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Pop Cars in Z Gauge

Human Traces
The Intellibox 2neo

Introduction

Dear Readers,

This could be a summer after my own heart: So far, extremely hot and dry days have followed each other only for a manageable period of time. The following days were usually much cooler and also brought rain to the garden.

For excursions as well as photo and film work, this means that there is often diffuse light outside. Thanks to clouds, the light is distributed more evenly and does not cast harsh shadows. Of course, these are part of life and also of the model railway, but they are rarely desired for documentaries.

And that brings me to this issue: "Layout Details" is the name of our annual theme for 2023, which would like to bring you closer to the many small things in everyday life that are usually considered marginal. In addition to tinkering tasks, a high level of observation is required here.

Going outside and looking at the prototype is recommended these days and is also used by me actively, because accompanying our reports, an episode for our video channel **Trainini TV** is also planned. The time of year seems perfect, as the vast majority of model railways are also dedicated to summer themes.

This month, my colleague and friend Dirk Kuhlmann continues our series. He is now looking at all the things that people leave lying around or put down somewhere, and then finally tend to forget. Such legacies characterise gardens, yards and company premises until the area around them is conquered by nature. That is why they should not be missing on the model railway, although they should be used skilfully and in a targeted manner.

Judging by the number of pages, however, the pop cars of the Bundesbahn dominate this month's issue. This was not originally planned at this point in time, but two construction projects could not be completed in time and therefore have to be re-adjusted in our issue planning – they should fit better anyway, when you, dear readers, are also drawn to tinkering in the basement again.

Apparently, the 3D printed figures from Noch, with which we already had very precise ideas about for upcoming articles, have also been delayed. So, a large-scale swap of contributions and magazine themes was recommended, which brought one of my personal favourites into the limelight in a big way. I hope that the large-scale colour experiment of the Bundesbahn from 1970 to 1974 will also inspire you in prototype and model alike.

Last, but not least, the Intellibox 2neo from Uhlenbrock should not be missed in this issue. It has been on the market since the end of 2022 and is also arousing the interest of digital railway enthusiasts in Z gauge. In order to give you useful help with upcoming purchase decisions, we have taken a look at it and with today's product portrait are catching up on an article that has also been planned for some time. Supplemented by our literature tips and current news, I now hope you enjoy reading **Trainini®** 7/2023!

Sin-Z-erely,

Holger Späing



Holger Späing
Editor-in-chief

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Cover photo:

110 250-8 has belonged to the Stuttgart depot since October 1963 and only lost its original livery in May 1978. In the seventies, the locomotive was used on sections of the Dortmund - München (Munich), route in front of pop-coloured trains.

The Era of the Pop Colours of the DB **The Country needs new Colours**

The pop cars attracted attention on the German Federal Railways, are still popular today, and are an attractive splash of colour on model railway layouts from Era IV. However, they were not able to establish themselves in the prototype. Instead, their popularity with people reverberates in the model to this day. We take a look at their short-lived history and some models.

The term pop car is probably familiar to every model railway enthusiast, but this, like the terms pop colour scheme or pop colour concept, are not terms that the Deutsche Bundesbahn itself has ever used.

Nevertheless, what was later understood by it does not seem to have been named so arbitrarily. A reference to Pop Art, which already emerged in the fifties and reached its peak in the sixties, cannot be overlooked. It was characterised by a rather trivial appearance and mostly pure primary colours.



Only a few trains were made up exclusively of pop cars. And even those that were scheduled to do so more often saw passenger coaches in the classic colours in their ranks. Nevertheless, this shot from 1974 is unusual, because the only two deviants at the end of the train already wear the DB colour concept that had just been introduced and was final. Photo: Volker Credé

The conspicuousness thus achieved also applied to the passenger carriages that DB included in its concept, a total of 145 passenger carriages (not including prototype and S-Bahn carriages). It followed the zeitgeist of the late sixties, and DB had its finger on the pulse of the times when its ideas to replace the classic and rather dark appearance of passenger trains took shape.

A look back into the past makes it clear why DB was looking for a modern and friendly appearance: the majority of vehicles were painted monochrome in muted shades. 1st class passenger coaches were painted steel and later cobalt blue, those of the 2nd class chrome oxide green and dining and sleeping cars purple. Only the TEE and the Silberlinge provided variety on the rails.



Sleeping cars in pop colours with the identification colour crimson red for the DSG were among the rarer examples of this colour experiment. In 1975, the year the photo was taken, two such carriages are shown here at the end of the train. Photo: Volker Credé

The locomotives and multiple units were no different. The still numerous steam locomotives presented themselves jet black, the electric traction chrome oxide green or steel blue, while diesel locomotives and railcars were crimson red on the road.

There were also comparable considerations abroad, which led to the appearance of lighter-coloured vehicles in isolated cases. In Japan, the new Shinkansen trains of the series 0 entered service in 1964, which, like the Rh 4010 (Transalpin) of the ÖBB, which entered service only one year later, appeared in a blue and white design. As early as 1952, the Italian FS chose a grey livery with a green window band for its three ETR 300 “Settebello” express trains.

In this context of international models and the TEE trains also running in Germany, a two-colour design concept was probably obvious. In the case of the pop colours, however, the division between the lighter and the darker colour was swapped compared to the Trans-Europ-Express trains.

Assignment to the Design-Center

Heinz Maria Oeftering and the Bundesbahn board had set themselves the goal of “turning DB towards the market”. One measure to achieve this was the Design Centre set up in 1969, which was placed under the control of the Bundesbahn Central Office in Munich (BZA München). The task was to express the declared goal in the appearance of the state railway as well.



The 420 140-6, still very young on 17 March 1974, shows on its departure from Düsseldorf Hbf on line S 6 to Langenfeld the pop livery intended for the S-Bahn Rhein-Ruhr, which became the standard for the AC network nationwide. Photo: Prof. Dr. Willi Hager, Eisenbahnstiftung

Brands such as the Intercity, established early after its establishment, or the product colours of 1986, which included orient red locomotives with white bibs ("contrast surface"), were created by this department.

As early as the end of 1969, the new DB organisational unit presented its first result on the three-car prototype trains of the class 420/421 for S-Bahn traffic in the alternating current network, which were delivered by the beginning of 1970. They were painted in three different identification colours, which at the same time marked the start of the pop colour concept:

- RAL 2004 pure orange on 420 001-0 / 421 001-9 / 420 501-9, provided for the S-Bahn Rhine-Ruhr,
- RAL 5001 green blue on 420 002-8 / 421 002-7 / 420 502-7, provided for the S-Bahn Munich and
- RAL 3002 carmine red on 420 003-6 / 421 003-5 / 420 503-5, provided for the S-Bahn Rhine-Main

In addition to the window strip, narrow decorative strips below the roof edge and at the level of the car floor also bore the identifying colour. The belly band of all three trains was painted uniformly in RAL 7032 pebble grey, the class numbers were also in pebble grey, while the DB emblem remained black.

The roofs wore RAL 7022 Umbra Grey, frames or underframes RAL 9005 Deep Black. The 1st class stripe was highlighted in RAL 1004 golden yellow. This basic paint scheme was to be used for the entire test concept. However, while it did not become established for the express train carriages, it finally became the standard for the suburban trains with the identification colour pure orange until 1986.

continues on page 8



The 420 503-5 / 420 003-6 (photo above), delivered to Munich on 30 April 1970 by MAN / SSW and photographed on 7 September 1972 at the Hackerbrücke, was the third prototype of the series with which the pop colours appeared. It was actually intended for the Frankfurt S-Bahn with the identification colour RAL 3002 carmine red. On the same day and at the same location, the sibling train 420 014-3 / 420 514-2 (photo below) also comes into view. It wears the RAL 5001 green-blue colour, which was intended for München (Munich) from the beginning and was also introduced there. Both photos: Dieter Junker, Eisenbahnstiftung

The first series of class 614/914 diesel multiple units, which were procured from 1971 onwards and were based in the Nuremberg area, were also painted according to this colour concept in RAL 2002 blood orange and remained in use in this way until well after the turn of the millennium.

The prototypes procured in the late seventies, as well as the series of Type x coaches procured on their basis, which were used by the Rhine-Ruhr S-Bahn and from 1988 also Nuremberg, were also given the pure orange-pebble grey livery that had proved successful on the class 420.



614 033-9 belongs to the first series of the diesel multiple unit that was painted according to the pop colour trial concept. On 25 May 1985, it leaves Hersbruck station on the right bank of the Pegnitz river as an Nt in its original colours, heading for its home in Nürnberg (Nuremberg). Photo: Peter Schiffer, Eisenbahnstiftung

If it is usually stated in the literature that locomotives were never procured according to the pop colour scheme, then this is only true to a limited extent for express train service. The Bundesbahn finally decided to use the class 111 in the Rhine-Ruhr area for the S-Bahn service.

Starting with 111 111-1, a total of 78 machines of this class were painted in RAL 2004 pure orange and RAL 7032 pebble grey to match the coaches. In 1984, when the time of the experimental concept had already passed ten years, the DB even transferred the colour combination and layout to the City-Bahn Cologne - Gummersbach.

For the newly introduced train type CB, it modernised 25 Silberlinge, from which seven ABnrz 400, ten Bnrz 430, one bistro coach Bnrzk 490, and seven driving trailers BDnrzf 460 were created. Ten class 218 diesel locomotives were also given a matching coat of paint.

Sample trains for passenger coaches

In the spring of 1970, the Design Centre was commissioned to develop new design ideas for express train carriages as well. This was triggered by the upcoming delivery of new air-conditioned long-distance coaches, which were to be made of stainless steel.

Like the silver pieces, they did not need to be painted, but they were still to be given a coloured window band for an appealing appearance.

Although only two prototypes of the types BwüMZ 237 and ABwüMZ 227 were delivered by Linke-Hofmann-Busch (LHB) in 1972, they provided the decisive impulse in advance: The metallic basic colour on the belly band should harmonise as well as possible with other passenger coaches. Thus, besides silver, only a light grey was available for the existing stock.

Following the positive response to the S-Bahn multiple units in customer surveys and votes, the department simply transferred their colour scheme to the 26.4-metre passenger coaches of the UIC-X type to be designed, but omitted their upper decorative strip. However, the classic passenger coach colours for the window band were initially retained.



The Büm 239 in RAL 6020 chrome oxide green shown here in the AW Frankfurt/M.-Nied belonged to the second sample train of 1970 and remained a one-off like the Büm 232 in the same colour, which also served Märklin as an example. Behind it is the centre entry car ABym 411 covered with foil. While the lighter blue and green shown on it was discarded, the RAL 4002 red violet was applied to three couchette cars. Photo: Joachim Claus, Eisenbahnstiftung.

The first test object was an ABym 411 mid-entry car, which was not painted but only covered with foil. It was to demonstrate four colour variants at the same time. It did not enter regular passenger service in its new design.

Two colour sample trains were put together for the official presentation on 23 June 1970 at the headquarters of the Deutsche Bundesbahn (HVB) in Frankfurt on the Main:

- one in RAL 5013 cobalt blue / RAL 7032 Pebble grey with row from Aüm 203, Büm 232, Büm 234 and BDüms 273 for the D 538/539, and
- the others in RAL 6020 chrome oxide green / RAL 7032 Pebble grey with row from Aüm 202, ABüm 223, Büm 232 and Büm 239 for the D 670/671 "Senator".

The darker colour of the closed window band gave the passenger coaches a stretched and modern appearance, but neither of these design variants caused any jubilation, neither within the company, nor among the passengers.

Although the pebble grey did not fail to have the desired effect, brighter, and thus friendlier colours, were desired for the window bands. Thus, in the summer of 1970, the concept was modified, resulting in a third model train.



This photo was also taken in 1970 at the Frankfurt/Nied depot. On the right, a Büm 234 in the final identification colour protrudes into the photo, to the left of it stands a ABüm 223, which also wears the final colour RAL 2002 Blood Orange. The couchette car Bcüm 255 in RAL 5013 cobalt blue with a red lower trim stripe behind it remained a loner, as did the WRümh 132 (far back), which burnt out early on and introduced the identification colour RAL 3004 crimson red for the DSG at this presentation. Photo: Joachim Claus, Eisenbahnstiftung

In contrast to the first two, it no longer relied on a uniform identification colour for the unit of the entire train, but assigned this to the wagon class and the purpose of use of a passenger coach. The train, which was already presented on 14 August 1970 in the Frankfurt (Main)-Nied repair works, consequently showed a more colourful photo.

It was composed of an ABüm 223, a Büm 234, two Bcüm 243 and a Düm 902 in the already final colours. Only for the couchettes was a final decision to be made only after practical experience. In addition to the already familiar RAL 5013 cobalt blue, RAL 4002 red violet, and RAL 4005 blue lilac were also available.

The third new colour of the 3rd sample train was RAL 2002 Blood Orange for 1st class seating cars and those with 1st and 2nd class. The last missing colour was RAL 3004 Crimson, which was the corporate colour of the Deutsche Schlafwagen- und Speisewagengesellschaft (DSG) and was specified for the coaches supplied by them.

Thus, at the end of the tests, there were six characteristic colours, which were assigned to the different wagon functions as follows:

Wagon type / intended use	Specified identification colour(s)
Passenger wagon 1 st class Passenger wagon 1 st / 2 nd class	RAL 2002 blood orange
Passenger wagon 2 nd class Half luggage wagon	RAL 5013 cobalt blue
Full luggage wagon	RAL 6020 chrome oxide green
Couchette coach 2 nd class	RAL 4002 red violet RAL 4005 blue lilac RAL 5013 cobalt blue
Sleeping wagon Dining wagon Buffet wagon	RAL 3004 purple red

In the end, 17 coaches were to wear the purple of the DSG, including six sleeping coaches and five buffet coaches. The remaining six were dining cars, but only one of these was a new-build car WRmh 132. This was only rarely used in round trips as a reserve car and burnt out in Brussels on 25 March 1974.



As many as five apron dining cars WRüge 152 took part in the colour test. Here, in 1974, next to one of only three couchette cars Bcüm 243 in RAL 4002 red-violet, the comparison shows the essential difference of an additional decorative stripe below the window band. Photo: Volker Credé

The remaining five dining cars were apron cars of the pre-war design, type WRüge 152, which were already more than 30 years old when they changed colour. Their design differed slightly from the other pop cars, as they also carried a second decorative strip below the window band. The fact that they were still included was due to the desire for uniform trains.



In 1977, three colour concepts are shown next to each other: The Bm 234 cut in on the left wears ocean blue / ivory, initially still with a black frame and without a separating stripe; on the far right, three Am 203 can be seen, still travelling in the classic colours. The link between them is one of the three red-violet-pebble-grey painted couchette coaches Bcm 243. Photo: Volker Credé

Expanding the trials

After the colourful and generally friendly appearance was well received by passengers, the Bundesbahn expanded its experiment. The 13 colour sample carriages, not including the different centre entry carriages, were initially to be joined by three complete sets of carriages for long-distance traffic.



One of the two 2nd class coaches with chrome oxide green identification colour, each a unique design, is already shown in 1975 with a faded roof: the original umber grey can hardly be guessed at anymore. Photo: Volker Credé

After the DB head office issued the corresponding order on 31 August 1970, the trains were quickly relocated, which meant that practical testing could be extended as early as late autumn. The train pairs chosen were D 512/513 (Munich - Dortmund), D 576/577 (Basel SBB - Hamburg-Altona) and D 610/611 (Munich - Dortmund).

Between December 1970 and May 1971, the largest series of pop cars was delivered to the Bundesbahn. The final conclusion of the trial was the LHB prototypes Bwüzmz 237 and ABwüzmz 227, delivered in June and October 1972 and already mentioned at the beginning.

If we exclude the middle entry coach and those built later for S-Bahn and City-Bahn traffic, the colour trial comprised 145 long-distance passenger coaches, which did not exist at the same time due to the early retirement of the new-build dining car and a Büm 234 (accident near Rheinweiler on 21 July 1971).



The most common pop-coloured car by far in terms of numbers was the Büm 234 with the identification colour cobalt blue. Here you can see one of the 68 representatives in Kassel Hbf in 1974. Photo: Volker Credé

As a result of the three sample trains and subsequent wagons, not all of the specimens were assigned to the final identification colours according to the purpose of use; there remained deviating individual specimens. The total number of wagons included was distributed among the individual identification colours as follows:

- 86 wagons in RAL 5013 cobalt blue,
- 26 wagons in RAL 2002 blood orange,

- 17 wagons in RAL 3004 purple red,
- 12 wagons in RAL 6020 chrome oxide green,
- 3 wagons in RAL 4002 red violet, and
- 2 wagons in RAL 4005 blue lilac.

However, the experimental concept did not catch on and the wagons, which were poorly represented in the DB's overall stock, remained rare splashes of colour. Only in S-Bahn traffic did it last longer, while otherwise the old colour scheme and this experiment were equally replaced in 1974.



The 1975 Düm 902 with a cobalt blue window band (road number 51 80 92-40 064-8) remained a one-off because chrome oxide green was specified as the identifying colour of the luggage wagons. Photo: Volker Credé

With 218 217-8 and 218 218-6, the DB tested another paint scheme in spring 1974, from which the promptly introduced RAL 5020 Ocean Blue / RAL 1014 Ivory was to emerge, which followed the TEE colour concept in its division, but finally swapped the purple for the blue. Prior to this decision, there had been two smaller colour trials.

In 1973, at least the light-dark distribution on the sides of the class 403 / 404 express railcars was still reminiscent of the pop colours. The Eurofima prototypes of the class ABvmz 227 in 1974, on the other hand, already followed the Eurofima C1 livery with white contrasting stripes, but wore Olympic blue instead of orange.

The decision against the pop colours was probably due to economic reasons: With the small number of wagons, it was only partially possible to put together trains that were true to the concept, although this would soon have changed with a different decision.

However, the comparatively high number of four to six identification colours, depending on the decision regarding the couchettes, also led to higher costs, because they all had to be kept and procured in all AWs that were responsible for maintaining the passenger coaches.

It also proved to be rather unfortunate that the light pebble grey was painted on the lower part of the car, which was the most heavily soiled during operation. This reduced the advertising effect in the long run and also increased the costs due to shorter washing intervals. In this context, it is astonishing that the product colours of 1986 were again based on a light-coloured belly band (light grey).



In spite of the typical and final identification colour, this Düm 902 with the road number 51 80 92-40 049-9 also has a special feature: Its Ege biscuit has been applied in negative representation, contrary to the labelling specifications, as was the case with many silver pieces at the time. Photo: Volker Credé

A shortcoming of the experiment was probably also that no locomotives or railway mail wagons were repainted to match the long-distance wagons, and both in themselves broke up the desired appearance.

Outreach and museum operations

The more colourful wagons in the DB fleet were mainly used on routes from Bremen, Osnabrück, Norddeich, and Dortmund to Munich and between Basel SBB and Hamburg-Altona (D 576/577).

In 1973, the Bundesbahn established its Intercity supplementary network and introduced the new DC train category. It proved unsuccessful and was discontinued as early as 1978. In **Trainini**® 9/2021 we presented its brief history and explained the reasons for its failure. In the scarcely five years, the Bundesbahn designated the DC as the main area of use for the pop carriages.

The following train pairs and trains were thus made up exclusively or, as a rule, predominantly of pop cars:

- D 516/517
- D 576/577
- D 610/611

- DC 910/915 “Emsland”
- DC 912/917 “Ostfriesland”
- DC 913/914 “Münsterland”
- DC 918/919 “Westfalenland”

- DC 930 “Eggeland”
- DC 935 “Lippeland”



This set of wagons in the stabling group with a class 112 electric locomotive at the head probably belongs to a DC, because this train type for the intercity supplementary network was still in existence in the year the photo was taken, 1975. Photo: Volker Credé

The already small number of pop cars soon declined again. Since 1982 they were only used from Lindau, Munich-Pasing and Saarbrücken. They were still to be found in the train pairs D 360/361, D 362/363, D 364/365, D 894/895, D 896/897, D 950/951 and D 1284/1285.

By May 1985, the total number of coaches had been reduced to five, all of which were of the Bm 234 type. Three of these coaches were based in Munich, the remaining two in Lindau. They were found in D 762/763, D 1284/1285 and in the express train pair E 2713/2798, because there was a transfer to and from D 798/799, which took them to Kassel.

The last pop car was converted into an Interregio car and disappeared in 1988. Before that, it was still part of the Munich stock. This meant that this colour experiment was finally history for the Bundesbahn.

However, they were to be given a memento in museum and charter traffic. In 2001, the Stuttgart-based rail transport company (SVG) designed three express train carriages for charter transport based on the historic prototype, but they were only on the road in these colours for just under four years.

The pop livery of a Bm 238 of the Stoom Stichting Nederland (SSN), which was applied in 2017, has lasted longer. However, like the three SVG coaches, it was not included in the paint test during the time of the Bundesbahn, which is why it is not historically correct for it.



D 577 (Hamburg-Altona - Basel SBB) was one of the (predominantly) purely coloured trains, here at the head end in Kassel Hbf in 1974. It can be seen here that the DB's wish was not always realisable in operation. The blood orange Aüm 203 as coach 10 stands next to a purple WRbumz 138, to its right a Büm 234 joins it as coach 9. Photo: Volker Credé

Pop wagons as models

For model railway enthusiasts, the colourful carriages always seem to have played a special role, as they also provide welcome splashes of colour on the layout. This is true across almost all gauges, but in the nominal size Z already for the moment of their market launch.

The colours, which were highly topical at the time, stood for a modern state railway and consequently could not be missing from the Mini-Club's starting assortment. When Märklin filled the 1:220 scale with life and planned its opening programme, the identification colours for seat, baggage and dining cars were finally fixed. The new construction of carriages and also the repainting were still in progress.



The WRümh 132 dining car (item no. 8723), whose prototype was only in service for a short time, was part of the Mini-Club launch programme in 1972 in the highly topical livery. It was also a part of the first starter pack.

No one could have guessed that the WRümh 132 dining car would remain a loner and be the rarest of all, and that it would also prove to be extremely short-lived. Märklin sent an Aüm 203 (item no. 8720), a Büm 234 (8721), a Düm 902 (8722) and this dining car (8723) into the race for buyers' favour until 1977. Only the dining car, which had long since been lost as a prototype, remained in the range for about ten years longer.



Probably, also as a model, the Büm 234 in single edition (8721) reached the highest number of pieces of all pop colour cars. It, too, was already in the programme from 1972.

This meant that the inventor of Z gauge had no less than four identification colours to choose from and was able to reproduce the test concept almost completely. The pop cars were also offered in a rather incomplete starter set (8901), in which they were accompanied by a purple class 216 diesel locomotive. Not included were the baggage car and a transformer.

In the anniversary year 2022 Märklin took up its beginnings again in 1:220 scale and reissued this train according to the current status (81873), now including a baggage car instead of the dining car. The class 216 has long since come from new moulds, is powered by a bell-shaped armature motor and illuminated with LEDs. But the pop cars have also gained significantly in appearance due to the quality of painting and printing achieved today.



To compare the quality of painting and printing achieved over the past decades at Märklin, we have compared the Büm 234 from the first years of production (8721; left) and an Aüm 203 from 2012 (from 87401; right).

If we compare the original models and the anniversary edition, the age of the 1972 pop cars cannot be overlooked. All of them were printed with the respective identification colour on the pebble-grey plastic, but the end walls were not integrated. Above all, their blurred inscriptions always remained an exception in the Märklin programme.



The 2004 Olympic year express train pack (81435) was a good idea and also attractively put together, especially since it also included one of the colour loners (centre back; cf. photos on pages 9 and 12). However, the wrong roof colour of the baggage car (rear right) led to some annoyance.

But that didn't bother anyone, which underlines how popular the colourful passenger coaches may have been. If we disregard the WRümh 132 dining car, they were nevertheless rare for a long time - for more than 25 years there was no offer from Göppingen!

It was not until 2004 that the product management remembered this short era of the dawning Bundesbahn and announced in the spring new products one of the few trains as a one-off series that were formed "purebred" at that time. This was the D 611 of 1972 mentioned in the prototype section, which took spectators from Dortmund to the Summer Olympics in Munich.

Five cars and a blue class 110 box electric locomotive were included in the express train pack (81435), which was well received. In addition to the expected models of Aüm 203, Büm 234 and Düm 902 in the identification colours of the final concept, Märklin also gave its customers two surprises: For example, another 2nd class car with a chrome oxide green window band was included, which was supposed to pick up the single piece of the Büm 232 from the second colour sample train.

With regard to the transition and access doors, steps and toilet windows, customers had to accept some compromises here, but certainly this colour variant enhanced the existing range.

The second surprise of the set was the included dining car. In the meantime, the apron cars were also available in the mould kit and so Märklin was able to give the buyers what was typical in the train set at this point. The additional decorative line, which the five apron dining cars had in pop livery, also adorned the model that was included.

We have not mentioned a third surprise that was not part of the announcement because it also does not correspond to the prototype: While the product illustration also showed a prototypical umber grey roof on the luggage van, the delivery here was made with a pebble grey example.

This broke up the appearance of the train in an unpleasant way and would not have been conceivable with the original model because of the expected dirt. But Märklin did not react to customer objections in this case, because at that time the production of this pack had long since been outsourced to the Far East and could not be remedied in a timely manner anyway. Self-help remained in demand.

Eight more years went by before the colourful cars returned to the programme. It was the 40th anniversary of the Mini-Club and Märklin wanted to launch them, incidentally equipped with train route signs for a route from Braunschweig to Aachen, as matching cars for the new class 001 express steam locomotive.



The most elaborately printed pop cars to date were contained in this set (87401), which was issued as a one-off series for the 2012 anniversary year: The identification colour extended around the corners of the cars for the first time and prints were even applied to the end faces on door handles and grip bars.

This required a lot of imagination and did not fit at all to this steam locomotive, with which the detail control was introduced, but did not stand in the way of the success of the wagon pack (87401) at all. After all, these were lavishly printed and cleanly painted models that were unique in this form to date.

For the first time, the paintwork and even the printing also included the front sides, where even the tail lights were laid out in red. But the side panels were also beyond reproach and even received colour-contrasting door handles and grip bars. There were no repeated faults and no defects to be found: Top mark for Märklin.

At the latest now it was time to send the old vehicles from the launch year of the Mini-Club to their old age and to replace them with this edition. With three cobalt blue Büm 234, a blood orange Aüm 203 and the chrome oxide green Düm 902, the one-time series was also well equipped.



It was not always possible to put together trains of pure colours. We have deliberately taken up the Quick Pick self-service dining car WRbumz 138 (photo above), captured in 1974 and placed in D 577, between the 2nd class car 255 (left) and the 1st class car 10 (right). A model to recreate this scene was once supplied by Heckl Kleinserien (photo below), where the finely etched window frames just don't stand out as much from this perspective. Photo (above): Volker Credé

At this point, a wagon should be inserted that never wore pop colours in the prototype, but nevertheless fits well with the wagons, as was already seen in the prototype part of this article: the prototype of the WRbumz 138 Quick-Pick self-service dining wagons (part of the "Heckl 2/97" package).

Since the DB only (still) had five dining cars in pop colours, but high-quality D trains were usually equipped with them, the prototype, for which the Bundesbahn had high expectations, also appeared in the few “purebred” trains and attracted attention in them.

Heckl Kleinserien took on this model in 1997 and realised the car in its original purple colour with the striking white inscriptions on a Märklin basis. In addition to the bogies, the roof and the end walls also came from Märklin. The correct window arrangement of the prototype could be realised thanks to etched sheets.

This means that we are now making another ten-year leap in time when we focus again on the Märklin programme. We will then be in the next round anniversary year of 2022, for which we have already mentioned the retro starter pack.

But Märklin did not want to leave it at that, because two colours of the pop colour experiment had never been found in the Mini Club assortment before: Red violet and blue lilac as the two rarest, but probably also most distinctive colours.



Intended as a supplementary pack (87402) to the anniversary starter pack also for earlier compositions, the latest pop colour car edition is a good idea. With a small compromise (1 compartment window per car side too many) Märklin has now also included the two rarest colour variants of the couchette cars in red violet (rear left) and blue lilac (front).

Customers should receive these as part of an MHI supplementary wagon pack (87402), with which the trains from item numbers 81435 and 87401 are also to be optionally extended, although different train runs are printed on them. Many customers will certainly use them, which is why the decision is to be welcomed.

But then again, this is a compromise that cannot be avoided without new moulds: The replica couchette coaches Bcüm 243 in the previously missing identification colours had eleven compartments in the prototype, which is why neither the Aüm 203 (10 compartments) nor the Büm 234 (12 compartments) fit exactly.

Märklin decided on the 2nd class car as the form, because it reproduces the prototype impression quite coherently and will not immediately reveal its compromise without the possibility of counting in passing. Supplemented by a “real” Büm 234 in cobalt blue, the car pack is now complete and is now also on the road on home layouts.

Regarding the quality of the last package delivered, it should be noted that it largely follows the high standard of today. Compared to the direct predecessor pack 87401, however, the new carriages do without the printed door handles and climbing handle bars and also have no inscriptions on the front sides.

However, the tail lights have been coloured more precisely, and all models of the production year 2022/23 also show reproductions of the door seals and the black separating strip at the edge of the roof. In addition, they are now equipped with close couplers, just like the cars of the retro starter set. Thus, all in all, they are unchanged at the highest level.



With the exit from the station, where the eyes of father and son as well as ours fall on the two couchettes at the end of the train, the story of the pop cars in the Märklin programme is told for the time being.

Our model history is now complete for the time being, although this experimental paint scheme will certainly play a role at Märklin in the future. Small-series suppliers have not yet adopted this colour concept, presumably because of the higher painting effort compared to other colour concepts. However, the loners in the prototype stock could be appealing models for them.

Lone wolf by self build

Based on these thoughts, we also had the idea of reproducing a wagon ourselves that had a loner status in the prototype. For decades, the Märklin assortment has been lacking not only half luggage cars but also mixed-class passenger coaches from the DB's new construction programme.

This gap has so far only been filled by Heckl Kleinserien, where the type ABm 225 in two colour versions was once part of the delivery programme and the BDms 273 half-luggage wagon was also delivered to customers with the aforementioned Quick-Pick wagon.

As BDüms 273, four coaches were once on the road in the cobalt blue pop design, which would certainly be worthy of a replica. However, such a Märklin-based car remains only a project idea for the time being and thus “dreams of the future”.

Thus, the mixed-class ABüm 223 and ABüm 225 came into focus. As many as 20 examples from these two types wore blood orange as their identification colour. The more modern type 225 already had revolving doors and was a UIC-X standard car, which can be easily derived from Märklin conversions.



The only ABm 223 in chrome oxide green had the road number 51 80 31-40 199-6 and became our conversion template, with compromises. The photographer was able to capture this car, which unlike other pop cars did not have a decorative stripe in the identification colour directly above the edge of the frame, in a photo in 1978. Photo: Volker Credé

Far more interesting, however, appeared to be the only ABüm that had received chrome oxide green as a decal colour because it was part of the second sample train. As a further special feature, it was also missing the lower decorative stripe in the identification colour near the frame.

So, this example with the road number 51 80 31-40 199-6 was supposed to be the model. Unfortunately, it belonged to the type ABüm 223 and still had the large revolving doors. Further differences concern the size of the toilet windows and the type of transition doors (folding instead of sliding doors).

It would be very difficult to take these differences into account in the model: at least the door area would have to be sanded, the door window would have to be enlarged and its transparent insert would have to be suitably replaced. Further alterations and replacement requirements would concern the adjoining toilet windows.

For us, the expected effect was not in a justifiable proportion to the effort described. Therefore, it was quickly clear that the exterior of our own construction would follow the successor type ABüm 225, especially since only a few model railway enthusiasts would know the loner and would be able to classify it cleanly.



We also painted and lettered our mixed-class example with a similar effort as the more recent Märklin editions.

A conversation with Dieter Heckl, with whom this idea was discussed at an exhibition, proved to be a stroke of luck. He said that he still had a remaining stock of machined blanks from which he would no longer produce his small-series models. We were now able to fall back on one of them.

He had already cut the donor wagons (Märklin 8710 and 8711) in the middle and joined them together, and he had also filled and cleaned the cut edges. So, his blanks were already prepared for a coat of paint.

All that remained to be done was to remove the roof, take out the window inserts and then mask the black lower frame with masking tape from Tamiya. We have had the best experience so far with this product in terms of the interplay between perfect hold and protection of the parts and later removal without damage to the paint.

For the paints we used water-based acrylic paints from Oesling Modellbau. The pebble-grey base coat was the first pass, and the roof was sprayed in umbra-grey on the same day. The chosen gloss level silk matt was the finishing touch for this one at the same time.

After drying, we had to mask the windows carefully, because the window band had to be painted chrome-oxide green, but towards the roof it had to keep a narrow decorative stripe in the light base colour. It was also important to us to bring the paint cleanly around the corners of the wagons, as the more recent Märklin editions show.

After this challenge was also mastered, a new masking pass followed. The golden yellow 1st class stripe (RAL 1004) was also to be applied by spray painting. In principle, this would also be possible with a decal, but it remained unclear whether the desired colour tone would have to be screened for printing; we should deal with this unavoidable issue anyway.

Except for the black colouring of the rubber bulges and the transition tread plates and the red colouring of the tail lights with a fine brush, the colouring work was completed at this point. We ordered the decals for the model from Andreas Nothafft.



Only good connoisseurs of prototypes will notice that the shape of our model reproduces an ABm 225, but is based on an ABm 223 (photo above). In any case, it closes a gap in the Z-gauge range in an appealing way. Despite the screening of the pebble grey and chrome oxide green inscriptions, this unpleasant effect is no longer noticeable on the model, even from a short distance (photo below).

He told us that the pebble grey class numbers and the chrome oxide green DB emblems and wagon numbers would be screened for printing. Smoking and non-smoking panels, on the other hand, should not pose any problems.

This seemed worth a try; if it failed, we would have had to choose a different, but matching ink that would be as close as possible to the desired ones and printable without a screen. But the result turned out to be usable: Even though the sharpness of the print is very low up close, the exact colour from a normal viewing distance proved to be the better alternative.

After being soaked in water and sprinkled with softener, all the decals found a place and a firm hold on the surface of the car, which had been primed with adhesive. Precisely aligned, excess liquid removed with a cotton swab and then dried thoroughly, a sprayed, silky matt clear varnish ensured a firm grip.



A prototype photo inspired us to create this train: Behind 181 201-5, the first car to run is the lone ABm 223 and hardly anyone will have noticed it particularly, as its livery is reminiscent of that of the contemporary SNCF passenger coaches with which the dual-system locomotive was so often on the road.

At the same time, he has also levelled out the edges of the decals, which are hardly visible anyway, so that the origin and technology of the lettering are no longer recognisable. With this, we can release our self-built locomotive into service.

It continues the history of pop colours in its own way and complements many trains in an appealing as well as eye-catching way even without its concept siblings. And so, we remain excited and hopeful about how this unusual and short-lived experiment in 1:220 scale may continue in the future. Attentive **Trainini®** readers will surely remember that we are not the only ones who like these cars.

Model manufacturer:

<http://hecklkleinserien.de>
<https://www.maerklin.de>

Materials used:

<https://www.modellbahndecals.de>
<http://www.oesling-modellbau.com>
<https://www.tamiya.de>

Statistics as a model:

<https://www.bahnstatistik.de/Popfarben.htm>

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Layout details (part 4)

Abandoned and forgotten

In what is now the fourth part of our annual focus theme series on “Layout Details”, Dirk Kuhlmann looks at the many relics that people carelessly leave behind. The world is full of objects that were once left in a quiet corner and have been waiting for their revival, usually without success. Many things are forgotten, and the ravages of time soon gnaw away at their substance.

Recently, I have been going through and organising many photos and articles on the subject of model railways. I was pleased to notice that the landscaping side of the hobby has experienced a noticeable upswing in the last ten years. Beautiful meadow landscapes alternate with well executed wire trees and the overall visual impact of many layouts are generally impressive nowadays.



The MKO Museum-Bw in Norden looks very tidy on the surface. On closer inspection, however, the objects that have been here for a long time stand out. Go ahead and search!

There is only one type of detail that often is still missing: abandoned objects. I am not talking about ordinary trash, but about more or less carelessly discarded objects that are even overgrown over time. In our understanding, a normal garden behind one's home, for example, appears tidy and naturally inviting.

A well-tended lawn and flowering plants make for a pleasant sight. The self-built small wooden shed is the pride and joy of the hobby gardener and is always presented to guests. The view behind the shed is wisely blocked with a privacy fence.

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For almost two years, many parts of the signalling technology lay around rusting in the Opladen station area, which had not yet been converted (photo above). Leverkusen-Schlebusch station used to have a number of sidings. After the dismantling, the remnant of a track closure lay here in the gravel bed for years (photo below).

But now we get to the interesting part: An old bench accommodating discarded flower pots, a rusty metal barrel no longer being able to collect rainwater, but at least now a convenient place for storing wood boards – after all, there is always a use for something.



Nowadays, this scene with the discarded car parts is no longer visible. However, even after reforestation, many rather hidden marginal phenomena can be discovered on the large “Werdersheim” layout.

Most of the time, these “collector's corners” fall into oblivion and replicating them on a layout can add some very special charm to a model railway. And it gets worse! In earlier times, cars covered with tarpaulins were a frequent sight in many backyards.

Sometimes, an old VW bus ekes out a shadowy existence there, but at least the owner has been for years thinking about recommissioning it, and the wheelbarrow in front of it, which has lost its wheel, is actually also more of a thing for a scrap metal collector.

If we look a little further in the direction of the railway tracks, we see similar occurrences. Forgotten sleepers are almost overgrown by weeds and an old signal board lies next to it. Most of the time, these scenes occur after construction works on the tracks. Time and again, something is left lying around and is thus forgotten here as well.

The art of implementing such scenes on a layout lies in exercising a deliberate restraint with said objects. Railway layouts up to era IV may actually still look quite “clean”. Only layouts in a more modern era would call for a somewhat wilder look in order to be prototypical.

An exception would be the construction of a US layout. Here, downright chaos was and is often to be found to the left and right of the tracks at all times. Once again as a reminder: This does not mean trash.



We do not know whether the draisine is still being moved. Otherwise, the scene looks like a still life. Every item has had its place here for years!

A few tips

Of course, there are some manufacturers who offer ready-made “leftovers”, but do-it-yourself solutions should always be considered. Depending on the scale, remnants of veneer wood can serve as the basis for wooden boards. After a bath in a wash of black and brown emulsion paint for several days and the



Some construction machines eke out their existence in the countryside, especially if a repair causes high costs and the repair is put on the back burner.



A typical backyard atmosphere shows up in rural Westheim. The owner is fully convinced by the accumulation of his utensils. Who knows what else it can be used for.

subsequent drying, the boards look rotten as desired. This could be used to depict old willow fences, stacks of boards and many other scenes.

Furthermore, old watches are a real treasure trove for modeling various piles of metal. The gear wheels in particular fit in well with our scale. Most recently, I even used leftover parts from H0 scale truck kits in a layout for our 1:220 scale.

Engine parts and exhaust systems, wonderfully painted with rusty texture colours from Vallejo, look like abandoned parts from a larger ship. Even the spare parts box which most of us keep should not be safe from scavenging for interesting objects – just a bit of colour some colour to a specific piece might transform it into a unique detail.

Further experiences

Most recently, I paid a visit to the smaller Leverkusen-Manfort station to photograph the now deforested areas of the former sidings. Ten years ago, unused tracks were removed and left to mother nature.

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The absolute classic: a more or less well-veiled Volkswagen has been waiting for its revival for years. It doesn't matter whether it's on the east coast of the USA (photo above) or at the "Westerende" stop in East Friesland (photo below), the scenes are similar.



Photo above:
It's not junk or rubbish. The American fish company Miller only stores its older working materials here, and they are often forgotten.

Photo below:
This American diesel locomotive has been here for a while. Will the machine be set in motion again? In the meantime, the pitting from the rust is working its way forward.

Now it turns out that for about fifty metres several rail tracks are still there, with only the running surface of the rails visible. Such a scenery looks quite good on a small corner of a layout, perhaps in combination with an old goods wagon, or even a collapsed shelter for the shunters of the time. The now emerging trend of discovering "lost places" would be aptly represented here.



Over time, some materials that were no longer required have accumulated on the side of the small locomotive shed. Otherwise, the small depot of the "SVG." looks very tidy.

Next to the station is a bicycle shop. Here, in a corner facing the former railway tracks that is not visible to customers, countless dilapidated bikes are lying around. All of them motorless and apparently no longer up to date. This scene could be easily modeled by taking, for example, Artitec bicycle models, covering them with some rust paint and placing them appropriately on the layout.

Let's move on to more urban environments. Nowadays, model railroaders also like to recreate city centres and their streets. As with the prototype, the buildings facing the street usually look vivid and tidy. The many businesses and shop windows are intended to attract potential customers.

A short walk through the courtyard entrance, however, reveals a completely different scenery. In addition to the items already described above, discarded electrical appliances and pieces of furniture such as refrigerators, sofas, tables, etc. would be typical sight here.

Actually destined for collection, the order for removal was maybe forgotten or the date is simply still pending. Some old shelves from a shop eke out a rusty existence here, paired with many bicycles of the same colour, as repeated in the photo.

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Photo above:
Disfigured with various parts from old clocks and lighters, the American "Helper Station" looks very lively. The boards leaning against the wall of the house have also been here since ancient times.

Photo below:
Picking up items that are no longer required does not stop at even the most remote place. Maybe the old keeper's house at Catharinen-Tief will just be renovated, soon?

Only this time the bikes are parked perfectly correctly in stands. A little further on, the first smaller buildings begin. In the courtyard of the two-family house, construction machinery and materials have been standing around for years; the renovation or redevelopment is just dragging on a bit. The stories behind such scenes can be manifold.

Of course, I am aware that time for such exploration is rare in my professional life, but at least one's own holiday is an opportunity. I found many a legacy in an old Deutsche Bundesbahn depot in the town of Norden (East Frisia).



In 1:87 scale, many of the legacies seem even more real, an old radiator is lying around here, some of the rusty barrels are leaking. I wonder if the rest is still usable?

My old railway spare parts bin contains many wagons and items that are no longer usable. Members of a museum railway often accumulate a wide variety of materials and old passenger and freight wagons often sit around here for years, while they wait to be restored or cannibalised.

An old track bumper, placed in the middle of a meadow, was supposed to be installed in the railway station, but somehow, it was forgotten. A few kilometres further on, I was able to observe a similar scene, but this time it involved maritime objects.

Probably even the fans of epochs V and VI will not use an extreme version of the representation. Here, however, the rubbish that has been left out so far would be an issue. Especially in urban areas, our modern throwaway society leaves quite a bit behind.

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Going up a notch, track 0 is all about the right subtleties (photo above). The old window frame from the block site was actually supposed to be repaired (photo below). On a scale of 1:45, the dirty and broken glass panes are a must.

Here, overfilled rubbish containers in a housing estate could be depicted in a quite expressive and extremely realistic way. This is garnished and supplemented with two old mattresses, a three-legged armchair, and, not to be forgotten, a clothes horse that is often discarded. Actually, this is not nice to look at, but the model is far from an ideal world.



All sorts of flotsam draped artfully and untidy looks good even on a scale of 1:220; is it partly rubbish? A clean-up of the beach would be advisable, or everything may be forgotten, or the winter storm with the corresponding flooding will sweep everything away again.

After so many impressions, the model railway implementation should not be too difficult for us. Only one aspect would have to be carefully considered: the well-dosed accumulation of the old things. A layout quickly tips over into a toy-like character if, as with many other projects, the presentation is exaggerated.

The desired effect is then quickly lost. The details at the edge must be there and should be perceptible, but they must not impose themselves on the viewer or even literally beat him to death.

The author's web pages:
<https://www.helenensiel.com>

Uhlenbrock Intellibox 2neo

The Success Story continues

25 years ago, a success story began with the Intellibox. As the IB 2neo, it is now on the market as a new variant of the Intellibox II. And even if it does not claim to embody a third generation, it is equipped with modern technologies and ready for the future.

25 years ago, the Bottrop-based digital specialist launched its first digital command station under the product name Intellibox. Twelve years ago, a successor followed under the name Intellibox 2. Both were also suitable for Z gauge and enjoyed corresponding popularity.

But it always required an adjustment ex-works to generate a track voltage suitable for our scale. Now that the second generation of command stations is getting on in years, Uhlenbrock released the Intellibox 2neo a few months ago.



Fresh out of the box, the Intellibox 2neo from Uhlenbrock presents itself in its usual design and comes straight from the factory with a matching plug-in power supply unit, which is included in the delivery.

Curious as to why it should not be seen as a third generation, we had a conversation with Rüdiger Uhlenbrock at the Intermodellbau in Dortmund (see [Trainini TV](#) episode 13).

As a product developer, the managing director gave a clear answer to this: “It is a further development of the Intellibox II, it is not really a completely new device. It has been modernised internally and not much has changed externally.”

The exciting question for us was what changes had been brought about by the internal measures. It seemed particularly important to us to clarify whether it is still a good alternative for our size and whether it brings additional gains.

Before we look at the “inner values” of the new products, let's first note what has remained constant and what Rüdiger Uhlenbrock therefore also emphasised as an argument for classifying the unit with 2neo.



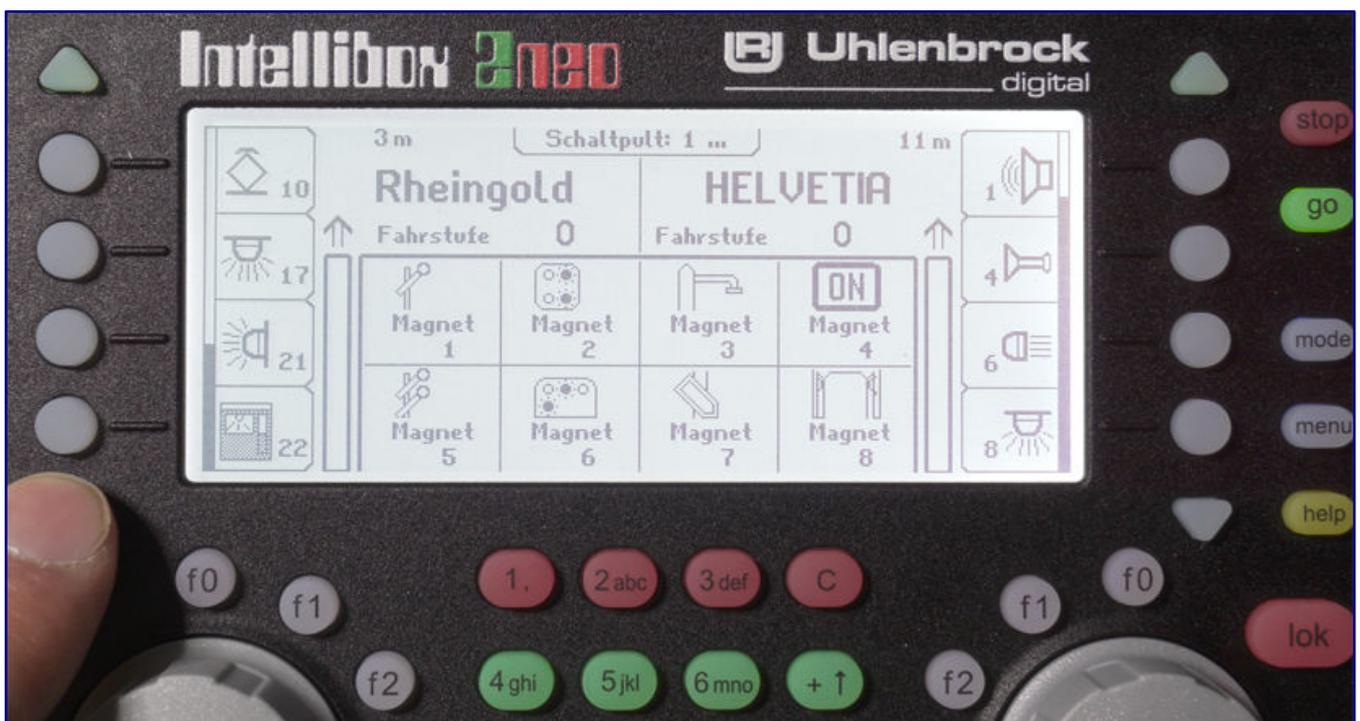
The equipment with pushbuttons and controls as well as their night lighting and the well-known display with its good resolution remained unchanged.

The shape and size of the housing, including the external design, seem familiar. The backlit display (size 98 x 42 mm, visible diagonal 105 mm) and the illuminated control buttons have also remained. The size of the display instrument and its resolution again make it stand out as a feature.

Since the previous, comprehensible operating concept has also been retained, there are no changes in the area of proven ergonomics. Thus, previous users of the predecessors will be able to cope with this control unit without having to get used to it. But even newcomers should quickly get used to it. We will discuss new functions later.

By the way, the parameters are displayed in plain text as well as with function icons. The display is detailed and easy to read even from the side. The keys directly to the left and right of the display are assigned contextually and are thus suitable for quick access to menu items and functions.

continues on page 44



Photos on page 43

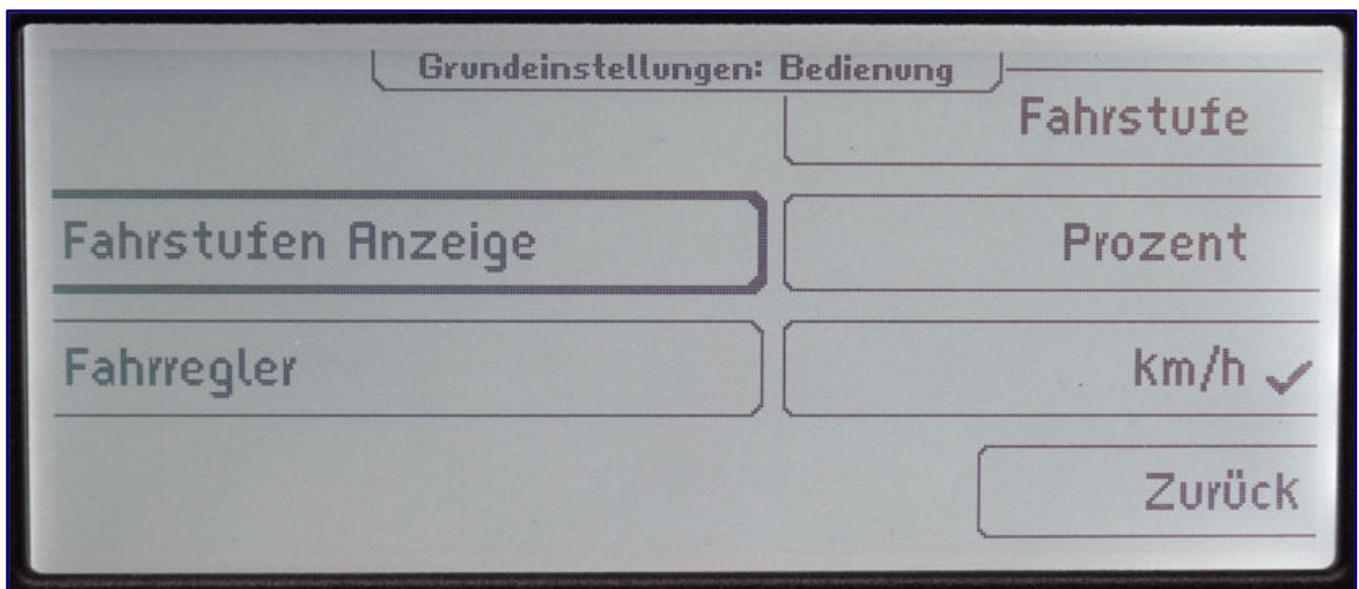
As we are used to from the previous model, we find two controllers on the user interface together with the function keys f0 to f4 surrounding them. All other functions can be accessed via the variably assigned keys above, together with the associated arrow keys for scrolling up or down (see image below). On the far right are the emergency stop and release buttons as well as access to the mode, menu and help function. In the middle between the controllers is the so-called keyboard.

Functions and connections

Since we have not presented the Intellibox in this magazine so far, we do not want to go straight into the observations that have arisen with this product update. We think it makes sense to give our readers an overview of what both the predecessor and this new product can do, and how the device is equipped.

After all, if you are interested, you will have to invest several hundred euros, which is why it should be clearly emphasised that this is a fully-fledged control centre that controls the locomotives, triggers their functions and also handles the switching tasks that arise. And even this is not the end of the description of the test candidate.

It can probably be expressed more accurately as follows: With the Intellibox 2neo, the model railway enthusiast is fully equipped for digital operation. It supports up to 128 speed levels and 9,999 decoder addresses, which means that it will not fail, even on large layouts.



The speed level display can be displayed in speed levels, percent (of maximum speed) and as a value in km/h. The desired display is selected using the multifunction button (see images on the previous page) next to the selection to be made. The display can also be adjusted in terms of brightness and contrast to one's own viewing habits.

Locomotive and function decoders can be addressed simultaneously in all three data formats (Motorola, DCC and Selectrix) used in Z gauge. In the area of turnout and switch decoders, these are the Motorola and DCC formats of the different manufacturers.

The unit provides the following components of a digital system: Central unit, booster, two controller, keyboard, programmer, interface, feedback monitor, route control, model time clock and the LISSY/MARCo mode with display of the current locomotive position on the layout and the DirectDrive function. An integrated infrared receiver enables the direct use of the IRIS infrared remote control.

The locomotive database holds up to 500 vehicle entries with function symbols up to function F28. Address, name, data format, train category, special locomotive options and the setting for the maximum speed in km/h can be assigned. The locomotive database can also be transferred to other Uhlenbrock devices via the LocoNet.

The speed display can be shown in speed steps, as a percentage of the maximum speed and also in km/h. Up to 32,767 special functions per locomotive are (theoretically) switchable.



On the back of the device, we find the following connection sockets (from left to right): s88-N feedback modules (Märklin), Märklin Motorola booster, LocoNet (B and T), DC booster (CDE), driving and programming track (1 to 4), power supply and the USB interface.

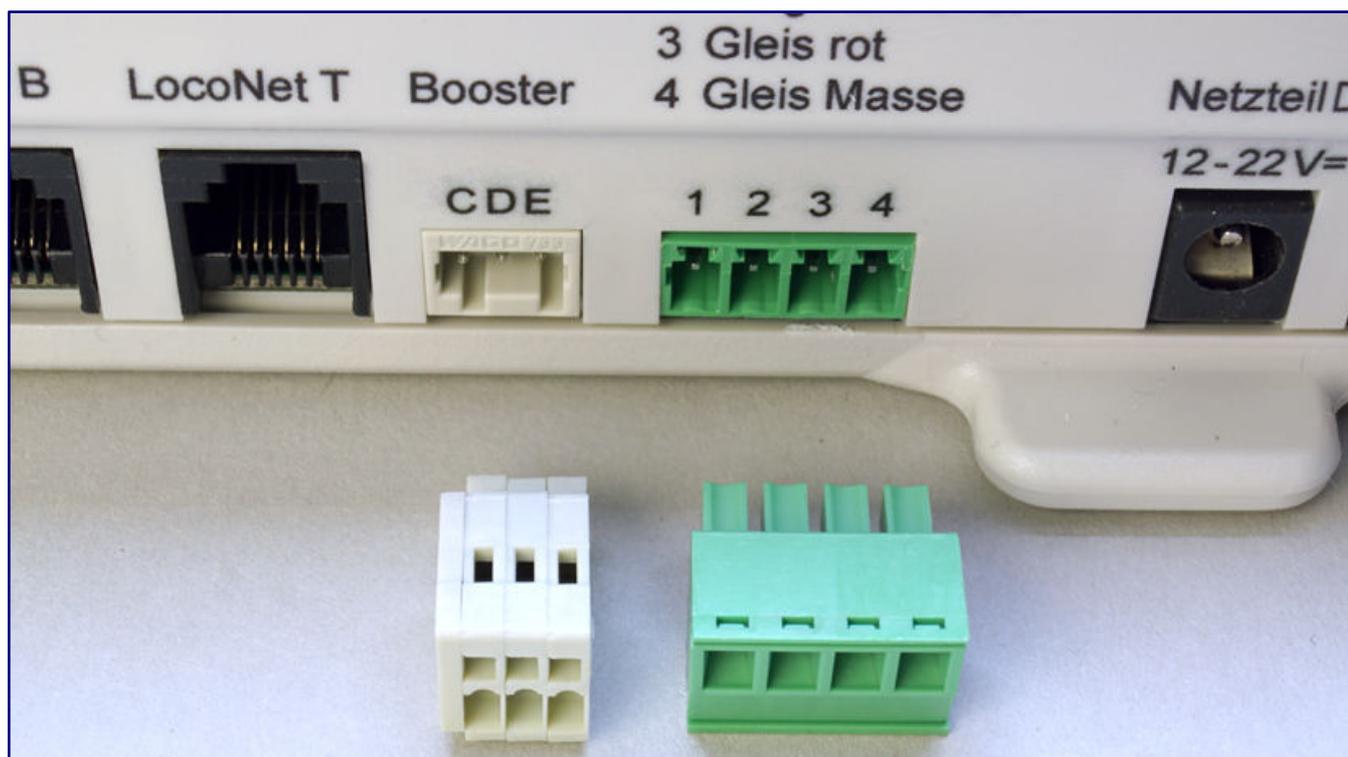
A helpful option is decoder programming in plain text, because for the standard CV in DCC format this eliminates the need to search for locomotive decoder instruction manuals for reference.

A detailed help function (at the simple touch of a button), a model time clock (for operating according to a timetable), booster mode and computer connection via the USB port complete the essence of the Intellibox 2neo.

Friends of automated operation will not want to do without a connection to the computer, in particular. However, it is also used to back up data on a computer and to import future programme updates.

ABC braking according to the system developed by Lenz is possible with the Intellibox 2neo if the other data formats are switched off and only DCC is output. The new command station can also be operated as an additional device on other LocoNet command stations (examples: other Intelliboxes or DAISY II).

A high level of compatibility not only with Uhlenbrock products is also evident on the rear of the unit through the many connection options: in addition to the sockets for the power supply, driving and programming track, we find others here for DC as well as Märklin Motorola boosters, LocoNet, s88-N feedback modules (Märklin) and the already mentioned USB interface.



The necessary plugs for connecting DC boosters and tracks for operating and programming are included with the Intellibox 2neo.

Adjustable operating voltage

The most important change to the Neo version for Z gauge users is the power supply: All previous Intelliboxes were supplied with alternating current. For a use in the nominal size Z desired by the customer, Uhlenbrock therefore made modifications that suitably reduced the track voltage output.

The reason for the earlier power supply was the design of the internal booster output stage. As with the Märklin digital system, there was a common ground rail that also had a connection to the bus systems. Despite advantages, such as compatibility with the Märklin digital system, this also had disadvantages.

One device - all gauges

For use in Z gauge, the Intellibox 2neo no longer requires a conversion by Uhlenbrock.

It can be used in parallel for all sizes of a model railway, also independent of the power system and protocol. This means that even the use of a two-wire layout (Mini-Club) and a three-wire system (H0 gauge), which is to be expected from Märklin customers, does not present a hurdle.

With the Intellibox 2neo, a changeover to direct current supply via a switching power supply unit, which is part of the scope of delivery, has now taken place. By means of a slide switch, 22 (large-scale railways), 18 (H0 gauge), 16 (TT and N gauges), and 12 volts (Z gauge) can be selected.

This eliminates the need for manufacturer modifications and an investment in the Intellibox 2neo also has the advantage that the same device can be used for all nominal scales in the owner's inventory. For this reason, in particular, we will also discuss new features here that have no relevance for the Z gauge itself.

The power supply unit supplied by Uhlenbrock delivers up to 3.5 amps, which also corresponds to the maximum output current. The programming track, which is also intended for test runs, is supplied with a maximum of 1 A, the LocoNet components are limited to 0.5 A on both connections. This is sufficient for many hand controllers and other components.



A powerful power pack is already included with the Intellibox 2neo, on which the required output voltage is passed on to the track. For Z gauge, 12 volts are preselected, as can be seen here. Thanks to the implementation of all common data formats, this control centre can also be used at home for different scales and adapted to their needs at any time.

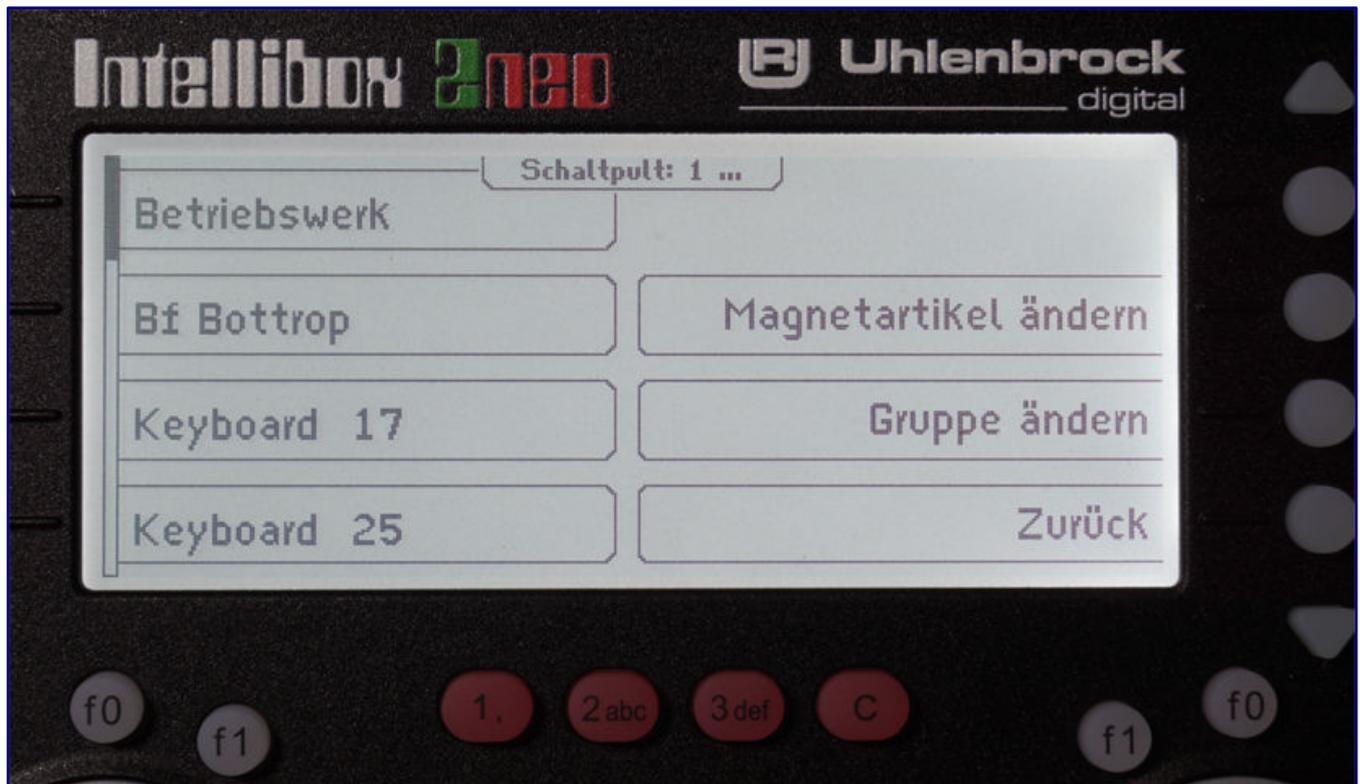
A big step forward is also the integrated WLAN equipment. When operating as an access point, the IB 2neo does not need an external router. Its network can be found under IB2neo_XXXXX (individual, seven-digit number sequence) and the IP address 192.168.4.1. It is an unencrypted WLAN that is also not secured by a password.

However, if the central unit is switched in mode via an LNCV, it is sufficient to press the WPS button on the router to integrate it into its network. However, this requires that the router at home is WPS-capable, which should be a matter of course with newer devices.

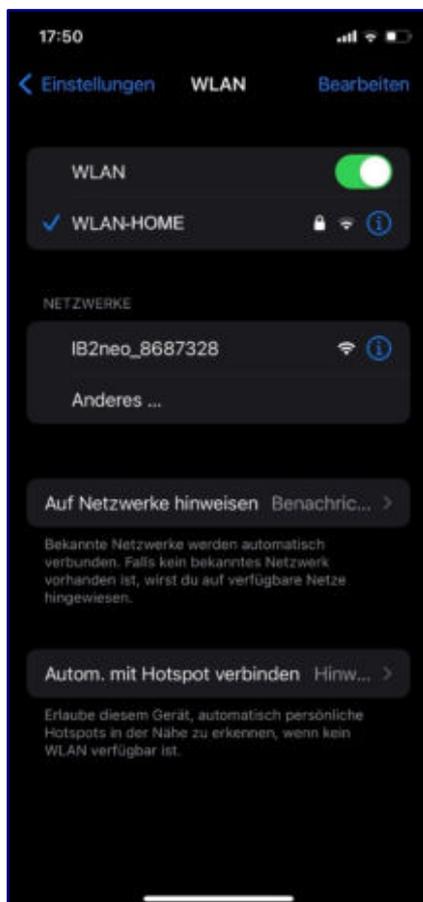
Other features

There has also been a change to the s88 feedback bus used in the Märklin digital system. The previous five-pole flat plug as a classic has now been replaced by an eight-pole Western plug. Although this makes no functional difference, this step is to be welcomed. Network cables that are easily and almost everywhere available, are now used, which are more interference-proof and also less expensive.

In the booster menu of the Intellibox 2neo there is now the option to monitor and also remotely control external Uhlenbrock boosters of the latest generation. In this way, selected areas can also be switched on or off from the central unit. The current load and temperature can also be queried in the monitoring functions.



All functions offered by the Intellibox 2neo to its owner can be quickly accessed via the menu selection and are arranged and displayed in an understandable and intuitive way.



It is convenient to assign names to the boosters that help with identification, such as “shadow station.” They are switched on and off via a solenoid address with automatic assignment. Manual restarting after a short circuit can also be specified, if the booster configuration prevents automatic restarting.

There has also been an expansion in the data formats with which the locomotives can be controlled. The previous Motorola, DCC and Selectrix from various manufacturers have now been joined by MFX. As with DCC via the RailCom functions, the independent registration of the locomotive at the control centre is therefore also possible in the format used today by Märklin.

According to Uhlenbrock's own understanding, it is a matter of course that previous devices can continue to be used in conjunction with the Intellibox 2neo. The Daisy with WLAN was also adapted to the IB 2neo as part of product maintenance.

With the mentioned own WLAN, control is also possible via a mobile phone or tablet. When combined with LISSY or MARCo from the Uhlenbrock range, the position of a train can also be displayed on the layout.

Photo left:
The IB 2neo sets up its own WLAN, which makes it possible to connect to an end device that can also be used to control the system.

So, despite many innovations, Uhlenbrock is sticking to tried and tested things. This is of particular benefit to model railway enthusiasts who already use components from the Uhlenbrock range or other compatible devices. The Intellibox 2neo can therefore be easily integrated into existing configurations and reduces the financial requirements for new purchases.



All functions offered by the Intellibox 2neo to its owner can be quickly accessed via the menu selection and are arranged and displayed in an understandable and intuitive way.

This central unit is also equipped for further developments, because thanks to the USB connection, future programme updates or extensions can be easily installed. It is also praiseworthy that a functional complete set of equipment is supplied and that the actual price is not concealed by the fact that, for example, the powerful power supply unit or connection plugs have to be purchased separately.

The Intellibox 2neo may not be a completely new digital centre, but, all in all, it is more than just a revision. Twelve years after the release of the second generation, it is now at the current state of development with this very extensive product update. And so, it can easily hold its own against alternatives from other manufacturers.

Manufacturer's webpages:
<https://www.uhlenbrock.de>

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

Endgültiger Abschied der Dampflokomotive **Schwanengesang im Emsland**

Viele Eisenbahnfreunde hofften wieder und wieder, dass sich das Ende der Dampflokomotive doch noch weiter hinauszögern möge. Keine Maschine nach ihr wirkte auf ihre Betrachter so lebendig. Das Bw Rheine was Auslauf-Bw für gleich drei Dampflokomotivebaureihen, eine davon sowohl gar in kohle- wie ölgefeuerter Ausführung. Der EK-Verlag erinnert mit einer neuen DVD an die letzten Jahre.

CFT Video Berlin
Bw Rheine
Die letzte Dampflokomotivehochburg der Bundesbahn

EK-Verlag GmbH
Freiburg 2023

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

Best.-Nr. 8636
Preis 22,80 EUR (Deutschland)

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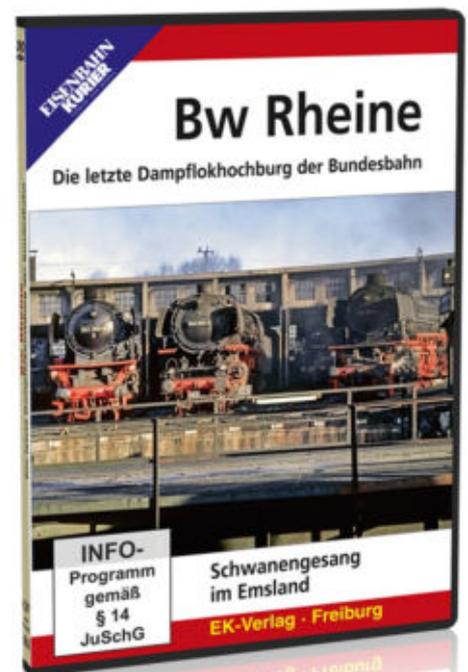
Erst in der letzten Ausgabe haben wir eine DVD vorgestellt, die auch, aber nicht ausschließlich Rheine mit dem damaligen Dampflokomotivebetriebswerk zum Thema hatte und in vielerlei Hinsicht einen großen Bogen spannt. Das ist hier etwas anders, aber nicht minder interessant.

Während die Zeit der Maschinen unübersehbar zu Ende ging, schien dort die Welt noch weitgehend in Ordnung. Rheine wurde zum Auslauf-BW für die Schnellzugrenner der Baureihe 011 / 012 sowie der Baureihen 042 und 043 bestimmt.

Das bedeutete, dass auf deren letzten Etappen die leistungsfähigsten Vertreter des Schnellzug- wie auch Güterzugdienstes hier zusammengezogen wurden. Entsprechend viel Foto- und Filmmaterial wurde in diesen letzten Jahren gefertigt und meist auch veröffentlicht.

Immerhin sind fast fünfzig Jahre vergangen, seitdem die Dampflokomotive bei der Bundesbahn ihren Lebensatem ausgehaucht hat. Ihre letzten Zeitzeugen, zumindest jene mit einer Kamera im damaligen Besitz, haben fast durch die Reihe das Rentenalter erreicht.

Besonders sie, aber auch jüngere Enthusiasten, die der Dampflokomotive auf andere Weise begegnet sind, lechzen immer wieder nach Filmdokumenten, mit denen sie in der Vergangenheit schwelgen und ihre Erinnerungen wachhalten können. Dies wird auch den EK-Verlag motiviert haben, diese DVD-Produktion in Berlin in Auftrag gegeben zu haben.



Wir haben sie uns angeschaut und möchten unsere Eindrücke an dieser Stelle mit Ihnen teilen. Zentrales Thema des Films ist der Schwanengesang der Dampflokomotive im Emsland, ausgehend vom genannten Bw Rheine.

Das gezeigte Material präsentiert sich überraschend bunt und gut vertont, offenbart aber auch sein wahres Alter durch die einst üblichen Bildstörungen des Filmmaterials. Es zeigt die in Rheine beheimateten Schnellzuglokomotiven im schweren D-Zug-Dienst.

Ebenso sehenswert sind viele Sequenzen, in denen die leichtere Mehrzwecklokomotive der Baureihe 042 vor Personenzügen auf der Emslandstrecke im Einsatz ist. Solches Material taucht sonst seltener in vergleichbaren Produktionen auf. Es liefert viele Inspirationen für die Modellbahn.

Ansonsten ist diese Baureihe zusammen mit der 043 im Güterzugdienst anzutreffen, wo sie fallweise auch Vorspann vor schweren Erzzügen leisten musste. Nicht ausgelassen werden auch die Bauzugeinsätze, melancholisch mit Musik untermalt, mit denen die Dampflokomotive ihr eigenes Ende beschleunigen musste.

Neben einigen Führerstandsmitfahrten sind auch wichtige Orte und Bahnhöfe der Einsatzstrecke wiederholt in den Aufnahmen zu sehen. Dazu gehören neben Emden und Lingen (mit Ausbesserungswerk) vor allem die Emsbrücke bei Hanekenfähr und der Streckenabschnitt bei Bentlage, immer wieder aber auch der Bahnhof Rheine selbst, wo auch die anderen Traktionen vor der Kamera auftauchen.

Ungewöhnlich viele Aufnahmen konnten im Betriebswerk Rheine gedreht werden. Sie vermitteln sehr gut einen Eindruck davon, wie es für das Personal damals auf der Dampflokomotive zugeht. Wer bewusst hinschaut, entdeckt dabei auch viele Anreize fürs Ausgestalten seines Areals auf der heimischen Anlage.

Dennoch ließen sich die 58 Minuten Laufzeit nicht allein mit historischem Material füllen. Viele Aufnahmen wurden in der heutigen Zeit entlang der Strecke nachgedreht und zeigen moderne Fahrzeuge der Traxx-Familie, die Baureihe 101 und auch 103 sowie die Triebzüge der Westfalenbahn. Das alles eignet sich gut, um einen Kontrast zu schaffen und die vielen Veränderungen wahrnehmbar zu machen, aber zum Ende hin wirkt dies dann doch wie etwas zu viel Füllmaterial.

Die Produzenten bekommen so gerade noch die Kurve, um zu Sonderfahrten der alten Veteranen auf ihrer letzten Stammstrecke umzuschwenken und so an die Begeisterung für alte Technik zu erinnern, die heute wichtige Einnahmequelle für viele Museen und Museumseisenbahnen sind. Damit schlagen sie im Film eine wichtige Brücke.

Was ist sonst noch aus der Endzeit der Dampflokomotive geblieben? Gezeigt wird auch ausgiebig, wie das Abschiedsfest für die Dampflokomotive im Bahnhof und Betriebswerk Rheine ablief und welche Stimmung dort vorherrschte. Auf offiziellen Abschiedsfahrten zu sehen ist ebenso 043 196-5 – die letzte planmäßig eingesetzte Dampflokomotive der DB.

Es bedarf keiner großen Spurensuche, um sie heute unter ihrem überdachten Unterstand am Bahnhof Salzbergen zu finden, von wo aus der Blick auch leicht auf den heutigen Streckenbetrieb fallen kann. Die Überreste des alten Lokschräppens und der Lokleitung werden durch das Begehen des Ortes im Stadtteil Hauenhorst erkundet und dokumentiert.

Als hilfreich dabei erweisen sich Drohnenaufnahmen – mit dem nun erfolgten Veröffentlichen der DVD ist aber auch vieles davon längst wieder Geschichte und der Kenner merkt, dass dieses Projekt wohl einige Jahre im Voraus vorbereitet wurde. So entfaltet dieser Film eher ungewollt noch einen weiteren dokumentarischen Wert.

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

Farben wie vom Winde verweht

Beeindruckend oder hilfreich?

Ein neues Buch zum gesprühten Farbauftrag im Bereich der Modellbahn möchte ein Ratgeber sein, schränkt seinen Nutzen aber gewollt ein, weil erforderliches Grundwissen vorausgesetzt wird. Einige vermeidbare Schwachpunkte liefern uns auch Grund zur Kritik, obwohl hier in Summe ein gutes Buch vor uns liegt.

Mathias Faber
Praxishandbuch Airbrush
Modellbahnanlagen farblich gestalten

VGB | Geramond
München 2023

Klappenbroschüre mit Fadenbindung
Format 22,5 x 26,5 cm
168 Seiten mit ca. 330 überwiegend farbigen Abbildungen

ISBN 978-3-96453-603-7
Preis 29,99 EUR (Deutschland)

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Vom Autor Mathias Faber aus Hamburg haben wir in diesem Magazin bereits einige Bücher vorgestellt. Sein jüngstes, das nun (wieder) bei inzwischen zur zu Geramond gehörenden Verlagsgruppe Bahn erscheint, ist Gegenstand dieser heutigen Rezension.

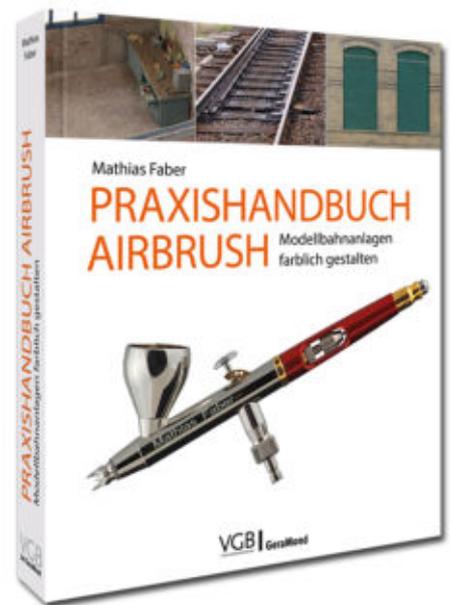
Mathias Faber ist bezeichnet sich als vom anspruchsvollen Modellbau und der Modelleisenbahn begeistert. Dies bringt er auch durch seine Fremo-Mitgliedschaft gern zum Ausdruck. Beruflich hat er eine Ausbildung zum Maler und Grafiker vorzuweisen. Seit den achtziger Jahren veröffentlicht er auch Bücher.

Dies erscheint auch vor dem Hintergrund als Hinweis wichtig, dass der vorliegende Titel Anfängern im Umgang mit den Techniken eines Spritzapparats („Airbrush“) keine Hilfe leisten wird. Er wird sie neugierig machen und beeindrucken, aber vom Nachahmen oder Anwenden des Dargestellten blieben sie weit entfernt.

Schon im Vorwort stellt der Autor klar, dass er grundlegende Fertigkeiten sowohl im Modellbau als auch bei Spritzlackierungen als vorhanden voraussetzt. Insofern handelt es sich hier nicht um einen klassischen Ratgeber oder ein Übungsbuch, sondern eher einen Folgeband.

Das erforderliche Einstiegswerk ist nach seinem Bekunden der eigene Titel „Airbrush im Modellbau“, der vor acht Jahren erstmals bei Geramond erschienen ist. Wir hatten die seinerzeitige Auflage in **Trainini®** 7/2018 vorgestellt.

Darin waren grundlegende Fertigkeiten, Vorgehensweise und wichtige Techniken sehr anschaulich und nachvollziehbar beschrieben und dokumentiert. Das neue Buch wendet sich in diesem Zusammenhang an alle diejenigen Leser, die daran Gefallen gefunden haben und sich mit dieser im Modellbau eigentlich unverzichtbaren Farbauftragstechnik auseinandergesetzt haben.



Gestiegen sind nun die Ansprüche, denn es werden weitaus komplexere Projekte behandelt, die viele Schritte und sinnvolle Kombinationen erfordern. Doch es geht auch nicht allein um den Farbauftrag, sondern oft auch um geeignete Vorbereitungen beim Bau von Modellen.

Auch das Modifizieren von Bausätzen und das Fertigen eigener Objekte spielen nicht nur eine Nebenrolle. Bindendes Glied aller behandelten Projekte sind das Beobachten von Vorbildsituationen und ein genaues Studium der Farben in der realen Welt. Das war und ist zu erwarten, denn der Titel stellt ja Farben und deren Auftrag nicht zufällig in den Mittelpunkt.

Nicht folgen können wir aber dem Verlagsfazit „Airbrush einfach erklärt“. Natürlich spielt dieses Thema oft eine zentrale Rolle im Modellbau und auf jeden Fall im Buch, aber detaillierte Erklärungen sind in diesem Werk eher Mangelware, weil ja auf den Vorgänger verwiesen wurde.

Die dargestellten Arbeitsabläufe sind keinesfalls so detailliert, wie in der Titelbeschreibung behauptet. Im Aufbau handelt es sich eher um einen Bildband, der durch verschiedene Projekte mit vielen Teilschritten führt, die jeweils mit wenigen Sätzen beschrieben werden. Dabei geht es meistens darum, was gemacht wurde und nicht, wie dies zu erfolgen hat.

Auswahl wie Qualität der Bilder sowie deren Reproduktion sind durchweg als gut und hochwertig zu bezeichnen, was hier ein ausgesprochener Pluspunkt ist, weil ja auch eine möglichst treffende Farbwiedergabe zu den besonderen Herausforderungen für den Verlag gehörte.

Das Spektrum der Themen reicht in drei wichtigen Kapiteln vom Gleisbau über die Architektur – diese mit dem weitaus größten Seitenanteil – bis hin zum Gestalten der Umgebung rechts und links der Gleise. Die Ausführungen zu Farben an Straßenfahrzeugen am Ende des dritten Kapitels stellen jedoch einen inhaltlichen Bruch zu den übrigen Inhalten jenes Abschnitts dar.

Ein paar Kritikpunkte möchten wir hinterlassen: Ein wiederholtes „Product Placement“ für MKB und Harder & Steenbeck / Hansa, beide wie der Autor in Hamburg ansässig, empfinden wir als aufdringlich, zumal die Buchinhalte – wie auch an anderen Stellen – hier auch eine Neutralität erlauben. So etwas wird im Sprachgebrauch nicht grundlos als Schleichwerbung gebrandmarkt, heute aber leider gern von „Influencern“ verschleiert.

Sofern diese Hersteller über ein gewöhnliches Maß hinaus unterstützen und vielleicht sogar Einfluss auf die Inhalte und Darstellungsweisen nehmen, erfordert das einen expliziten Hinweis, um glaubwürdig wie authentisch zu bleiben. Dies bleibt immer eine Frage guten Stils, im Pressewesen unterliegt es sogar einem Ehrenkodex.

Unsere Kritik haben wir bewusst mit einem Anglizismus begonnen, denn damit streifen wir einen weiteren Bereich, der uns das eine oder andere Mal aufgestoßen ist. Viele Begriffe aus dem Englischen haben sich im Modellbau und besonders auch rund um den Sprühauftrag von Farben eingebürgert.

Trotzdem bevorzugen wir Deutsch, solange es passende Ausdrücke gibt. Als Beispiel mag die Polystyrolplatte an Stelle eines „Plastic Sheets“ dienen. Das mindert auch die Gefahr, ältere Buchinteressenten mit hohen handwerklichen Begabungen nicht vom Verständnis auszuschließen und sich dem Leser womöglich abgehoben und arrogant zu präsentieren.

Wer die erforderlichen Grundfertigkeiten besitzt und die Vorzüge dieses Buches zu nutzen weiß, der findet hier eine Begleitung, mit der sich die eigene Kreativität sicher noch beflügeln lässt und neue Herausforderungen geweckt werden.

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Model railways in Sindelfingen

The Meeting of the Regions

In the summer months, dealing with model railways is certainly not at the top of the list of topics. Nevertheless, the clubs from Baden-Württemberg and Bavaria met again for a joint summer club meeting in Sindelfingen on 16 and 17 June 2023.

By Ralf Junius. Early on Saturday morning, I took the ICE from Düsseldorf via Stuttgart to Sindelfingen. There, Eberhard Krug had opened his business premises once again and held a club meeting.

Because of the space available there, it was possible to set up some larger exhibits in addition to smaller layouts, unlike at the regular club meetings. So, there was not only a lot to exchange, but also to see and experience.



The book "Mini-Club-Praxis" covered the creation of this segment layout by Karl Albrecht, which was subsequently acquired by Eberhard Krug and shown in Sindelfingen.

In addition to the showpieces of old-established Z gauge railroaders, the models of two young Zetties also caught my eye. It's great that both of them were allowed and able to attend this meeting.



Also on display were two small offspring layouts that are still under construction (photo above).

The original Albrecht system and a replica (demonstrated by Klaus Moser) stood side by side on site for direct comparison (photo left). Photos: Ralf Junius



A large part of the area was taken up by two modular layouts. The first of them is the layout built by Karl Albrecht and once documented in the book "Mini-Club-Praxis" for replicas. Today, it is owned by Eberhard Krug.

The other was set up exactly opposite and shows one of the replicas that the author once intended. This provided direct opportunities for comparison.

I was very taken with a small box on site because it depicted a scene from Africa. Although there was no train there, there were many interesting impressions of the continent. Among other things, the Dornier Do-27 with the registration D-ENTE was shown there.

This is the machine that was used for the filming of "Serengeti darf nicht sterben" ("The Serengeti must not die") by Prof. Dr. Bernhard Grzimek, but in which his son Michael then crashed and died over the African steppe.

An older layout showing a short section of the first ICE high-speed lines (valley crossing between two tunnels) was also shown again after several years. Although this showpiece by Rolf-Dieter Wörz was once shown at some trade fairs, this exhibit was previously unknown to me.

Last year in Altenbeken I saw the "Junction City" layout for the first time. It was also shown in Sindelfingen. So, now I was able to marvel at everything in detail and take photos of it.

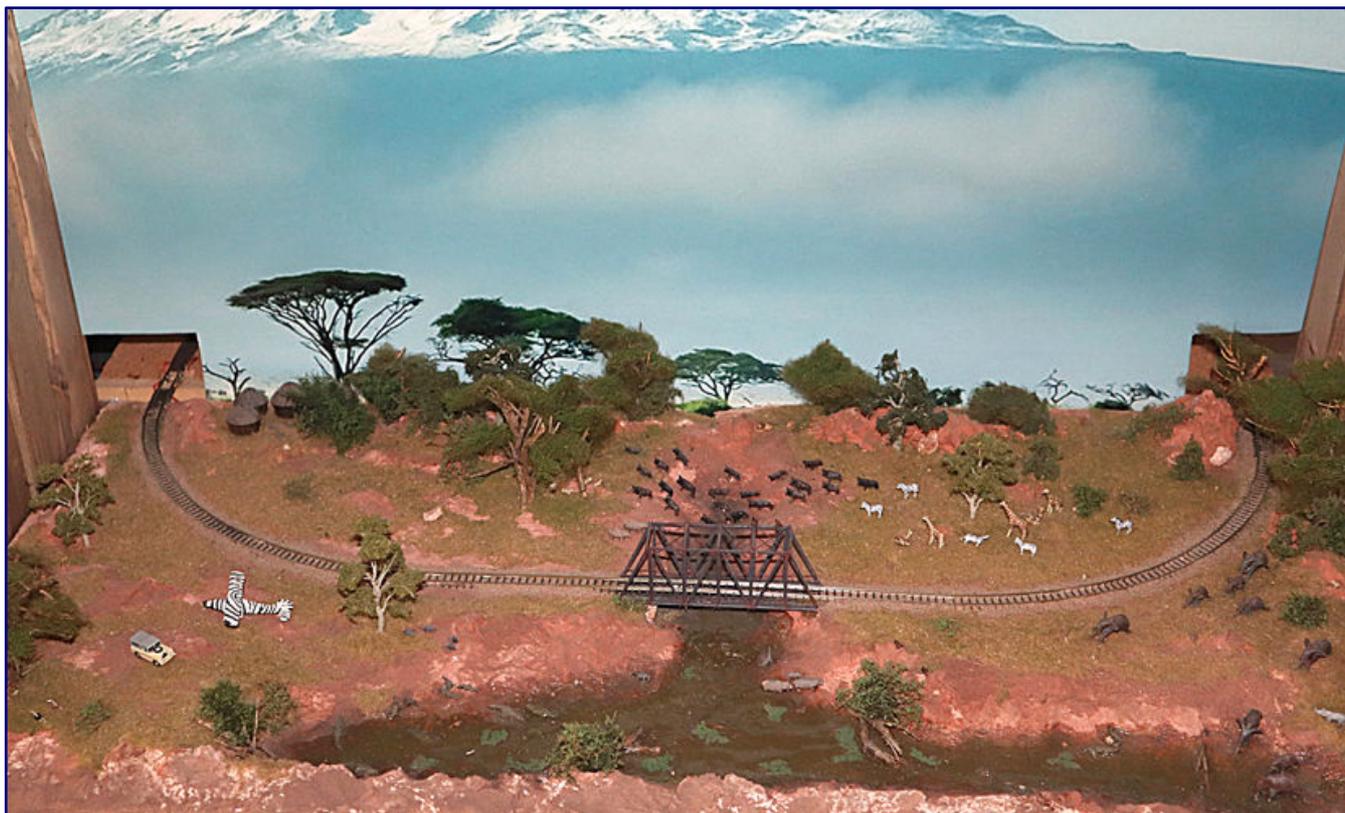


Photo above:
The steppe landscape of Africa appears authentic, as great care has also been taken to depict the correct vegetation. At the bottom left, the off-road vehicle and the Dornier Do-27 aircraft with the registration D-ENTE of the two Grzimek animal researchers can be seen, clearly locating what is shown in the Serengeti.

Photo below:
Rolf-Dieter Wörz found the template for his new ICE line with its alternations between tunnel and bridge sections almost on his doorstep. At the time of construction, the high-speed line was under construction between Stuttgart and Mannheim. Photos: Ralf Junius

This list covers only a few of the exhibits that were on display. The day went by so quickly, and, soon, it was time for me to return home.

continues on page 59



Photo above:
The track crossing at the station is the namesake of the "Junction City" layout, which was demonstrated for the first time in Altenbeken in May 2022.

Photo below:
The atmosphere of US railway lines seems to have been captured very well here. In any case, the many scenes appeal not only to the author of this article. Photos: Ralf Junius



From the early days of Z gauge comes this advertising sign in the then modern pop art style. You could also see this historic motif in the big Mini Club guidebook "Alles über die Spur Z" for the 50th anniversary last year.

Despite the long journey there and back and the many kilometres, the visit was really worthwhile for me. Apart from "driving around" the beautiful exhibits with my eyes, I was also able to have many interesting conversations with the Zetties present on site. The well-known concern of small get-togethers with club members was, therefore, not neglected, either.

Club webpages:

<https://z-stammtisch-bayern.de>
<https://www.zclub92stuttgart.com>

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.

Good news about crZ Christian Ribatzky:

In the April issue 2023 you had published my letter from March. Thank you very much. Today I have to add the following positive things:

I then tried to reach Mr Ribatzky again in June via the crZ portal contact request, with success! Mr Ribatzky answered me and also called me back. We had a nice chat and he also told me about an accident-related outage. However, the crZ company is still on the market with its decoders, including sound decoders.

My question was about a decoder for the BR 143 (Märklin 88431). Since Mr Ribatzky does not yet have a decoder for this model in his programme, he suggested that I make my model available to him for decoder development. I get the model back digitised and only have to pay the pure costs for the decoder.

I think that is a good service to the customer. I want to say that I cannot share the bad experiences that you described in your answer (...), except for the lack of feedback on contact requests, which was more likely due to the accident at work.

Peter Taubert, Schwerin

Running problems on Rokuhan switches:

I have problems with Rokuhan turnouts R040. A small tender locomotive, Märklin 8895, derails regularly. When I asked Rokuhan, I received a disappointing answer (...).

Is this limited functionality known in Zetties circles? Is it mentioned in the product descriptions of the Noch company?

Karl-Jürgen Heine, Boniswil (Switzerland)

Editor's answer: If the problems affect the same type of points several times, but always the same vehicle, while others can pass without problems, the Märklin locomotive should also be considered as the cause. Single-axle leading points on steam locomotives are known to us as sensitive parts. A possible cause could be a deviation of the flange inside dimension or also a too little contact pressure of the largely unloaded leader. An indication of this could also be provided by targeted driving tests with detailed observations: driving over the points both forwards and backwards as well as alternately over the straight and deviating track.

Embedding Trainini TV on the portal page:

This morning, while browsing the Trainini website, I noticed that a reference to **Trainini TV** is missing.

Hans Helbach, Bonn





Editor's reply: Indeed, we have already given a lot of thought to embedding our channel in our own pages in a legally secure and convenient way. The fact that this is also requested by readers confirms us and pleases us in equal measure. As a result of the letter, it has moved up on our agenda and has now been embedded in the portal via a separate tab with page and link selection option. We sincerely hope that **Trainini TV** will see a significant increase in the number of hits, as it still lags far behind our magazine.

US bridge kit from Raildig:

On the pages of the Ztrack Centre (<https://ztrackcenter.com>) a new bridge kit by Raildig is offered. It is titled as "Catfish Creek Bridge" (art. no. RD-170) and is offered without the diorama in which the bridge was embedded for illustrative purposes.



The assembled kit "Catfish Creek Bridge" (art.-no. RD-170) has been inserted into a diorama here for demonstration purposes. Photo: Raildig / Ztrack

Azar Models clarifies:

In response to an enquiry from our editorial team, Azar Models (<https://azar-models.com>) has clearly stated its position in the interest of its customers. We had enquired whether injection-moulded models of the G4 boxcar had actually been delivered without a base coat.

This was obviously the case, but met with acceptance in France, which had not exactly been spoilt with Z gauge so far, especially as some customers had patinated the models and liked the appearance thus achieved.

In Germany, on the other hand, where many model railroaders shy away from their own colour treatments, this caused some resentment. Azar Models pointed out that this was the first time they had gained



This trial spray shows the CC7200's body on the heavy metal running gear as it will receive the production delivery of this SNCF locomotive. Photo: Azar Models

experience in injection moulding and that they had learned here to always completely paint models from this production technique for larger quantities in the future.

The industrious manufacturer has also shared with us the first shots of an assembled hand sample of the French CC72000 diesel locomotive with a metal running gear that now gives it strong tractive power. As soon as a painted and lettered sample is also ready, we may further inform our readers!

Summer deliveries from Noch:

While the eagerly awaited 3D printed figures for Z gauge seem to be delayed a bit, Noch (<https://www.noch.de>) reports the delivery of further new products. The tree XL packs from the "Classic" series are now available in various combinations.

Suitable for Z-gauge are the following sets with five 8 - 10 cm tall deciduous trees and eight 8 - 12 cm tall fir trees: Fruit trees (item no. 25610), flowering fruit trees (25615), deciduous trees (25620), autumn trees (25625), and fir trees (25640).

The 41 x 26 cm sea foil (60852) can also be ordered in a transparent version and the Knitterfelsen (crumpled rocks) XL, which come from their inventor Andreas Dietrich and are now offered in an even larger format of 61 x 34.5 cm. The variants "Wildspitze" (60307), "Großvenediger" (60309) and "Seiser Alm" (60311) are offered.

New deliveries from AZL:

Even if AZL is not able to present any new models this month, there are definitely exciting models for various customer interests.

The EMD E8, for example, comes in the neat design of the Chesapeake & Ohio. The A-unit is offered with two operating numbers (art. no. 62617-1 / -2).



The EMD E8A (item no. 62617-1) looks good in the Chesapeake & Ohio colour scheme. Photo: AZL / Ztrack

There are also new variants of multi-part column carriers for truck trailers. The three-part units, each with a prototype length of 53 feet, bear the old TTAX logo and are loaded with Xtra trailers, in use for the US Postal Service (905230-1). Two of each of these trailers are also available separately (954006-1).



The heavy half luggage car runs in the UP version (74008-1) on three-axle bogies.
Photo: AZL / Ztrack

The R-70-20 refrigerated trucks are now returning to the range in ATSF orange. There is a choice of a two-pack (914833-2) and a four-pack (914803-2). The last delivery is the heavy half luggage car on three-axle bogies. With no less than three service numbers, it is continuously in service with Union Pacific (74008-1 to 74008-3).

Deliveries by Märklin since the last editorial deadline:

The tiny small car KlV 20 from the Wolff company in Walsrode (item no. 88026) has found its way to the dealers. The VW T1 combination vehicle from the former DB stock experienced its last period of service there and is to be classified in epoch IV. Unchanged, the model is equipped with a small bell-shaped armature motor that works via a belt drive. The housing is made of metal-filled plastic.



The current new edition of the class 138 (item no. 88386) stands out from its predecessor technically due to its drive and visually due to its fine printing, but not in the colour scheme chosen by Märklin.

The SBB class Re 460 electric locomotive (88468) is now available for Swiss railway enthusiasts. This model belongs to Era VI, because Märklin indicates an operating condition around 2018. Like the later editions of this locomotive, it does without an electric overhead line function, but offers the customer equipment with a bell-shaped armature motor and warm white LEDs for the head and tail lights.

We were very impressed by the electric locomotive class 139 of the Deutsche Bundesbahn (88386). The body is equipped with six panel vents and a central engine room window. It seems to be a firm rule at Märklin that this class and an ocean-blue-ivory-coloured one belong together, where one or the other customer might have wished for a chrome-oxide-green sister locomotive to the older model from the eighties.

Particularly appealing is the clean paint job, which also sets off the roof superstructure in umber grey and the pantograph drive in two colours. The printing is also impeccable, highlighting details such as rubber strips, handrails, door handles, chrome rings on the lanterns or the rubber seal of the engine room window.

The indicated operating condition around 1978 results in a classification in epoch IV. Our impressions are rounded off by excellent driving characteristics thanks to the installed bell-shaped armature motor. Warm white LEDs ensure direction-dependent peak lighting.



The Prussian express luggage coach Pw4 (87566) reproduces the early Bundesbahn period without the Ege biscuit printed on it. It also ran in this design together with the four-axle compartment coaches that are still awaiting delivery.

Initially still without its “car escort,” the express train luggage car Pw4 (87566) in the condition of the early Bundesbahn has set off on its journey. The Prussian design with train driver's cab has a chassis with sprinkler system and reproduction of the floor details, attached running boards, access ladders and handle bars.

Many customers have long awaited the reissue of this model. This time Märklin presents the condition before the Ege biscuit was attached, which was also the final service condition for the still missing compartment cars due to the expected retirement in the near future.

The last new delivery before the editorial deadline was the passenger train steam locomotive of class 38 (88997) in an early DB version. It does not yet have an Ege biscuit, but still has the Prussian box tender and large smoke deflectors.

Exhibition space reopened:

As we reported in **Trainini TV** episode 15, HRT GmbH in Marsberg-Westheim, better known under its brand 1zu220-Shop (<https://www.1zu220-shop.de>), has reopened its showroom for its customers since 8 July 2023.

In it, the highest art of model making is shown on various layouts and dioramas, and the models, which are also available in the company's own shop, are demonstrated in digital operation. Customers are asked to book in advance for Saturdays, as the visit to the demonstration room is preceded by a short city walk, during which templates of some realised scenes and buildings from the company's own series are shown.



In the meantime, managing director Jörg Erkel no longer devotes himself solely to Z gauge. In the actual sales rooms, a 0-gauge driving diorama also awaits his customers, and the H0 scale is soon to be appropriately honoured in the rooms as well.

A further journey is also worthwhile, especially as there is also a Ritzenhoff factory outlet on the premises, which sells high-quality glass articles, as well as the Westheimer beer specialities produced on site.

The temporary closure of the room was partly due to the Corona restrictions, but also to the expansion of the large segment installation, because a gravel loading facility based on a regional model was added, which had to be set up and embedded in the existing control configuration. This was and is not yet on public display outside Westheim!

Back to Spur Z:

The Panzer-Shop.nl (<https://www.panzer-shop.nl>) is again offering articles for Z-gauge. He justifies this with e-mails from customers who wanted the continuance of such offerings. The articles have now been reintegrated into the range.

We, too, can only profess to be enthusiastic about the detailing of the vehicles and had already been preparing an article when suddenly the end was announced and we had postponed our report due to lack of availability. However, the range also includes various figure sets.

We very much hope that the operator's decision will pay off and that the nominal scale Z will find its place there permanently.

Lack of clarity at Micro-Trains:

The current status of new products at Micro-Trains (<https://www.micro-trains.com>) is not immediately clear, because some models are still listed in the delivery list, which are supposed to have been on the market for a few months. The manufacturer also seems to want to enter into a preview with others.

According to the status information, two models of the US diesel locomotive EMD F7 for the Norfolk & Western (art. no. 980 01 341 / 342) should be on the market or currently on their way to the dealers, but in our opinion they should have a hard time holding their own against the much younger designs of the direct competitor with their old drive and without window inserts.



Reissued in this Norfolk & Western livery is the EMD F7 (Item No. 980 01 342) from Micro-Trains. Photo: Micro-Trains

The "War of the Worlds" series, based on a literary novel, can also be continued with another boxcar (518 00 843). This is wagon number 5 of a series that deals with the attack by Martians described in the books and the successful defence by mankind.

Faszination Modellbau in Friedrichshafen again:

From 3 to 5 November 2023, the 21st Faszination Modellbau (<https://www.faszination-modellbau.de>) will take place in the exhibition halls of Friedrichshafen in the border triangle. The exhibition will be held together with a real steam hall meeting and a Lego exhibition. We do not yet have any information about the participation of Z gauge. Z-Freunde International e.V. will be in charge of organising the event.

Further new items from Yellow Dwarf:

It is hard to keep up with the high delivery speed of Yellow Dwarf (<https://www.yellowdwarf.eu>), because month after month we are allowed to report here. There is always a feeling for gaps and exclusivity that can give a layout its special and individual charm.



Yellow Dwarf fills re-emerging gaps with the advertising pillars (art. no. 60041; photo left), while completely new territory is entered with the "Fun at the Pool" (60467; photo right). Photos: Yellow Dwarf

The series of small watercraft is currently being continued with kayaks (art. no. 60102). Since the withdrawal of Modelplant, advertising pillars (60041) have also been a gap in the range, which, like "public waste bins III" (60045), are now supplied from the Czech Republic.

Rather more unusual scenes at castles, market places, and, in the latter case, gardens will decorate the fountains (60303) and "Fun at the Pool" (60467).

Recent changes in the Electrical and Electronic Equipment Act:

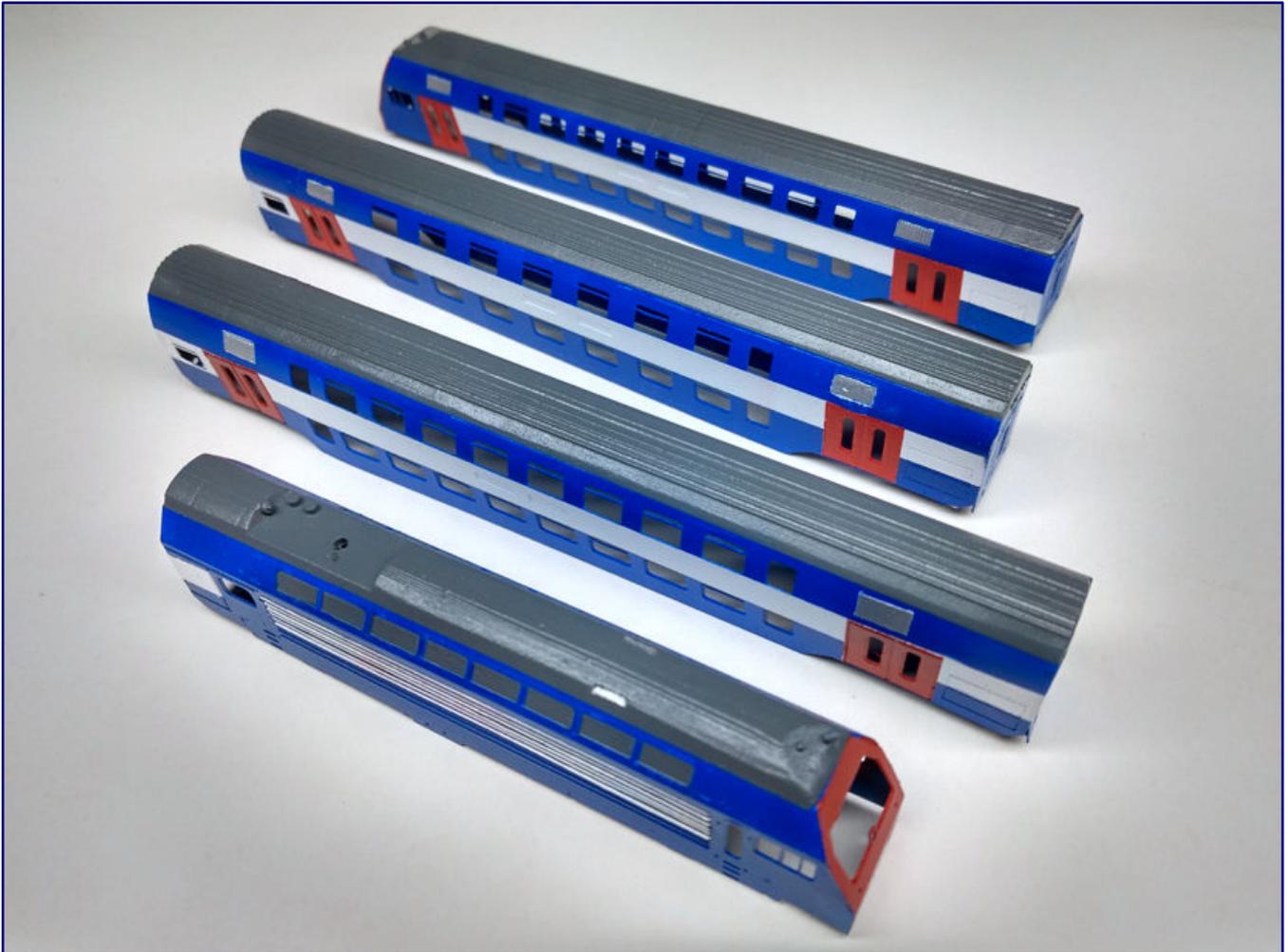
Märklin has informed its affiliated dealers about changes in the Electrical and Electronic Equipment Act that came into force on 1 July 2023. Since then, operators of electronic marketplaces such as Amazon or eBay, as well as dealers with their own sales via the Internet, have had to comply with a new inspection obligation with regard to ElektroG.

This applies if electrical and electronic items are offered or placed on the market within Germany or into Germany. Märklin fulfils this obligation for all three brands, whereas it can quickly become a major and serious problem for dealers' own offers or dealer platforms. After all, the affected equipment now also includes "passive electrical and electronic items" such as tracks or cables with plugs.

In case of doubt, such providers are well advised to seek legal advice from an official body such as the Chamber of Commerce and Industry (if the provider is a member there) or an expert lawyer in order to implement and correctly fulfil all obligations arising from the amendment to the law.

New products with a view at Z-Otti:

Hans-Jörg "Otti" Ottinger (<https://zotti.lena-johannson.de/shop>) has also been active. New in his range are high-quality nickel silver etched parts kits for the Swiss Re 450 (locomotive, 2 double-decker intermediate cars and the driving trailer) and the double locomotive Ae 8/8. They are suitable for ambitious modellers, not for beginners without experience with etched kits.



The Re 450 double-decker multiple unit is both a novelty and a highlight in the Z-Otti programme. By means of a Märklin running gear, the four-part set can also be easily made to run. Photo: Z-Otti (Hans-Jörg Ottinger)

The kits for the Re 450 are supplied with numerous pressure elements, including the running gear mounts and a complete interior. All parts for completing the kits are included except for the motors, scissor pantographs and wheel sets. The set can be easily motorised by a Märklin locomotive (item no. 88441 and identical in construction).

For the Ae 8/8 a professional motor and dummy set is planned for 2024 in cooperation with Harald Freudenreich. Based on the entries made so far, the edition size will be 20 pieces, but could be increased if necessary. A motorisation by a Z-Shorty is just as easily possible, parts for the corresponding conversion are included.

Another good idea are certainly the Märklin compatible catenary masts with tension weights. They are created completely with the help of 3D printing.

July new products at WDW Full Throttle:

William Dean Wright continues its food refrigerator series. The latest version is dedicated to the Clicquot Club Company ("Kleek-O"), a once very popular beverage manufacturer from the USA that was active since the end of the 19th century.

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He transported high-quality, sometimes exotic ingredients to his numerous factories to produce different flavours of lemonade. The latest two-pack 1 (art. no. FTB9208) suggests a continuation due to its name and is dedicated to the design of this company, which is characterised by large letters. WDW products are distributed in Germany by Case Hobbies (<https://case-hobbies.de>), among others distributed.



The refrigerated trolleys for the Clicquot Club Company (item no. FTB9208) are part of the supplier's food series. Photo: WDW Full Throttle

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