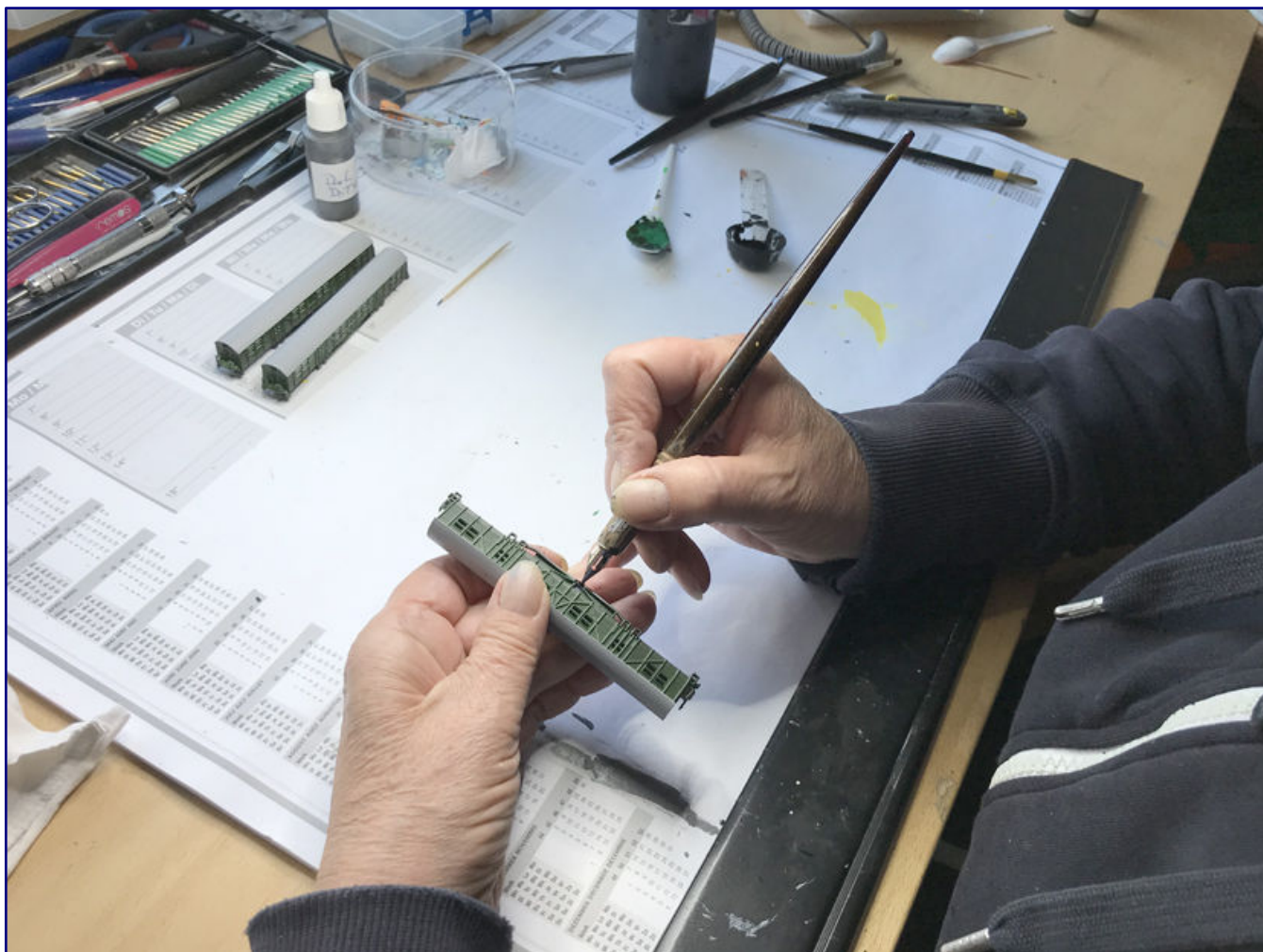
How is a model created?

It always starts with an idea. This is usually followed by days of research into drawings or planning documents with dimensions, and sometimes we also buy drawings. Norbert then constructs in 3D-CAD on a scale of 1:220, whereby he puts a lot of emphasis on the highest level of detail.

Downloading files from the internet does not make sense for us, because the models offered there are usually offered in a scale that is much too large and the details are therefore lost when scaling; often the files are also messed up and, therefore, useless.

Next, the first test prints are made, and the progress of the output is checked again and again. If everything finally matches, the model is photographed, and placed in our online shop as a new item.

If the model is (also) offered as a finished product, it is Barbara's turn. It is first degreased, then primed and sprayed with the base colour.



In addition to the airbrush and brush, the drawing pen is also used for fine details. After all, NoBa-Modelle has been offering its products as finished models for a long time.

We use the premium airbrush paints from Vallejo and apply them with an airbrush. In the end, we work out the smallest details of the models either with a drawing pen or a fine brush.

In the last phase, the decals are applied to the surfaces, and finally the finished product receives a coating of sealant, again with the airbrush.

The decals we just mentioned come from our colleague and friend Björn Plutka (Z-Doktor Modellbau), who produces them very precisely, and accurately, after elaborate research.

This cooperation works excellently and as Björn is also very reliable, sometimes mistakes on models, that we have missed, are sorted out.

He receives a 3D design template from us and can thus match his decals. His support in



A finished model is completed with decals. These are often manufactured and supplied by Z-Doktor Modellbau (Björn Plutka).



Barbara "Ba" Heller removes the support structures from models that have just come out of the alcohol bath and are subsequently post-cured.

restructuring our website was also of great value to us – thank you, Björn.

Just as valuable for us are the exchange and cooperation with editor-in-chief Holger Späing, who also brings many ideas and suggestions to us.

Quo vadis, NoBa-Modelle?

Since our models, as you can certainly see here, are often created very spontaneously, we cannot predict what is to be expected as a new product in the near future. But one thing is certain: there are still many, many ideas for the future - we are not running out of material! We let ourselves be surprised and would like to surprise you too...

Our models have long since found fans all over the world: Japan, Taiwan, New Zealand, Australia, the United States, Canada, and all European countries. We are in regular contact and exchange with many of our customers, which is very motivating for us. And it is certainly also very inspiring.

Contact with this manufacturer:
<https://www.noba-modelle.de>

Readers' letters and messages

Zetties and Trainini in Dialogue

Thank you for each letter to the editor and all the feedback that reaches us. Write us (contact details are in imprint) - Trainini® lives from dialogue with you! Of course, this also applies to all suppliers in Z gauge, who would like to introduce innovations here. A representative sample is our goal. Likewise, here we note any events or meetings with significance to Z gauge reference, if we are informed in time.

Easter greetings from Bremen:

(I) look forward to and for the publication of each issue of your magazine. I became aware of it through the regular publication notices on the online platform Drehscheibe ("turntable"), in the model railway forum.



Foto: Michael Böttcher

Now, I am so fascinated by your publications that after 20 years of Z-abstinence, I actually started to build in this scale again, at first on the surface of a Din A4 sheet... Soon it will be a small layout in a circle...

Happy Easter to you and your team!

Michael Böttcher, Bremen

Questions about the hydraulic drive:

In connection with the presentation of the diesel locomotive V 80, a "hydrodynamic drive with fluid transmission" or "fluid transmission" was mentioned.



Frankly, I can imagine little or nothing about it. Could you explain in one of your next episodes how these drives work? There may be other types of drives. Would you also present them? I would be very grateful for a brief reply and thank you in advance.

Günter Finke, Leichlingen

Editor's answer: The question of suitable power transmission for large diesel locomotives was the crucial point that made engineers despair for decades. An internal combustion engine cannot start under load, so the engine output and wheel drives must initially remain separate.

Special solutions are, therefore, needed because the couplings and transmissions, familiar from small cars, are not suitable for transmitting the power of a mainline diesel locomotive. This gave rise to ideas such as the diesel drive of a compressor, whose compressed air was to work in cylinders as in a steam locomotive (V 120 / V 32).

An alternative seemed to be the diesel-electric drive. Here, the diesel engine drives a generator and produces electricity for electric traction motors. Such a machine is virtually an el-locomotive in which the traction current is generated in a stationary manner. This method has the disadvantage of high

locomotive weights and axle pressures because both the combustion engine and the electric drives have to be installed in the same locomotive.

As a result, this technology initially remained limited to the flying trains (the Fliegender Hamburger) in Germany, while it became established in the United States from the 1940s until today. German engineers, on the other hand, pushed ahead with the development of hydrodynamic power transmission, even for high performance. The breakthrough came in 1935 with the V 140 preserved in the Deutsches Museum in Munich.

As the name suggests, a fluid (oil) is set in motion in such a transmission, which is done via paddle wheels as in a turbine (flow). The inertia of masses, the relationship between displacement and force and the physical property that liquids cannot be compressed are exploited. The way it works is explained in detail and illustrated in the German-language Wikipedia (<https://de.wikipedia.org/wiki/Str%C3%B6mungsgetriebe>).

Unfortunately, we have not been able to find an author for the desired article; in the opinion of the editors, it would also leave the railway subject too much and delve deeply into mechanical engineering and engineering technology.

Mozart precision knives also inspire professionals:

The modeller's knives (presented by us; editor's note) are very good, I will recommend them to others.

Stefan Laffont (Modellbau Laffont), Aachen

We are happy to help with beginner questions:

I turn to you full of hope. I am a complete newcomer to Z gauge and am looking for someone who can give me advice and support. I have subscribed to your Facebook group "Trainini Mini-Club Z-gauge," and read it diligently.

(...) On the internet (...) people are talking and writing about the advantages of "digitalisation." (...) I know neither out nor in – analogue or digital? (...) Maybe you can help me and tell me who to contact in the Wien (Vienna) area.

First of all, I would like to thank you very, very much for your detailed answer. In the meantime, my "fleet" has expanded to include 2 diesel locomotives with bell-shaped armature engines: (...) Driving/shunting is really fun with both of them!

They react much more sensitively and the response via the Märklin controller (from the starter package) is much better than with the V 60 (...). The idea of digitalisation has been put on the back burner for the moment.

(...) So I will try to glean the necessary expertise from your digital "Trainini;" by the way, the only digital medium that doesn't beat around the bush. You write what's what, bluntly, clearly, understandably and very helpfully! Keep it up, Trainini!

Karl Odersky, Wien

Editor's reply: Unfortunately, this letter to the editor can only be reproduced in abbreviated form, but, at least, it makes sense. We have already answered our reader's questions directly and also mentioned the Z-Stammtisch-Gruppe Wien as an active and accomplished association in the catchment area. We hope and wish that both will now come into direct contact.

At this point, however, we would like to publicly explain once again an important criterion for the choice of analogue or digital operation in Z gauge: Often the impression is given in presentations that only the digitalisation of a model is decisive for good running characteristics. Our reader also understood this to be the case, but, unfortunately, it is not correct. A model should already run well in analogue before it is digitised. Therefore, its mechanics, contact reliability and a good motor as well as the possible control with the help of electronics are decisive.

If these prerequisites are met, it is well worth considering a conversion. Digital technology does not "make the lame walk!" It can improve the characteristics of a model even further, give it new functions (such as light and operating sounds) and open up additional possibilities that analogue operation does not offer, such as multi-train operation on the same track without current isolation.

Consequently, before a choice is made for or against a mode of operation, for the type and extent of components required, a system and thus manufacturer, consideration should focus on the following.

AZL - Models delivered:

This month, AZL again has a new mould that will be delivered for the first time. We are talking here about the EMD E7 diesel locomotive as an A-unit, which has been produced by plastic injection moulding.

Technically, it appears with a bell motor, including two flywheels, many connecting parts, LED lighting changing with the direction of travel, and enclosed front panels as known features of this implementation.

Prepared for easy DCC conversion, versions of the attractively painted B&O (Item No. 64610-1 / -2) and the Chicago & North Western (64613-1 / -2) in bright yellow colours, with discreet green trim in the roof and ventilator area, will be available at the start.



The new EMD E7A moulds will initially be offered in B&O (art. no. 64610-1; photo above) and Chicago & North Western (64613-1; photo below) versions. Photos: AZL / Ztrack


The recently introduced tank cars now appear in black for Virginian Gasoline individually (915001-1) and as a set of two (915031-1) and four (905001-1). AZL has also chosen the same combinations for Burlington Northern's orange R-70-20 refrigerator cars for the Western Fruit Express (914810-1 / 914840-1 / 904810-1).

Distribution partners in Germany include Case-Hobbies and the 1zu220-Shop, manufacturer photos of the current deliveries can be found on the following website: <https://www.americanzline.com>.

New **Trainini®** webpages are about to be launched:

The launch of our new website with expanded content is now planned for Saturday, 15 May 2021. Work is currently still underway on fine-tuning the pages and their content, as well as on building the new link list, which will probably also still have gaps, when it is put online.






Trainini 3/2021 (deutsche Ausgabe) veröffentlicht

Erstellt von Redaktion 23.03.2021

Der Frühling steht vor der Tür, doch unsere Bastelsaison wird so schnell noch nicht zu Ende gehen. Neulich hörte ich: „So viel Zeit zum Basteln werden wir so schnell nicht wieder bekommen!“ Machen wir also das Beste aus den Beschränkungen - lesen und basteln!


[Weiterlesen](#)



17.04.2021 Erstellt von Holger Späing

Hilfreiches Zubehör von Joswood


Bereits in unserer "Messe-Ausgabe" 2/2020 haben wir auf Holzkisten von Joswood hingewiesen. Nun sind weitere Versionen dieser Überseekisten erhältlich, die dank vielfältiger Einsetzbarkeit auch Zetties gute Dienste tun werden.



09.04.2021 Erstellt von Holger Späing

Aktuelle Märklin-Auslieferungen

Märklin hat Anfang April 2021 mehrere Neuheiten ausgeliefert und damit seinen Lieferrückstand um einiges abbauen können. Für jeden Geschmack dürfte etwas dabei sein.



05.04.2021 Erstellt von Holger Späing

Modellbau Laffont: Bausatzneuheiten 2021

Zwei der vier neuen Bausätze von Modellbau Laffont sind ab sofort verfügbar. Wir stellen sie hier kurz vor.

Finally, it remains to be determined where and how the licensed **Trainini** archives should be reflected in the new format. We are also asking manufacturers and providers for permission to embed their logos in the link list and news items.

However, our readers can already look forward to the new website: even if it will not be fully developed right from the start, they can expect an attractive design, high information value, and practical benefits.

With its launch in mid-May, **Trainini®** will be considerably expanded into an information and news portal for Z gauge, that will keep you up to date even outside the publication dates of our magazine. We are also looking into a subscription function for a newsletter, as a further stage of expansion.

Märklin deliveries in April 2021:

At the beginning of April 2021 Märklin delivered several new items and was thus able to reduce its delivery backlog somewhat. The deliveries range from Era II to VI and include several companies and railway administrations from the Deutsche Reichsbahn to the Bundesbahn to the DSB.

A special heavyweight in the truest sense of the word is the NOHAB diesel locomotive series MV of the DSB (item no. 88637): Thanks to its housing made of metal plastic alloy, it has gained enormously in weight, and, thus, also, in tractive power.



Märklin's NOHAB has become a heavyweight, and has now been delivered in DSB design, as series MV (item no. 88637).

It is powered by a bell-shaped armature motor, illuminated with warm white LEDs depending on the direction of travel and is also up to date with the (still quite) newly constructed bogie screens. In May, we want to deal with this model in a short article.

For the friends of the Deutsche Reichsbahn-Gesellschaft a freight car pack (82327) consisting of two open cars "O Halle" and a Tempo tricycle, as well as another one (86010), with three hinged cover cars "K Wuppertal" have been released.

Product colours are worn by the also freshly delivered IC compartment coach Avmz 111.2 (1st class) of the Deutsche Bundesbahn (87241), which already belongs to era V. On the other hand, the "Donnerbüchsen" (Thunder Boxes) of the four-part passenger car set (87513) for the Deutsche Reichsbahn (Era IV) are bottle green. It consists of a Daai baggage car and three Baai corridor cars (2nd class).

The DB coaches for Era III corresponding to them are offered individually, but temporarily still have to do without a baggage coach, whose delivery date has been postponed. Available now are the BCi (2nd/3rd class; 87501) and Ci (3rd class; 87511 & 87512) Donnerbüchsen (Thunder Boxes). They are also painted in RAL 6007 bottle green and finely printed. They correctly do not yet have a DB biscuit according to their early period of use.



The three “Donnerbüchsen” (Thunder Boxes) of the early Bundesbahn era were also delivered, still without DB emblems (87501 / 87511 / 87512; photo above) as well as the heavy tank steam locomotive class 85 of the same era (88931; photo below), where, especially, the prototypically larger counterweights on the driving axle are appealing.

Two more locomotive models are now also available. With the modern diesel locomotive ER 20 D of the MRCE (88883) for Era VI, a revised model is waiting for its customers, which comes with a bell-shaped armature motor and warm white-red changing LED lighting.

The heavy class 85 tank steam locomotive has also undergone a product update. With warm white LEDs that light up at both ends depending on the direction of travel, rail clearers, brake replicas, and detail controls, it is sure to appeal to many customers in its early DB version (88931).

Its lettering shows pointed numbers as relicts of the Reichsbahn era, the model with bell-shaped armature motor is still reproduced without wind deflectors. The only disturbing feature of this model is that the light-emitting diodes do not emit any light at very slow speeds, contrary to many other recent implementations.

No International Toy Fair 2021:

With or without model railway participation was a question for a long time when it came to the replacement date in summer for the Spielwarenmesse. The event planned as the "Spielwarenmesse Summer Edition" was also cancelled on 30 March 2021.

The reason cited is the uncertain course of the pandemic, which is even more explosive here because of the exhibitors and visitors travelling internationally, and possible quarantine regulations.

Thus, the organiser states the following in its press release: "Above all, the lack of perspective around the trade fair industry on the part of politicians has a considerable impact on the planning of the trade fair organisation, and the travel arrangements of international manufacturers and buyers."

For this reason, he said, despite the measures already initiated, it would not be possible to hold the fair successfully, without a necessary and assured lead time. From now on, the focus will therefore be on the regular Spielwarenmesse from 2 to 6 February 2022, in conjunction with Spielwarenmesse Digital.

No April Fool's joke:

Like us, Spur Z Ladegut Josephine Küpper from Aachen (<https://spur-z-ladegut.de>) chose this headline when informing customers about current new products. Basalt chippings are currently offered for Märklin wagons 8622 (Omm 52 in old version) and 8650 (Eaos 106). As usual here, the material is reproduced with original stone pieces, and, therefore, looks better and closer to the prototype than any plastic reproductions do.



The Lake Constance ferry "Friedrichshafen" (art. no. 10484RF1) is the largest model among the current new products. Photo: NoBa-Modelle

And the latest from NoBa models:

A highlight among the current new products from NoBa-Modelle (<https://www.noba-modelle.de>) is certainly the Bodensee (Lake Constance) Ferry Friedrichshafen, which is offered as a pre-printed blank (item no. 10484R) and as a finished model (10484RF1). The latter requires about four weeks delivery time, and the effort required can be guessed from the photo.

But, even smaller things can make a lot of sense on the model railway: Three modern 240-litre rubbish bins (10261R), the barrier (5503R), and half barrier (5502R), each with an Andreaskreuz (St. Andrew's cross), or also the column-mounted slewing crane (3201R) are worth mentioning here.



A versatile accessory on modern-style layouts is the new column-mounted slewing crane (item no. 3201R; photo above), which here has taken up position next to a track. One of the larger buildings in the range is the tram depot (4124; photo below) with two stands, from which the DoT4 articulated railcar of the Stuttgart tramway emerges here as a finished model (5704RF). Photos: NoBa-Modelle

Further new products are dedicated to the topic of trams. The articulated railcar DoT4 of the Stuttgart tramway can be purchased as a rollable (5705R), motorised (5704R), or in both versions as a finished model (5705RF / 5704RF). It can be stored in the PLA printed tram depot (4124).

The creative designers must have liked their advertising car, because it is now also available with a NoBa chassis, motorised for self-design (5317R), or as a ready-made model (5317RF).



The new painting stands (20100), which can be ordered in both short (front) and long (rear) versions, are proving to be a valuable tool.

We have already come to appreciate the new paint stands (20100) as a great help for colour work. When ordering, you can choose between a short and a long version. These useful tools are made using the PLA printing process.

Cancellation of the Märklintage (Märklin Days) 2021:

It was with a heavy heart that Märklin announced on 30 March 2021 that Märklintage (Märklin Days) 2021, which was to be held in September together with IMA in Göppingen, would have to be cancelled. The still uncertain infection situation does not allow such large events to be planned at all, because their organization cannot be estimated at all.

So here, too, a decision had to be made with health in mind and safety for all involved. The next edition will therefore only take place in Göppingen from 15 to 17 September 2023.

Soldering stations from Conrad Electronic:

Soldering is usually a must when it comes to model railways: whether it's wiring your own layout, attaching supply lines to track profiles, repairing a locomotive model, or building your own from a kit or self-made parts.

Conrad Electronic (<https://www.conrad.de>) has analysed its product range, defined four target groups and recommends a suitable model from its own programme for each of them. Target group 1 are do-it-yourselfers, model makers, hobby electronics technicians and makers; target group 2, schools and training; target group 3, crafts and workshops; as well as industry and manufacturing in target group 4.

The following Toolcraft soldering stations were selected in order of suitability for the task: ST-80A "Analogue soldering station" (order no.: 1561692), ST-100 HF "Digital high-frequency soldering station" (1626065), LSL-951 "Digital soldering station" (2269448) and ST-200 "Pro soldering station" (2248468).

They are available on the so-called "Conrad Sourcing Platform." Other models are, of course, also available in the range.

Further Icarus variants at EtchIT:

The variant presented in the last issue is now followed by the Ikarus 55 as a coach with panoramic windows (item no. XD065_Z). A set of lettering and side windows (XD065dec_Z) is also offered separately for this kit. The frames of the windows are already printed on.



The new Ikarus 55 coach shows itself to the photographer with the optionally available lettering and side window prints. Photo: EtchIT-Modellbau

The eight double parking benches on concrete frames (ET025d_Z) are a nice accessory, as they were set up in many places as a resting place along hiking trails or excursion destinations in the spirit of the times.

The manufacturer's pages with ordering options can be reached as follows: <http://etchit.de>.

New at Micro-Trains:

The tank car from the last issue was now followed by a black example (item no. 530 00 500) as "Sweet Liquid #2" of NATX. With addresses of the Frisco (531 00 341 / 342), Penn Central (531 00 351 / 352) and Milwaukee Road (531 00 361 / 362) now also open bulk freight cars in light grey livery have been delivered.

Micro-Trains products are distributed by Case-Hobbies (<http://case-hobbies.de>), among others.

New world record at Wunderland:

Miniatur Wunderland in Hamburg has made extensive use of the period of forced closure since October 2020 to carry out long-planned work that would not have been possible with visitors. But, as the list of activities became shorter and shorter, and hopes of opening at Easter were dashed, new creative ideas were required.

Among them was one for a highly complex world record: the impetus was a video from the year before last. An Airbus A380 took off in Wonderland, with a Father Christmas on the wing, and a mallet in his hand, hitting water-filled bottles to the tune of "Jingle Bells".

This has now become the new campaign, in which a train travels along differently filled water glasses from Scandinavia to Italy through the entire wonderland, playing the world's best-known classical pieces. On 17 March 2021, the first attempt was successful, and the world record for the longest melody played by a model train went to Hamburg.

If you wish, you can watch the video of the record run here: <https://youtu.be/aBNHmUT3GPg>.

Supply problem at WDW Full Throttle:

According to information from its German sales partner Case-Hobbies (<http://case-hobbies.de>), WDW Full Throttle is currently not being supplied with axles due to a delivery stop. Bowser usually has these parts manufactured in China. According to this information, the search for an alternative is underway, but this will result in a price increase.

The 33-foot bulk goods wagons with two discharge hoppers were delivered as new products. They are painted in CSX's blue livery and are packaged as a set of two (item no. FT-3044-1 / -2). One wagon each is loaded with sand and gravel from the Hay Brothers production.



The blue CSX bulk goods wagons (art. no. FT-3044-1) look attractive thanks to their load inserts, which create an excellent contrast. Photo: WDW Full Throttle

Newly assembled is a collector's configuration (FT-COL49-1) of two coal wagons of the PRR (FT-2026) and PRSL (FT-3037), which were offered in 2009 and 2015 respectively under the given item numbers in packs of two. The two cylindrical bulk freight wagons "Southern (Big John) A&B" (FT-1065-1 / -2) in silver and black basic colour are shown as new products for March 2021.

Making the best of the crisis:

At Modellbahndecals Andreas Nothaft (<https://www.modellbahndecals.de>) there are now tank car inscriptions for all gauges to match the Corona crisis (art. no. 6659). At the suggestion of a customer, a decal set was created for such wagons, which show a transport of vaccines. Even if a wagon labelled in this way has no real model, it is an option to face this situation on the model railway with a little humour.

Märklin optimises its logistics:

Märklin has reacted to increased demands on its own warehouse, which in the past had repeatedly led to delays in the delivery process. Logistical capacities are currently being significantly expanded.

In the coming months, the previous Märklin warehouse in Ebersbach is to move to the parent company's central warehouse in Sonneberg (Thuringia). There is already a highly modern, automated and well-equipped high-bay warehouse there, which has been further expanded in recent months.

13,200 pallet storage spaces and also an automatic small parts warehouse, the capacity of which was expanded threefold in 2020, to a capacity of 32,000 containers, will speed up the aforementioned processes in the future.

A total of 180 employees have been looking after more than 4,000 products on an area of more than 50,000 m² there so far, if necessary, also, in several shifts, Märklin let its dealers and the press know. Thanks to a high degree of automation, the throughput times of all products are to improve with the completion of the move.

Herpa new products for midsummer:

Herpa has announced new 1:200 scale aircraft models planned for July and August 2021. We have selected those which, with a length of less than 30 cm, still remain suitable for layouts and fit European motifs.

In the series of the more sophisticated, because more detailed Wings models are now announced:

Aeroflot Yakovlev Yak-40 (Art.-Nr. 571456),
British World Airlines Vickers Viscount 800 (571463),
Airbaltic Airbus A320-300 – new colours (571487),
Zeppelin-Reederei Zeppelin NT “ZF – Next Generation Mobility” (571494),
Aeroflot Ilyushin IL-62M – Le Bourget 1971 (571524) and
Malév Hungarian Airlines Ilyushin IL-18 (571531)

The Swiss International Air Lines Airbus A220-300 with registration HB-JCL and christening name “Winterthur” (558952-001) is a modified edition of the model that carried the same part number without the -001 extension.

A similar model is also issued with the registration HB-JCQ without the baptismal name as a Snapfit model (613323) with retracted undercarriage. The following new products will also appear in this series of simplified models:

Sky Up Airlines Boeing 737-800 (613187) and
Condor Airbus A321 (613194).

A new model is the Airbus A330-700 Beluga XL (613286), which we therefore also mention. We also want to mention another model for friends of the music group Iron Maiden, which is produced in 1:250 scale: Boeing 747-400 “Ed Force One” for “The Book of Souls Tour 2016” from the stock of Air Atlanta Icelandic (613293).

Imprint

ISSN 2512-8035

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

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